FINAL ENVIRONMENTAL IMPACT STATEMENT

Commercial Campus at Fields Corner

NY 312 & PUGSLEY ROAD
TOWN OF SOUTHEAST
PUTNAM COUNTY, NY

<u>VOLUME 2</u>
CORRESPONDENCE
APPENDICES A & B

Prepared for: Putnam Seabury Partners, L.P.
287 King Street
Chappaqua, NY 10514

Lead Agency: **Southeast Planning Board**

Prepared by:

Project 14012

Adopted: **July 27, 2020**

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Volume 2
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APPENDIX A

Comment Key

COMMENT KEY

The table below notes the source of each comment within Appendix B and the corresponding FEIS Comment Response Number in the FEIS which contains the responses. Transcripts from the two public hearings (July 9, 2018 and July 23, 2018) are also included.

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Memorandum	B-1	1	AKRF	Executive Summary	1-1
Memorandum	B-1	2	AKRF	Description of Proposed Action	2-1
Memorandum	B-1	3	AKRF	Land Use and Zoning	3-1
Memorandum	B-1	4	AKRF	Land Use and Zoning	3-2
Memorandum	B-1	5	AKRF	Land Use and Zoning	3-3
Memorandum	B-1	6	AKRF	Land Use and Zoning	3-4
Memorandum	B-1	7	AKRF	Land Use and Zoning	3-5
Memorandum	B-1	8	AKRF	Traffic	4-1
Memorandum	B-1	9	AKRF	Traffic	4-2
Memorandum	B-1	10	AKRF	Traffic	4-3
Memorandum	B-1	11	AKRF	Traffic	4-4
Memorandum	B-1	12	AKRF	Traffic	4-5
Memorandum	B-1	13	AKRF	Traffic	4-6
Memorandum	B-1	14	AKRF	Traffic	4-7
Memorandum	B-1	15	AKRF	Traffic	4-7
Memorandum	B-1	16	AKRF	Traffic	4-8
Memorandum	B-1	17	AKRF	Traffic	4-9
Memorandum	B-1	18	AKRF	Traffic	4-10
Memorandum	B-1	19	AKRF	Traffic	4-11
Memorandum	B-1	20	AKRF	Traffic	4-12/4-13
Memorandum	B-1	21	AKRF	Traffic	4-12/4-13
Memorandum	B-1	22	AKRF	Traffic	4-14
Memorandum	B-1	23	AKRF	Traffic	4-7
Memorandum	B-1	24	AKRF	Traffic	4-15
Memorandum	B-1	25	AKRF	Traffic	4-16
Memorandum	B-1	26	AKRF	Traffic	4-17
Memorandum	B-1	27	AKRF	Traffic	4-18
Memorandum	B-1	28	AKRF	Traffic	4-7

COMMENT KEY (Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
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Memorandum	B-1	30	AKRF	Traffic	4-20
Memorandum	B-1	31	AKRF	Traffic	4-21
Memorandum	B-1	32	AKRF	Traffic	4-22
Memorandum	B-1	33	AKRF	Traffic	4-23
Memorandum	B-1	34	AKRF	Traffic	4-24
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Memorandum	B-1	37	AKRF	Visual Resources	5-3
Memorandum	B-1	38	AKRF	Surface Water and Wetlands	6-1
Memorandum	B-1	39	AKRF	Surface Water and Wetlands	6-2
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Memorandum	B-1	41	AKRF	Surface Water and Wetlands	6-4
Memorandum	B-1	42	AKRF	Surface Water and Wetlands	6-5
Memorandum	B-1	43	AKRF	Surface Water and Wetlands	6-6
Memorandum	B-1	44	AKRF	Surface Water and Wetlands	6-7
Memorandum	B-1	45	AKRF	Geology, Soils and Topography	7-1
Memorandum	B-1	46	AKRF	Geology, Soils and Topography	7-2
Memorandum	B-1	47	AKRF	Geology, Soils and Topography	7-3
Memorandum	B-1	48	AKRF	Geology, Soils and Topography	7-4

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
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Memorandum	B-1	53	AKRF	Vegetation and Wildlife	9-3
Memorandum	B-1	54	AKRF	Vegetation and Wildlife	9-4
Memorandum	B-1	55	AKRF	Vegetation and Wildlife	9-5
Memorandum	B-1	56	AKRF	Vegetation and Wildlife	9-6
Memorandum	B-1	57	AKRF	Vegetation and Wildlife	9-7
Memorandum	B-1	58	AKRF	Vegetation and Wildlife	9-8
Memorandum	B-1	59	AKRF	Vegetation and Wildlife	9-9
Memorandum	B-1	60	AKRF	Vegetation and Wildlife	9-10
Memorandum	B-1	61	AKRF	Vegetation and Wildlife	9-11
Memorandum	B-1	62	AKRF	Vegetation and Wildlife	9-12
Memorandum	B-1	63	AKRF	Tax Analysis	10-1
Memorandum	B-1	64	AKRF	Tax Analysis	10-2
Memorandum	B-1	65	AKRF	Tax Analysis	10-3
Memorandum	B-1	66	AKRF	Tax Analysis	10-4
Memorandum	B-1	67	AKRF	Tax Analysis	10-5
Memorandum	B-1	68	AKRF	Tax Analysis	10-6
Memorandum	B-1	69	AKRF	Tax Analysis	10-7
Memorandum	B-1	70	AKRF	Tax Analysis	10-8
Memorandum	B-1	71	AKRF	Tax Analysis	10-9
Memorandum	B-1	72	AKRF	Tax Analysis	10-10

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Memorandum	B-1	73	AKRF	Tax Analysis	10-11
Memorandum	B-1	74	AKRF	Tax Analysis	10-12
Memorandum	B-1	75	AKRF	Tax Analysis	10-13
Memorandum	B-1	76	AKRF	Community Services	11-1
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Memorandum	B-1	79	AKRF	Community Services	11-4
Memorandum	B-1	80	AKRF	Community Services	11-5
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Memorandum	B-1	87	AKRF	Noise	14-5
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Memorandum	B-1	89	AKRF	Noise	14-7
Memorandum	B-1	90	AKRF	Noise	14-8
Memorandum	B-1	91	AKRF	Construction	15-1
Memorandum	B-1	92	AKRF	Construction	15-2
Memorandum	B-1	93	AKRF	Air Quality	16-1
Memorandum	B-1	94	AKRF	Air Quality	16-2
Memorandum	B-1	95	AKRF	Air Quality	16-3
Memorandum	B-1	96	AKRF	Air Quality	16-4
Memorandum	B-1	97	AKRF	Air Quality	16-5
Memorandum	B-1	98	AKRF	Air Quality	16-6
Memorandum	B-1	99	AKRF	Air Quality	16-7
Memorandum	B-1	100	AKRF	Air Quality	16-8
Memorandum	B-1	101	AKRF	Air Quality	16-9
Memorandum	B-1	102	AKRF	Air Quality	16-10
Memorandum	B-1	103	AKRF	Air Quality	16-11
Memorandum	B-1	104	AKRF	Air Quality	16-12

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Memorandum	B-1	105	AKRF	Air Quality	16-13
Memorandum	B-1	106	AKRF	Air Quality	16-14
Memorandum	B-1	107	AKRF	Air Quality	16-15
Memorandum	B-1	108	AKRF	Air Quality	16-16
Memorandum	B-1	109	AKRF	Air Quality	16-17
Memorandum	B-1	110	AKRF	Air Quality	16-18
Memorandum	B-1	111	AKRF	Hazardous Materials	17-1
Memorandum	B-1	112	AKRF	Hazardous Materials	17-2
Memorandum	B-1	113	AKRF	Alternatives	18-1
Memorandum	B-1	114	AKRF	Alternatives	18-2
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Letter	B-1A	2	NYSDOT (Schumaci)	Traffic	4-26
Letter	B-1A	3	NYSDOT (Schumaci)	Traffic	4-26
Letter	B-1A	4	NYSDOT (Schumaci)	Traffic	4-26
Letter	B-1A	5	NYSDOT (Schumaci)	Traffic	4-27
Letter	B-1A	6	NYSDOT (Schumaci)	Traffic	4-10
Letter	B-1A	7	NYSDOT (Schumaci)	Traffic	4-26
Letter	B-1A	8	NYSDOT (Schumaci)	Traffic	4-28
Letter	B-1A	9	NYSDOT (Schumaci)	Traffic	4-29
Letter	B-1A	10	NYSDOT (Schumaci)	Traffic	4-30
Letter	B-1A	11	NYSDOT (Schumaci)	Traffic	4-31
Letter	B-1A	12	NYSDOT (Schumaci)	Traffic	4-29
Letter	B-1A	13	NYSDOT (Schumaci)	Traffic	4-26
Letter	B-1A	14	NYSDOT (Schumaci)	Traffic	4-32
Letter	B-1A	15	NYSDOT (Schumaci)	Traffic	4-33
Letter	B-1A	16	NYSDOT (Schumaci)	Traffic	4-23
Letter	B-1A	17	NYSDOT (Schumaci)	Traffic	4-23
Letter	B-1A	18	NYSDOT (Schumaci)	Traffic	4-34
Letter	B-1A	19	NYSDOT (Schumaci)	Traffic	4-35
Letter	B-1A	20	NYSDOT (Schumaci)	Traffic	4-36
Letter	B-1A	21	NYSDOT (Schumaci)	Traffic	4-37
Letter	B-1A	22	NYSDOT (Schumaci)	Traffic	4-30
Letter	B-1A	23	NYSDOT (Schumaci)	Traffic	4-38
Letter	B-1A	24	NYSDOT (Schumaci)	Traffic	4-39
Letter	B-1A	25	NYSDOT (Schumaci)	Traffic	4-22
Letter	B-1A	26	NYSDOT (Schumaci)	Traffic	4-22

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-1A	27	NYSDOT (Schumaci)	Traffic	4-22
Letter	B-1A	28	NYSDOT (Schumaci)	Traffic	4-12/4-13
Public Hearing No. 1	B-2	1	Mr. Larca	Tax Analysis	10-14
Public Hearing No. 1	B-2	2	Mr. Larca	Air Quality	16-19
Public Hearing No. 1	B-2	3	Mr. Cyprus	Traffic	4-40
Public Hearing No. 1	B-2	4	Ms. Brandon	Description of Proposed Action	2-2
Public Hearing No. 1	B-2	5	Mr. Esposito	Noise	14-9
Public Hearing No. 1	B-2	6	Mr. Esposito	Visual Resources	5-7
Public Hearing No. 1	B-2	7	Mr. Esposito	Traffic	4-41
Public Hearing No. 1	B-2	8	Mr. Esposito	Tax Analysis	10-15
Public Hearing No. 1	B-2	9	Mr. Esposito	Description of Proposed Action	2-2
Public Hearing No. 1	B-2	10	Mr. Windsolsky	Noise	14-10
Public Hearing No. 1	B-2	11	Mr. Windsolsky	Traffic	4-41
Public Hearing No. 1	B-2	12	Mr. Windsolsky	Traffic	4-47B
Public Hearing No. 1	B-2	13	Ms. Woodgate	Visual Resources	5-5
Public Hearing No. 1	B-2	14	Ms. Woodgate	Traffic	4-42
Public Hearing No. 1	B-2	15	Ms. Woodgate	Land Use and Zoning	3-6
Public Hearing No. 1	B-2	16	Ms. Woodgate	Tax Analysis	10-7
Public Hearing No. 1	B-2	17	Ms. Woodgate	Traffic	4-18
Public Hearing No. 1	B-2	18	Ms. Woodgate	Traffic	4-15

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 1	B-2	19	Ms. Woodgate	Traffic	4-12/4-13
Public Hearing No. 1	B-2	20	Ms. Woodgate	Traffic	4-52
Public Hearing No. 1	B-2	21	Ms. Woodgate	Visual Resources	5-3
Public Hearing No. 1	B-2	22	Ms. Woodgate	Noise	14-11
Public Hearing No. 1	B-2	23	Mr. Bisio	Noise	14-9
Public Hearing No. 1	B-2	24	Mr. Bisio	Traffic	4-12/4-13
Public Hearing No. 1	B-2	25	Mr. Bisio	Traffic	4-53
Public Hearing No. 1	B-2	26	Mr. Cuomo	Visual Resources	5-6
Public Hearing No. 1	B-2	27	Mr. Cuomo	Traffic	4-54
Public Hearing No. 1	B-2	28	Mr. Cuomo	Traffic	4-12/4-13
Public Hearing No. 1	B-2	29	Mr. Cuomo	Traffic	4-43
Public Hearing No. 1	B-2	30	Mr. Rund	Traffic	4-47
Public Hearing No. 1	B-2	31	Ms. Fay	Tax Analysis	10-16
Public Hearing No. 1	B-2	32	Ms. Fay	Groundwater	8-2
Public Hearing No. 1	B-2	33	Ms. Fay	Air Quality	16-20
Public Hearing No. 1	B-2	34	Ms. Fay	Description of Proposed Action	2-3
Public Hearing No. 1	B-2	35	Ms. Rabinowitz	Air Quality	16-20
Public Hearing No. 1	B-2	36	Ms. Rabinowitz	Visual Resources	5-5
Public Hearing No. 1	B-2	37	Ms. Fanizzi	Noise/Visual Resources	14-12 and 5-4

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 1	B-2	38	Ms. Fanizzi	Traffic	4-47
Public Hearing No. 1	B-2	39	Ms. Fanizzi	Tax Analysis	10-7
Public Hearing No. 1	B-2	40	Ms. Fanizzi	Traffic	4-47
Public Hearing No. 1	B-2	41	Ms. Fanizzi	Traffic	4-55
Public Hearing No. 1	B-2	42	Ms. Fanizzi	Land Use and Zoning	3-7
Public Hearing No. 1	B-2	43	Ms. Fanizzi	Vegetation and Wildlife	9-13
Public Hearing No. 1	B-2	44	Ms. Fanizzi	Land Use and Zoning	3-7
Public Hearing No. 1	B-2	45	Mr. Catalano	Description of Proposed Action	2-4
Public Hearing No. 1	B-2	46	Mr. Catalano	Construction	15-3
Public Hearing No. 1	B-2	47	Mr. Catalano	Visual Resources	5-4
Public Hearing No. 1	B-2	48	Ms. Russo	Traffic	4-47
Public Hearing No. 1	B-2	49	Ms. Russo	Traffic	4-44
Public Hearing No. 1	B-2	50	Ms. Russo	Traffic	4-45
Public Hearing No. 1	B-2	51	Ms. Russo	Traffic	4-47
Public Hearing No. 1	B-2	52	Ms. Russo	Air Quality	16-20
Public Hearing No. 1	B-2	53	Ms. Armstrong	Visual Resources	5-3
Public Hearing No. 1	B-2	54	Ms. Armstrong	Air Quality	16-21
Public Hearing No. 1	B-2	55	Ms. Armstrong	Tax Analysis	10-15
Public Hearing No. 1	B-2	56	Ms. Armstrong	Tax Analysis	10-14
Public Hearing No. 1	B-2	57	Ms. Armstrong	Description of Proposed Action	2-11

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 1	B-2	58	Mr. Waldinger	Construction	15-4
Public Hearing No. 1	B-2	59	Mr. Waldinger	Description of Proposed Action	2-5
Public Hearing No. 1	B-2	60	Mr. Waldinger	Visual Resources	5-7
Public Hearing No. 1	B-2	61	Mr. Feuerman	Tax Analysis	10-16
Public Hearing No. 1	B-2	62	Mr. Feuerman	Description of Proposed Action	2-6
Public Hearing No. 1	B-2	63	Mr. Feuerman	Description of Proposed Action	2-2
Public Hearing No. 1	B-2	64	Ms. Yara	Description of Proposed Action	2-7
Public Hearing No. 1	B-2	65	Ms. Yara	Traffic	4-46
Public Hearing No. 1	B-2	66	Mr. Gosselink	Tax Analysis	10-15
Public Hearing No. 1	B-2	67	Mr. Gosselink	Traffic	4-82
Public Hearing No. 1	B-2	67B	Mr. Gosselink	Traffic	4-54
Public Hearing No. 1	B-2	68	Mr. Gosselink	Traffic	4-46
Public Hearing No. 1	B-2	69	Mr. Gosselink	Land Use and Zoning	3-8
Public Hearing No. 1	B-2	70	Mr. Gosselink	Visual Resources	5-3
Public Hearing No. 1	B-2	71	Ms. Ingraham	Traffic	4-12/4-13
Public Hearing No. 1	B-2	72	Ms. Ingraham	Geology, Soils, and Topography	7-2
Public Hearing No. 1	B-2	73	Ms. Pentavilla	Visual Resources	5-13
Public Hearing No. 1	B-2	74	Ms. Pentavilla	Traffic	4-47
Public Hearing No. 1	B-2	75	Ms. Pentavilla	Traffic	4-12/4-13

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 1	B-2	76	Mr. Wasserman	Traffic	4-48
Public Hearing No. 1	B-2	77	Mr. Wasserman	Traffic	4-61
Public Hearing No. 1	B-2	78	Mr. Wasserman	Groundwater	8-1
Public Hearing No. 1	B-2	79	Ms. McCarthy	Noise	14-13
Public Hearing No. 1	B-2	80	Ms. McCarthy	Visual Resources	5-3
Public Hearing No. 1	B-2	81	Mr. Acquisto	Vegetation and Wildlife	9-13
Public Hearing No. 1	B-2	82	Mr. Acquisto	Traffic	4-49
Public Hearing No. 1	B-2	83	Ms. Gallo	Description of Proposed Action	2-3
Public Hearing No. 1	B-2	84	Ms. Gallo	Land Use and Zoning	3-5
Public Hearing No. 1	B-2	85	Ms. Gallo	Traffic	4-50
Public Hearing No. 1	B-2	86	Ms. Eckhardt	Visual Resources	5-8
Public Hearing No. 1	B-2	87	Ms. Eckhardt	Traffic	4-51
Public Hearing No. 1	B-2	88	Ms. Eckhardt	Traffic	4-52B
Public Hearing No. 1	B-2	89	Ms. Eckhardt	Land Use and Zoning	3-7
Public Hearing No. 1	B-2	90	Ms. Eckhardt	Land Use and Zoning	3-8
Public Hearing No. 1	B-2	91	Ms. Carroll	Traffic	4-44
Public Hearing No. 1	B-2	92	Ms. Carroll	Construction	15-5
Public Hearing No. 1	B-2	93	Ms. Carroll	Traffic	4-12/4-13
Public Hearing No. 1	B-2	94	Ms. Fanizzi	Description of Proposed Action	2-2
Public Hearing No. 2	B-3	1	Mr. Larca	Description of Proposed Action	2-5

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 2	B-3	2	Mr. Hecht	Vegetation and Wildlife	9-14
Public Hearing No. 2	B-3	3	Mr. Hecht	Traffic	4-47B
Public Hearing No. 2	B-3	4	Mr. Hecht	Traffic	4-56
Public Hearing No. 2	B-3	5	Mr. Hecht	Traffic	4-47
Public Hearing No. 2	B-3	6	Mr. Hecht	Traffic	4-48
Public Hearing No. 2	B-3	7	Mr. Armstrong	Planning and Zoning	3-9
Public Hearing No. 2	B-3	8	Mr. Cyprus	Description of Proposed Action	2-5
Public Hearing No. 2	B-3	9	Mr. Cyprus	Visual Resources	5-9
Public Hearing No. 2	B-3	10	Mr. Cyprus	Noise	14-14
Public Hearing No. 2	B-3	11	Ms. Croft	Air Quality	16-28
Public Hearing No. 2	B-3	12	Ms. Croft	Air Quality	16-22
Public Hearing No. 2	B-3	13	Ms. Croft	Visual Resources	5-10
Public Hearing No. 2	B-3	14	Ms. Croft	Visual Resources	5-7
Public Hearing No. 2	B-3	15	Ms. Croft	Noise	14-15
Public Hearing No. 2	B-3	16	Ms. Croft	Traffic	4-57
Public Hearing No. 2	B-3	17	Ms. Croft	Tax Analysis	10-14
Public Hearing No. 2	B-3	18	Ms. Armstrong	Noise	14-16
Public Hearing No. 2	B-3	19	Ms. Armstrong	Noise	14-17
Public Hearing No. 2	B-3	20	Ms. Armstrong	Noise	14-18

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 2	B-3	21	Ms. Armstrong	Noise	14-19
Public Hearing No. 2	B-3	22	Ms. Armstrong	Air Quality	16-23
Public Hearing No. 2	B-3	23	Ms. Armstrong	Air Quality	16-24
Public Hearing No. 2	B-3	24	Ms. Armstrong	Air Quality	16-13
Public Hearing No. 2	B-3	25	Mr. Kenny	Visual Resources	5-4
Public Hearing No. 2	B-3	26	Mr. Kenny	Traffic	4-58
Public Hearing No. 2	B-3	27	Mr. Kenny	Groundwater	8-1
Public Hearing No. 2	B-3	28	Mr. Catalino	Traffic	4-59
Public Hearing No. 2	B-3	29	Mr. Catalino	Description of Proposed Action	2-2
Public Hearing No. 2	B-3	30	Mr. Catalino	Tax Analysis	10-16
Public Hearing No. 2	B-3	31	Mr. Catalino	Traffic	4-47B
Public Hearing No. 2	B-3	32	Mr. Catalino	Traffic	4-60
Public Hearing No. 2	B-3	33	Mr. Catalino	Traffic	4-61
Public Hearing No. 2	B-3	34	Mr. Catalino	Air Quality	16-22
Public Hearing No. 2	B-3	35	Mr. Catalino	Construction	15-6
Public Hearing No. 2	B-3	36	Mr. Catalino	Noise	14-9
Public Hearing No. 2	B-3	37	Mr. Catalino	Description of Proposed Action	2-2
Public Hearing No. 2	B-3	38	Mr. Catalino	Vegetation and Wildlife	9-13
Public Hearing No. 2	B-3	39	Mr. Catalino	Surface Water and Wetlands	6-8

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 2	B-3	40	Mr. Catalino	Groundwater	8-1
Public Hearing No. 2	B-3	41	Ms. Yekutiel	Traffic	4-12/4-13
Public Hearing No. 2	B-3	42	Ms. Yekutiel	Traffic	4-54
Public Hearing No. 2	B-3	43	Ms. Yekutiel	Air Quality	16-28
Public Hearing No. 2	B-3	44	Ms. Yekutiel	Noise	14-20 & 16-28
Public Hearing No. 2	B-3	45	Ms. Yekutiel	Noise	14-21
Public Hearing No. 2	B-3	46	Ms. Yekutiel	Tax Analysis	10-14
Public Hearing No. 2	B-3	47	Ms. Yekutiel	Tax Analysis	10-17
Public Hearing No. 2	B-3	48	Ms. Yekutiel	Traffic	4-62
Public Hearing No. 2	B-3	49	Ms. Miller	Tax Analysis	10-18
Public Hearing No. 2	B-3	50	Ms. Miller	Air Quality	16-25
Public Hearing No. 2	B-3	51	Ms. Miller	Description of Proposed Action	2-8
Public Hearing No. 2	B-3	52	Ms. Miller	Visual Resources	5-3
Public Hearing No. 2	B-3	53	Ms. Miller	Traffic	4-63
Public Hearing No. 2	B-3	54	Ms. Miller	Groundwater	8-3
Public Hearing No. 2	B-3	55	Ms. Miller	Visual Resources	5-11
Public Hearing No. 2	B-3	56	Ms. Miller	Tax Analysis	10-19
Public Hearing No. 2	B-3	57	Ms. Newman	Traffic	4-58 and 4-61
Public Hearing No. 2	B-3	58	Ms. Newman	Tax Analysis	10-20

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 2	B-3	59	Ms. Newman	Tax Analysis	10-21
Public Hearing No. 2	B-3	60	Mr. Gates	Tax Analysis	10-22
Public Hearing No. 2	B-3	61	Mr. Gates	Tax Analysis	10-20
Public Hearing No. 2	B-3	62	Mr. Gates	Description of Proposed Action	2-9
Public Hearing No. 2	B-3	63	Ms. Fay	Land Use and Zoning	3-18
Public Hearing No. 2	B-3	64	Ms. Fay	Tax Analysis	10-23
Public Hearing No. 2	B-3	65	Ms. Fay	Tax Analysis	10-14
Public Hearing No. 2	B-3	66	Ms. Fay	Tax Analysis	10-16
Public Hearing No. 2	B-3	67	Ms. Fay	Visual Resources	5-12
Public Hearing No. 2	B-3	68	Ms. Fay	Air Quality	16-26
Public Hearing No. 2	B-3	69	Ms. Fay	Description of Proposed Action	2-5
Public Hearing No. 2	B-3	70	Ms. Fay	Groundwater	8-2
Public Hearing No. 2	B-3	71	Ms. Fay	Traffic	4-64
Public Hearing No. 2	B-3	72	Ms. Fay	Visual Resources	5-7
Public Hearing No. 2	B-3	73	Ms. Fay	Air Quality	16-28
Public Hearing No. 2	B-3	74	Ms. Fay	Vegetation and Wildlife	9-15
Public Hearing No. 2	B-3	75	Ms. Fay	Visual Resources	5-3
Public Hearing No. 2	B-3	76	Ms. Fay	Tax Analysis	10-24
Public Hearing No. 2	B-3	77	Ms. Fay	Community Services	11-6

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 2	B-3	78	Mr. Lubra	Tax Analysis	10-8
Public Hearing No. 2	B-3	79	Mr. Lubra	Utilities	12-2
Public Hearing No. 2	B-3	80	Mr. Lubra	Utilities	12-3
Public Hearing No. 2	B-3	81	Mr. Lubra	Tax Analysis	10-8
Public Hearing No. 2	B-3	82	Mr. Lubra	Tax Analysis	10-2
Public Hearing No. 2	B-3	83	Mr. Lubra	Traffic	4-65
Public Hearing No. 2	B-3	84	Mr. Lubra	Traffic	4-12/4-13
Public Hearing No. 2	B-3	85	Mr. Lubra	Tax Analysis	10-8
Public Hearing No. 2	B-3	86	Ms. Dunn	Traffic	4-66
Public Hearing No. 2	B-3	87	Ms. Dunn	Traffic	4-67
Public Hearing No. 2	B-3	88	Ms. Fanizzi	Tax Analysis	10-25
Public Hearing No. 2	B-3	89	Ms. Fanizzi	Tax Analysis	10-26
Public Hearing No. 2	B-3	90	Ms. Fanizzi	Description of Proposed Action	2-2
Public Hearing No. 2	B-3	91	Ms. Fanizzi	Air Quality	16-22
Public Hearing No. 2	B-3	92	Ms. Fanizzi	Vegetation and Wildlife	9-16
Public Hearing No. 2	B-3	93	Ms. Jacobs	Land Use and Zoning	3-8
Public Hearing No. 2	B-3	94	Ms. Jacobs	Land Use and Zoning	3-11
Public Hearing No. 2	B-3	95	Ms. Jacobs	Visual Resources	5-3
Public Hearing No. 2	B-3	96	Ms. Jacobs	Traffic	4-12/4-13

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 2	B-3	97	Ms. Aurello	Visual Resources	5-3
Public Hearing No. 2	B-3	98	Ms. Aurello	Land Use and Zoning	3-8
Public Hearing No. 2	B-3	99	Ms. Aurello	Surface Water and Wetlands	6-9
Public Hearing No. 2	B-3	100	Ms. Aurello	Tax Analysis	10-27
Public Hearing No. 2	B-3	101	Ms. Aurello	Tax Analysis	10-28
Public Hearing No. 2	B-3	102	Ms. Aurello	Traffic	4-15
Public Hearing No. 2	B-3	103	Ms. Aurello	Traffic	4-69
Public Hearing No. 2	B-3	104	Mr. Matusus	Visual Resources	5-3
Public Hearing No. 2	B-3	105	Ms. Watkins	Traffic	4-47
Public Hearing No. 2	B-3	106	Ms. Watkins	Land Use and Zoning	3-10
Public Hearing No. 2	B-3	107	Ms. Watkins	Tax Analysis	10-29
Public Hearing No. 2	B-3	108	Ms. Watkins	Tax Analysis	10-30
Public Hearing No. 2	B-3	109	Mr. Hines	Surface Water and Wetlands	6-10
Public Hearing No. 2	B-3	110	Ms. Yara	Traffic	4-47
Public Hearing No. 2	B-3	111	Ms. Yara	Description of Proposed Action	2-2
Public Hearing No. 2	B-3	112	Ms. Yara	Traffic	4-70
Public Hearing No. 2	B-3	113	Ms. Eckhardt	Land Use and Zoning	3-11
Public Hearing No. 2	B-3	114	Ms. Eckhardt	Traffic	4-50
Public Hearing No. 2	B-3	115	Ms. Eckhardt	Tax Analysis	10-14

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 2	B-3	116	Ms. Kaddatz	Traffic	4-62
Public Hearing No. 2	B-3	117	Ms. Kaddatz	Traffic	4-61
Public Hearing No. 2	B-3	118	Ms. Kaddatz	Community Services	11-3
Public Hearing No. 2	B-3	119	Ms. DiDonato	Description of Proposed Action	2-10
Public Hearing No. 2	B-3	120	Ms. Delbianco	Tax Analysis	10-16
Public Hearing No. 2	B-3	121	Mr. Carlos	Tax Analysis	10-31
Public Hearing No. 2	B-3	122	Mr. Carlos	Tax Analysis	10-14
Public Hearing No. 2	B-3	123	Mr. Carlos	Tax Analysis	10-7
Public Hearing No. 2	B-3	124	Mr. Carlos	Tax Analysis	10-15
Public Hearing No. 2	B-3	125	Mr. Carlos	Tax Analysis	10-16
Public Hearing No. 2	B-3	126	Mr. Carlos	Traffic	4-12/4-13
Public Hearing No. 2	B-3	127	Mr. Carlos	Traffic	4-81
Public Hearing No. 2	B-3	128	Mr. Carlos	Traffic	4-72
Public Hearing No. 2	B-3	129	Mr. Carlos	Traffic	4-73
Public Hearing No. 2	B-3	130	Mr. Carlos	Traffic	4-74
Public Hearing No. 2	B-3	131	Mr. Carlos	Traffic	4-75
Public Hearing No. 2	B-3	132	Mr. Carlos	Traffic	4-72
Public Hearing No. 2	B-3	133	Mr. Carlos	Traffic	4-77
Public Hearing No. 2	B-3	134	Mr. Carlos	Traffic	4-78

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Public Hearing No. 2	B-3	135	Mr. Lord	Land Use and Zoning	3-10
Public Hearing No. 2	B-3	136	Mr. Robert	Traffic	4-79
Public Hearing No. 2	B-3	137	Ms. Newman	Traffic	4-80
Public Hearing No. 2	B-3	138	Ms. Yekutiel	Tax Analysis	10-32
Letter	B-4	1	Jacobson Engineering	Traffic	4-84
Letter	B-4	2	Jacobson Engineering	Traffic	4-85
Letter	B-4	3	Jacobson Engineering	Geology, Soils and Topography	7-2
Letter	B-4	4	Jacobson Engineering	Land Use and Zoning	3-12
Letter	B-4	5	Jacobson Engineering	Surface Water and Wetlands	6-11
Letter	B-4	6	Jacobson Engineering	Geology, Soils and Topography	7-6
Letter	B-4	7	Jacobson Engineering	Surface Water and Wetlands	6-12
Letter	B-5	1	Challen Armstrong	Air Quality	16-23
Letter	B-5	2	Challen Armstrong	Air Quality	16-24
Letter	B-5	3	Challen Armstrong	Air Quality	16-27
Letter	B-6	1	Challen Armstrong	Noise	14-22/23/24
Letter	B-7	1	Patricia Williamson	Traffic	4-12/4-13
Letter	B-7	2	Patricia Williamson	Construction	15-7
Letter	B-7	3	Patricia Williamson	Description of Proposed Action	2-2
Letter	B-8	1	Amanda DeHaan	Description of Proposed Action	2-12
Letter	B-8	2	Amanda DeHaan	Utilities	12-4
Letter	B-8	3	Amanda DeHaan	Traffic	4-86
Letter	B-8	4	Amanda DeHaan	Traffic	4-47B
Letter	B-8	5	Amanda DeHaan	Groundwater	8-1
Letter	B-8	6	Amanda DeHaan	Tax Analysis	10-14
Letter	B-8	7	Amanda DeHaan	Noise	14-25

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-8	8	Amanda DeHaan	Vegetation and Wildlife	9-13
Letter	B-8	9	Amanda DeHaan	Planning and Zoning	3-11
Letter	B-8	10	Amanda DeHaan	Description of Proposed Action	2-4
Letter	B-8	11	Amanda DeHaan	Tax Analysis	10-16
Letter	B-9	1	James Scomillio	Traffic	4-47B
Letter	B-9	2	James Scomillio	Traffic	4-48
Letter	B-9	3	James Scomillio	Air Quality	16-20
Letter	B-9	4	James Scomillio	Utilities	12-4
Letter	B-9	5	James Scomillio	Vegetation and Wildlife	9-13
Letter	B-9	6	James Scomillio	Traffic	4-54
Letter	B-9	7	James Scomillio	Traffic	4-46
Letter	B-9	8	James Scomillio	Land Use and Zoning	3-8
Letter	B-9	9	James Scomillio	Traffic	4-50
Letter	B-9	10	James Scomillio	Noise	14-20
Letter	B-9	11	James Scomillio	Air Quality	16-22
Letter	B-9	12	James Scomillio	Traffic	4-61
Letter	B-9	13	James Scomillio	Traffic	4-65
Letter	B-9	14	James Scomillio	Traffic	4-65
Letter	B-10 / B-11	1	Robert Coyle and Laurene Coyle	Traffic	4-46
Letter	B-10 / B-11	2	Robert Coyle and Laurene Coyle	Description of Proposed Action	2-2
Email	B-12	1	Rosemarie Crumley	Traffic	4-88
Email	B-12	2	Rosemarie Crumley	Noise	14-20
Email	B-13	1	Lynne Eckhardt	Traffic	4-51
Email	B-14	1	Shi Chen	Air Quality	16-22
Email	B-14	2	Shi Chen	Noise	14-20
Email	B-14	3	Shi Chen	Vegetation and Wildlife	9-13
Email	B-15	1	Helen Evers	Traffic	4-12/4-13
Email	B-15	2	Helen Evers	Traffic	4-93
Email	B-15	3	Helen Evers	Traffic	4-46
Email	B-15	4	Helen Evers	Tax Analysis	10-14

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-15	5	Helen Evers	Tax Analysis	10-8
Email	B-15	6	Helen Evers	Tax Analysis	10-33
Email	B-15	7	Helen Evers	Tax Analysis	10-34
Email	B-15	8	Helen Evers	Tax Analysis	10-35
Email	B-15	9	Helen Evers	Description of Proposed Action	2-2
Email	B-16	1	Kenneth Kern and Janet Kern	Traffic	4-58
Email	B-16	2	Kenneth Kern and Janet Kern	Traffic	4-47B
Email	B-16	3	Kenneth Kern and Janet Kern	Traffic	4-48
Email	B-16	4	Kenneth Kern and Janet Kern	Traffic	4-48
Email	B-16	5	Kenneth Kern and Janet Kern	Traffic	4-47B
Email	B-16	6	Kenneth Kern and Janet Kern	Traffic	4-61
Email	B-16	7	Kenneth Kern and Janet Kern	Traffic	4-88
Email	B-17	1	Erin Loosen	Air Quality	16-20
Email	B-18	1	Doug Kugel	Vegetation and Wildlife	9-17
Email	B-19	1	Gail Rampolla	Traffic	4-58
Email	B-19	2	Gail Rampolla	Air Quality	16-22
Email	B-19	3	Gail Rampolla	Noise	14-20
Email	B-19	4	Gail Rampolla	Traffic	4-93
Email	B-19	5	Gail Rampolla	Tax Analysis	10-14
Email	B-20	1	Michele Carlson	Traffic	4-50
Email	B-20	2	Michele Carlson	Air Quality	16-22
Email	B-20	3	Michele Carlson	Tax Analysis	10-7
Email	B-20	4	Michele Carlson	Tax Analysis	10-14
Email	B-21	1	Nina Walters	Traffic	4-12/4-13
Email	B-21	2	Nina Walters	Traffic	4-65
Email	B-21	3	Nina Walters	Tax Analysis	10-16
Email	B-21	4	Nina Walters	Noise	14-20
Email	B-21	5	Nina Walters	Air Quality	16-22
Email	B-22	1	Ann Bassett	Traffic	4-88
Email	B-23	1	Joseph Distefano	Traffic	4-12/4-13
Email	B-23	2	Joseph Distefano	Traffic	4-61

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-23	3	Joseph Distefano	Tax Analysis	10-14
Email	B-24	1	Paul Hondorf	Traffic	4-88
Email	B-24	2	Paul Hondorf	Noise	14-20
Email	B-24	3	Paul Hondorf	Air Quality	16-22
Email	B-24	4	Paul Hondorf	Traffic	4-65
Email	B-24	5	Paul Hondorf	Land Use and Zoning	3-13
Email	B-24	6	Paul Hondorf	Air Quality	16-22
Email	B-25	1	Patricia Toback	Traffic	4-58
Email	B-26	1	Janet Keyes	Traffic	4-58
Email	B-26	2	Janet Keyes	Air Quality	16-22
Email	B-26	3	Janet Keyes	Tax Analysis	10-16
Email	B-27	1	Linda Cuzzi	Traffic	4-88
Email	B-27	2	Linda Cuzzi	Noise	14-20
Email	B-27	3	Linda Cuzzi	Air Quality	16-22
Email	B-27	4	Linda Cuzzi	Groundwater	8-1
Email	B-28	1	Anthony Capizzi	Traffic	4-88
Email	B-28	2	Anthony Capizzi	Noise	14-20
Email	B-28	3	Anthony Capizzi	Air Quality	16-22
Email	B-28	4	Anthony Capizzi	Traffic	4-88
Email	B-28	5	Anthony Capizzi	Traffic	4-47B
Email	B-28	6	Anthony Capizzi	Traffic	4-61
Email	B-28	7	Anthony Capizzi	Visual Resources	5-14
Email	B-29	1	Gina Occhigrossi	Noise	14-26
Email	B-29	2	Gina Occhigrossi	Traffic	4-90
Email	B-29	3	Gina Occhigrossi	Vegetation and Wildlife	9-18
Email	B-29	4	Gina Occhigrossi	Traffic	4-91
Email	B-29	5	Gina Occhigrossi	Traffic	4-50
Email	B-29	6	Gina Occhigrossi	Land Use and Zoning	3-14
Email	B-29	7	Gina Occhigrossi	Traffic	4-12/4-13
Email	B-30	1	Jackie Kaddatz	Vegetation and Wildlife	9-13
Email	B-31	1	Sabrina Condon	Tax Analysis	10-19
Email	B-32	1	Valerie Schmidt	Traffic	4-88
Email	B-32	2	Valerie Schmidt	Air Quality	16-22
Email	B-32	3	Valerie Schmidt	Description of Proposed Action	2-2

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-33	1	Gary Hamburg	Description of Proposed Action	2-14
Email	B-34	1	Concerned Residents of Southeast (Stefani Gosselink)	Traffic	4-92
Email	B-34	2	Concerned Residents of Southeast (Stefani Gosselink)	Visual Resources	5-15
Email	B-34	3	Concerned Residents of Southeast (Stefani Gosselink)	Tax Analysis	10-36
Email	B-34	4	Concerned Residents of Southeast (Stefani Gosselink)	Tax Analysis	10-14
Email	B-35	1	Christine Capuano	Air Quality	16-22
Email	B-35	2	Christine Capuano	Visual Resources	5-10
Email	B-35	3	Christine Capuano	Noise	14-15
Email	B-35	4	Christine Capuano	Traffic	4-57
Email	B-35	5	Christine Capuano	Community Services	11-7
Email	B-35	6	Christine Capuano	Land Use and Zoning	3-15
Email	B-35	7	Christine Capuano	Description of Proposed Action	2-2
Email	B-36	1	Amanda Scalzitti	Traffic	4-47
Email	B-37	1	Nicholas Ramundo	Tax Analysis	10-37
Email	B-38	1	Peter & Cathy	Traffic	4-93
Email	B-38	2	Peter & Cathy	Noise	14-27
Email	B-38	3	Peter & Cathy	Description of Proposed Action	2-2
Email	B-39	1	Jane Cypher	Traffic	4-94
Email	B-39	2	Jane Cypher	Description of Proposed Action	2-2
Email	B-39	3	Jane Cypher	Tax Analysis	10-38
Email	B-39	4	Jane Cypher	Traffic	4-62
Email	B-40	1	Janine Alberghini	Traffic	4-95
Email	B-40	2	Janine Alberghini	Traffic	4-96
Email	B-40	3	Janine Alberghini	Traffic	4-12/4-13
Email	B-40	4	Janine Alberghini	Traffic	4-93

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-40	5	Janine Alberghini	Traffic	4-97
Email	B-40	6	Janine Alberghini	Description of Proposed Action	2-2
Email	B-41	1	Gina Occhigrossi	Description of Proposed Action	2-2
Email	B-41	2	Gina Occhigrossi	Land Use and Zoning	3-16
Email	B-41	3	Gina Occhigrossi	Description of Proposed Action	2-2
Email	B-42	1	Laura Signorile-Smith	Traffic	4-47B
Email	B-42	2	Laura Signorile-Smith	Air Quality	16-22
Email	B-43	1	Rebecca Rabinowitz	Air Quality	16-20
Email	B-44	1	John Riley	Traffic	4-93
Email	B-44	2	John Riley	Traffic	4-54
Email	B-44	3	John Riley	Traffic	4-50
Email	B-44	4	John Riley	Land Use and Zoning	3-9
Email	B-44	5	John Riley	Tax Analysis	10-14
Letter	B-45	1	Hudson Valley Econ. Dev. Corp.	Description of Proposed Action	2-15
Letter	B-46	1	Hudson Valley Econ. Dev. Corp.	Description of Proposed Action	2-15
Letter	B-47	1	Susan Newman	Visual Resources	5-5
Letter	B-48	1	Charles DiDonato & Marie DiDonato	Traffic	4-48
Letter	B-48	2	Charles DiDonato & Marie DiDonato	Air Quality	16-22
Letter	B-48	3	Charles DiDonato & Marie DiDonato	Traffic	4-65
Letter	B-48	4	Charles DiDonato & Marie DiDonato	Visual Resources	5-5
Letter	B-48	5	Charles DiDonato & Marie DiDonato	Description of Proposed Action	2-2
Letter	B-49	1	Lore Fava	Tax Analysis	10-16
Letter	B-49	2	Lore Fava	Visual Resources	5-5
Letter	B-49	3	Lore Fava	Traffic	4-98
Letter	B-50	1	James Borkowski	Description of Proposed Action	2-2

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-50	2	James Borkowski	Visual Recourses	5-16
Letter	B-50	3	James Borkowski	Traffic	4-93
Letter	B-50	4	James Borkowski	Traffic	4-62
Email	B-51	1	Cory Blad	Traffic	4-86
Email	B-51	2	Cory Blad	Description of Proposed Action	2-2
Email	B-51	3	Cory Blad	Tax Analysis	10-16
Email	B-51	4	Cory Blad	Tax Analysis	10-14
Email	B-51	5	Cory Blad	Traffic	4-99
Letter	B-52	1	Lawrence Martinez	Traffic	4-54
Letter	B-52	2	Lawrence Martinez	Traffic	4-93
Letter	B-52	3	Lawrence Martinez	Traffic	4-61
Letter	B-52	4	Lawrence Martinez	Tax Analysis	10-16
Letter	B-52	5	Lawrence Martinez	Traffic	4-65
Letter	B-52	6	Lawrence Martinez	Air Quality	16-22
Letter	B-52	7	Lawrence Martinez	Visual Resources	5-5
Petition	B-53	1	Marie DiDonato	Traffic	4-58
Petition	B-53	2	Marie DiDonato	Construction	15-8
Email	B-54	1	Jackie Kaddatz	Traffic	4-58
Letter	B-55	1	John Berasley	Noise	14-20
Letter	B-55	2	John Berasley	Air Quality	16-22
Letter	B-55	3	John Berasley	Traffic	4-88
Email	B-56	1	Gina Occhigrossi	Tax Analysis	10-16
Email	B-57	1	Valerie Schmidt	Traffic	4-93
Email	B-57	2	Valerie Schmidt	Air Quality	16-22
Email	B-58	1	Angela Cuomo	Visual Resources	5-5
Email	B-58	2	Angela Cuomo	Noise	14-20
Email	B-58	3	Angela Cuomo	Visual Resources	5-7
Email	B-58	4	Angela Cuomo	Traffic	4-88
Email	B-58	5	Angela Cuomo	Description of Proposed Action	2-2
Email	B-58	6	Angela Cuomo	Tax Analysis	10-16
Email	B-58	7	Angela Cuomo	Vegetation and Wildlife	9-13
Email	B-58	8	Angela Cuomo	Land Use and Zoning	3-17
Email	B-59	1	David Simington	Air Quality	16-22
Email	B-59	2	David Simington	Traffic	4-100

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-59	3	David Simington	Traffic	4-61
Email	B-59	4	David Simington	Traffic	4-67
Email	B-59	5	David Simington	Traffic	4-54
Email	B-60	1	Vincent Stallone	Air Quality	16-22
Email	B-60	2	Vincent Stallone	Noise	14-20
Email	B-60	3	Vincent Stallone	Surface Water and Wetlands	6-13
Email	B-60	4	Vincent Stallone	Vegetation and Wildlife	9-13
Email	B-60	5	Vincent Stallone	Traffic	4-88
Email	B-60	6	Vincent Stallone	Tax Analysis	10-14
Email	B-61	1	George Joiner	Traffic	4-88
Email	B-62	1	Elaine Joiner	Traffic	4-88
Email	B-62	2	Elaine Joiner	Traffic	4-12/4-13
Letter	B-63	1	Dennis Farrell	Air Quality	16-22
Email Petition	B-64	1	Samantha Jacobs	Vegetation and Wildlife	9-13
Email Petition	B-64	2	Samantha Jacobs	Traffic	4-88
Email Petition	B-64	3	Samantha Jacobs	Traffic	4-12/4/13
Email Petition	B-64	4	Samantha Jacobs	Traffic	4-15
Email Petition	B-64	5	Samantha Jacobs	Traffic	4-88
Email Petition	B-64	6	Samantha Jacobs	Noise	14-20
Email Petition	B-64	7	Samantha Jacobs	Air Quality	16-22
Email Petition	B-64	8	Samantha Jacobs	Surface Water and Wetlands	6-9
Email Petition	B-64	9	Samantha Jacobs	Land Use and Zoning	3-9
Email Petition	B-64	10	Samantha Jacobs	Visual Resources	5-17
Email Petition	B-64	11	Samantha Jacobs	Visual Resources	5-7
Email Petition	B-64	12	Samantha Jacobs	Tax Analysis	10-14

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email Petition	B-64	13	Samantha Jacobs	Tax Analysis	10-8
Email Petition	B-64	14	Samantha Jacobs	Visual Resources	5-18
Email Petition	B-64	15	Samantha Jacobs	Visual Resources	5-7
Email	B-65	1	Susan Pesick-Pierro	Traffic	4-12/4-13
Email	B-65	2	Susan Pesick-Pierro	Noise	14-9
Email	B-65	3	Susan Pesick-Pierro	Air Quality	16-22
Email	B-65	4	Susan Pesick-Pierro	Traffic	4-88
Email	B-66	1	Lori Pesick-Pierro	Noise	14-9
Email	B-66	2	Lori Pesick-Pierro	Traffic	4-88
Email	B-66	3	Lori Pesick-Pierro	Traffic	4-12/4-13
Email	B-66	4	Lori Pesick-Pierro	Air Quality	16-22
Email	B-66	5	Lori Pesick-Pierro	Noise	14-9
Email	B-66	6	Lori Pesick-Pierro	Groundwater	8-1
Email	B-66	7	Lori Pesick-Pierro	Visual Resources	5-4
Email	B-66	8	Lori Pesick-Pierro	Community Services	11-6
Email	B-67	1	William Heath	Traffic	4-88
Email	B-67	2	William Heath	Traffic	4-12/4-13
Email	B-67	3	William Heath	Land Use and Zoning	3-15
Email	B-67	4	William Heath	Visual Resources	5-2
Letter	B-68	1	K.K. Dorkin	Traffic	4-88
Letter	B-68	2	K.K. Dorkin	Noise	14-20
Letter	B-68	3	K.K. Dorkin	Air Quality	16-22
Letter	B-68	4	K.K. Dorkin	Surface Water and Wetlands	6-9
Letter	B-68	5	K.K. Dorkin	Visual Resources	5-19
Letter	B-68	6	K.K. Dorkin	Vegetation and Wildlife	9-13
Letter	B-68	7	K.K. Dorkin	Visual Resources	5-20
Letter	B-68	8	K.K. Dorkin	Tax Analysis	10-14
Letter	B-68	9	K.K. Dorkin	Tax Analysis	10-8
Letter	B-69	1	Joseph Esposito	Visual Resources	5-4
Letter	B-70	1	Helen Dorkin	Land Use and Zoning	3-7

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-70	2	Helen Dorkin	Visual Resources	5-19
Letter	B-70	3	Helen Dorkin	Traffic	4-88
Letter	B-70	4	Helen Dorkin	Air Quality	16-22
Letter	B-70	5	Helen Dorkin	Noise	14-20
Letter	B-70	6	Helen Dorkin	Surface Water and Wetlands	6-9
Letter	B-70	7	Helen Dorkin	Visual Resources	5-20
Letter	B-70	8	Helen Dorkin	Tax Analysis	10-16
Letter	B-70	9	Helen Dorkin	Tax Analysis	10-8
Email	B-71	1	Nancy Santini	Traffic	4-61
Email	B-71	2	Nancy Santini	Traffic	4-47B
Email	B-71	3	Nancy Santini	Air Quality	16-22
Email	B-72	1	Peggy O'Keefe	Traffic	4-88
Letter	B-73	1	MaryAnne Taormina	Description of Proposed Action	2-2
Email	B-74	1	Ping Ye	Air Quality	16-22
Email	B-74	2	Ping Ye	Noise	14-9
Email	B-74	3	Ping Ye	Vegetation and Wildlife	9-13
Email	B-75	1	Laurene and Robert Coyle	Traffic	4-88
Email	B-75	2	Laurene and Robert Coyle	Air Quality	16-22
Letter	B-76	1	Jackie Kaddatz	Land Use and Zoning	3-17
Letter	B-76	2	Jackie Kaddatz	Visual Resources	5-6
Letter	B-76	3	Jackie Kaddatz	Tax Analysis	10-8
Letter	B-76	4	Jackie Kaddatz	Traffic	4-88
Letter	B-76	5	Jackie Kaddatz	Noise	14-20
Letter	B-76	6	Jackie Kaddatz	Visual Resources	5-21
Letter	B-76	7	Jackie Kaddatz	Description of Proposed Action	2-2
Letter	B-76	8	Jackie Kaddatz	Traffic	4-65
Email	B-77	1	Jerry Hilpert	Description of Proposed Action	2-2
Letter	B-78	1	Pace Environmental Litigation Clinic, Inc.	Surface Water and Wetlands	6-14
Letter	B-78	2	Pace Environmental Litigation Clinic, Inc.	Surface Water and Wetlands	6-15

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-78	3	Pace Environmental Litigation Clinic, Inc.	Surface Water and Wetlands	6-16
Letter	B-78	4	Pace Environmental Litigation Clinic, Inc.	Surface Water and Wetlands	6-17
Letter	B-78	5	Pace Environmental Litigation Clinic, Inc.	Surface Water and Wetlands	6-18
Letter	B-78	6	Pace Environmental Litigation Clinic, Inc.	Surface Water and Wetlands	6-19
Letter	B-78	7	Pace Environmental Litigation Clinic, Inc.	Alternatives	18-3
Letter	B-78	8	Pace Environmental Litigation Clinic, Inc.	Alternatives	18-4
Email	B-79	1	Susan Tullipano & Ken Tullipano	Traffic	4-88
Email	B-79	2	Susan Tullipano & Ken Tullipano	Traffic	4-12/4-13
Email	B-79	3	Susan Tullipano & Ken Tullipano	Traffic	4-61
Email	B-79	4	Susan Tullipano & Ken Tullipano	Noise	14-9
Email	B-79	5	Susan Tullipano & Ken Tullipano	Traffic	4-47B
Email	B-79	6	Susan Tullipano & Ken Tullipano	Traffic	4-102
Email	B-79	7	Susan Tullipano & Ken Tullipano	Community Services	11-8
Email	B-79	8	Susan Tullipano & Ken Tullipano	Traffic	4-61
Email	B-79	9	Susan Tullipano & Ken Tullipano	Traffic	4-48
Email	B-79	10	Susan Tullipano & Ken Tullipano	Surface Water and Wetlands	6-9
Email	B-79	11	Susan Tullipano & Ken Tullipano	Vegetation and Wildlife	9-13
Email	B-79	12	Susan Tullipano & Ken Tullipano	Hazardous Materials	17-3
Email	B-80	1	Keith Napolitano & Silvana Napolitano	Traffic	4-88

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-80	2	Keith Napolitano & Silvana Napolitano	Traffic	4-61
Email	B-80	3	Keith Napolitano & Silvana Napolitano	Tax Analysis	10-39
Email	B-80	4	Keith Napolitano & Silvana Napolitano	Tax Analysis	10-14
Email	B-81	1	Lynne Eckardt	Tax Analysis	10-40
Email	B-81	2	Lynne Eckardt	Tax Analysis	10-41
Email	B-81	3	Lynne Eckardt	Traffic	4-103
Email	B-82	1	Tara Eacobacci	Description of Proposed Action	2-2
Email	B-83	1	Carol Yannarell-Duffy	Traffic	4-104
Email	B-83	2	Carol Yannarell-Duffy	Traffic	4-48
Email	B-83	3	Carol Yannarell-Duffy	Utilities	12-2
Letter	B-84	1	Rita LaBella	Noise	14-9
Letter	B-84	2	Rita LaBella	Traffic	4-88
Letter	B-84	3	Rita LaBella	Traffic	4-61
Letter	B-84	4	Rita LaBella	Noise	14-20
Letter	B-84	5	Rita LaBella	Traffic	4-48
Letter	B-84	6	Rita LaBella	Traffic	4-61
Letter	B-84	7	Rita LaBella	Utilities	12-2
Letter	B-84	8	Rita LaBella	Groundwater	8-1
Letter	B-84	9	Rita LaBella	Vegetation and Wildlife	9-13
Letter	B-84	10	Rita LaBella	Surface Water and Wetlands	6-9
Email	B-85	1	Christine Capuano	Noise	14-20
Email	B-85	2	Christine Capuano	Air Quality	16-30
Email	B-85	3	Christine Capuano	Air Quality	16-28
Email	B-85	4	Christine Capuano	Traffic	4-47B
Email	B-85	5	Christine Capuano	Traffic	4-65
Email	B-85	6	Christine Capuano	Traffic	4-12/4-13
Email	B-85	7	Christine Capuano	Traffic	4-61
Email	B-85	8	Christine Capuano	Traffic	4-88

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-85	9	Christine Capuano	Surface Water and Wetlands	6-9
Email	B-85	10	Christine Capuano	Tax Analysis	10-8
Email	B-85	11	Christine Capuano	Tax Analysis	10-14
Email	B-85	12	Christine Capuano	Utilities	12-2
Email	B-85	13	Christine Capuano	Description of Proposed Action	2-2
Letter	B-86	1	Supervisor, Town of Patterson	Traffic	4-105
Letter	B-86	2	Supervisor, Town of Patterson	Traffic	4-106
Letter	B-87	1	Challen Armstrong	Air Quality	16-23
Letter	B-87	2	Challen Armstrong	Noise	14-17
Letter	B-88	1	Eugene Duffy, Jr.	Groundwater	8-2
Letter	B-88	2	Eugene Duffy, Jr.	Traffic	4-47B
Letter	B-88	3	Eugene Duffy, Jr.	Traffic	4-48
Letter	B-88	4	Eugene Duffy, Jr.	Traffic	4-88
Letter	B-88	5	Eugene Duffy, Jr.	Utilities	12-2
Letter	B-88	6	Eugene Duffy, Jr.	Description of Proposed Action	2-2
Letter	B-89	1	Challen Armstrong	Tax Analysis	10-14
Letter	B-89	2	Challen Armstrong	Tax Analysis	10-8
Letter	B-89	3	Challen Armstrong	Tax Analysis	10-15
Letter	B-89	4	Challen Armstrong	Visual Resources	5-5
Letter	B-89	5	Challen Armstrong	Utilities	12-2
Letter	B-90	N/A	Challen Armstrong	No Substantive Comments	
Letter	B-91	1	Alan Wendolski	Traffic	4-107
Letter	B-91	2	Alan Wendolski	Noise	14-29
Letter	B-91	3	Alan Wendolski	Noise	14-9
Letter	B-91	4	Alan Wendolski	Noise	14-8
Letter	B-91	5	Alan Wendolski	Noise	14-25
Letter	B-91	6	Alan Wendolski	Noise	14-26
Letter	B-91	7	Alan Wendolski	Traffic	4-108
Letter	B-91	8	Alan Wendolski	Traffic	4-88
Letter	B-91	9	Alan Wendolski	Traffic	4-88

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-91	10	Alan Wendolski	Hazardous Materials	17-3
Letter	B-91	11	Alan Wendolski	Tax Analysis	10-16
Letter	B-91	12	Alan Wendolski	Vegetation and Wildlife	9-14
Letter	B-91	13	Alan Wendolski	Vegetation and Wildlife	9-19
Letter	B-91	14	Alan Wendolski	Description of Proposed Action	2-13
Letter	B-92	1	Karen Lynch	Tax Analysis	10-41
Letter	B-92	2	Karen Lynch	Traffic	4-87
Letter	B-92	3	Karen Lynch	Air Quality	16-22
Flyer	B-93	1	Unknown	Traffic	4-58
Flyer	B-93	2	Unknown	Noise	14-20
Flyer	B-93	3	Unknown	Traffic	4-88
Flyer	B-93	4	Unknown	Surface Water and Wetlands	6-9
Flyer	B-93	5	Unknown	Traffic	4-48
Flyer	B-93	6	Unknown	Traffic	4-61
Letter	B-94	1	Israel Diaz	Noise	14-9
Letter	B-94	2	Israel Diaz	Traffic	4-88
Letter	B-94	3	Israel Diaz	Air Quality	16-22
Letter	B-94	4	Israel Diaz	Air Quality	16-23
Letter	B-95	1	Rose & Pete DiGeronimo	Traffic	4-109
Letter	B-95	2	Rose & Pete DiGeronimo	Traffic	4-12/4-13
Letter	B-95	3	Rose & Pete DiGeronimo	Traffic	4-65
Letter	B-95	4	Rose & Pete DiGeronimo	Traffic	4-110
Email	B-96	1	Bruce Cavaliere	Tax Analysis	10-14
Email	B-97	1	Ann Fanizzi	Land Use and Zoning	3-19
Letter	B-98	1	Snyder & Snyder	Groundwater	8-7
Letter	B-98	2	Snyder & Snyder	Utilities	12-5
Letter	B-98	3	Snyder & Snyder	Surface Water and Wetlands	6-20
Letter	B-98	4	Snyder & Snyder	Noise	14-9

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-98	5	Snyder & Snyder	Construction	15-9
Letter	B-98	6	Snyder & Snyder	Visual Resources	5-4
Letter	B-98	7	Snyder & Snyder	Traffic	4-111
Letter	B-98	8	Snyder & Snyder	Traffic	4-12/4-13
Letter	B-98	9	Snyder & Snyder	Visual Resources	5-22
Letter	B-98	10	Snyder & Snyder	Visual Resources	5-23
Letter	B-98	11	Snyder & Snyder	Visual Resources	5-24
Letter	B-98	12	Snyder & Snyder	Land Use and Zoning	3-20
Letter	B-98	13	Snyder & Snyder	Description of Proposed Action	2-16
Email	B-99	1	Pablo Diaz	Traffic	4-88
Email	B-99	2	Pablo Diaz	Traffic	4-61
Email	B-99	3	Pablo Diaz	Traffic	4-58
Email	B-99	4	Pablo Diaz	Air Quality	16-22
Email	B-99	5	Pablo Diaz	Traffic	4-65
Email	B-99	6	Pablo Diaz	Noise	14-20
Email	B-99	7	Pablo Diaz	Tax Analysis	10-14
Email	B-100	1	Marie Vigada	Traffic	4-88
Email	B-100	2	Marie Vigada	Noise	14-20
Email	B-100	3	Marie Vigada	Vegetation and Wildlife	9-20
Email	B-101	1	Jack Pizzicara	Traffic	4-88
Email	B-101	2	Jack Pizzicara	Construction	15-7
Email	B-101	3	Jack Pizzicara	Noise	14-20
Email	B-101	4	Jack Pizzicara	Groundwater	8-1
Email	B-101	5	Jack Pizzicara	Surface Water and Wetlands	6-9
Email	B-101	6	Jack Pizzicara	Tax Analysis	10-16
Email	B-101	7	Jack Pizzicara	Traffic	4-65
Email	B-101	8	Jack Pizzicara	Visual Resources	5-5
Email	B-102	1	Nina Agnano and Steven Hamel	Traffic	4-88
Email	B-102	2	Nina Agnano and Steven Hamel	Air Quality	16-22
Email	B-102	3	Nina Agnano and Steven Hamel	Noise	14-9

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-102	4	Nina Agnano and Steven Hamel	Community Services	11-6
Email	B-103	1	Donna Shenkman	Description of Proposed Action	2-2
Email	B-103	2	Donna Shenkman	Construction	15-7
Email	B-103	3	Donna Shenkman	Visual Resources	5-22
Email	B-103	4	Donna Shenkman	Groundwater	8-2
Email	B-103	5	Donna Shenkman	Traffic	4-88
Email	B-103	6	Donna Shenkman	Traffic	4-12/4-13
Email	B-103	7	Donna Shenkman	Traffic	4-47B
Email	B-103	8	Donna Shenkman	Traffic	4-61
Email	B-103	9	Donna Shenkman	Tax Analysis	10-14
Email	B-104	1	Nathalie Del Vecchio and Roberto Molina	Land Use and Zoning	3-11
Email	B-104	2	Nathalie Del Vecchio and Roberto Molina	Description of Proposed Action	2-2
Email	B-104	3	Nathalie Del Vecchio and Roberto Molina	Tax Analysis	10-16
Email	B-104	4	Nathalie Del Vecchio and Roberto Molina	Description of Proposed Action	2-2
Email	B-104	5	Nathalie Del Vecchio and Roberto Molina	Air Quality	16-20
Email	B-104	6	Nathalie Del Vecchio and Roberto Molina	Surface Water and Wetlands	6-21
Email	B-104	7	Nathalie Del Vecchio and Roberto Molina	Vegetation and Wildlife	9-16
Email	B-104	8	Nathalie Del Vecchio and Roberto Molina	Construction	15-7
Email	B-104	9	Nathalie Del Vecchio and Roberto Molina	Noise	14-20
Email	B-104	10	Nathalie Del Vecchio and Roberto Molina	Visual Resources	5-7
Email	B-104	11	Nathalie Del Vecchio and Roberto Molina	Tax Analysis	10-42
Email	B-104	12	Nathalie Del Vecchio and Roberto Molina	Tax Analysis	10-8
Email	B-104	13	Nathalie Del Vecchio and Roberto Molina	Tax Analysis	10-7

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-105	1	Barbara Mahon	Noise	14-20
Email	B-105	2	Barbara Mahon	Traffic	4-93
Email	B-105	3	Barbara Mahon	Noise	14-29
Email	B-106	1	Theresa Brandon	Description of Proposed Action	2-2
Letter	B-107	1	Twin Brooks Homeowners Assoc.	Visual Resources	5-13
Letter	B-107	2	Twin Brooks Homeowners Assoc.	Surface Water and Wetlands	6-8
Letter	B-107	3	Twin Brooks Homeowners Assoc.	Traffic	4-113
Letter	B-107	4	Twin Brooks Homeowners Assoc.	Tax Analysis	10-16
Letter	B-107	5	Twin Brooks Homeowners Assoc.	Description of Proposed Action	2-7
Letter	B-107	6	Twin Brooks Homeowners Assoc.	Traffic	4-88
Letter	B-107	7	Twin Brooks Homeowners Assoc.	Traffic	4-46
Letter	B-107	8	Twin Brooks Homeowners Assoc.	Traffic	4-65
Letter	B-107	9	Twin Brooks Homeowners Assoc.	Noise	14-20
Letter	B-107	10	Twin Brooks Homeowners Assoc.	Air Quality	16-22
Letter	B-107	11	Twin Brooks Homeowners Assoc.	Utilities	12-2
Letter	B-107	12	Twin Brooks Homeowners Assoc.	Land Use and Zoning	3-8
Letter	B-107	13	Twin Brooks Homeowners Assoc.	Traffic	4-47
Letter	B-107	14	Twin Brooks Homeowners Assoc.	Description of Proposed Action	2-5
Letter	B-107	15	Twin Brooks Homeowners Assoc.	Groundwater	8-2
Letter	B-107	16	Twin Brooks Homeowners Assoc.	Visual Resources	5-25
Letter	B-107	17	Twin Brooks Homeowners Assoc.	Visual Resources	5-7

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-108	1	Watershed Inspector General	Construction	15-10
Letter	B-108	2	Watershed Inspector General	Geology, Soils and Topography	7-2
Letter	B-108	3	Watershed Inspector General	Surface Water and Wetlands	6-22
Letter	B-108	4	Watershed Inspector General	Surface Water and Wetlands	6-23
Letter	B-108	5	Watershed Inspector General	Surface Water and Wetlands	6-24
Letter	B-108	6	Watershed Inspector General	Vegetation and Wildlife	9-21
Letter	B-108	7	Watershed Inspector General	Surface Water and Wetlands	6-25
Letter	B-108	8	Watershed Inspector General	Description of Proposed Action	2-16
Letter	B-108	9	Watershed Inspector General	Surface Water and Wetlands	6-26
Letter	B-108	10	Watershed Inspector General	Surface Water and Wetlands	6-49
Letter	B-108	11	Watershed Inspector General	Surface Water and Wetlands	6-50
Letter	B-108	12	Watershed Inspector General	Surface Water and Wetlands	6-51
Letter	B-108	13	Watershed Inspector General	Surface Water and Wetlands	6-52
Letter	B-108	14	Watershed Inspector General	Surface Water and Wetlands	6-53
Letter	B-108	15	Watershed Inspector General	Surface Water and Wetlands	6-54
Letter	B-108	16	Watershed Inspector General	Surface Water and Wetlands	6-55
Letter	B-108	17	Watershed Inspector General	Surface Water and Wetlands	6-56
Letter	B-108	18	Watershed Inspector General	Surface Water and Wetlands	6-57
Letter	B-108	19	Watershed Inspector General	Surface Water and Wetlands	6-58

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-108	20	Watershed Inspector General	Surface Water and Wetlands	6-59
Letter	B-108	21	Watershed Inspector General	Surface Water and Wetlands	6-60
Letter	B-108	22	Watershed Inspector General	Surface Water and Wetlands	6-61
Letter	B-108	23	Watershed Inspector General	Surface Water and Wetlands	6-62
Letter	B-108	24	Watershed Inspector General	Surface Water and Wetlands	6-63
Email	B-109	1	Elena Tezzi	Visual Resources	5-5
Email	B-109	2	Elena Tezzi	Noise	14-20
Email	B-109	3	Elena Tezzi	Air Quality	16-22
Email	B-109	4	Elena Tezzi	Traffic	4-88
Email	B-109	5	Elena Tezzi	Tax Analysis	10-16
Email	B-110	1	Jerry Halter	Traffic	4-12/4-13
Email	B-110	2	Jerry Halter	Traffic	4-115
Email	B-110	3	Jerry Halter	Tax Analysis	10-38
Email	B-111	1	Jeff Rusinko	Noise	14-28
Email	B-111	2	Jeff Rusinko	Traffic	4-54
Email	B-111	3	Jeff Rusinko	Tax Analysis	10-16
Email	B-112	1	MaryAnn Bartolini	Traffic	4-93
Email	B-112	2	MaryAnn Bartolini	Groundwater	8-2
Email	B-112	3	MaryAnn Bartolini	Air Quality	16-22
Email	B-113	1	Nancy Santini	Traffic	4-88
Email	B-113	2	Nancy Santini	Air Quality	16-22
Email	B-113	3	Nancy Santini	Traffic	4-61
Email	B-113	4	Nancy Santini	Traffic	4-47B
Email	B-113	5	Nancy Santini	Traffic	4-54
Email	B-114	1	Juliet Aguiar	Traffic	4-58

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-114	2	Juliet Aguiar	Visual Resources	5-7
Email	B-114	3	Juliet Aguiar	Visual Resources	5-5
Email	B-114	4	Juliet Aguiar	Tax Analysis	10-8
Email	B-114	5	Juliet Aguiar	Tax Analysis	10-14
Report	B-115	1	Erik Kiviat PhD	Surface Water and Wetlands	6-27
Report	B-115	2	Erik Kiviat PhD	Vegetation and Wildlife	9-3
Report	B-115	3	Erik Kiviat PhD	Surface Water and Wetlands	6-28
Report	B-115	4	Erik Kiviat PhD	Vegetation and Wildlife	9-22
Report	B-115	5	Erik Kiviat PhD	Vegetation and Wildlife	9-23
Report	B-115	6	Erik Kiviat PhD	Vegetation and Wildlife	9-24
Report	B-115	7	Erik Kiviat PhD	Vegetation and Wildlife	9-9
Report	B-115	8	Erik Kiviat PhD	Vegetation and Wildlife	9-1
Report	B-115	9	Erik Kiviat PhD	Vegetation and Wildlife	9-21
Report	B-115	10	Erik Kiviat PhD	Vegetation and Wildlife	9-25
Report	B-115	11	Erik Kiviat PhD	Surface Water and Wetlands	6-29
Report	B-115	12	Erik Kiviat PhD	Vegetation and Wildlife	9-26
Email	B-116	1	Barbara Ciero	Traffic	4-58
Email	B-116	2	Barbara Ciero	Noise	14-20
Email	B-116	3	Barbara Ciero	Traffic	4-47B
Email	B-116	4	Barbara Ciero	Tax Analysis	10-14
Email	B-117	1	Ann Fanizzi	Land Use and Zoning	3-7
Email	B-117	2	Ann Fanizzi	Description of Proposed Action	2-2
Email	B-117	3	Ann Fanizzi	Description of Proposed Action	2-12

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-117	4	Ann Fanizzi	Land Use and Zoning	3-9
Email	B-117	5	Ann Fanizzi	Vegetation and Wildlife	9-13
Email	B-117	6	Ann Fanizzi	Traffic	4-88
Email	B-117	7	Ann Fanizzi	Traffic	4-54
Email	B-117	8	Ann Fanizzi	Traffic	4-61
Email	B-117	9	Ann Fanizzi	Tax Analysis	10-8
Email	B-117	10	Ann Fanizzi	Tax Analysis	10-14
Email	B-117	11	Ann Fanizzi	Tax Analysis	10-25
Email	B-117	12	Ann Fanizzi	Visual Resources	5-2
Letter	B-118	1	Cherie Ingraham	Traffic	4-93
Letter	B-118	2	Cherie Ingraham	Traffic	4-61
Letter	B-118	3	Cherie Ingraham	Traffic	4-12/4-13
Letter	B-118	4	Cherie Ingraham	Description of Proposed Action	2-2
Letter	B-118	5	Cherie Ingraham	Traffic	4-88
Letter	B-118	6	Cherie Ingraham	Noise	14-20
Letter	B-118	7	Cherie Ingraham	Air Quality	16-22
Letter	B-118	8	Cherie Ingraham	Surface Water and Wetlands	6-13
Letter	B-118	9	Cherie Ingraham	Tax Analysis	10-16
Letter	B-118	10	Cherie Ingraham	Vegetation and Wildlife	9-27
Letter	B-118	11	Cherie Ingraham	Visual Resources	5-15
Letter	B-118	12	Cherie Ingraham	Traffic	4-88
Letter	B-118	13	Cherie Ingraham	Alternatives	18-5
Letter	B-118	14	Cherie Ingraham	Land Use and Zoning	3-22
Letter	B-118	15	Cherie Ingraham	Land Use and Zoning	3-7
Letter	B-118	16	Cherie Ingraham	Description of Proposed Action	2-17
Letter	B-119	1	Janis Yamuder	Traffic	4-93
Letter	B-119	2	Janis Yamuder	Traffic	4-48
Letter	B-119	3	Janis Yamuder	Visual Resources	5-5
Letter	B-119	4	Janis Yamuder	Tax Analysis	10-14
Letter	B-119	5	Janis Yamuder	Tax Analysis	10-24

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-120	1	Richard Feuerman	Traffic	4-116
Letter	B-120	2	Richard Feuerman	Traffic	4-117
Letter	B-120	3	Richard Feuerman	Surface Water and Wetlands	6-30
Letter	B-120	4	Richard Feuerman	Description of Proposed Action	2-2
Email	B-121	1	Joseph Dobies	Noise	14-20
Email	B-121	2	Joseph Dobies	Air Quality	16-22
Email	B-121	3	Joseph Dobies	Traffic	4-93
Email	B-121	4	Joseph Dobies	Traffic	4-12/4-13
Email	B-122	1	Jeffrey Gampinsky	Traffic	4-93
Email	B-122	2	Jeffrey Gampinsky	Air Quality	16-22
Email	B-122	3	Jeffrey Gampinsky	Traffic	4-65
Email	B-122	4	Jeffrey Gampinsky	Community Services	11-6
Email	B-123	1	Jane DelBianco, Esq.	Traffic	4-88
Email	B-123	2	Jane DelBianco, Esq.	Traffic	4-61
Email	B-123	3	Jane DelBianco, Esq.	Air Quality	16-22
Letter	B-124	1	Jane Cypher	Traffic	4-40
Email	B-125	1	Jane DelBianco, Esq.	Land Use and Zoning	3-19
Letter	B-126	1	Stephen McPartland	Description of Proposed Action	2-2
Letter	B-126	2	Stephen McPartland	Traffic	4-88
Letter	B-126	3	Stephen McPartland	Traffic	4-12/4-13
Letter	B-126	4	Stephen McPartland	Tax Analysis	10-8
Letter	B-126	5	Stephen McPartland	Traffic	4-117
Letter	B-127	1	Laurel Kaddatz, DVM	Tax Analysis	10-43
Letter	B-127	2	Laurel Kaddatz, DVM	Tax Analysis	10-14
Letter	B-127	3	Laurel Kaddatz, DVM	Tax Analysis	10-16
Letter	B-127	4	Laurel Kaddatz, DVM	Traffic	4-88
Letter	B-127	5	Laurel Kaddatz, DVM	Traffic	4-12/4-13
Letter	B-127	6	Laurel Kaddatz, DVM	Noise	14-9
Letter	B-127	7	Laurel Kaddatz, DVM	Visual Resources	5-21
Letter	B-128	1	Patricia Gluchowski	Noise	14-20

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-128	2	Patricia Gluchowski	Air Quality	16-22
Letter	B-128	3	Patricia Gluchowski	Noise	14-9
Letter	B-128	4	Patricia Gluchowski	Traffic	4-58
Letter	B-128	5	Patricia Gluchowski	Utilities	12-2
Email	B-129	1	Frank Billack	Traffic	4-88
Email	B-129	2	Frank Billack	Traffic	4-12/4-13
Email	B-129	3	Frank Billack	Traffic	4-61
Email	B-129	4	Frank Billack	Traffic	4-47B
Email	B-129	5	Frank Billack	Noise	14-20
Email	B-129	6	Frank Billack	Noise	14-9
Email	B-130	1	Salvatore Gambino	Traffic	4-88
Email	B-130	2	Salvatore Gambino	Air Quality	16-22
Email	B-130	3	Salvatore Gambino	Tax Analysis	10-44
Email	B-131	1	Christine Capuano	Surface Water and Wetlands	6-31
Email	B-131	2	Christine Capuano	Traffic	4-62
Email	B-131	3	Christine Capuano	Land Use and Zoning	3-11
Email	B-131	4	Christine Capuano	Tax Analysis	10-16
Email	B-132	1	Robert Mundy and Barbara Mundy	Traffic	4-88
Email	B-132	2	Robert Mundy and Barbara Mundy	Noise	14-20
Email	B-132	3	Robert Mundy and Barbara Mundy	Visual Resources	5-5
Email	B-133	1	Kathie Franco	Traffic	4-118
Email	B-133	2	Kathie Franco	Air Quality	16-22
Email	B-133	3	Kathie Franco	Traffic	4-12/4-13
Email	B-133	4	Kathie Franco	Traffic	4-119
Email	B-133	5	Kathie Franco	Vegetation and Wildlife	9-13
Email	B-134	1	Jon Scalzitti	Tax Analysis	10-15
Email	B-134	2	Jon Scalzitti	Tax Analysis	10-14
Email	B-134	3	Jon Scalzitti	Air Quality	16-22
Email	B-134	4	Jon Scalzitti	Traffic	4-47B
Email	B-134	5	Jon Scalzitti	Traffic	4-12/4-13
Email	B-134	6	Jon Scalzitti	Traffic	4-48
Email	B-134	7	Jon Scalzitti	Traffic	4-50

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-134	8	Jon Scalzitti	Utilities	12-2
Email	B-134	9	Jon Scalzitti	Noise	14-20
Email	B-134	10	Jon Scalzitti	Visual Resources	5-7
Email	B-134	11	Jon Scalzitti	Land Use and Zoning	3-9
Email	B-134	12	Jon Scalzitti	Surface Water and Wetlands	6-9
Email	B-134	13	Jon Scalzitti	Tax Analysis	10-16
Letter	B-135	1	Alison Yara	Traffic	4-114
Letter	B-135	2	Alison Yara	Tax Analysis	10-16
Letter	B-135	3	Alison Yara	Noise	14-15
Letter	B-135	4	Alison Yara	Air Quality	16-22
Letter	B-135	5	Alison Yara	Visual Resources	5-7
Letter	B-135	6	Alison Yara	Groundwater	8-2
Letter	B-135	7	Alison Yara	Utilities	12-2
Letter	B-135	8	Alison Yara	Vegetation and Wildlife	9-28
Letter	B-135	9	Alison Yara	Community Services	11-3
Letter	B-135	10	Alison Yara	Traffic	4-93
Letter	B-135	11	Alison Yara	Traffic	4-65
Letter	B-135	12f	Alison Yara	Traffic	4-50
Letter	B-135	13	Alison Yara	Traffic	4-120
Letter	B-135	14	Alison Yara	Traffic	4-47
Letter	B-135	15	Alison Yara	Description of Proposed Action	2-3
Letter	B-135	16	Alison Yara	Tax Analysis	10-45
Letter	B-136	1	Lisa Aurello	Traffic	4-121
Letter	B-136	2	Lisa Aurello	Vegetation and Wildlife	9-13
Letter	B-136	3	Lisa Aurello	Description of Proposed Action	2-2
Letter	B-136	4	Lisa Aurello	Tax Analysis	10-14
Letter	B-137	1	NYCDEP	Description of the Proposed Action	2-25
Letter	B-137	2	NYCDEP	Surface Water and Wetlands	6-74

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-137	3	NYCDEP	Surface Water and Wetlands	6-75
Letter	B-137	4	NYCDEP	Executive Summary	1-2
Letter	B-137	5	NYCDEP	Traffic	4-122
Letter	B-137	6	NYCDEP	Traffic	4-123
Letter	B-137	7	NYCDEP	Traffic	4-124
Letter	B-137	8	NYCDEP	Surface Water and Wetlands	6-32
Letter	B-137	9	NYCDEP	Surface Water and Wetlands	6-33
Letter	B-137	10	NYCDEP	Surface Water and Wetlands	6-34
Letter	B-137	11	NYCDEP	Surface Water and Wetlands	6-35
Letter	B-137	12	NYCDEP	Surface Water and Wetlands	6-36
Letter	B-137	13	NYCDEP	Geology, Soils and Topography	7-7
Letter	B-137	14	NYCDEP	Geology, Soils and Topography	7-8
Letter	B-137	15	NYCDEP	Vegetation and Wildlife	9-29
Letter	B-137	16	NYCDEP	Vegetation and Wildlife	9-30
Letter	B-137	17	NYCDEP	Vegetation and Wildlife	9-31
Letter	B-137	18	NYCDEP	Utilities	12-6
Letter	B-137	19	NYCDEP	Vegetation and Wildlife	9-32
Letter	B-137	20	NYCDEP	Vegetation and Wildlife	9-33
Letter	B-137	21	NYCDEP	Traffic	4-125
Letter	B-137	22	NYCDEP	Vegetation and Wildlife	9-34
Letter	B-137	23	NYCDEP	Construction	15-11
Letter	B-137	24	NYCDEP	Surface Water and Wetlands	6-37

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-137	25	NYCDEP	Surface Water and Wetlands	6-38
Letter	B-137	26	NYCDEP	Surface Water and Wetlands	6-39
Letter	B-138	1	Michael Catalano, Hunters Glen	Description of Proposed Action	2-2
Letter	B-138	2	Michael Catalano, Hunters Glen	Tax Analysis	10-16
Letter	B-138	3	Michael Catalano, Hunters Glen	Traffic	4-47B
Letter	B-138	4	Michael Catalano, Hunters Glen	Traffic	4-61
Letter	B-138	5	Michael Catalano, Hunters Glen	Air Quality	16-22
Letter	B-138	6	Michael Catalano, Hunters Glen	Surface Water and Wetlands	6-40
Letter	B-138	7	Michael Catalano, Hunters Glen	Visual Resources	5-23
Letter	B-138	8	Michael Catalano, Hunters Glen	Noise	14-9
Letter	B-138	9	Michael Catalano, Hunters Glen	Vegetation and Wildlife	9-13
Letter	B-138	10	Michael Catalano, Hunters Glen	Groundwater	8-1
Email	B-139	1	Tonia Olsoe-Rubeo	Visual Resources	5-4
Email	B-139	2	Tonia Olsoe-Rubeo	Traffic	4-47B
Email	B-139	3	Tonia Olsoe-Rubeo	Tax Analysis	10-8
Email	B-139	4	Tonia Olsoe-Rubeo	Tax Analysis	10-14
Email	B-139	5	Tonia Olsoe-Rubeo	Tax Analysis	10-16
Email	B-139	6	Tonia Olsoe-Rubeo	Noise	14-9
Email	B-139	7	Tonia Olsoe-Rubeo	Description of Proposed Action	2-3
Email	B-139	8	Tonia Olsoe-Rubeo	Visual Resources	5-19
Email	B-140	1	Christine Capuano	Noise	14-30
Email	B-140	2	Christine Capuano	Utilities	12-2
Email	B-140	3	Christine Capuano	Traffic	4-126
Email	B-140	4	Christine Capuano	Traffic	4-65
Email	B-140	5	Christine Capuano	Traffic	4-50
Email	B-140	6	Christine Capuano	Traffic	4-47B

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-140	7	Christine Capuano	Traffic	4-127
Email	B-140	8	Christine Capuano	Tax Analysis	10-46
Email	B-140	9	Christine Capuano	Air Quality	16-23
Email	B-140	10	Christine Capuano	Land Use and Zoning	3-15
Letter	B-141	1	James Scomillio	Description of Proposed Action	2-2
Letter	B-142	1	Steve & Susan Elias	Description of Proposed Action	2-2
Letter	B-142	2	Steve & Susan Elias	Air Quality	16-23
Letter	B-142	3	Steve & Susan Elias	Traffic	4-65
Letter	B-142	4	Steve & Susan Elias	Traffic	4-88
Letter	B-142	5	Steve & Susan Elias	Tax Analysis	10-16
Letter	B-142	6	Steve & Susan Elias	Tax Analysis	10-14
Letter	B-142	7	Steve & Susan Elias	Visual Resources	5-19
Letter	B-142	8	Steve & Susan Elias	Surface Water and Wetlands	6-41
Letter	B-142	9	Steve & Susan Elias	Vegetation and Wildlife	9-13
Letter	B-142	10	Steve & Susan Elias	Description of Proposed Action	4-155
Letter	B-142	11	Steve & Susan Elias	Visual Resources	5-7
Letter	B-142	12	Steve & Susan Elias	Traffic	4-12/4-13
Letter	B-142	13	Steve & Susan Elias	Noise	14-31
Letter	B-142	14	Steve & Susan Elias	Air Quality	16-30
Letter	B-142	15	Steve & Susan Elias	Visual Resources	5-2
Letter	B-142	16	Steve & Susan Elias	Groundwater	8-1
Letter	B-142	17	Steve & Susan Elias	Description of Proposed Action	2-2
Letter	B-142	18	Steve & Susan Elias	Tax Analysis	10-16
Letter	B-142	19	Steve & Susan Elias	Tax Analysis	10-47
Letter	B-142	20	Steve & Susan Elias	Air Quality	16-26
Letter	B-143	1	Susan Rebentisch	Community Services	11-3
Letter	B-143	2	Susan Rebentisch	Air Quality	16-22
Letter	B-143	3	Susan Rebentisch	Noise	14-30
Letter	B-143	4	Susan Rebentisch	Tax Analysis	10-16
Letter	B-143	5	Susan Rebentisch	Traffic	4-61

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-143	6	Susan Rebentisch	Community Services	11-6
Letter	B-143	7	Susan Rebentisch	Traffic	4-128
Letter	B-143	8	Susan Rebentisch	Traffic	4-12/4-13
Letter	B-143	9	Susan Rebentisch	Tax Analysis	10-14
Letter	B-144	1	NYSDEC	Utilities	12-7
Letter	B-144	2	NYSDEC	Utilities	12-8
Letter	B-144	3	NYSDEC	Utilities	12-9
Letter	B-144	4	NYSDEC	Utilities	12-10
Letter	B-144	5	NYSDEC	Utilities	12-11
Letter	B-144	6	NYSDEC	Utilities	12-12
Letter	B-144	7	NYSDEC	Surface Water and Wetlands	6-42
Letter	B-144	8	NYSDEC	Surface Water and Wetlands	6-43
Letter	B-144	9	NYSDEC	Vegetation and Wildlife	9-35
Letter	B-144	10	NYSDEC	Vegetation and Wildlife	9-4
Letter	B-144	11	NYSDEC	Vegetation and Wildlife	9-1
Letter	B-144	12	NYSDEC	Utilities	12-13
Letter	B-144	13	NYSDEC	Surface Water and Wetlands	6-44
Letter	B-144	14	NYSDEC	Surface Water and Wetlands	6-45
Letter	B-144	15	NYSDEC	Surface Water and Wetlands	6-46
Letter	B-144	16	NYSDEC	Surface Water and Wetlands	6-47
Letter	B-144	17	NYSDEC	Surface Water and Wetlands	6-48
Hearing No. 3	B-145	1	Mr. Gress	Description of Proposed Action	2-3
Hearing No. 3	B-145	2	Mr. Gress	Groundwater	8-5
Hearing No. 3	B-145	3	Mr. Gress	Traffic	4-129
Hearing No. 3	B-145	4	Mr. Gress	Traffic	4-62
Hearing No. 3	B-145	5	Mr. Gress	Traffic	4-47

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Hearing No. 3	B-145	6	Mr. Gress	Traffic	4-12/4-13
Hearing No. 3	B-145	7	Mr. Gress	Traffic	4-130
Hearing No. 3	B-145	8	Mr. Gress	Traffic	4-131
Hearing No. 3	B-145	9	Mr. Gress	Land Use and Zoning	3-23
Hearing No. 3	B-145	10	Mr. Gress	Visual Resources	5-26
Hearing No. 3	B-145	11	Mr. Gress	Tax Analysis	10-20
Hearing No. 3	B-145	12	Mr. Larca	Noise	14-36
Hearing No. 3	B-145	13	Mr. Larca	Noise	14-29
Hearing No. 3	B-145	14	Mr. Larca	Traffic	4-130
Hearing No. 3	B-145	15	Mr. Larca	Description of Proposed Action	2-19
Hearing No. 3	B-145	16	Mr. Larca	Description of Proposed Action	2-20
Hearing No. 3	B-145	17	Mr. Larca	Land Use and Zoning	3-23
Hearing No. 3	B-145	18	Mr. Larca	Land Use and Zoning	3-24
Hearing No. 3	B-145	19	Mr. Larca	Tax Analysis	10-48
Hearing No. 3	B-145	20	Mr. Larca	Traffic	4-134
Hearing No. 3	B-145	21	Mr. Larca	Description of Proposed Action	2-21
Hearing No. 3	B-145	22	Mr. Hecht	Traffic	4-61
Hearing No. 3	B-145	23	Mr. Hecht	Description of Proposed Action	2-3
Hearing No. 3	B-145	24	Mr. Hecht	Traffic	4-93
Hearing No. 3	B-145	25	Mr. Hecht	Description of Proposed Action	2-2
Hearing No. 3	B-145	26	Mr. Hecht	Traffic	4-47
Hearing No. 3	B-145	27	Mr. Hecht	Traffic	4-130
Hearing No. 3	B-145	28	Mr. Hecht	Description of Proposed Action	2-3
Hearing No. 3	B-145	29	Mr. Hecht	Traffic	4-129
Hearing No. 3	B-145	30	Mr. Armstrong	Traffic	4-93
Hearing No. 3	B-145	31	Mr. Armstrong	Visual Resources	5-27
Hearing No. 3	B-145	32	Mr. Armstrong	Visual Resources	5-28
Hearing No. 3	B-145	33	Mr. Armstrong	Traffic	4-135
Hearing No. 3	B-145	34	Mr. Cyprus	Traffic	4-136

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Hearing No. 3	B-145	35	Mr. Cyprus	Traffic	4-129
Hearing No. 3	B-145	36	Mr. Cyprus	Traffic	4-137
Hearing No. 3	B-145	37	Mr. Cyprus	Land Use and Zoning	3-8
Hearing No. 3	B-145	38	Mr. Cyprus	Visual Resources	5-29
Hearing No. 3	B-145	39	Mr. Cyprus	Surface Water and Wetlands	6-10
Hearing No. 3	B-145	40	Mr. Cyprus	Description of Proposed Action	2-19
Hearing No. 3	B-145	41	Mr. Rush	Visual Resources	5-30
Hearing No. 3	B-145	42	Mr. Rush	Traffic	4-129
Hearing No. 3	B-145	43	Mr. Rush	Description of Proposed Action	2-19
Hearing No. 3	B-145	44	Mr. LaPerch	Traffic	4-62
Hearing No. 3	B-145	45	Mr. LaPerch	Traffic	4-138
Hearing No. 3	B-145	46	Mr. LaPerch	Traffic	4-48
Hearing No. 3	B-145	47	Mr. LaPerch	Alternatives	18-6
Hearing No. 3	B-145	48	Mr. LaPerch	Land Use and Zoning	3-26
Email	B-146	N/A	Julie Kuklevsky	No Substantive Comments	
Email	B-147	1	Lynne Eckardt	Traffic	4-51
Email	B-147	2	Lynne Eckardt	Visual Resources	5-8
Email	B-147	3	Lynne Eckardt	Groundwater	8-5
Email	B-147	4	Lynne Eckardt	Land Use and Zoning	3-8
Email	B-147	5	Lynne Eckardt	Vegetation and Wildlife	9-4
Email	B-147	6	Lynne Eckardt	Traffic	4-139
Email	B-147	7	Lynne Eckardt	Traffic	4-140
Email	B-147	8	Lynne Eckardt	Tax Analysis	10-14
Email	B-147	9	Lynne Eckardt	Visual Resources	5-3
Email	B-147	10	Lynne Eckardt	Traffic	4-141
Email	B-147	11	Lynne Eckardt	Traffic	4-47
Email	B-147	12	Lynne Eckardt	Tax Analysis	10-40
Email	B-147	13	Lynne Eckardt	Tax Analysis	10-41
Email	B-147	14	Lynne Eckardt	Traffic	4-103

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-147	15	Lynne Eckardt	Visual Resources	5-31
Email	B-147	16	Lynne Eckardt	Alternatives	18-1
Email	B-147	17	Lynne Eckardt	Tax Analysis	10-49
Email	B-147	18	Lynne Eckardt	Visual Resources	5-32
Petition	B-148	1	Elena Tezzi	Traffic	4-88
Petition	B-148	2	Elena Tezzi	Air Quality	16-22
Petition	B-148	3	Elena Tezzi	Tax Analysis	10-16
Petition	B-148	4	Elena Tezzi	Visual Resources	5-5
Petition	B-148	5	Elena Tezzi	Traffic	4-65
Email	B-149	1	Ann Fanizzi	Traffic	4-131
Email	B-149	2	Ann Fanizzi	Traffic	4-65
Email	B-149	3	Ann Fanizzi	Traffic	4-88
Email	B-149	4	Ann Fanizzi	Description of Proposed Action	2-2
Email	B-150	1	George and Diana Thomas	Traffic	4-93
Email	B-150	2	George and Diana Thomas	Noise	14-20
Email	B-150	3	George and Diana Thomas	Air Quality	16-22
Email	B-150	4	George and Diana Thomas	Traffic	4-142
Email	B-151	1	Miriam Yekutiel	Surface Water and Wetlands	6-30
Email	B-151	2	Miriam Yekutiel	Groundwater	8-2
Email	B-151	3	Miriam Yekutiel	Air Quality	16-22
Email	B-151	4	Miriam Yekutiel	Traffic	4-143
Email	B-151	5	Miriam Yekutiel	Land Use and Zoning	3-27
Letter	B-152	1	Bradley Schwartz	Tax Analysis	10-50
Letter	B-152	2	Bradley Schwartz	Tax Analysis	10-29
Letter	B-152	3	Bradley Schwartz	Traffic	4-144
Letter	B-152	4	Bradley Schwartz	Air Quality	16-22
Letter	B-152	5	Bradley Schwartz	Noise	14-20
Letter	B-152	6	Bradley Schwartz	Traffic	4-145
Letter	B-152	7	Bradley Schwartz	Traffic	4-12/4-13
Letter	B-152	8	Bradley Schwartz	Traffic	4-93
Letter	B-152	9	Bradley Schwartz	Traffic	4-146

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-152	10	Bradley Schwartz	Noise	14-36
Email	B-153	1	Mary Schwartz	Traffic	4-88
Email	B-153	2	Mary Schwartz	Traffic	4-131
Email	B-153	3	Mary Schwartz	Traffic	4-93
Email	B-153	4	Mary Schwartz	Traffic	4-61
Email	B-153	5	Mary Schwartz	Traffic	4-147
Letter	B-154	1	Carlos Passi	Tax Analysis	10-51
Letter	B-154	2	Carlos Passi	Tax Analysis	10-52
Letter	B-154	3	Carlos Passi	Tax Analysis	10-53
Letter	B-154	4	Carlos Passi	Tax Analysis	10-31
Letter	B-154	5	Carlos Passi	Tax Analysis	10-54
Letter	B-154	6	Carlos Passi	Visual Resources	5-3
Letter	B-154	7	Carlos Passi	Description of Proposed Action	2-22
Letter	B-154	8	Carlos Passi	Tax Analysis	10-14
Letter	B-154	9	Carlos Passi	Construction	15-10
Letter	B-154	10	Carlos Passi	Tax Analysis	10-55
Letter	B-154	11	Carlos Passi	Tax Analysis	10-56
Letter	B-154	12	Carlos Passi	Tax Analysis	10-57
Letter	B-154	13	Carlos Passi	Tax Analysis	10-16
Letter	B-154	14	Carlos Passi	Traffic	4-148
Letter	B-154	15	Carlos Passi	Traffic	4-149
Letter	B-154	16	Carlos Passi	Traffic	4-150
Letter	B-154	17	Carlos Passi	Traffic	4-151
Letter	B-154	18	Carlos Passi	Traffic	4-65
Letter	B-154	19	Carlos Passi	Traffic	4-152
Letter	B-154	20	Carlos Passi	Community Services	11-9/11-10
Letter	B-154	21	Carlos Passi	Traffic	4-153
Letter	B-154	22	Carlos Passi	Air Quality	16-31
Letter	B-154	23	Carlos Passi	Noise	14-32
Letter	B-154	24	Carlos Passi	Visual Resources	5-3
Letter	B-154	25	Carlos Passi	Traffic	4-154
Letter	B-154	26	Carlos Passi	Noise	14-33
Letter	B-154	27	Carlos Passi	Air Quality	16-32
Letter	B-154	28	Carlos Passi	Hazardous Materials	17-3
Letter	B-154	29	Carlos Passi	Tax Analysis	10-58

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-154	30	Carlos Passi	Traffic	4-88
Letter	B-154	31	Carlos Passi	Traffic	4-61
Letter	B-154	32	Carlos Passi	Visual Resources	5-2
Letter	B-154	33	Carlos Passi	Description of Proposed Action	2-2
Letter	B-155	1	Cathy Croft	Land Use and Zoning	3-28
Letter	B-155	2	Cathy Croft	Visual Resources	5-33
Letter	B-155	3	Cathy Croft	Traffic	4-155
Letter	B-155	4	Cathy Croft	Traffic	4-156
Letter	B-155	5	Cathy Croft	Visual Resources	5-8
Letter	B-155	6	Cathy Croft	Traffic	4-12/4-13
Letter	B-155	7	Cathy Croft	Construction	15-10
Letter	B-155	8	Cathy Croft	Traffic	4-140
Letter	B-155	9	Cathy Croft	Community Services	11-11
Letter	B-155	10	Cathy Croft	Land Use and Zoning	3-7
Letter	B-155	11	Cathy Croft	Description of Proposed Action	2-2
Letter	B-156	1	Patricia Ann Yara	Utilities	12-2
Letter	B-156	2	Patricia Ann Yara	Land Use and Zoning	3-7
Letter	B-156	3	Patricia Ann Yara	Land Use and Zoning	3-29
Letter	B-156	4	Patricia Ann Yara	Traffic	4-47
Letter	B-156	5	Patricia Ann Yara	Community Services	11-12
Letter	B-156	6	Patricia Ann Yara	Traffic	4-131
Letter	B-156	7	Patricia Ann Yara	Traffic	4-67
Letter	B-156	8	Patricia Ann Yara	Traffic	4-157
Letter	B-156	9	Patricia Ann Yara	Land Use and Zoning	3-30
Letter	B-156	10	Patricia Ann Yara	Traffic	4-114
Letter	B-157	1	Robert Zubrycki	Noise	14-34
Letter	B-157	2	Robert Zubrycki	Land Use and Zoning	3-30
Email	B-158	1	Eric Larca	Noise	14-36

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-158	2	Eric Larca	Noise	14-29
Email	B-158	3	Eric Larca	Traffic	4-158
Email	B-158	4	Eric Larca	Traffic	4-159
Email	B-158	5	Eric Larca	Traffic	4-160
Email	B-158	6	Eric Larca	Traffic	4-161
Email	B-158	7	Eric Larca	Traffic	4-162
Email	B-158	8	Eric Larca	Traffic	4-18
Email	B-158	9	Eric Larca	Visual Resources	5-6
Email	B-158	10	Eric Larca	Description of Proposed Action	2-5
Email	B-158	11	Eric Larca	Tax Analysis	10-59
Email	B-158	12	Eric Larca	Tax Analysis	10-7
Email	B-158	13	Eric Larca	Utilities	12-14
Email	B-158	14	Eric Larca	Utilities	12-2
Email	B-158	15	Eric Larca	Community Services	11-8
Email	B-158	16	Eric Larca	Land Use and Zoning	3-23
Email	B-158	17	Eric Larca	Traffic	4-50
Letter	B-159	1	Daniel Armstrong	Description of Proposed Action	2-23
Letter	B-159	2	Daniel Armstrong	Traffic	4-163
Letter	B-159	3	Daniel Armstrong	Visual Resources	5-35
Letter	B-159	4	Daniel Armstrong	Visual Resources	5-36
Email	B-160	1	Donald and Donna McAlpin	Traffic	4-93
Email	B-160	2	Donald and Donna McAlpin	Noise	14-20
Email	B-160	3	Donald and Donna McAlpin	Air Quality	16-22
Email	B-160	4	Donald and Donna McAlpin	Community Services	11-7
Email	B-160	5	Donald and Donna McAlpin	Community Services	11-3
Email	B-160	6	Donald and Donna McAlpin	Visual Resources	5-3
Email	B-161	1	Vikki Rogers	Description of Proposed Action	2-2

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-162	1	John Lord	Land Use and Zoning	3-31
Letter	B-163	1	James Bacon, Esq.	Land Use and Zoning	3-21
Letter	B-163	2	James Bacon, Esq.	Traffic	4-46
Letter	B-163	3	James Bacon, Esq.	Land Use and Zoning	3-25
Letter	B-163	4	James Bacon, Esq.	Land Use and Zoning	3-32
Letter	B-163	5	James Bacon, Esq.	Land Use and Zoning	3-33
Letter	B-163	6	James Bacon, Esq.	Land Use and Zoning	3-34
Letter	B-163	7	James Bacon, Esq.	Traffic	4-131
Letter	B-163	8	James Bacon, Esq.	Land Use and Zoning	3-35
Letter	B-163	9	James Bacon, Esq.	Traffic	4-103
Letter	B-163	10	James Bacon, Esq.	Land Use and Zoning	3-36
Email	B-164	1	Dalia Valdajevaite	Description of Proposed Action	2-24
Email	B-164	2	Dalia Valdajevaite	Traffic	4-153
Email	B-164	3	Dalia Valdajevaite	Utilities	12-4
Email	B-164	4	Dalia Valdajevaite	Visual Resources	5-3
Email	B-165	1	Claudia Zsevc	Traffic	4-125
Email	B-165	2	Claudia Zsevc	Traffic	4-114
Email	B-165	3	Claudia Zsevc	Tax Analysis	10-16
Letter	B-166	1	Stefani Gosselink	Traffic	4-46
Letter	B-166	2	Stefani Gosselink	Tax Analysis	10-60
Letter	B-166	3	Stefani Gosselink	Traffic	4-88
Letter	B-166	4	Stefani Gosselink	Traffic	4-58
Letter	B-166	5	Stefani Gosselink	Traffic	4-47B
Letter	B-166	6	Stefani Gosselink	Traffic	4-48
Letter	B-166	7	Stefani Gosselink	Traffic	4-61
Email	B-167	1	Irene DeFelice	Traffic	4-88
Email	B-167	2	Irene DeFelice	Noise	14-20
Email	B-167	3	Irene DeFelice	Tax Analysis	10-16

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-168	1	Christine Caso	Visual Resources	5-34
Letter	B-168	2	Christine Caso	Noise	14-9
Letter	B-168	3	Christine Caso	Visual Resources	5-4
Letter	B-168	4	Christine Caso	Air Quality	16-30
Letter	B-168	5	Christine Caso	Air Quality	16-28
Letter	B-168	6	Christine Caso	Traffic	4-93
Letter	B-168	7	Christine Caso	Traffic	4-65
Letter	B-168	8	Christine Caso	Vegetation and Wildlife	9-13
Letter	B-168	9	Christine Caso	Traffic	4-128
Letter	B-168	10	Christine Caso	Land Use and Zoning	3-37
Letter	B-169	1	Stacy Bisio	Traffic	4-12/4-13
Letter	B-169	2	Stacy Bisio	Noise	14-9
Letter	B-169	3	Stacy Bisio	Visual Resources	5-4
Letter	B-169	4	Stacy Bisio	Tax Analysis	10-16
Letter	B-170	1	Vanessa Mazzei	Traffic	4-47B
Letter	B-170	2	Vanessa Mazzei	Air Quality	16-22
Letter	B-170	3	Vanessa Mazzei	Visual Resources	5-37
Letter/Website Comments	B-171	1	Stefani Gosselonk (Sarah Gannon)	Traffic	4-93
Letter/Website Comments	B-171	2	Stefani Gosselonk (Brendan Harris)	Traffic	4-88
Letter/Website Comments	B-171	3	Stefani Gosselonk (Brendan Harris) (Larry Martinez)	Traffic	4-47
Letter/Website Comments	B-171	4	Stefani Gosselonk (Larry Martinez)	Noise	14-36
Letter	B-172	1	David Buckner	Air Quality	16-22
Letter	B-172	2	David Buckner	Noise	14-20
Letter	B-172	3	David Buckner	Groundwater	8-1
Letter	B-172	4	David Buckner	Traffic	4-88
Letter	B-172	5	David Buckner	Community Services	11-13
Letter	B-172	6	David Buckner	Tax Analysis	10-61
Letter	B-172	7	David Buckner	Tax Analysis	10-2
Letter	B-172	8	David Buckner	Tax Analysis	10-62
Letter	B-172	9	David Buckner	Traffic	4-48

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Letter	B-172	10	David Buckner	Land Use and Zoning	3-38
Letter	B-173	1	Beth Mazzei	Description of Proposed Action	2-2
Letter	B-173	2	Beth Mazzei	Land Use and Zoning	3-15
Letter	B-173	3	Beth Mazzei	Visual Resources	5-19
Letter	B-173	4	Beth Mazzei	Traffic	4-54
Email	B-174	1	Christine Capuano	Land Use and Zoning	3-15
Email	B-174	2	Christine Capuano	Tax Analysis	10-14
Email	B-174	3	Christine Capuano	Air Quality	16-28
Email	B-174	4	Christine Capuano	Noise	14-31
Email	B-174	5	Christine Capuano	Traffic	4-61
Email	B-174	6	Christine Capuano	Traffic	4-88
Email	B-174	7	Christine Capuano	Tax Analysis	10-2
Email	B-174	8	Christine Capuano	Visual Resources	5-19
Email	B-174	9	Christine Capuano	Noise	14-20
Email	B-174	10	Christine Capuano	Air Quality	16-22
Email	B-174	11	Christine Capuano	Traffic	4-88
Email	B-175	1	Jeffrey Castellano	Visual Resources	5-4
Email	B-175	2	Jeffrey Castellano	Noise	14-15
Email	B-175	3	Jeffrey Castellano	Tax Analysis	10-16
Email	B-176	1	Dr. Bernadette Brandon	Air Quality	16-23
Email	B-176	2	Dr. Bernadette Brandon	Groundwater	8-2
Email	B-176	3	Dr. Bernadette Brandon	Visual Resources	5-7
Email	B-176	4	Dr. Bernadette Brandon	Noise	14-35
Email	B-176	5	Dr. Bernadette Brandon	Surface Water and Wetlands	6-13
Facebook Excerpt	B-177	N/A	Unknown	N/A	N/A
Email	B-178	1	Catherine Harrington	Traffic	4-88
Email	B-178	2	Catherine Harrington	Traffic	4-61
Email	B-178	3	Catherine Harrington	Traffic	4-50

COMMENT KEY(Cont'd)

COMMENT DOCUMENT/APPENDIX/KEY			COMMENTER	FEIS SUBSECTION	FEIS COMMENT RESPONSE NUMBER
Email	B-178	4	Catherine Harrington	Visual Resources	5-38
Email	B-179	1	Alice Brandon	Vegetation and Wildlife	9-20
Email	B-179	2	Alice Brandon	Surface Water and Wetlands	6-13
Email	B-179	3	Alice Brandon	Air Quality	16-20
Email	B-179	4	Alice Brandon	Air Quality	16-20
Email	B-179	5	Alice Brandon	Visual Resources	5-7
Email	B-179	6	Alice Brandon	Visual Resources	5-19
Email	B-179	7	Alice Brandon	Traffic	4-88
Email	B-179	8	Alice Brandon	Traffic	4-47B
Email	B-179	9	Alice Brandon	Traffic	4-88
Email	B-179	10	Alice Brandon	Traffic	4-65
Email	B-180	1	Dr. Chelsea Laber	Air Quality	16-20
Email	B-180	2	Dr. Chelsea Laber	Surface Water and Wetlands	6-13
Email	B-180	3	Dr. Chelsea Laber	Visual Resources	5-7
Email	B-180	4	Dr. Chelsea Laber	Noise	14-35

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APPENDIX B

Correspondence and Public Hearing Transcripts

Environmental, Planning, and Engineering Consultants
34 South Broadway
Suite 401
White Plains, NY 10601
tel: 914 949-7336
fax: 914 949-7559
www.akrf.com

Memorandum

To:	Town of Southeast Planning Board
From:	Ashley Ley, AICP; Anthony Russo; James Nash; Christian Thompson; Christian Michel; Bryan Zieroff; and Kevin Edwards
Date:	July 20, 2018
Re:	Northeast Logistics DEIS – Substantive Comments
cc:	JMC, Zarin & Steinmetz

AKRF, Inc. has reviewed the June 2018 Draft Environmental Impact Statement (DEIS) prepared for the Northeast Interstate Logistics Center project. This document had previously been reviewed by AKRF for completeness. On June 14, 2018, the Town of Southeast Planning Board accepted the document as complete. The following comments comprise AKRF's substantive review of the DEIS.

EXECUTIVE SUMMARY

1 1. We have reviewed this material and have no substantive comments on this chapter.

DESCRIPTION OF THE PROPOSED ACTION

2 2. We have reviewed this material and have no substantive comments on this chapter.

LAND USE AND ZONING

3 3. As part of the proposed project, the Applicant proposes to rezone approximately 39 acres of the site from RC to OP-3. The Applicant proposes to maintain a buffer of RC between the proposed project and NYS Route 312. AKRF supports the retention of a buffer of RC zoning along NYS Route 312.

4 4. As part of the proposed project, the Applicant proposes to add "Logistics Center" as a conditional use permit use in the OP-3 Zoning District. The DEIS includes proposed conditional use permit criteria. The following are comments related to the proposed criteria:

   a. Notwithstanding the existing regulations regarding "outside storage," in the Town Code, the proposed conditional use permit criteria should differentiate between short-term truck parking; long-term truck parking, trailer storage, and shipping container storage; and any other outside storage. Given the nature and size of the proposed use, the Town may consider limiting any outside storage to trucks and trailers, and prohibiting the outside storage of goods and materials.

5 b. The site plan should be required to indicate the type, use, screening, and method of delineating the outside storage areas. Methods of delineation can include fencing, pavement marking, and other physical barriers.

6 c. The Applicant should consider the length of time trucks and trailers will be located on site, and whether or not proposed condition "D" should include 138.13.C. Alternatively, the conditional use permit criteria should specifically address the length of time trucks, trailers, and shipping containers may be stored on site.

7 d. As the proposed facility would be open 24-hours, the zoning should consider whether or not any truck driver services would be permissible on site as an accessory use to the Logistics Center (i.e. overnight parking and rest facilities).

TRAFFIC

AKRF provided a Traffic Impact Study (TIS) review scope to the Town of Southeast on June 20, 2018 (see Attachment A). Listed below are the items presented in the TIS review scope (shown in italics) followed by AKRF's assessments/responses based on review of the TIS.

5. *Conduct field visits during the peak hours analyzed in the TIS to observe traffic conditions and identify locations that may require improvements/mitigation measures as part of the proposed project.*

8

- Field observations of traffic conditions were conducted in July, 2018. The observed traffic conditions were generally consistent with the information presented in the TIS. Additional follow-up observations of traffic conditions will be conducted in the fall of 2018.

6. *Perform spot traffic counts to confirm the accuracy of the traffic volumes presented in the TIS.*

9

- Spot traffic counts were conducted at the intersection of NY 312 & the I-84 Eastbound Ramps/Independent Way Intersection during the three peak periods (AM, PM, Saturday) examined in the TIS. The traffic volumes presented in the TIS were higher than the spot counts for all three peak periods with the exception of the westbound approach volumes (225 versus 240 vehicles for the left turn movement, 517 versus 575 vehicle for the through movement, and 85 versus 93 vehicles for the right turn movement) during the AM peak hour. Additional follow-up spot counts will be conducted this intersection, along with the NY 312 and Pugsley Road intersection, in the fall of 2018.

7. *Review Existing Conditions Level-of-Service (LOS), vehicular delays, and queuing results presented in the TIS.*

10

- Existing Conditions LOS and vehicular delays have been presented in the TIS in tabular form and summarized in the text; however, queueing results have not been presented in the TIS. Queue results should be presented in the text and in tabular form. Locations where queues exceed storage capacity, particularly for turning lanes, should be noted.

8. *Review "No Build" project trip generation and vehicular assignments.*

11

- The applicant should provide in the Appendix relevant pages from No Build project studies, where available, which show the No Build project trip generation and/or vehicular assignments (e.g., original vehicle assignment figures from No Build project traffic studies), especially for the Crossroads 312 project.

9. *Review "No Build" LOS, vehicular delays, and queuing results presented in the TIS.*

12

- No Build Conditions LOS and vehicular delays have been presented in the TIS in tabular form and generally summarized in the text. However, it is recommended that all lane groups/movements that would operate under LOS E or F be clearly listed in the text and/or highlighted in the LOS tables for easy identification.

- In Table III.B-4, the LOS for the southbound left/through movement at the U.S. 6 & NY 312 intersection (Int. 1a) is incorrectly shown as LOS F. The corresponding Synchro file shows LOS E. All delays, v/c ratios, and LOS should be reviewed to ensure consistency with those presented in the Synchro analyses.
- In Table III.B-5, the LOS for the eastbound left-turn movement at the U.S. 6 & NY 312 intersection (Int. 1a) is incorrectly shown as LOS F. The corresponding Synchro file shows LOS E. All delays, v/c ratios, and LOS should be reviewed to ensure consistency with those presented in the Synchro analyses.
- Queueing results for No Build conditions have not been presented in the TIS. Queue results should be presented in the text and in tabular form. Locations where queues exceed storage capacity, particularly for turning lanes, should be noted.

10. *Review "Build" project trip generation and vehicular assignments.*

13

- Additional backup and text should be included to explain the development of the vehicular assignment percentages utilized in the TIS.
- Please provide justification as only one distribution pattern is provided for both autos and trucks. While it is logical that trucks would arrive primarily from I-84, can the same be assumed for autos?
- See "TIS Technical Comments" section below for additional comments.

11. *Review "Build" LOS, vehicular delays, and queuing results presented in the TIS.*

14

- Build Conditions LOS and vehicular delays have been presented in the TIS in tabular form and generally summarized in the text. However, it is recommended that all lane groups/movements that would experience any of the following changes from No Build to Build conditions be identified in the TIS as an impact:
  - a decline from LOS D or better to LOS E or F;
  - a decline from LOS E to F;
  - notable increase in delay at LOS F
  - Queue lengths which exceed turn lane storage capacity uniquely under Build conditions.

  Any impacts identified as per the criteria described above should be clearly noted in the text and/or highlighted in the LOS tables for easy identification of impacts.
- The impact criteria (e.g. decline in LOS, queues exceeding storage capacity) should be clearly identified in the text.
- Queueing results for Build conditions have not been presented in the TIS. Queue results should be presented in the text and in tabular form. Locations where queues uniquely exceed storage capacity under Build conditions, particularly for turning lanes, should be noted.

12. *Review proposed mitigation measures to ensure all project related impacts have been identified and satisfactorily mitigated.*

15

- As indicated in item (7) above, the impact criteria, all impacts, and queueing results should be clearly identified prior to concluding that all impacts have been satisfactorily mitigated.

13. *Review the most recent three years of crash data to determine if there are any high accident locations that require ameliorative measures to improve safety conditions within the study area.*

16

- A review of the most recent three years of crash data revealed that the following locations were high accident locations (HAL - defined in the Highway Capacity Manual (HCM) as where five

or more accidents are reported at an intersection or along a corridor in a 12-month period, see **Attachment B**): U.S. 6 & NYS Route 312, NYS Route 312 between U.S. 6 and Prospect Hill Road, NYS Route 312 & I-84 EB Ramps/Independent Way, and NYS Route 312 & I-84 WB Ramps. Not all of the above locations have improvement measures proposed. The TIS should address how improvement measures would improve safety conditions at these locations.

14. *Review on-site vehicular (auto and truck) and pedestrian circulation.*

17
- Drawings depicting truck turning paths at critical locations on-site, including the truck turnaround areas, should be provided. Drawings which show that WB-67 trucks with 53-foot trailers can safely navigate the improved NY 312 & Pugsley Road and Pugsley Road & Barrett Road intersections should be provided. Figure III-B.1 should be modified to depict the truck turning paths.
- Pedestrian sidewalks and crosswalks are provided near the auto parking areas but generally do not exist near the truck bays and truck parking areas. Please evaluate the need for pedestrian sidewalks and crosswalks near the truck bays and truck parking areas.

15. *Review the site plan to ensure ADA and parking requirements are satisfied.*

18
- Details of the pedestrian facilities should be provided so that ADA compliance can be confirmed. In note (3) of the Parking and Loading Table presented in drawing C-100 it is indicated that septic areas have been conservatively sized for the potential higher employee totals. While the Town parking requirements are satisfied for the lower employee numbers presented in the Parking and Loading table, please confirm that they would also be satisfied for the higher employee numbers presented in note (3). An expanded discussion of both ADA and parking requirements should be included in the TIS. Also, parking demand rates from the Institute of Transportation Engineers (ITE) *Parking Generation* manual, 4th Edition, should be considered to determine if parking requirements can be considered as satisfied.

16. *Review project site driveway conditions to ensure sight distance requirements are satisfied.*

19
- This TIS provides a text description of sight distance assessments at the project site driveway for Buildings 1 and 2 and at the intersection of Pugsley Road and Barrett Road. However no sight distance assessments were provided for the Building 3 and 4 driveways on Barrett Road. Drawings should be provided which depicts the sight lines.

17. *Utilizing the Synchro files as provided by the Applicant, run SIMTRAFFIC to ensure the proposed roundabout works and there are no significant queuing problems with the adjacent intersections (including the I-84 ramp intersections).*

20
- AKRF concurs with NYSDOT's preliminary assessment of the roundabout design presented in their correspondence letter dated July 3, 2018 (see **Attachment C**). A meeting is scheduled to be held on July 23, 2018 with NYSDOT to further discuss their comments on the roundabout analysis.

18. *Review the proposed roundabout plans to ensure that from a traffic perspective, the design satisfies traffic engineering standards.*

21
- AKRF concurs with NYSDOT's preliminary assessment of the roundabout design presented in their correspondence letter dated July 3, 2018 (see **Attachment C**). A meeting is scheduled to be held on July 23, 2018 with NYSDOT to further discuss their comments on the roundabout design.

19. *As necessary, set up meetings with the Town, NYSDOT, and the Applicant to review the key components of the TIS and proposed improvement measures.*

22

- A meeting with NYSDOT has been scheduled for July 23, 2018 to review key components of the TIS and proposed improvement measures. Additional meetings will follow as needed.

20. *Review the TIS and where possible look to incorporate innovative (e.g., adaptive traffic signal technology) and traffic calming measure (e.g., roundabout solutions).*

23

- The potential for additional innovative and traffic calming measures will be discussed with NYSDOT at the July 23, 2018 meeting.

TIS TECHNICAL COMMENTS

21. Data Collection

24

a. The TIS scope of work states that Saturday turning movement counts (TMC) would be conducted from 11 AM to 2 PM. The Saturday TMCs were collected from 12 PM to 2 PM. Please provide an explanation as to why the 11 AM to 12 PM period was not counted.

b. Locations where "No Turn On Red" signs are posted should be indicated on the Physical Inventories (PIs).

22. Existing Conditions – Please explain why the PM peak hour is 5:00 - 6:00 PM since the number of area total is higher during the 4:45 to 5:45 PM period (page 131 of Appendix). Please explain why the Saturday Midday peak hour is 12:15 - 1:15 PM since the number of area total is higher during 12:30 - 1:30 PM (page 131 of appendix).

25

23. No Build Conditions

26

a. The source of the 1 percent growth rate utilized in the TIS should be identified (e.g., guidance from the Town, NYSDOT, etc.).

b. The TIS should state if the NYSDOT Statewide Transportation Improvement Program (STIP) listings were consulted to determine any proposed area roadway improvement projects that should be included in the No Build condition.

24. Trip Generation

27

a. A vehicle profile of the proposed trip generation should be provided which breaks down the trip generation by vehicle type/classification, including a breakdown of truck types (e.g., single-unit trucks, tractor trailers). FHWA vehicle classifications can be referenced as part of this breakdown. Estimates of vehicle arrival/departure distribution hours by type should also be provided.

b. The TIS should reference what the proposed work shifts are and how the shifts would affect trip generation and the distribution of peak trips throughout the day.

c. The trip generation in the TIS was based on trip generation rates presented in the 9th Edition of the ITE Trip Generation Manual for Land Use 150, "Warehouse". The trip generation rates from the 10th Edition of the Trip Generation Manual for the same Land Use 150 "Warehouse" were lower (both daily and peak hour" when compared with the rates presented in the 9th Edition of the manual. Table 1 below presents a comparison of trip generation rates for various related warehouse uses with those utilized in the TIS.

d. It is important to note that while the rates for LU# 155 and 156 are higher compared to the 9th Edition rates, the rates for LU# 155 and 156 are based on small sample sizes (4 or fewer studies) and should be utilized with caution. The 10th Edition rates for LU# 150 and 154 are generally based on much larger sample sizes (up to approximately 100 studies). Details regarding the proposed usage of the site should be carefully reviewed to ensure that the proper trip generation rates are applied. The trip generation numbers presented above will be discussed as part of the July 23, 2018 meeting with NYSDOT.

Table 1
Comparison of ITE Trip Generation Rates (per 1,000 SF GFA)

ITE Trip Generation Manual Edition		9th Edition	10th Edition			
ITE Land Use (Land Use #)		Warehouse (150)	Warehouse (150)	High-Cube Transload & Short-Term Storage Warehouse (154)	High-Cube Fulfillment Center Warehouse (155)	High-Cube Parcel Warehouse (156)
Daily Weekday		**3.56**	1.74	1.40	**8.18**	**7.75**
Daily Saturday		**1.23**	0.15	0.94	N.A.	N.A.
Peak Hour of Adjacent Street Traffic	AM	**0.30**	0.17	0.08	**0.59**	**0.70**
	PM	**0.32**	0.19	0.10	**1.37**	**0.64**
	Saturday	**N.A.**	N.A.	N.A.	N.A.	N.A.
Peak Hour of Generator	AM	**0.42**	0.22	0.12	0.22	**0.88**
	PM	**0.45**	0.24	0.16	0.27	**0.71**
	Saturday	**0.13**	0.05	0.12	**0.20**	N.A.
Notes		**Rates Utilized in the TIS**			Based on small number of studies – use with caution.	Based on small number of studies – use with caution.

25. Build Conditions & Proposed Improvements

28

a. The TIS should state if the Applicant has committed to the implementation of the jitney service that is mentioned in the TIS.

b. A diagram/figure should be provided in the TIS that clearly depicts the proposed changes to each segment of Pugsley Road, Fields Corner Road, and Barrett Road (e.g., ownership changes, geometric changes) to supplement the descriptions of those changes provided in the TIS.

c. For easy reference it is recommended that the proposed signal retiming improvements be clearly listed and outlined in the TIS text (TIS pages III.B-46 through III.B-49 in Section I "Mitigation Measures"), including cycle length, timings, and phasing information.

26. Warrant Analysis

29

a. AKRF questions the consideration of the NY 312 approaches to the intersection as two-lane approaches for the Warrant analysis. Each approach consists of a single through lane and a separate left or right turn lane. Based on MUTCD guidance, it appears that the volume percentages for the turn lanes would not be sufficient for considering the approaches as two-lane approaches. Please review and confirm.

b. Please provide backup which demonstrates how the future (No Build, Build) hourly volumes presented in Table III.B-9 were developed.

27. TIS Text/Editorial Comments

30

a. Page III.B-30: The LOS reference is missing from the description of the NY 312 & International Boulevard (4th line from the bottom of the page).

b. Page III.B-31: The last sentence of the first paragraph ("Pugsley Road left turn lane is projected to operate at level of service F…") is repeated for the second time within the paragraph. Should this sentence be located elsewhere?

c. Table III.B-5: The Caremount Driveway approach is listed as "Southbound" (instead of "Northbound")

28. Figures

31

a. Figure 9 (Crossroads Volumes): Volumes do not balance between intersections #5 & #6 and #6 & #7. Are volumes lost/gained through additional driveways to/from the Crossroads site?

b. Figure 12: The volumes for Intersections 1 through 4 appear identical to those shown in Figure 11. Please check and verify. Volumes do not balance between intersections #5 & #6 and #6 & #7. Are volumes lost/gained through additional driveways to/from the Crossroads site?

c. Figures 14, 15, 16, 21, 22, and 23: The number of 'in' and 'out' trip totals shown differ slightly from those presented in the corresponding trip generation tables.

d. Figure 32: No volumes are shown for Intersection #4.

29. Synchro

32

a. Please confirm that all lane widths have been coded in correctly. For example, the southbound right turn only lane at Route 312 and Route 6 should be 11' instead of 12'.

b. Please provide the field measurement notes for intersections where grades are coded. Otherwise remove any grade in synchro. Negative grades have the potential to improve delay and LOS results and should be supported.

c. U.S. 6 & NY 312 Intersection: Please confirm that the correct time of day plan, including the phasing sequence, for the signal has been coded at this intersection. The Southbound through and southbound left-turn volumes are coded in reverse for the No Build Alternative, Saturday Peak Hour. Please correct.

d. NY 312 & Pugsley Road Intersection: The Percent Heavy Vehicles are coded as 0% for the eastbound left-turn and southbound right-turn movements under No Build and Build conditions. Please verify the use of 0% for these movements as the trip distribution patterns assign 10 percent of the trips to these movements. The length of the westbound right-turn storage lane is coded differently between various conditions/time periods (e.g., 210' under No Build AM, 240' under No Build PM). Please verify all conditions for consistency.

e. NY 312 & I-84 Eastbound Ramps/Independent Way: The widths of the northbound lanes were coded differently across between No Build PM (12') and No Build Saturday (13') conditions. Please verify for all conditions for consistency.

f. NY 312 & I-84 Westbound Ramps: The Percent Heavy Vehicles for all new movements to/from the Crossroads development are coded as 0% under No Build and Build conditions. Should these be coded, at a minimum, as 2%?

30. Special Dimension Vehicle Access Highway Designation

33

a. The Applicant should continue to keep the Town up to date on the status of the approval process for the Special Dimension Vehicle Access Highway Designation.

b. An estimated measurement along Pugsley Road shows that access to the northern site access driveways may be in excess of one mile from the farthest I-84 ramp. A figure

should be provided which shows the measured distances from the farthest I-84 ramp, along with the existing and proposed Special Dimension Vehicles Access Highway route(s).

34 31. Emergency Services – Letters should be obtained from emergency services from the both the Towns of Southeast and Patterson regarding input on the permanent closure of Fields Corner Road.

VISUAL RESOURCES

32. The FEIS should include an analysis of potential visual impacts from the following locations:

35

- Nelson Boulevard
- Drewville Road
- NYS Route 6 as it crosses over the Middle Branch Reservoir
- Hunter's Glen
- Tilly Foster Farm

36 33. Addition screening between Tilly Foster Farm and the proposed project should be considered.

37 34. Conservation easements over the undeveloped land should be considered as a means to both protect the environmentally sensitive areas as well as to preserve the remaining open space and to ensure that the buffer remains between the proposed project and nearby residential areas.

SURFACE WATER AND WETLANDS

38 35. The chapter indicates that NYCDEP visited the site on 4/24/18 to inspect watercourses regulated by the DEP Watershed Rules and Regulations (Chapter 18 of 15 RCNY). Please provide DEP-validated watercourse map(s). The chapter should describe and map the perennial and intermittent stream buffers regulated by NYCDEP and indicate/quantify any encroachments or increases/decreases to impervious surface in these buffers.

39 36. The U.S. Army Corps of Engineers (USACE) must conduct a jurisdictional determination of wetland boundaries prior to or concurrent with permitting of the proposed 0.05 acres of wetland disturbance for the Barret Road widening. The Corps will require proper documentation of the delineation in accordance with the federal methodology (Y-87-1; ERDC/EL TR-12-1), including wetland data sheets documenting soil, vegetation, hydrology indicators at data points throughout the property. The DEIS does not contain the original wetland delineation report (2004) and considering the length of time since the original delineation and the publishing of the new Corps Regional Supplement delineation manuals (2012), the Corps (and the Town as lead agency) may recommend that the wetland boundary delineation be comprehensively re-delineated. The current delineation report (Appendix D2) did not redo the delineation but qualitatively checked the earlier boundary.

40 37. This chapter should disclose and quantify changes in drainage areas (acres in the pre- vs post-construction condition) so that increases/decreases in the contributing drainage areas to each onsite wetland can be determined. Of primary importance is the redirection of runoff that may adversely affect the hydrologic budget of individual wetlands.

41 38. The adequacy of the proposed project's stormwater management measures and plans, including their compliance with the NYS Stormwater Management Design Manual, the NYSDEC GP-0-15-002, the NYCDEP Watershed Rules and Regulations, and the Town of Southeast Code Chapter 119, has not been reviewed by this office – but is subject to review by the Town Engineer. This is of special importance considering the size of the project and its location within the NYC watershed (Middle Branch of the Croton River).

42 39. The Biological Assessment Report (Appendix G-1) indicates that the Town's consultant Steve Coleman and NYSDEC's Kelly McKean reconfirmed the wetland boundaries in 2018.

Correspondence to this effect and/or a signed wetland validation drawing from NYSDEC should be provided in the FEIS.

43 40. The project requires impact to 2.44 acres of NYSDEC and 5.37 acres Town of Southeast wetland buffers. Considering the amount of land available, reductions in this amount should be explored in the chapter. Further reasoning should be provided explaining how the wetland impact decision process, i.e. "avoidance, minimization, mitigation" can/cannot produce reduced wetland buffer impacts.

44 41. Wetland mitigation proposed involves invasive species removal in a portion of Wetland 4. The chapter should provide a figure showing the location and size (SF) of the proposed wetland mitigation area and the FEIS should include a detailed mitigation/planting plan. Five years of monitoring is preferred rather than the proposed 3 years. The adequacy of the proposed invasive species removal within a portion of Wetland 4 as compensation for permanent wetland loss and approximately 8 acres of Town/DEC wetland buffer disturbance should be justified/analyzed further in the FEIS.

GEOLOGY, SOILS AND TOPOGRAPHY

45 42. The implications of development within significant areas of onsite soil designated as Prime Farmland and development adjacent to a State-designated Agricultural District should be discussed further in the chapter. Attention should be given to characterizing the loss of these Prime Farmland soils and the adverse impacts of proposed traffic/disturbance to adjacent agricultural uses.

46 43. The chapter should identify the quantities of cut/fill necessary to facilitate the site plan based on the proposed grading plan.

47 44. The predominant soils onsite, the Paxton and Woodbridge soils, have severe limitations due to slope and/or wetness due to slow permeability of subsoil. Chapter II.D indicates that Paxton soils contain fines which "warrant additional sediment and erosion control measures which will set forth in the Final SWPPP." The FEIS should explain further and provide type(s) of applicable erosion control measures that may be used to address this unique soil constraint.

48 45. To avoid onsite wetlands, the four warehouse buildings, loading, and parking areas are proposed to be located on the two ridgelines (drumlins) occupying the high points of the site, at elevations of 672 feet and 690 feet. Town Code §138-12.I *Ridgeline Protection* requires that buildings and structures not be visible above the top of the ridgeline or from adjoining properties or public rights-of-way to the maximum extent practicable. Alternative building locations are not available onsite. Therefore, minimization of ridgeline impacts, both impacts to soils from grade changes to the ridgelines and to viewsheds, would need to focus further on building size, number, height, and orientation, as well as extent of cut/fill and vegetation preservation.

49 46. The project should explore additional measures to reduce steep slopes disturbance, currently at 22.5 acres of disturbance to slopes 15% or greater. Reduction or re-arrangements in project footprint would be the principal means to reduce these impacts.

GROUNDWATER

50 47. Due to the fact that pumping-related water level drawdown effects were observed in one off-site well (Ginsberg Development Corporation Well 3 - 29.5 feet of drawdown) during the 1992 pumping test, and the well was not monitored during the 2004 pumping test, mitigation measures should include steps (i.e., hydrofracking, extending well depth) to mitigate any potential long term, site-related cumulative effects to Ginsberg Development Corporation Well 3, or any other well for that matter.

VEGETATION AND WILDLIFE

51 48. This chapter and the accompanying Biological Assessment Report (Appendix G-1, March/2018), present a good "big picture" of the current ecological conditions of the project site. However,

considering the size of the project site and magnitude of proposed project, more effort should be expended to document specific species of animals/plants that occupy the project site, including State/Federally listed species. The DEIS indicates that "no species-specific mammal surveys or trapping were conducted" and "amphibian and reptile surveys were not conducted". Instead, animal use of the site is based on available habitat and opportunistic animal observations. The DEIS says "portions of these wetlands…provide ideal habitat for wetland-dependent amphibians such as frogs and salamanders." However, few amphibian species identified onsite are listed in report tables. The DEIS makes reference to "Carex sp." or "Quercus sp" but the overall list of plant species identified onsite is comparatively short. Additional effort is warranted so that potentially-present NYS-listed plants known for Putnam County, e.g. featherfoil, lyre-leaf sage, rough avens, shining bedstraw, woodland agrimony and others, can be identified if present and protection measures (conservation or relocation) can be undertaken. Resource-specialist consultants (herpetologist, ornithologist, etc.) may be retained to conduct additional plant/animal surveys for the benefit site documentation and determination of potential ecological impacts.

49. Potential habitat for spotted salamander is noted and wood frogs were identified onsite. These are vernal-pool endemic species. The development guidelines and buffers provided in *Conserving Pool-Breeding Amphibians* (Calhoun and Klemens, 2002)[1] must be considered and described with reference to the proposed site plan. **52**

50. An assessment of potential bog turtle habitat was undertaken for wetland 6 (LC-28) and suitable bog turtle habitat was found. However, no assessment is provided of bog turtle protection zones or potential impairment of life movements due to proposed development plan, with reference to *Bog Turtle Northern Population Recovery Plan* (USFWS, 2001). **53**

51. According to the NYNHP response letter (2.27.18), northern long-eared bat (*Myotis septentrionalis*) winter hibernaculum is documented 4 miles from project site. The USFWS 4d rule for northern long-eared bat prohibits tree removal between June 1 –July 31. The Biological Assessment Report (Appendix G-1) indicates that the applicant will follow the additional optional tree removal restriction period of April 1 – October 31. This extended tree-cutting prohibition period is not indicated in the DEIS chapter text. **54**

52. The Biological Assessment Report indicates that "the site was noted to be outside of the habitat range for Indiana bat". However, Putnam County is in Indiana bat range as mapped by the USFWS. The Indiana Bat Project Review Sheet (USFWS NY Field Office, March 2018) requires clearing of potential roost trees from Oct 1 to March 31 only, which if followed would extend the applicant's proposed tree removal restriction period for an additional month, the month of October. **55**

53. Correspondence/coordination with the NYSDEC and USFWS on potential impacts to listed species is required, and must be made part of the SEQRA record. Documentation of potential impacts to federally-listed species must follow the USFWS's 7-Step Project Review process: https://www.fws.gov/northeast/nyfo/es/section7.htm. **56**

54. With of 80 acres of meadow and 32 acres of forest area, project mitigation is inadequate. Additional conservation and restoration measures should be explored, including restoration of portions of the existing upland field community now dominated by invasive species, i.e. portions that will be outside of the proposed limit-of-disturbance. **57**

55. The DEIS indicates several NYS-listed species are potentially present but no discussion of impacts to these species are described – including: American kestrel (*Falco sparverius*) NYS endangered, **58**

[1] Calhoun, A. J. K. and M. W. Klemens. 2002. Best development practices: Conserving pool-breeding amphibians in residential and commercial developments in the northeastern United States. MCA Technical Paper No. 5, Metropolitan Conservation Alliance, Wildlife Conservation Society, Bronx, New York.

Coopers hawk (*Accipiter cooperii*) NYS special concern, eastern box turtle (*Terrapene carolina carolina*) NYS special concern, and spotted turtle (*Clemmys guttata*) NYS special concern.

59 56. Potentially present forest area-sensitive birds were identified onsite, including: eastern wood peewee, red-eyed vireo, wood thrush, ovenbird, scarlet tanager, black and white warbler, veery, black-throated green warbler, etc. Impacts of forest fragmentation resulting from the proposed project on these species is not discussed. Similarly other species may be adversely affected by clearing of old field habitat, including Yellow-billed cuckoo (*Coccyzus americanus*), a bird species that is in steep decline. The DEIS should discuss animal species rarity for those known or suspected to occur and should analyze potential adverse impacts to these species from site development.

60 57. Figure III.G.2: Vegetative Communities Impact Table, shows the LOD line outside of property boundary. What is the impact acreage, and habitat type, of this additional area?

61 58. Page III.G-14 indicates that the majority of site disturbance (84.5 acres) is to the successional old field/shrubland vegetative community, 29.6 acres of disturbance is proposed to the woodland transitional areas, and 5.9 acres of disturbance to the former farm vegetative community. However, the Project Description chapter indicates 133.2 acres of overall disturbance (a larger area) of which 61.2 acres would be impervious surface and 72 acres would remain pervious. (p. II-28). At p. II-29 the project description says 57 acres of impervious surface, a smaller area than the previous page. Please revisit the DEIS's overall disturbance calculations as necessary to resolve discrepancies.

62 59. The DEIS indicates the project will employ "dark sky friendly lighting". This must be explained further (hours, fixture types, lumens, etc.) with reference to potential impacts to plants/animals and with appropriate academic citations to support conclusions.

TAX ANALYSIS

63 60. The text in 2.a. Existing Property Tax Condition notes that there are five non-homestead parcels on the property. Table III H-1 shows only four non-homestead properties. Based on an examination of Appendix H-1, parcel 45-1-5.3 is a non-homestead parcel but is incorrectly listed as a homestead parcel in Table III.H-1. This is also relevant since the incorrectly labeled parcel appears to be the parcel that is valued the highest of all parcels at $741,115.

64 61. The "Anticipated Impacts" section should include an estimation of the municipal costs of the proposed development.

65 62. The description of the PILOT should have an estimate of the amount that the applicant will pay each year of the PILOT or over the total span of 10 years. If this is unknown, it can be estimated based on the assessed value of comparable facilities in the Town. The difference between what the Applicant would pay in taxes without the PILOT should be compared to the taxes that would be paid under the PILOT. The total approximate value of the IDA inducement should be quantified including the PILOT, sales tax exemptions or any other benefits provided by the IDA inducement. Additionally any development or processing fees for IDA inducement should be quantified. Once the above is quantified, the net fiscal impact of the proposed development should be estimated.

66 63. The inputs used for the IMPLAN modeling should be more clearly identified and described. It appears that project construction costs are used as inputs to model impacts for the construction phase and that the applicant's job and related wage estimates are the basis for modeling operational impacts. However, this is not clearly explained in text or tables. Additionally, the reasoning and sources used to develop inputs should be outlined and explained. For the construction cost estimate, please clarify if this is for hard costs, soft costs, or both.

67 64. The level of reliability of IMPLAN modeling at the zip code level should be noted. The data IMPLAN uses at the zip code level is an estimation based on County Business Patterns (CBP) data. CBP zip code data only provides the number of firms, thus IMPLAN estimates the number of

employees associated with each firm. Additionally, CBP data does not cover the Construction Industry at the zip code level and instead uses NAICS 22- Utilities as a proxy.

68 65. IMPLAN warns that when using zip code-level data, much of the total economic impact may be lost due to leakage. The geography of Putnam County may have been a more prudent geography to use especially as this tax analysis involves Putnam County taxes.

69 66. The rationale for the jobs estimate of 665 jobs (page III.H-18) during the operations phase provided by the Applicant should be detailed. Compare this estimate to known and accepted industry estimates for jobs per square foot.

70 67. When discussing the median wages for the types of jobs the proposed development is projected to create on page III.H-19, please compare these wages to median incomes in the Town of Southeast and/or Putnam County to provide context.

71 68. The FEIS should clarify when discussing total, direct, indirect, and induced economic impacts.

72 69. The presumed input of construction costs is incorrectly listed as a direct output in Table III.H-5.

73 70. There is a discrepancy between the text and Table III H-5. The text indicates that there are 150 indirect jobs and 69 induced jobs; while Table III H-5 indicates that there are 68 indirect jobs and 150 induced jobs. It is unclear if the table or the text is correct.

74 71. The chapter also mentions that the development will be "phased" (page H III-2, second paragraph). The chapter should provide an indication of the development timeframe and when impacts will be realized.

75 72. The sales tax analysis should identify sources and assumptions for sales tax assessment.

COMMUNITY SERVICES

76 73. The discussion of the Police Department's capacity should indicate how the police department's response times compare to industry standard measures of police performance.

77 74. The discussion of the Fire Department's capacity should indicate if the response time to the site of 13-18 minutes is typical, above average, or below average for a rural/suburban area. For example, the National Fire Protection Association set a standard response time of no more than 10 minutes for a suburban area and no more than 14 minutes for a rural area.

78 75. JMC was unable to obtain data on "the number and nature of police, fire, and EMS calls" to the site. A study of emergency service calls from similar warehouse/logistics facilities or research on how industrial and warehouse uses compare to other land uses in terms of calls for service would be useful in estimating future conditions. Other information that could help bolster this discussion is whether warehouse and logistics work is more or less dangerous than other professions.

79 76. The discussion of the donation of Lot 5 to Putnam County's Tilly Foster Farm should clarify if this land will be under conservation easement like the rest of Tilly Foster Farm.

80 77. Land donation to a municipality or public agency is considered land acquisition. The FEIS should clarify that the land donations are part of the discretionary actions being reviewed under this environmental review.

UTILITIES

81 78. No comments. Please refer to the comment regarding the wells under "Groundwater."

CULTURAL RESOURCES

82 79. As reported in the DEIS, the Phase 1A Archaeological study prepared by the Applicant's consultant recommended that Phase 1B testing be performed on portions of the site not previously studied. This report was submitted to the New York State Office of Parks, Recreation, and Historic Preservation

(OPRHP) which in turn issued a letter of "No Effect" for the project, indicating that in their opinion no further testing was warranted. AKRF's archaeologist reached out to OPRHP to confirm this recommendation in an email dated March 27, 2018. OPRHP responded in a letter dated April 4, 2018, confirming that based on the topography and previous studies, no further testing was warranted and that the Proposed Project "has a low potential to contain historic properties (architectural and archaeological sites)." Copies of this correspondence can be found in Appendix I-2. As such, the DEIS sufficiently documents that the Proposed Project is unlikely to result in any significant adverse impacts to historic or archaeological resources and AKRF has no further substantive comments on this chapter.

NOISE

83 80. Noise monitoring locations 6 and 7 are first introduced on page III.L-9, separately from the other locations. Since they are subsequently treated the same as the other locations, it would be better to treat them the same as the other 5 locations by including them in all areas of the chapter (i.e., Pages III.L-8, Table III.L-9, Table III.L-11, etc.).

84 81. Indicate the duration of the noise measurements. As stated in Section 96-5.D.1 of [the Code of the Town of Southeast," sound measurements shall be taken at the property line for twenty-minute durations.

85 82. In Table III.L-5, a unit should be specified for the reported L1, L10, and L90 noise levels. If it is dB(A), this should be made explicit, as with the L_{eq} and L_{max} values in the table.

86 83. Pages III.L-13/14 state that "the volume of construction traffic is less than the operational traffic." Explain/clarify why construction traffic would not produce a greater amount of noise due to construction trucks as compared to normal vehicular traffic.

87 84. Page III.L-18 indicates that the traffic noise analysis was conservative by comparing build conditions to existing conditions. However, the discussion after Table III.L-10c seems to compare build conditions to no build conditions.

88 85. Indicate the enforcement mechanism to ensure that if Building #4 is developed as a cold storage facility, a more detailed noise analysis will be performed.

89 86. In the "Operation – On-site Trucks" section of the chapter, a reference L_{max} noise level of 75 dBA is presented for truck operations. A reference for this emission level should be provided, or the emission level for Flatbed Trucks as provided by FHWA and presented in Table III.L-7 should be used instead.

90 87. Further detail/clarification should be presented on the measured HVAC noise levels from "other similar facilities" used in the "Operation – On-site HVAC" section of the chapter. This should include a description of the similar facility/facilities, methodology for noise level measurements, measured noise levels, and description of any adjustments made to apply the measured levels to this analysis.

AIR QUALITY

91 88. The FEIS should include definition of PM2.5 and PM10.

92 89. The FEIS should include time averaging periods for each pollutant.

93 90. The FEIS should remove rescinded SO2 annual NAAQS threshold and monitored concentration from Table III.N-1 and update table footnotes.

94 91. The FEIS should include SO2 3-hour NAAQS threshold and monitored concentration into Table III.N-1 and update table footnotes.

95 92. The FEIS should include discussion of stationary air quality sources, if any, that would be introduced/changed in the Future without the Proposed Project from the Existing Conditions.

93. NYSDOT's mobile source screening guidance does not assess the potential air quality conditions in the Future without the Proposed Project, nor was the guidance used to assess the air quality conditions. The FEIS should provide this information. 96

94. Page III.N-4 indicates that "The volume of cars and trucks (including heavy equipment) will be less than that during the operation of the facility." The air quality analysis should reference where this has been determined. 97

95. The FEIS should include definition of *"de minimis"* as it relates to the threshold for air quality impacts. 98

96. Per EPM Chapter 1.1 Section 15, include discussion of the duration of construction work, its schedule and the type of work being done. 99

97. Include discussion of emissions from on-site construction equipment. Comparison to the operational air quality assessment is not sufficient as there will be no such sources in the Future with the Proposed Project. 100

98. Page III.N-5 states, "Because all traffic passing the site (i.e. not just that associated with the construction) can re-suspend the deposited material, this "secondary" source of emissions may be more important than all the dust sources actually within the construction site." It is unclear from the discussion that this is the case. The FEIS should provide more rationale. 101

99. Particulate matter is both a primary and principal pollutant of concern with vehicular exhaust emissions. Per NYSDOT guidance (EPM Chapter 1.1 Section 8), include discussion of PM and whether quantitative hot-spot analysis is warranted. 102

100. Page III.N-6 states, "Since ozone and smog formation is a low process with occurs outside the primary impact area of the project, these pollutants are reviewed only on a regional (mesoscale) basis, not a local (microscale) basis." The DEIS did not include a review of regional impacts. The FEIS should include a discussion why a regional analysis is not warranted. 103

101. The FEIS should include a complete description of the LOS Screening, Capture Criteria Screening, and Volume Threshold Screening per EPM Chapter 1.1 Section 9(A)(i). The DEIS discussion does not make clear that intersections that fail LOS Screening are screened for each of the Capture Criteria and for those that fail one of the Capture Criteria are screened using the Volume Threshold Screening methodology. 104

102. Per EPM Chapter 1.1 Section 9(A)(I-2), if any of the capture criteria is met, the intersection is subject to further screening using the Volume Threshold Screening methodology. All five capture criteria should be assessed at intersections that have failed the LOS Screening. 105

103. The traffic volume increase criteria does not consider if an exceedance represents the time period with the highest total traffic volumes. Per EPM Chapter 1.1 Section 9(A)(I-2), Intersection 5 is subject to further screening using the Volume Threshold Screening methodology. 106

104. It is unclear what on-site vehicle operations would be included as part of the Proposed Project (i.e. surface parking lot, parking garage, internal roadways). The FEIS should include a description of on-site vehicle operations with available relevant information (i.e. dimensions, exhaust points, number of vehicles anticipated to be operating, etc.). 107

105. Natural gas emissions from on-site fuel combustion is not insignificant; therefore an assessment of the air quality impacts should be done. Assessment should include discussion of nearby receptor locations, emissions intensity, and any equipment technology included as part of the project. 108

HAZARDOUS MATERIALS

109 106. The DEIS includes a description of assessments and remedial action activities completed in 2004, including:

a. Removal of a 550-gallon fuel oil UST and dispenser pump adjacent to former farmhouse maintenance shed; and

b. A concrete pit beneath the floor of the maintenance shed, which was found to contain debris and oily water.

Additional data, including descriptions, maps, and soil endpoint sampling locations and laboratory analytical results, should be provided to confirm the environmental condition of the soil after the removals, and that appropriate testing and laboratory parameters were consistent with NYSDEC requirements.

107. The DEIS indicated that remedial activities in 2005 included removal of 100 yards of debris, removal of an abandoned tank, drums, and containers, and the removal of stained soil, and that follow up soil testing revealed no residual soil impacts. Additional data and descriptions, including maps, reports, laboratory analytical results, should be provided to confirm that appropriate testing and selected laboratory parameters were consistent with NYSDEC requirements. 110

CONSTRUCTION

108. The FEIS should include a discussion of potential air quality impacts associated with off-site vehicle operations. Discussion should include available relevant information (i.e. number of work vehicles, number of heavy-duty trucks, references to any traffic comparison to the operational traffic analysis.) 111

109. The FEIS should include a discussion of emissions from on-site construction equipment. Comparison to the operational air quality assessment is not sufficient as there will be no such sources in the Future with the Proposed Project. 112

ALTERNATIVES

110. The FEIS should consider an alternative that shifts the buildings so that the peaks of the ridgelines could be preserved. 113

111. The FEIS should consider an alternative that shifts the parking and loading areas to front on Pugsley Road so that the proposed buildings provide a buffer between the trucks and the Hunters Glen and Twin Brooks developments. 114

REQUIRED CHAPTERS

112. We have reviewed this material and have no substantive comments on this chapter. 115

ATTACHMENT A

Environmental, Planning, and Engineering Consultants
34 South Broadway
Suite 401
White Plains, NY 10601
tel: 914 949-7336
fax: 914 949-7559
www.akrf.com

Memorandum

To:	Town of Southeast Planning Board
From:	Ashley Ley and Anthony Russo
Date:	June 20, 2018
Re:	Northeast Interstate Logistics Center Traffic Impact Study Review
cc:	JMC

To facilitate the Planning Board's State Environmental Quality Review Act (SEQRA) review of the Northeast Interstate Logistics Center project, AKRF will be reviewing and providing substantive comments on the Draft Environmental Impact Statement (DEIS). AKRF's substantive comments and recommendations will be presented in a memorandum to the Planning Board during the public comment period on the DEIS so they may be addressed in the Final Environmental Impact Statement (FEIS) and Statement of Findings.

As part of this review, AKRF will be conducting an independent evaluation of the Traffic Impact Study (TIS) prepared by the Applicant's consultant, JMC. In response to questions raised at the last Planning Board meeting, AKRF has prepared the following scope of work for the TIS independent peer review. In addition, the TIS is being provided to the New York State Department of Transportation (NYSDOT) which will also conduct a peer review and provide comments to the Planning Board as part of the SEQRA process.

AKRF's independent review of the TIS will include the following tasks:

1. Conduct field visits during the peak hours analyzed in the TIS to observe traffic conditions and identify locations that may require improvements/mitigation measures as part of the proposed project.
2. Perform spot traffic counts to confirm the accuracy of the traffic volumes presented in the TIS.
3. Review Existing Conditions Level-of-Service (LOS), vehicular delays, and queuing results presented in the TIS.
4. Review "No Build" project trip generation and vehicular assignments.
5. Review "No Build" LOS, vehicular delays, and queuing results presented in the TIS.
6. Review "Build" project trip generation and vehicular assignments.
7. Review "Build" LOS, vehicular delays, and queuing results presented in the TIS.

8. Review proposed mitigation measures to ensure all project related impacts have been identified and satisfactorily mitigated.
9. Review the most recent three years of crash data to determine if there are any high accident locations that require ameliorative measures to improve safety conditions within the study area.
10. Review on-site vehicular (auto and truck) and pedestrian circulation.
11. Review the site plan to ensure ADA and parking requirements are satisfied.
12. Review project site driveway conditions to ensure sight distance requirements are satisfied.
13. Utilizing the Synchro files as provided by the Applicant, run SIMTRAFFIC to ensure the proposed roundabout works and there are no significant queuing problems with the adjacent intersections (including the I-84 ramp intersections).
14. Review the proposed roundabout plans to ensure that from a traffic perspective, the design satisfies traffic engineering standards.
15. As necessary, set up meetings with the Town, NYSDOT, and the Applicant to review the key components of the TIS and proposed improvement measures.
16. Review the TIS and where possible look to incorporate innovative (e.g., adaptive traffic signal technology) and traffic calming measure (e.g., roundabout solutions.

ATTACHMENT B

In evaluating the overall performance of TWSC intersections it is important to consider measures of effectiveness in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single measure of effectiveness for the worst movement only, such as delay for the minor-street left turn, users may make less effective traffic control decisions.

DETERMINING INTERSECTION CONTROL TYPE

The analyses available in the HCM may be valuable inputs to the determination of control types. Several sources should be synthesized in arriving at a decision.

Determination of an appropriate control for an intersection, either signal control or a form of stop control, can be accomplished by integrating information from several sources. Traffic signal warrants, LOS analyses, accident data, and public complaints form the basis for a decision to signalize an intersection or to use stop control. Three documents, among others, are available to assist the traffic engineer in this assessment: the MUTCD, the ITE *Traffic Engineering Handbook* (TEH) (*12*), and the HCM.

The HCM references the TEH to define an accident problem as 5+ in a 12-mo. period

The MUTCD provides a set of warrants for determining the appropriate conditions for signalization, two-way stop control, and all-way stop control. The following 11 signal warrants are provided in the MUTCD: minimum vehicular volume, interruption of continuous traffic, minimum pedestrian volume, school crossings, progressive movement, accident experience, systems, combination of warrants, 4-h volumes, peak-hour delay, and peak-hour volume. Although only one of these warrants must be met before a signal is recommended, traffic engineers should ideally consider all these aspects in making a decision concerning an intersection control type. This set of warrants represents guidance based on collective professional consensus accumulated over many decades. Practicing traffic engineers can refer to these warrants whenever issues concerning decisions on intersection control types arise.

The TEH points out that traffic signals do not always increase safety and reduce delay. Therefore, it may also be appropriate to consider all-way stop control. The TEH cites the following warrants for all-way stop control (from the MUTCD):

1. As an interim measure that can be installed quickly while arrangements are being made for a warranted traffic signal;
2. When an accident problem, as indicated by five or more reported accidents in a 12-month period, is of a type that can be corrected using a multiway stop and less restrictive controls have not been successful; and
3. For the following minimum traffic volumes: (a) the total vehicle volume entering the intersection from all approaches averages at least 500 veh/h for any 8 h of an average day, and (b) the combined vehicular and pedestrian volume from minor streets averages at least 200 units/h for the same 8 h with an average delay to minor-street traffic of at least 30 s/veh during the maximum hour [but when the 85th-percentile approach speed of the major-street traffic exceeds 40 mi/h, minimum volume warrants are 70 percent of the requirement in (a)].

Concerning traffic signal warrants, the TEH states:

> Traffic signals that are appropriately justified, properly designed, and effectively operated can be expected to achieve one or more of the following:
>
> 1. To effect orderly traffic movement through an appropriate assignment of right-of-way,
> 2. To provide for the progressive flow of a platoon of traffic along a given route,
> 3. To interrupt heavy traffic at intervals to allow pedestrians and cross-street traffic to cross or to enter the main-street flow,
> 4. To increase the traffic handling ability of an intersection, or
> 5. To reduce the frequency of occurrence of certain types of accidents.

ATTACHMENT C

Appendix B-1

NEW YORK STATE OF OPPORTUNITY. | Department of Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

LANCE MacMILLAN, P.E.
Acting Regional Director

RECEIVED
JUL 12 2018
Town of Southeast

July 3, 2018

Southeast Planning Board
67 Main Street
Brewster, NY 10509

Re: NYSDOT SEQR # 17-234
Northeast Interstate Logistics Center
Route 312 & Pugsley Road
Town of Southeast, Putnam County

Dear Planning Board:

New York State Department of Transportation (NYSDOT) has reviewed the subject project documents on behalf of the project applicant. The submission is lacking a Drainage Report and one will be necessary to move forward with this project. There are design issues with the roundabout that will need to be addressed. Additional comments are provided in the enclosed report.

Please respond to our comments by revising and resubmitting project documents as appropriate. Please note we have attempted to make this review as comprehensive as possible. However, any additional submission may require further review and additional comments.

Thank you for giving us the opportunity to review this project. If you have any questions or concerns, please feel free to contact me.

Very truly yours,

Frank Schumaci

Frank J. Schumaci, IE
Region 8 Permits Unit

Enclosure

Appendix B-1

Initial Proposal Review dated May 11, 2018

Northeast Interstate Logistics Center
SEQR # 17-234
Town of Southeast
Putnam County

The following comments result from the review of the project submission dated August 31, 2017.

1) The proposed action involves additional traffic and has minor impact on the state transportation system.

2) It is anticipated that a Highway Work Permit will be required as part of the proposed action.

3) The applicant is encouraged to review the permit process and all required HWP forms on the NYSDOT website (**https://www.dot.ny.gov/index**) Please submit the PERM 33-COM as part of the submission.

4) Please submit subsequent plans and documents for this project as well as those for any future development proposals in DIGITAL (.pdf) FORMAT –CD, DVD or Thumb drive.

5) It is suggested that the applicant address all mentioned concerns and resubmit the proposal for our review and comments.

6) Sidewalk must comply with current ADA requirements. The values shown on the table "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities" shall be used to ensure that pedestrian facilities in the public right of way are ADA compliant. Please refer to Engineering Directive ED15-004 below. The applicant will need to provide inspection services as indicated.
    - **Engineering Directive ED15-004** - Design, Construction and Inspection of Pedestrian Facilities in the Public Right of Way
      The values shown on the table "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities" shall be used to ensure that pedestrian facilities in the public right of way are ADA compliant. Please refer to engineering directive ED15-004. When submitting proposed permit projects for NYSDOT review, the applicant's engineer will need to include a letter or statement within the transmittal letter that the submitted design is compliant with ED15-004 and all other applicable codes, standards, and specifications. The applicant will also need to provide inspection services as indicated. In particular, the applicant's engineer will perform the required pre-pour concrete form inspection, completed construction inspection, and submit a signed, sealed document confirming compliance with ED15-004 and all other applicable codes, standards, and specifications. In instances where nonstandard features cannot be avoided a justification form will need to be completed under the process promulgated under the Highway Design Manual Chapter 2 (Refer to Exhibit 2-15A).

7) All proposed work within the NYSDOT Right-of-Way requires a Highway Work Permit (HWP). A detailed engineering review is necessary and required for issuance of a HWP. Please note that any proposed changes to the existing property plan, use, or traffic operations may necessitate an updated access configuration for the proposed project. The HWP applicant should be directed to contact the local NYSDOT-HWP Engineer to initiate a review process. Please contact:

Gregory V. Bentley Sr., P.E.
Regional Highway Work Permit Coordinator
NYS Department of Transportation

Appendix B-1

4 Burnett Boulevard
Poughkeepsie, NY 12603
(845) 473-3396

8) Depending upon the size of the proposed improvement or impact to the NYSDOT Right-of-Way, additional engineering details may be required. These details may include a Traffic Impact/Accident Study, SYNCHRO analysis for all affected highways/intersections, Site Plan (SP), Accident Counter-measures/Mitigation, Highway Improvement Plan (HIP), and/or other submissions as directed by the Permit Engineer.

9) Lead Agency approval under SEQR is required in advance of permitting.

10) Provide a sight distance matrix including design speed, posted speed, required sight distance and sight distance provided for each type of turning movement, deficiency (if any with support for variance). Labeled and dimensioned sight line triangles need to be shown on plans.

11) The applicant is required to satisfactorily complete the Smart Growth Prescreening Tool required under the NYS Smart Growth Public Infrastructure Policy Act (SGPIPA).

12) Please reference our SEQR Number 17-234 on all future correspondence regarding this project.

13) Please send future submissions shall be electronic (PDF) with copies to the Poughkeepsie office of the following:

Gregory V. Bentley Sr., P.E.
Regional Highway Work Permit Coordinator
NYS Department of Transportation
4 Burnett Boulevard
Poughkeepsie, NY 12603
(845) 473-3396

Site Specific Permit Comments

1. Looks like two distinct design concept plans -- neither one having been approved, or having provided the minimum information concerning drainage impacts to the state highway, resultant from either work proposal. Please provide drainage studies. Any erosion control necessary?

2. What do the arrows that appear on both roundabout sheets, ←←←←←←←←←←←←←←← coming in from east then again heading south represent?

3. What is the status of converting Pugsley Road into an access highway?

4. What is the status of converting Barrett Road into a private road or access highway?

5. Turning diagrams show that a WB-67 will only be able to traverse the roundabout under only the most ideal scenarios with a driver maneuvering through the roundabout flawlessly. Please include turning diagrams for the largest tandem trailer you anticipate utilizing this

Appendix B-1

development.

6. The Build volumes do not appear to correctly account for the trip generation associated with land use code 150. The build volumes should be the value derived from adding the no build volume to the primary volumes turning diagrams provided in the TIS or justify why your reducing the housing volumes from the warehouse volumes.

7. Will Barrett Road southbound approaching the development tie into the proposed roundabout?

8. It's unclear what is happening with the previously approved 143 single family homes mentioned in the TIS. Is this part of the project? NYSDOT does not see anything currently existing at this location on Google Earth nor plans to build them. Why are the volumes from the residential homes being subtracted from the warehouse values as shown in row C of Table III.B-6? If the 143 single family homes are not part of the project, please remove from trip generation tables and adjust no build and build volumes accordingly.

9. Please provide sight distance diagrams for any impacted intersection resulting from this development.

10. Please provide typical sections for impacted roadway segments resulting from this development.

11. Work zone traffic control plans are missing, please provide.

Synchro:

1. At the intersection of Route 312 at Caremount Dwy, Route 312 westbound is one lane existing however Synchro models have this segment of road modeled as two lanes.

2. Signal timing input in Synchro at the intersection of Route 312 at I84 Westbound ramp does not match signal timing used in the field, please correct for existing and no build models.

3. Signal timing input in Synchro at the intersection of Route 312 at International Blvd does not match signal timing used in the field, please correct for existing and no build models.

Roundabout Design:

1. While the capacity analysis does favor the roundabout it truly wasn't a direct comparison. The signal design doesn't have 2 thru lanes for 312 in either direction while the roundabout does. The signal option can easily be revised to allow for 2 thru lanes in either direction on 312 – the lane drop lengths will need to be a little longer out the exits because of the higher operating speeds. Also, the roundabout design can not have 2 through lanes on 312 WB and 2 lefts from Pugsley Road – it creates a crossing conflict because of the leg geometry. The fix for this if the roundabout is still preferred is to only have 1 left turn lane from Pugsley – this will still work but lower the operational gap between the roundabout and signal option. Since Pugsley is only "busy" for a few times throughout the day the signal – once improved a bit – could be the overall better option. The roundabout will slow down 312 thru traffic 24/7 while the signal timing can drastically favor 312 outside of the peak hours – We just don't know if the roundabout traffic calming effect is desired or not. The imbalanced volumes could favor the signal once revised, the safety aspect could favor the roundabout

Appendix B-1

(although safety doesn't seem to be an issue here as of now) and the grade issue should favor the signal option.

Three Lane Roundabout Design submission:

We re-ran the analysis and have a few recommendations/comments for the signal and roundabout option:

- SIGNAL
  - The WB 312 lanes could be thru only in left lane and thru-right in right lane – this will help with the ROW impact in the corner
  - The signal operation with 2 thru lanes E & W works quite well
- ROUNDABOUT
  - The 3/2 lane configuration is a bit much for this site – and still provides poor LOS for SB in 2023 PM
  - The roundabout greatly improves by utilizing a metering signal to stop WB for 10 to 15 seconds every minute to allow SB to move
  - If the metered roundabout is considered worthy of further investigation it is possible for SB lefts to be in just 1 lane which will address the lane conflict issue and not need 3 lanes

Overall – there is still an issue with the amount of traffic leaving this intersection EB heading for the signal at Independent Way. The 2023 PM volumes have around 1650 heading EB on 1 lane after the lane drop just east of the intersection in question. 1650 is too high for the 1 lane to carry – the result will be cars backing into the intersection – whether it is a roundabout or a signal. 2 lanes EB from this intersection to the signal at Independent Way should be considered.

End of Report

Appendix B-1A

NEW YORK STATE OF OPPORTUNITY. | Department of Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

LANCE MacMILLAN, P.E.
Acting Regional Director

RECEIVED
JUL 12 2018
Town of Southeast

July 3, 2018

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67 Main Street
Brewster, NY 10509

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Region 8 Permits Unit

Enclosure

Appendix B-1A

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Northeast Interstate Logistics Center
SEQR # 17-234
Town of Southeast
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  - The roundabout greatly improves by utilizing a metering signal to stop WB for 10 to 15 seconds every minute to allow SB to move
  - If the metered roundabout is considered worthy of further investigation it is possible for SB lefts to be in just 1 lane which will address the lane conflict issue and not need 3 lanes

Overall – there is still an issue with the amount of traffic leaving this intersection EB heading for the signal at Independent Way. The 2023 PM volumes have around 1650 heading EB on 1 lane after the lane drop just east of the intersection in question. 1650 is too high for the 1 lane to carry – the result will be cars backing into the intersection – whether it is a roundabout or a signal. 2 lanes EB from this intersection to the signal at Independent Way should be considered.

End of Report

PLANNING BOARD
TOWN OF SOUTHEAST, NEW YORK
----------X

PUBLIC HEARINGS:
NORTHEAST INTERSTATE LOGISTICS, 51 PUGSLEY ROAD
BREWSTER, NEW YORK 10509

----------X

July 9, 2018
Town of Southeast Town Hall
1360 Route 22
Brewster, New York 10509
7:43 p.m.

BEFORE:
THOMAS LaPERCH, Chair
JACK GRESS, Member
ERIC LARCA, Member
MIKE HECHT, Member
DAVID RUSH, Member
ERIC CYPRUS, Member
DANIEL E. ARMSTRONG, Member

PRESENT:
ASHLEY LEY, Town Planner
VICTORIA DESIDERO, Board Secretary

FOR THE APPLICANT:
DANIEL M. RICHMOND, ESQ.
KATE ROBERTS, ESQ.
Zarin & Steinmetz
81 Main Street
White Plains, New York 10601

Ilana Michael Nathanson, Court Reporter

NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING

MR. LaPERCH: I'm going to read a little statement here in terms of how I believe this public hearing should go and a little bit of how it's going to go and the process behind it. And just bear with me a minute. I'll tell you -- I'll read it for you.

But before that, for anybody who just walked in here, please, out of respect for what's going on here tonight, turn your cell phones off. And if you are going to make a public comment, we'd love to hear you, but you have to come up in front.

It's being recorded, and this young lady here is taking the minutes. And I would like you to stand next to her with your name and your address for the record. Okay. So anybody -- you're all welcome to do it. Just come up here. That's all I ask you. Okay.

Without further ado, first of all, this is a public hearing on the Northeast Logistics Center DEIS, subdivision application and wetland permit application. There will be two additional public hearings on this project. The town board will hold a public hearing of

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the zoning, and if the zoning is adopted, the planning -- planning board will hold a public hearing on site plan and conditional use permit. Okay.

Tonight's public hearing will be continued. This means we're going to not shut it down. You're going to have a second shot at it. Okay. July 23rd. Okay. And a written comment period will be held until August 3rd, 2018, or ten days following the second meeting if we close the public hearing. Okay. Please note that written and oral comments carry equal weight. So if someone is unable to be here tonight in the evening, they're welcome to submit their comments in writing to the planning board by August 3rd. Okay.

Public hearing order of events: First, the applicant will give a presentation on the proposed project, then the planning board members will offer their questions and comments. Then the public will be invited to ask questions. There's a lot of people here this evening, so please try to limit your comments to two to five minutes so everyone has

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an opportunity to speak.

Please note: This will not be a back and forth discussion with the applicant. If you ask him an informational question, such as where the building will be located, the applicant will be able to respond. Otherwise, all substantial comments will be responded to in a final environmental impact statement. To further elaborate on the process, I'm going to ask Ashley to, kind of, work through some of these.

So these are the rules of engagement. It's going to be an open process. I'll get to everybody if there's questions here, but remember, there will be a second time we'll have the meeting here in case there's further questions you didn't ask tonight.

So, Ashley, can you just, kind of, walk through, kind of, the general timeline and how this process works, please.

MS. LEY: Sure. So where we are is the -- a positive declaration was issued on this project, and a DEIS was submitted and was accepted as complete by the planning board.

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That triggers the start of the public comment period. So this evening is the first evening of the public hearing -- of the public hearings.

There will be a second public hearing on July 3rd, and the written comment period --

MR. LaPERCH: Wait --

MS. LEY: I'm sorry. July 23rd. Sorry. And the written public comment period will be held open until August 3rd or ten days following the close of the public hearing. So if at the next public hearing on July 23rd the planning board decides not to close the public hearing and to extend it into August, the public -- the written comment period would not be able to close until ten days following the close of that meeting.

MR. LaPERCH: We're -- kind of, walk through how many more times -- (Indiscernible.)

MS. LEY: Sure. So --

MR. LaPERCH: We're starting -- we're in the beginning.

MS. LEY: Once the public comment period ends, it is then -- the applicant will then

take all the public comments and prepare what's known as a final environmental impact statement.

Whereas the DEIS is the applicant's document, the final environmental impact statement is the planning board's document. So the planning board may not agree with some of the conclusions and the analyses as presented in the DEIS, but in the FEIS, the planning board must agree with all of the conclusions.

So the FEIS will initially be prepared by the applicant, then they will submit it to the planning board for review. The planning board will make comments. They will see how all of the public comments are responded to in that document, and they can ask for additional analyses or they can ask for things to be -- to be changed relating to the project.

Once the FEIS is accepted as complete, there's then a ten-day waiting period. And after that waiting period is up, the planning board can issue a statement of findings, and that's what concludes the SEQRA process. No actions can be taken on this project until this

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SEQRA process is complete.

Once the SEQRA process is complete, the planning board will then refer the project out to the town board, who will then hold a public hearing on the proposed zoning which is analyzed in the DEIS. The town board will have at least one public hearing on the zoning. Once they close their public hearing, they will be able to vote on the zoning. If the town board approves the zoning, the applicant would then have to come back to the planning board for a site plan approval and conditional use permit approval, and both of those actions also require another public hearing. So we are fairly early in the process. If --

MR. LaPERCH: I just want to jump in here. "Early," meaning that if everything goes well, and everybody does their job, we're still looking at the end of the year, early 2019, just based on the process alone and outside agencies' feedback. This applicant's got another long journey in front of him. So we thought -- timeline-wise, we were, kind of, thinking next year, first -- first/second

months of next year, assuming everybody does their job in the process, the outside agencies cooperate. So they're in the beginning, as she said.

MS. LEY: If you happen to have brought written comments with you this evening, if you could hand them in to Victoria at the end of the meeting. It's helpful for the planning board in capturing all of the comments that are raised this evening to have the written comments.

MR. LaPERCH: And then you should also be aware that it's online. All the documents pertaining to this application will be posted; correct?

So the applicant's done a good job putting everything online. So if you don't understand something you see and you want to read it, it's online. And if you even have questions after that, please reach out to us. Maybe we can answer them in layman's term. Sometimes they get technical. But we are available as planning board members, and Ashley, who happens to be our town planner. I'm sorry. I didn't

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introduce her -- to answer some of these questions, because they are technical in nature, a lot of these. Okay.

But I would just personally say that the process is driven mostly by the outside agencies' desire to see certain things, and you can probably go right to the highlighted issues that we know are going to be the traffic, and they're going to walk through that. But once again, it's the outside agency that they rely on to get the feedback to put a plan together that we can review properly. So I think I've said enough, unless I'm missing something here.

It's an ongoing process here. So without further ado, let me get things going here. And once again, I ask you to just come up front if you're going to ask a question after they're finished.

We're going to turn out the lights, so just be aware. We're going to turn out the lights so you can see it better. We heard that you really couldn't see it on the town board, so we're going to do that; so just be aware of that. Okay. Here we go. All right.

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My first action is the motion to open a public hearing on the DEIS, wetlands permit and subdivision applications. I'll make that motion.

Do I have a second?

MR. HECHT: Second.

MR. LaPERCH: Second by Mr. Hecht.

All in favor?

BOARD MEMBERS: Aye.

MR. LaPERCH: Passed.

Good evening.

Victoria, you got it?

MS. DESIDERO: Yes. (Indiscernible.)

MR. LaPERCH: I will ask -- hold on. Is everybody good with that, or you want them all off?

AUDIENCE SPEAKER: All.

MR. LaPERCH: All?

All, please.

AUDIENCE SPEAKER: You're going to have to yell.

MR. LaPERCH: Thank you.

AUDIENCE SPEAKER: And please speak louder.

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MR. LaPERCH: Well, I'm finished. It's the applicant now. He'll stand up and address you.

MR. RICHMOND: Are we ready or --

MR. LaPERCH: Yeah. Showtime.

MR. RICHMOND: Thank you.

MR. LaPERCH: You're welcome.

MR. RICHMOND: Thank you very much, Mr. Chair.

Members of the board, as you will recall, my name is Daniel Richmond. I'm with the law firm Zarin & Steinmetz on behalf of the Northeast Logistics Center. I'm here with Rich Pearson and Kevin Masciovecchio from JMC, the project's engineering and planning consultant.

I appreciate your comments this evening about this being early in the process. I would just note that we have been at work at this for many months already. We have been working hard with yourself as well as agency staff, as well as with Ashley -- including Ashley Ley on developing this project, which I think you are familiar with by now.

So we have a brief -- we know this is the

public's first opportunity to comment on this project. We're looking forward to public comment. They can only make this a better project. And we've prepared a PowerPoint with some videos to give the public a better understanding of what we are proposing.

MR. LaPERCH: Dan, do you mind standing up through this thing so -- they have already complained that they can't hear me. So, kind of --

MR. RICHMOND: Sure. Is there a microphone? Do you want --

MR. LaPERCH: We do not have a microphone.

MR. RICHMOND: That's fine. I'm happy to project.

AUDIENCE SPEAKER: He could turn. He could turn and address us.

MR. RICHMOND: However you'd like me. I don't --

MR. LaPERCH: Your back is fine with me. It's really -- it's the public, Dan. Even if you go in the middle of the aisle, I don't care.

MR. RICHMOND: All right. Thank you very

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much. All right.

What we are proposing is a moderate logistics center, about a million square feet. It's generated by a lot of what's going on with our economy. A lot of, as you know -- I'm sure you all know from your own personal experience, a lot of retail shopping has shifted from brick and mortar stores to online retail.

Shoppers in this environment order their stuff online, and retailers in this environment are looking to have their goods shipped directly to commerce. And what's needed for this is something beyond the typical warehouse, and we've based this on what we've come up with.

There's been projections by New York State that this kind of use has -- is already a significant job creator in the Hudson Valley, although one of the studies that we have cited in our draft environmental impact statement notes that Putnam County -- there is still an opportunity for the county to take advantage of this.

These types of uses are approved. And I'm

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sure as you've seen, for example, with the Amazon, that creating -- we've already projected this will create about 818 construction jobs, 919 jobs, and an operation with an annual economic input of about $90 million. I'll be talking about this a little bit further in this PowerPoint.

How we've come out with this: There was empirical modeling that we were required to do by the planning board, which is the lead agency for the -- the review of this project under the State Environmental Quality Review Act, which we conducted, and which adds -- shows that this will be really an economic boom to the community. It's going to be a significant tax generator and have very low demand on community services, including no schoolchildren.

Our preliminary estimates actually indicate that even if we are proposing to apply for a PILOT, a payment in lieu of taxes, which is an arrangement the county can allow -- even with a PILOT, this project will generate almost one percent of the school budget. Over 80 percent of the property -- even with all

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this economic development, over 80 percent of this 328-acre property is going to be retained as open space, and we've made significant efforts to preserve the rural character along Route 312.

This is the site. And I think what's important is -- and I'll just walk you through the different lots. But the primary area of development's going to be on what's known as proposed Lots 1, 2, and 3. If you follow, 312, I-84 --

AUDIENCE SPEAKER: We can't see back here.

MR. RICHMOND: All right. Just to orient people, this is I-84. This is Route 312. This is Pugsley Road. Some of you may know, like, the Home Depot. Kohl's is over here, medical buildings over there.

Most of the development is going to be on -- around here, in Lot 1, 2, and 3, which, if you're close enough, you can see. And again, this is all available online, the draft environmental impact statement.

What's previously developed as farmland. You can see some of the these red arrows

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continue to exist on the property, but most of the site was previously cleared, had secondary growth. We are proposing, again, the development will show mostly along here. This lot, Lot 4, which abuts I-84 and is along 312 here, is going to be left undeveloped. Along -- this is Tilly Foster Farm. This proposed Lot 5, which is right over here, we are proposing -- we've had some discussions with the county to offer that to the county as part of the Tilly Foster Farm.

Lot 6, which is proposed as -- we have a minor subdivision application hearing tonight, this evening, as well. That's -- as we'll talk about, one of the traffic improvements that we've been in touch with the department of environmental -- department of -- New York State Department of Transportation is to have a roundabout located at the 312 and Pugsley intersection. This Lot 6 would be used to accommodate some widening that would happen there, so we are proposing to offer that to the Department of Transportation.

This shows you the proposed buildings.

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Building 1 would be over here. Again, to orient people, 312 is right along here. I-84 is down along the bottom. Pugsley Road is over here. This will be a phased development, we anticipate, depending on market demand. We're anticipating Buildings 1 and 2 would be -- would come online first, and then followed by Buildings 3 and 4.

One other thing I think it's important to note is that around here, by Tilly Foster Farm, closer to 312, would be what we use for stormwater management practices. So there would be almost 950 feet between Route 312 and the closest building, Building 1. And as we'll show -- we'll show you some computer empirically-based simulations that we've prepared, and the project's not visible from 312 and barely visible from along I-84. Over -- again, over 80 percent of the site going to remain as open space.

So again, as you've heard from the planning board, we're here for -- we're requesting certain actions from the planning board, as you heard from the town planner. The

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first two site plan approval, conditional use permit approval. That's dependent on us getting rezoning from the town board, which would be subject to a later hearing. I'll just explain.

Conditional use, that's a -- that's a land use tool that the town could use that gives the planning board additional authority over a project. So it gives it authority to impose conditions above and beyond what it could do in an ordinary site plan to ensure that the project's in the harmony -- the harmony of the candidate.

We are also seeking subdivision approval. As some of you may recall, this property was the site of the Campus at Field Corner residential project, which we had approval to develop 143 units on. We are seeking to, essentially, now subdivide it into the lots we showed on the previous slide. The minor subdivision approval, again, that's for the one lot I was explaining before would be dedicated -- would be offered to the Department of Transportation in connection with the

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roundabout that we've been discussing with them at 312 and Pugsley Road.

We do need a wetland permit. There is very minor wetland impact associated with this project. And one of the things we would then be requesting in connection with the site plan conditional use is a certain waiver to allow us to do retaining walls, again, in an effort to preserve more open space on the property. And to explain, the town board actions that underlie this that will simultaneously proceed but which is the subject of this same environmental review, the first thing we're doing is defining a logistics center.

Again, we've developed our criteria for what is a logistics center, which basically is a warehouse plus that allows not only just storage, but also packaging, transportation, distribution. And we base this on a profile that was developed by New York State to encourage this kind of -- type of development, which New York State issued several years ago, recognizing, again, that this was a major economic generator.

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Again, we're proposing to allow logistics centers as a conditional use in the town. Again, conditional use is, sort of, an am -- authority for the planning board to impose condition upon us, subject to prescribe guidelines which would enable the board to set forth requirements according to building design, landscaping, buffering. Again, all to ensure that it's in harmony with the community.

We would make the logistics center, we are proposing -- and this is, again, subject to town board review -- a permitted conditional use in the OP-3 District. The OP-3 Zoning District, this site is essentially the only -- is the only OP-3 District in the town. So this is the only town -- this is the only portion of town that would be made allowable.

And then we are proposing, and I'll show this on a subsequent slide, to rezone part of the -- part of one property is RC. We are proposing to leave the frontage of the property completely in the RC, maintain the rural character of that corridor, but in order to allow the development of the first building, to

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convert that to OP-3. To -- yes, to OP-3.

We're also proposing the privatization of Barrett Road. Barrett Road is a road that just goes through the site between Buildings 3 and 4 and dead-ends into private property at its end. We think this would -- the road is presently not used. It's closed. And we think this would enable us to, first of all, take it off the town, relieve, you know, further demands of this project from community services, and also make the project itself function more viably.

The last thing -- and Rich will explain this later in the project. We are requesting a DOT highway support letter. What that means is pursuant to Department of Transportation regulations, large trucks are limited to a one-mile distance from highway entrances and exits like 84. We are just meeting -- in order to ensure that the entire site -- that trucks can reach them, we need to push this a little further up Pugsley Road, the access road.

So as I was saying before, we used -- we were directed by the town, as part of our studies, to do an analysis of what the

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project's impact would be on the local economy. There is an established modeling called IMPLAN, which is -- which uses proprietary modeling criteria to project what a project's impacts will be. And using this -- again, this established model, Phillips Preiss estimated this project would generate about 110 million in economic output to the local economy. That's direct impact, which means salaries paid to employees, indirect impact, which is things like the acquisition of supplies, et cetera, in the area, and then it's also induced impact, which is, essentially, the businesses and employees that are receiving money from the project then spending that also in the local economy.

Again, we project about 818 jobs over the course of construction. During the operations phase, it's estimated the project would generate about $91 million in annual economic impact to the local economy, including 919 jobs, including 60 -- 665 direct jobs from the operation of the proposed facility itself. So again, the project's going to generate

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2 significant new taxes with a phased development
3 that -- such that at the end of ten years or
4 the expiration of a PILOT period, we estimate
5 that the project would contribute about
6 $2 million in taxes.
7 Again, as I explained before, the
8 project's going to be phased, so we don't
9 believe that all four buildings are going to be
10 built at the same time. So this 2 million
11 would be -- you know, again, it depends when
12 Buildings 3 and 4 come online, when their PILOT
13 expires, but that's how it would work. Again,
14 generate no -- substantial tax revenue, no new
15 schoolchildren, minimal demand for municipal
16 services. Including, for example, in addition
17 to no school, we are going to be handling our
18 own waste refuse.
19 It's projected that this is going to have
20 minimal demands on police services. And in
21 fact, the fire department, we have had
22 discussions with them. And based on our
23 discussions with them, we have offered to make
24 our emergency water supply available to them
25 for off-site fire emergencies. So we

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generate -- we produced a model that shows generally what the project's impacts would be, explaining what a PILOT -- because there's going -- I think a lot of misunderstanding of what a PILOT is.

This model is as if all four buildings went online at once, so we started paying the full -- you know, the tax -- full assessment projected would result in about $2 million in taxes. Again, it's going to be -- likely be phased, so it's not going to be as clean as this. But under the -- the model that the county uses for its PILOT program, basically, in the first year, you pay half of what your total assessed value would be, and then it steps up at 5 percent a year until, at the end, you are paying your full assessed taxes. So that's what I mean by at the end of ten years, we'd be paying $2 million.

This compares to the current assessed value, where we're paying about $140,000 a year in taxes. Again, to put this in context, $2 million would be about almost 2 percent of what we under -- $2 million, with about

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80 percent of that going to the school district, would mean that we would be contributing almost 2 percent of the school budget -- to the school budget, which, you know, the school district can decide to use however it wants, whether it's reducing property taxes or increase school services. That's -- (Indiscernible.)

This slide shows where, again, most all the site -- this portion of the site is in the OP-3 District. This portion of the site is currently in the RC District. We are proposing that this portion of the site be rezoned from RC to OP-3, again, but we are maintaining the frontage along 312 would be kept in the RC District. Again, this is the portion that we have proposed to offer to Tilly Foster. This is the portion that would be made available to the Department of Transportation in connection with the roundabout that we've been discussing with them.

And again, the goal is to preserve the rural character of 312 corridor. So again, as you'll see when we show the visual modeling, if

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you drive along 312, it will be -- essentially, you will see -- it will be essentially undisturbed. You won't be able to see any of the buildings from 312.

MR. LaPERCH: Excuse me, Rich.

MR. PEARSON: Yeah.

MR. LaPERCH: For anybody in the back, we do have seats up front if you'd like some seating here, if you'd like. So before Rich gets going, anybody that would like to grab some of these seats --

MR. PEARSON: While you're finding your seats, good evening. I'm Rich Pearson with JMC. Our office is responsible for preparing the site plans as well as much of the draft environmental impact statements. We've been familiar with the project for many years, and we're involved with the previous approvals of the project.

First item I'm going to talk about is the ridgelines. There are two ridgelines on our property. It's something that's come into your zoning after the Home Depot development we understand, and it's to minimize the visibility

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of projects from those ridgelines. And we have conformed to the criteria that's in your zoning ordinance. We've balanced the cuts and fills on the site, and we've -- development actually lowers the upper parts of the ridgelines and effectively reduces the visible height from -- from the distance where the project is visible.

The site was formerly, as Dan mentioned before, farm fields for the majority of the property. The town has a criteria for the number of trees that can be removed, and we are -- in Ridgeline A, as we know as the southern area, we're removing about 30 percent of the amount of trees that are permitted to be removed in the zoning. In Ridgeline B, the northern section of the buildings, 3 and 4, we're removing approximately 14 percent of the trees that could be -- the maximum number of trees that could be removed.

We're also proposing 604 trees to mitigate the project, and that includes 475 evergreens and 129 deciduous trees, as well as over 1300 shrubs. The building colors, also, as you can

see, are going to be soft, natural tones of greens and gray-green colors, and that will minimize the visibility of the buildings. And the site lighting will be dark sky compliant, where the light -- (Indiscernible) -- will be directed down into the parking lot and not to go up or off the property.

What I'm going to do now is go through a series of videos that we have. Once again, for orientation, this is 84 here, Home Depot here, and 312 along here. The first video we're going to look at is from 312 turning on to Pugsley Road, and then we will have both directions along Interstate 84.

So for the video from 312, we're going to start here, just past the CareMount building, and take a right turn and start to come up the driveway. So this is along Route 312. This is a computer simulation. It's based on actual topography, the grades of the roads and of the environments around that. These existing trees are there. It's mature forest in this portion of the site. So as you turn to Pugsley Road, you'll be well into the site before you can see

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any of these buildings. So in that area, to the left you can see our first building, Building 1, but then you are well past Route 312.

Next we have a view from 84, traveling in the eastbound direction. So that's from Exit 18 towards Exit 19, and we have -- have this -- go ahead.

This is in a winter scene. The elevations on 84 -- the eastbound direction is actually at a lower elevation. It varies, but it's 10 to 15 feet lower, generally, than in the westbound direction. So all these existing trees there along 84 effectively block the visibility for a driver to be -- be going along. And you'll see in a second the Home Depot site coming up.

Our buildings are to the right. You may catch a glimpse at times. And this is, again, during the winter. There's a -- there's a little -- there's a glimpse. You can see here. This is in the winter. In the summer, the vegetation would be through that area, and you wouldn't see anything except for possibly an isolated view if you turn your head 90 degrees,

which a driver shouldn't be doing. This modeling reflects the actual heights of the building, the proposed grades. Any changes to the contours has all been incorporated into our model.

So this is where you start to see, as you're approaching the Home Depot building here. And you can see some of the other industrial buildings over to the left, Ace Endico and others.

Now we're going to change directions. We're going to go westbound on 84, starting right here, at the underpass at 312 and continuing towards Exit 19. So once again, this is a winter scene. You'll see that you can see a portion of the buildings in the winter over to the left, just at that point, essentially, and then -- and then vegetation will be coming into play here.

AUDIENCE SPEAKER: Just curious, is it okay to ask a question?

MR. LaPERCH: No. At this time, we'd like to, please, let him finish.

MR. PEARSON: So at this point, you won't

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be able to see any more of our buildings. But we're going to continue traveling through here and then we're going to go next to the summer scene.

MR. LaPERCH: Quiet, please.

MR. PEARSON: See if we can go into the next -- all right.

This is the same approach, and this is during the summer with the leaves on -- or, essentially, three seasons, spring, summer, and fall. So you can get a glimpse of those same buildings at the beginning, closer to the interchange, and I believe that's about all you're going to see of any of our site buildings.

We obviously know that there's more vehicles on 84 than what we're showing here. That's not -- that's not the purpose of -- that's not the purpose of this. The purpose is to show the visibility of our buildings relative to these roadways. (Indiscernible.)

MR. PEARSON: We have looked at --

MR. LaPERCH: Let your comments -- please,

let him finish.

MR. PEARSON: Just to give you an overview, we've looked at many different vantage points from various locations based on our discussions and responses from the town's comments, the town's planning board, town board, and the town planner. I think we can go on to the next. Okay.

Now what we have is a view looking directly towards the site, essentially what a driver shouldn't be doing. But if a passenger in the vehicle or somebody turned their head at 90 degrees rather than the view of a driver, this is, kind of, the location where it's most visible during the winter. So as you can see, the buildings are in that area, but it does not compare to the Home Depot as it exists, the Home Depot and the Kohl's property. This is with the leaves on.

AUDIENCE SPEAKER: Can we have a view coming out of Home Depot?

MR. LaPERCH: Let him finish. We might get there.

MR. PEARSON: This next view is from

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Maple, and here's the reservoir here. And we have -- this was requested by the town board, so we looked at this location per the town's request. And so that's the location there. This is leaves off. You can see the two locations of the buildings, different parts of the buildings primarily. Next, and with the leaves on.

Similar location. This is the Putnam County Trailway, the multi-use path. So it's looking from the trailway towards the site. Again, you can see different parts of the buildings in the winter, and it generally blends in in the summer. Okay. Okay.

We also have to look at the view from Sunset Drive. This is Lake Tonetta. This is our buildings. This is -- (Indiscernible) -- 1.7 miles away that we looked at. Most of Sunset Drive has evergreen trees and a variety of trees and houses along the way, and there's not much of a view of the site. But this is the one particular location where there is a relatively clear view over to our site. Our proposed buildings are shown here. I can

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barely see them from here, and it's just something that -- that will not be that evident from 1.7 miles away.

Another view that we were asked to look at was for Garrity Boulevard. Garrity Boulevard is also east of 312 -- excuse me. It's on the north side of 312 and east of 84. Here's 84 here. Here's 312, winding through here, and Garrity Boulevard is up here.

This is one and a half miles away from the site, and that site cannot be -- the building cannot be seen from those locations because of the topography -- (Indiscernible.) You can see on the cross section here that there's -- there's hills in this area which are vegetative, and you cannot see, physically, based on the geometry of the sight line, the tops of our buildings.

AUDIENCE SPEAKER: Fair Street. Let's see it from Fair Street.

MR. LaPERCH: Sir, please. Can you please -- we can hear your comments after he's finished. Thank you.

MR. PEARSON: Okay. We also looked at

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Twin Brook Court, a condominium development here. This is Fair Street here, and we looked at this. This is the closest neighbors to a proposed building. It's approximately 600 feet from the closest building to our corner of our building, and that's the perspective that this is taken from. So you can see in this area --

AUDIENCE SPEAKER: Oh, my God. (Indiscernible.)

MR. PEARSON: So this is in the winter with the leaves off. And in the summer, you cannot see the buildings because there's existing matures trees that will be preserved, everything within Twin Brook's property as well as trees along our own property will be --

MR. LaPERCH: Rich. Rich. Rich, please hold on a second.

He's trying to make a presentation here. Can you just give him the courtesy to finish, and everybody can have a comment after. But you're talking out loud now, and some people can't hear. And please give him this time to finish. Thank you.

MR. PEARSON: Okay. Next, we'll be

talking about traffic. Our office prepared the traffic analysis based on coordination with the New York State Department of Transportation as well as the town's planning and traffic consultant, AKRF, and we looked at three peak hours.

We looked at the weekday morning hour, the weekday afternoon hour, and then Saturday mid-day hour. We included traffic from other developments in the area, and we looked at our project conservatively based on what are known as trip generation rates for our types of developments. So often times, they're based on the number of employees. At the request of the town, we looked at it based on the square footage of the project, which is more conservative.

We also looked at a sensitivity analysis. Where, typically, these types of projects, logistics centers and warehouses, could generate traffic out of phase with the peak hour on the roadway, we did the sensitivity analysis which overlaid the two -- the two peaks, essentially. So rather than being out

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of phase with each other, we had them combined. And so that's all in the environmental impact statement as well.

We propose mitigation to accommodate our traffic. We -- there are signal and lane use improvements proposed at the Interstate 84 ramps, and then we are also proposing improvements to the Putnam -- excuse me -- the 312 intersection with Pugsley Road. The roundabout is a preferred alternative at this point. Based on our discussions DOT, we had also looked at a conventional T intersection with a traffic signal and turn lanes at the intersection.

We're also reconstructing about 0.8 miles of Pugsley Road. For those of you who know it currently, it's a partially paved road, partially dirt road, and we will be reconstructing the roadway and widening it to accommodate the proposed traffic. And we will be providing year-round access to the county and the town parcels along Pugsley Road.

This is a study of our intersections along Route 312. So we went from Route 6, Prospect

Hill, our site at Pugsley, the two ramps, and International Boulevard. This is a simulation of the roundabout.

This is known as sim traffic, part of the Synchro program, and it's based on actual traffic volumes. And this is during the peak hour. This is actually during the weekday p.m. hour, which is the highest traffic volume within the three hours that we analyzed. So you can see here that the -- this is shown at actual speed, and it reflects, again, the traffic volumes and turning -- specific turning -- (Indiscernible.) And we're showing that the -- that the roundabout will have great capacity to accommodate the projected volumes.

MR. RICHMOND: We, also, as part of the draft environmental impact statement, studied noise that would be generated by the project. We based this on a study of five proximate receptors including Twin Brook Court, Fields Corner Road along the Patterson border to compare existing ambient conditions with the worst case construction and operations impact.

What our study shows is that we are going

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to be in compliance with the town code, the town code for construction, noise impacts, limits on operational hours, the times during which construction would take place, which we would, of course, comply with. All gas powered vehicles would be outfitted with mufflers. Short -- as a result of that, the short-term impacts associated with traffic, based on the empirical analysis in the DEIS, shows that it's not going to be excessive, particularly given the distance between the construction site and the approximate residential receptors.

Operation -- similarly, the town code sets forth decibel limits, that noise can -- noise that can be emitted. And it shows that our -- and our empirical analysis, as measured against approximate residential receptors, shows that we will not exceed the noise limitations set forth in your code. One of the things we have done is all loading docks are going to be facing the interiors of the site to further reduce the noise impact from the site.

In terms of air quality, again, we did standard modeling. We had a -- noise

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2 consultants particularly look at this and
3 assess the project's compliance with the
4 National Ambient Air Quality Standards, which
5 measures particular -- particular criteria, and
6 it shows that we will not be violating the
7 NAAQS or -- at any point. There are going to
8 be certain mitigation measures during
9 construction, make sure that fugitive dust does
10 not create any impacts. We're, of course,
11 going to be -- there's going to be compliance.
12 New York State has an anti-idling
13 requirement which generally prohibits large
14 vehicles, such as the trucks that would be
15 coming to this site, from idling for more than
16 five minutes. And we independently, also,
17 measured the -- or assessed the impact -- air
18 impact from building operations, and again,
19 showed that they would not cause any
20 significant air impacts.
21 So again, in conclusion, you know, the
22 project obviously has tremendous job and tax
23 opportunities for the town, low cost to the
24 community, no schoolchildren while generating
25 significant financial revenue to the school

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district, low impact on other municipal services, and we are providing this while also contributing to the preservation of the environment and the community in the area, including preserving the rural character along Route 312 and preserving more than 80 percent of the site.

We are really looking forward to having all your concerns tonight. As the chairman indicated, the way this works, we're not going to be answering comments tonight. We take your comments seriously and are going to need time to digest them and respond to them in a comprehensive manner in a final environmental impact statement. If you have any questions though, feel tree to reach out to us.

Thank you.

MR. LaPERCH: Thank you. Thank you very much. Well done. A couple of comments before we ask the board if they have any comments.

But the point of the traffic issues, Ashley, can you address that? We're kind of sidebarring here.

One of the opportunities that you will

have, if you saw an area that you think needs to be looked at again from a visual impact, that's what this forum's about. You can ask, can you take another look at a certain viewshed point. All right.

So you kept barking out areas. If you'd waited, you might have seen it. But if you didn't, now's the time to come up, state you'd like that reviewed again or that area reviewed. This is what the public hearing's all about. Instead of yelling out, you have a forum here, and you do it here. Okay.

So what we're going to do now is I'm going to just ask the board if they have any quick questions. We've seen this presentation three or four times. It's all about you. This is going to be a long night.

So, Mr. Gress, any questions at this point?

MR. GRESS: I'd like to say this is a large project. It's going to be a lot of pros and cons. I think this is going to be what's best interest for the community and the taxpayers. I'm very pleased that we got a

large turnout tonight from the public. I have no public comments tonight.

MR. LaPERCH: Thank you.

MR. GRESS: I'd like to listen to the public first and review what you folks have to say.

MR. LaPERCH: Thank you.

Mr. Larca?

1 MR. LARCA: The question about the PILOT: If it's phased construction, say one building goes up, is the PILOT applied to the assessed value of that building at 50 percent? So is it tiered with the project?

MR. RICHMOND: We haven't, obviously, reached an agreement with the county yet, but that's what we anticipate, is that as each building comes online, it would be assessed at its -- you know, the assessment would kick in, and that's when we think the PILOT would kick in.

MR. LARCA: And then another question about the idle. I know -- I just looked up the

2 idle while you were presenting. I think it's five minutes unless it's below 25 degrees. Can

2 anything be in the building to accommodate
3 trucks so the diesel's not gelling or something
4 along those lines in cold temperatures?
5 MR. RICHMOND: That's something we could
6 look into.
7 MR. LARCA: No other questions.
8 MR. LaPERCH: Thank you.
9 MR. HECHT: No questions.
10 MR. LaPERCH: Thank you.
11 Mr. Armstrong?
12 MR. ARMSTRONG: I have a -- I have a
13 number of questions, but I'm going to defer
14 them to the second pubic hearing so the public
15 has -- can use tonight for their benefit. But
16 I'm going to also note that we heard this
17 proposal first at the May 14th meeting this
18 year, and the minutes reflect a lot of the
19 discussion that -- all of the discussion was
20 held there. So if you want to get ahold of
21 those, you'll get some of the feelings of the
22 board at that time. That's it. Thank you.
23 MR. LaPERCH: Thank you, Mr. Armstrong.
24 Mr. Cyprus, any questions at this time?
25 MR. CYPRUS: Sure. We've got a lot of

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2 questions about traffic, obviously. And I know
3 I've asked you a couple of times about that
4 one-mile rule, but my understanding based on
5 that is that the large trucks won't be
6 traveling on 312 -- (Indiscernible.) They'll
7 be isolated to that area because of that
8 one-mile rule, is that correct, or --
9 MR. PEARSON: The larger trucks -- the
10 larger trucks are currently allowed to drive on
11 312 to Route 6 and then along Route 6 towards
12 Mahopac.
13 AUDIENCE SPEAKER: Oh, God.
14 MR. PEARSON: That's -- that's an existing
15 condition. That's an existing state law. And
16 what --
17 MR. LaPERCH: Quiet, please. Let him
18 finish.
19 (Indiscernible.)
20 MR. PEARSON: -- is to drive in the other
21 direction on 312 towards Route 22, beyond one
22 mile from -- from the interchange.
23 MR. LaPERCH: Any other questions?
24 MR. CYPRUS: No.
25 MR. LaPERCH: Thank you.

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2 Mr. Rush?
3 MR. RUSH: No.
4 MR. LaPERCH: Thank you. Okay.
5 Let's start the -- I will open the public
6 hearing. And there will probably be quite a
7 few people who want to talk, so if you wouldn't
8 mind lining up here and -- so we can have a
9 system. That way, it's going to be just
10 pointing out.
11 Please come up. So if you come up -- you
12 want to ask a question, please come up to the
13 front row here and move forward, right in front
14 of this young lady. State your name and your
15 address for the record here. Ladies first.
16 Ladies first.
17 Welcome.
18 MS. BRANDON: Hi. My name --
19 MR. LaPERCH: State your name.
20 MS. BRANDON: My name is Theresa Brandon.
21 MR. LaPERCH: Quiet.
22 MS. BRANDON: Hello, everybody. My name
23 is Theresa Brandon. I was born and raised in
24 Brewster, and my dad was also. I don't have a
25 lot to say. I'm a simple person.

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MR. LaPERCH: Address, Ms. Brandon, please. I'm sorry.

MS. BRANDON: My address is 71 Tonetta Lake Way. My mom, who's 91, who just -- is sitting in the car. Thank you for letting me go ahead of you -- lives a mile from this location on Tilly Foster in the mine area by the bike trail.

The bike trail is the best thing that's happened to this town and area in a while. I also want to say that we're average folk in this area. We may not have all the wealth. Money can't buy everything. It cannot by our property, our land, our beauty, and that's what's being held on the chopping block here.

4 And I beseech you as our representatives, please look at what your vision is for this town and protect it for the people who have voted for you.

And my blessings to you guys. I know you're doing your job, but not here, not now, not ever.

MR. LaPERCH: Name and address for the record.

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AUDIENCE SPEAKER: Excuse me. Can I suggest that everybody wait over there so we can see?

MR. LaPERCH: That's a great comment. Can we just line up over there? You're right, so they can all watch the presentation. Thank you. That's a good comment. Stay in order.

MR. ESPOSITO: No cuts.

MR. LaPERCH: All right. Your name, sir?

MR. ESPOSITO: Joseph -- Joseph Esposito, 4301 Hickory Hollow Lane.

MR. LaPERCH: Excuse me. Do I have a phone going off back there? Thank you.

AUDIENCE SPEAKER: Sorry.

5

MR. ESPOSITO: And that's in the Hunters Glen town home community. So my first question is, obviously, the obvious, what's the impact to Hunters Glen? I've heard about Twin Brook Manor. I've heard about the view a mile or two away. But I believe if I looked on the website -- and I heard Twin Brook Manor's about 600 feet away. I think Hunters Glen is about 1200 feet away, so I'd like to hear more about the impact from sound, noise, and -- and lights

5 & 6

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5 & 6 from Hunters Glen.

7 My second comment is: I'd like to know if all four buildings are built, how many trucks can that facility accommodate? Not how many you expect at any one time. How many trucks can all four buildings total accommodate? I'd like to know that number.

8 And the last thing I'd like to say is a comment. I can appreciate the jobs. I can appreciate the economic boom, which I still don't know where $90 million is going to come from. I don't think there's enough stores in Southeast to generate $90 million in annual economic output. But I have heard nothing -- nothing as to why this is good for the people and the quality of life in the Town of Southeast.

9 MR. LaPERCH: Thank you.

Name and address, please.

AUDIENCE SPEAKER: Alan Windolsky [ph.], 5802 Applewood Circle in Hunters Glen.

10 My first question was: How close to Hunters Glen will this be? While you're doing construction, are you going to put any sound

10 baffles between Hunters Glen and the construction, and also for the trucks? Also,

11 how many loading dock bays will there be here, and how many trucks?

We've heard about these 53-foot trucks. I've seen your presentation without a truck on it. Where are the trucks? How many -- how

11 many are going to be coming in? How many are coming out?

You did your study on the first page of your DEIS here with the times when the schools were in session. However, being a school bus

12 driver, I know that there's buses going there before 4:00 in the afternoon. We go to pick up kids at 2:00, so we're moving up and down 312. We also -- you have it from 7 to 9. Well, we have to get to school about 6. So there's a lot of traffic before the 7 to 9 and before the 4 to 6. And that's about it.

MR. LaPERCH: Thank you.

One second. Let her take her jacket off. Thank you. Welcome.

MS. WOODGATE: Hi. I'm Samantha Woodgate, and I live at 175 Shore Drive in Brewster.

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13 So just to make a statement: I am against this project. I love the rural nature of our community. I love it here, and it's a shame to ruin it.

14 So I've been reading through your traffic report. So I see Barrett Road will be a dead end. Is it a dead-end route, or will it attach to an outlet?

MR. RICHMOND: I mean, I don't know if you want me to --

MR. LaPERCH: Go ahead.

MR. RICHMOND: I mean --

MR. LaPERCH: Either you can put it in writing or you can give an answer right now. Your call.

MR. RICHMOND: Well, it's just a point of fact. Barrett Road is -- currently, it is a dead end. There is no way it can -- it ends at private property.

14 MS. WOODGATE: Okay. So is there any way that that road, Barrett Road, could be made a public road, that you guys could apply to have that road made public?

MR. RICHMOND: Barrett Road is presently

public. The thing is it dead-ends on our property into private property, and it physically -- it can't connect without going over private property to John Simpson Road.

14 MS. WOODGATE: Okay. Because my concern is that Barrett Road, if this project is successful -- you guys are incredibly busy -- that Barrett Road could be made public and connect out, and that wasn't addressed in the traffic report.

MR. RICHMOND: We'd be happy to address that in the FEIS.

MR. LaPERCH: Good question. Thank you.

MS. WOODGATE: So I'm curious, the logistic center, is that considered a high-cubed facility?

MR. RICHMOND: I think that's one of the --

MR. LaPERCH: Say that again. I'm sorry.

15 MS. WOODGATE: Is it considered a high-cube facility?

MR. LaPERCH: Your definition of a high cube would be a -- high volume, high ceiling?

MS. WOODGATE: Yes.

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2 MR. LaPERCH: I think -- I can't answer
3 for him, but I would think it would be
4 predicated on the tenant. You know, at some
5 point, who's going to be the tenant.
6 MS. LEY: They've looked at it a couple of
7 different ways in the DEIS, but I think that's
8 the type of question that would best answered
9 in the FEIS.
10 MS. WOODGATE: Okay. Because my question
11 would be then: What kind of high-cube facility
12 would it be? Because doing a little bit of
13 15 research, there's a fulfillment center, a
14 parcel hub, cold storage, transload facility,
15 and short-term storage, and they all have
16 different traffic flow, and they have a
17 different amount of trucks and cars associated
18 with each facility. So it would help
19 tremendously in knowing what we are going to be
20 dealing with and understanding that.
21 I'm also a little confused, because I did
22 think I -- somewhere in the traffic report, I
23 saw high-cube facility. That's why I looked it
24 up. So high --
25 MS. LEY: There is a definition of high

cube in there.

16 MS. WOODGATE: Yeah. A high-cube facility is highly automated, and they actually don't have many jobs. So that -- the jobs that we're having stated, just how many of those jobs would not exist with a high-cube facility? Okay.

17 And then I'd be interested to know the classification breakdown for the type of tractor trailer, because it seems to me these facilities have different classes of tractor trailers. That would be helpful to know. So I see there's, like, Class 12, 13, and 10, which all involve large tractor trailers. So it would be interesting to know by classification so that we can understand what kind of trailers we're dealing with.

18 So then I noticed, also the traffic report, that you guys are recommending for the intersection of 312 and 84, and I believe also for Independence Way, that you're going to remove the no turn -- there's going to be no turn on red. No turn -- right turn on red. So all the intersections at that place, you won't

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2 be able to turn right on red. So now you're
3 going to have to stay put. So I'm wondering
18
4 now how that's going to affect the traffic
5 flow, since people cannot make those right on
6 red turns.
7 Then I was curious how much footage is
8 between the traffic circle and the inter -- the
9 first intersection for 84 east, because if we
10 19 have 53-foot tractor trailers going through
11 this traffic circle and waiting at the traffic
12 light, how many tractor trailers are going to
13 be leaving the facility and backing up the
14 traffic? And will that back up the traffic
15 into the traffic circle? That wasn't
16 clarified. That was not clear.
17 I tried reading through some of this.
18 It's -- it's foggy and unclear for the
19 layperson to read, but that's what I was asking
20 myself. It's like, well, we're having all
21 these tractor trailers leave, and if there's
22 20 more, four or five that are leaving the
23 facility at a specific point, it's going to
24 back traffic up.
25 I'm also interested, as you're talking,

21

the open space that you're mentioning. So let's say your facility is really successful, and you decide you want to build another warehouse. Is this open space available? Can you build on it, or are you guys actually going to say it's never going to be built on? And you're going to make that promise? Well, I -- sorry. I'm a little hesitant on developers, because promises don't lead to much.

So I'm just curious how much of that open space is going to stay open space. And then I'm also interested, is that open space going to be deforested? Because it's saying open space, it's not going to be developed, doesn't mean that you guys aren't going to clearcut it. So you didn't mention anything in your talk. It's open space. You're not going to develop it, but you may clearcut some of it. Or is that -- none of that going to be clearcutting?

21

MR. RICHMOND: Again, we're addressing this in the FEIS. I mean, again, it's previous farmland that isn't forested now.

MS. WOODGATE: And I tried reading through your noise level report, which is like trying

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2 to bog through mud. My concern is that I live
3 on Tonetta Lake, and due to the -- I guess, the
4 roll of the land, the way the wind blows when
5 the weather's just right -- I call it the roar
6 22 of 84. And you can have your windows open, and
7 at night, I can actually hear trucks shifting
8 gears as they're coming up the hill.
9 So if we're going to have an additional, I
10 think, if I read correctly -- trying to bog
11 through -- 570 trucks a day, have you guys
12 actually measured the noise level on the 84
13 portion? Not just, like, a mile away or at
14 your facility. Like, really at that hub.
15 Because we're also -- you're mentioning here
16 665 jobs, direct jobs. Well, that's another
17 660 cars on the road. I mean, all of this is
18 just saying to me lots of noise. I'd love to
19 have that more clear for me, if you could make
20 that.
21 Sorry. That's -- I'm all out of
22 questions, folks.
23 MR. LaPERCH: Thank you. Welcome. Your
24 name, sir, and your address.
25 MR. BISIO: Sure. My name is David Bisio.

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2 I live at 4501 Hickory Hollow Lane in Hunters
3 Glen.
4 My question really is about the noise. I
5 23 was looking through the noise report there, and
6 it seemed like they set up some receptors on my
7 road too on -- in February, and they -- the
8 decibel level was recorded. You know, said
9 that the flow of stream and 84 came out to
10 certain amount of decibels, and that was about
11 equal to what construction vehicles would be in
12 that area.
13 Well, one thing is: The stream doesn't
14 flow all the time, so you don't always hear
15 that, number one. And number two, I've been
16 there for 20 years. So when New York State
17 Electric and Gas comes in and they decide to
18 trim along the power lines, they bring in one
19 little vehicle. They go in there, and you can
20 hear them trimming up. I can hear them very
21 clearly, and this center is not much further
22 beyond that. So I don't see how all these
23 trucks going in and out of there are going to
24 actually be the equivalent sound of my stream
25 and what I hear from 84. I mean, it just

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2 doesn't make sense.
3 I can hear, like the previous lady had
4 said, 84. I hear the trucks. You can hear
5 them shift. You know, it's -- you're used to
6 it over all the years. But if you're putting
7 23 500 trucks or even 4-, whatever, on 312 between
8 Hunters Glen and there, there's just no way
9 that that community's not going to hear it. I
10 mean, anybody who lives in our development
11 knows that. It's right there. It's really
12 close.
13 So my one thing I'd want to know is: What
14 kind of barrier would be between Hunters Glen
15 23 and there? Would it be on the other side of
16 the power lines? You know, and how far back
17 from there would it be? I -- you know, again,
18 I say I'm living -- I'm probably the closest
19 unit right there. I'm less than a hundred feet
20 from the stream. So I don't see how that would
21 not be affecting my quality of living there,
22 and then you get pollution and everything on
23 top of that with all those trucks.
24 The other thing too about 312 -- I don't
25 know. I'm sure everybody does -- goes up and

down to the school. But if you go back and forth there a couple times a day, you can -- it can take 20 minutes to get up to the Brewster High School. And I do it sometimes two or three times a day. You put a roundabout in there and all these additional trucks, I really can't see how that flow is going to get better. I mean, if you're saying we're going to make it -- 312 a two-lane road each way or something like that, widen these roads -- but our -- these roads can't take that much more traffic. I just can't see it.

24

And then you're saying going through -- you know, trucks going back around the reservoir towards Mahopac too. I mean, that's a nightmare down that way too. Obviously, we don't live there, but, you know, the traffic flow seems to not add up when you say 500 trucks coming in is not going to add too much traffic, and also it's not going to affect the noise level. Yeah. That was, kind of, all I really had, just about the noise. Thank you.

25

MR. CUOMO: My name's Don Cuomo. I live on Maple Road. I can see Tilly Foster and

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2 the -- the hill -- probably the entire project,
3 26 and I'd like to find out what that view is like
4 from the middle of Maple Road.
5 Lived in Brewster for over 20 years,
6 raised four kids here. I've actually spent
7 many hours in this room with the planning board
8 as a wetlands inspector. I know most of the
9 people up here on the board.
10 I've been aware of a lot of projects that
11 have come through and, for many reasons, not
12 come back to voice my opinion on it on many of
13 them that I haven't liked. A lot of disturbing
14 projects. Some good ones as well. None of
15 them brought me back. But this project is --
16 couldn't keep me away. When I read the stats
17 on it -- of which I only got recently, so I'm
18 really not that well prepared. But when I saw
19 the stats on this project, I knew I had to come
20 in and at least voice my concern.
21 I heard a lot of referrals to Home Depot.
22 I thought that very interesting. Home Depot --
23 the traffic studies. I don't know if --
24 (Indiscernible) -- was involved with that, but
25 there were exhaustive traffic studies for Home

Depot, for that whole development up there. And it went in, and now we have four stop signs just to get out of Home Depot. That's just to get down to the light. The lights that have been put on 312 and the change from when we moved in to now, incredible.

27 I drive that road during the school year sometimes 12 times in a day, a dozen times. I've taken to going through the village. And the village -- the people from the village should know. This is going to impact them greatly, because no one's going on 3 -- they're going to have to go through the village now. There will be no other way to go.

28 The notion of a traffic circle on 312, I find absurd. I slow down now when I come down that turn. To put a traffic circle there just seems to me like -- I mean, I don't see how it could possibly be done. And then adding to that 500-plus tractor trailers, that sounds like you're going to need a magician for that.

29 So I would say that I would want to see more of a worst case scenario for traffic studies. Worst case scenario, because we

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clearly didn't get worst case scenario with the other development, not even close. And I would think that lies with AKRF, to protect the town, to say, Hey, what we're being told, it might not be the reality. So I think we need a lot better look at what's happening with these tractor trailers. Okay. That's it for me.

MR. LaPERCH: Good evening.

MR. RUND: Good evening. My name is Gary Rund, and I live on the other side of Pugsley Road.

MR. LaPERCH: And your address?

MR. RUND: 66 Highview Drive, Patterson, New York.

MR. LaPERCH: Thank you.

MR. RUND: My concern is with the traffic circle and all these added cars, 600 cars. They're going to realize that Fair Street is the back entrance to your development. How is that going to affect my way of life?

I mean, right now, it's an unpaved road. It's closed nine months out of the year, because there's no maintenance. Are you going to pave the rest of that road and make that an

30 access road or what? I mean, that's basically what I have to say.

30 You know, I'm on the other side, and I don't need trucks going down Fair Street when school's in session in the morning. And at night, you can't get down Fair Street. It will take you a half an hour to go a half a mile. I don't need trucks, any more, on Fair Street. Thank you.

MS. FAY: Patricia Fay, 5702 Applewood Circle, Hunters Glen.

MR. LaPERCH: Welcome.

31 MS. FAY: First and foremost, I've lived in Hunters Glen for ten years, and I'm finally seeing an upside to my investment. And now you're going to put in something that's just going to knock everything that I've worked for and everybody in Hunters Glen has worked for and held on for ten years, since the downturn.

32 Secondly, what assurances do I have when you pollute our well and Twin Brook's well that you're going to get us water from somewhere else so I don't lose value of my home and I don't poison my child? Third, significant 33

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33 amount of air pollution. Define "significant." Not -- not funny words, numbers. Air quality, water quality, all of that stuff, let's see the

33 numbers. How are you heating these warehouses in the wintertime? That's more air pollution.

34 Secondly, hours of operation. Is this a 24-hour operation? There are elderly people and children in this complex. There are two complexes across the road and a Kent elementary school, the middle school. So the people in Carmel need to know about this too, because across the street is Carmel, and they don't even know it's going on.

AUDIENCE SPEAKER: That's right.

MR. LaPERCH: Good evening.

MS. RABINOWITZ: Good evening. I'm Rebecca Rabinowitz. Hi. I'm Rebecca Rabinowitz. I'm on Ice Pond Road in Patterson, just over from Brewster.

So I've been living in this community for close to 30 years, raised two kids here. Love the community. I'm also a painter. I paint landscapes. Brewster is beautiful. I can go out any day, go anywhere, and paint a beautiful

picture, and that's why I'm here. I've raised my kids. It's gorgeous.

This is yet another project which has -- looks really good in the sense that we always need to have a better tax income, but I really don't know how that's going to affect me. Ace Endico, Home Depot, different projects. I don't think -- I have property on Ice Pond in ice -- in Brewster. My property tax has never gone down. My quality of life has gotten worse.

We've all talked about the traffic. We've all talked about pollution. I mean, there's more science facts now about diesel fuel and diesel exhaust and the effect on kids and asthma. So I have two studies here that I'd like to share with you. I'm not going to read them. I'm just going to hand them off -- about the World Health Organization and why it's so important to be very conscious about the exhaust. Not only the trucks themselves, but people waiting in traffic and, therefore, our own exhaust from our own cars. How is it affecting our health? So I'm just going to

35

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hand that --

MR. LaPERCH: Right here, please.

MS. RABINOWITZ: Okay. Thank you.

MR. LaPERCH: Thank you.

MS. RABINOWITZ: Oh, just one FYI --

MR. LaPERCH: Sure.

MS. RABINOWITZ: Just one. Videos are awesome. They're really good. But when you're driving or looking anywhere -- and as a painter, of course I'm looking everywhere, even when I'm driving. The videos are -- is this view. When we see, we see this way. And our hills -- this is a land of hills and valleys. They're all beautiful. Let's keep them that way. Thank you.

36

MR. LaPERCH: We'll take them up here.

MS. DESIDERO: We'll take them up here, please.

MS. RABINOWITZ: Okay. Oh, I made everyone copies.

(Indiscernible.)

MS. RABINOWITZ: Okay. All right. Thank you very much.

MR. LaPERCH: Thank you for coming.

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2 Next, please.
3 MS. FANIZZI: My name is an Ann Fanizzi.
4 I'm from Hunters Glen.
5 I've been a 30-year resident of Hunters
6 Glen. And no sooner did I pack and unpack my
7 stuff from New York, then I got a dear neighbor
8 letter. The dear neighbor letter, 30 years
9 ago, was from Putnam Seabury. They had another
10 brave new world development up their sleeve.
11 It was called Campus of Fields Corners, with
12 another 1,100,000 square feet of retail. And I
13 thought for a minute I had been transported in
14 a time machine to the past. I said, Is this
15 for real? Am I seeing Putnam Seabury again,
16 with 1,100,000 square feet project coming back
17 again? Well, it has.
18 And do you know what, Mr. Richmond, I
19 don't know if you remember me, but I remember
20 you. I remember you. I remember Mr. Schulweis
21 and all of that crowd.
22 Now, when I was looking at your
23 37 presentation -- and I shouldn't really be
24 directing it to you, but to the second
25 gentleman. Okay. There, you had little boxes,

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37

and those little boxes were Hunters Glen. You said not one single word about any impact on those residences in Phase 5, Phase 6, and Phase 7.

You barely mentioned something about Twin Brook, and something -- something -- and I was trying desperately to listen to what that something was. But I had seen on the map -- barely seen on the map a stormwater, and I had barely seen on the map something that had to do with parking and stormwater.

38

You have an obligation, when you have a map, to present exactly the impacts on every single house on that -- on that road. And if you go up Barrett Road over there, there is at least a few houses that will be severely, severely impacted. Now, you need -- you need to tell us -- you need to tell us how, when, where, and how. Okay.

39

The second thing is: I was fascinated by the job creation. And the reason why I was fascinated by the job creation was because I happened to look at the educational attainment levels of the people here in Putnam County.

Well, we should all congratulate ourselves, because at least 50 percent of us are either college or post-college, and then a very few of us have high school, and even a minimal, minimal number do not have high school. And in your own DEIS, you mentioned that these are low-skilled jobs.

Now, I was wondering, with my postgraduate degree, would I be interested in jobs that pay $15 an hour at the most? And I looked up Gap, which is your model, because you mentioned Gap. So your model is the Gap that's over by Fishkill that we all know and that we all see that is not surrounded by residents, farms, and other -- other areas that are considered rural, or is it ruin? I -- you know, I kept reading ruin when I saw rural. So, you know, so it was -- it was very hard. So here we have -- not only have we the highest degree, but we have the highest of salary levels.

Now, with all of this job creation, okay, the -- according to Supervisor Williams, there is a gentleman here from Patterson. Supervisor Williams, in January, wrote a letter,

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40 admitting -- admitting there were traffic problems and that he did not want his residential community which abuts on Pugsley -- it divides Southeast and Patterson. He did not want to jeopardize the homes that were recently built that I'm sure went for 500- to $600,000. And if the gentleman is still here, I sympathize with you, believe me. So I don't know what happened to address Supervisor Williams's concerns about that.

41 But I use Pugsley Road at times to go to Hunters Glen. Now, why do I do that? Because I'm not going to sit there idling on Route 312, and I would rather go through an unimproved road rather than just sit there and stew, you know. So between -- between hours of 2 and 7:00, and I can tell you those are the hours. And I was very interested in the hours that you put down in your report.

42 The last thing is: I have something to say about the comprehensive plan. And in -- in the comprehensive plan, it mentions the word balance. Now, when I think of balance, I think of harmony, of security. You know, pretty --

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42 pretty -- homeostasis. This is not a balanced development for our community. This does -- this assaults our community and assaults -- and I am particularly -- particularly assaulted by the use of open space.

Open space does nothing if it is fragmented. I can just imagine trying to put up a 300,000-square-foot building and the 43 wildlife just sitting around saying, Look here, oh, what there. You know, that ain't going -- that ain't going to happen. So whatever -- whatever is there on -- on Pugsley Road with the wetlands, with maybe a bog turtle or two, who knows. I mean, I haven't gone bog turtle-ing [ph.] recently. Okay.

So the other thing is -- is that I and several members here, and I know who they were, attended comprehensive planning meetings. We didn't attend one. We attended many, many, many that Mr. LaPerch can attest to. He lost --

MR. LaPERCH: Very good attendance.

MS. FANIZZI: He lost his hair because of it. Okay. All right.

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44 Now, when did that comprehensive plan come into effect? Ten years ago, when we didn't know about data centers or logistic centers or whatever nomenclature you want to attach to these? No. It was adopted barely four years

44 ago. Barely. So -- so now we have a developer who comes in and says, Oops, you forgot something. You need to include logistics centers in the conditional permit.

You don't need to do -- well, this planning board doesn't do it. I'll make that comment for the town board. Okay. Thank you very much. I've had my say.

MR. CATALANO: How do I follow that? Michael Catalano, 2503 Morgan Drive, Carmel at Hunters Glen. 27-year resident this month. I sit on the board of directors for Hunters Glen.

I see a lot of familiar faces here tonight, some friendly, some not, but it shows a lot. That this is such a scope to get a turnout says a lot to me. It's very hard to get people to turn out for anything unless it's a budget increase or something of this scope.

I use the word "scope" here. Not to use

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Ann's words -- I have to redo my whole speech now. To me, this is maximum impact, dramatic impact. Don't know what the best use of this property is and if it's being considered.

I don't know if this is the only site you've considered. It may have been mentioned earlier. And if this doesn't prove feasible, what then? Does it go back with a modified program or progress report? So we have a lot of information to get to the people of Hunters Glen, which we will do. We will mobilize. We will get the information to everybody.

Tonight is educational for me. I'm sure it is for a lot of people here. A lot of my questions have been answered.

The timeline -- as far as if this were to break ground, what is the proposed construction of the first phase, so we see that broken out? What are the proposed uses for trucks once its built in, and is it a 24-hour input or income -- outgoing problem? We have the noise consideration, trucks backing up, exhaust, idling. A lot has been covered.

I did see the conspicuous absence of

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47 Hunters Glen on the ridgeline. That's the most important thing to me. It's already been mentioned. Forgive me for repeating myself, but that is what stands out to me and I'm sure everyone else.

47 We have buildings that I'm hearing now are 1200 feet away, but we don't know what the topography is from our back line on Hickory Hollow, Bayberry Court, Applewood Circle, Chestnut Drive, et cetera. So we would really need to see that before we can say anything further. It seems like a dramatic impact on us. I'm assuming it will be. I'm not even going to talk about traffic, because that's a whole another chapter.

But at this point, we'd like to have that information. What I will do is get together with my people as much as we can and get the written request to whoever it needs to go to by the August 3rd date. So I assure you, you will see more than the outcome of what you saw tonight from people from Hunters Glen. Thank you.

MS. RUSSO: Hi. My name's Alicia Russo,

and I'm one of the people that live at 102 Fields Corner Road, right there, two feet from the Southeast line.

I attended the meeting last month, and I attended the first one, November 27th, where Mr. LaPerch did ask that the neighboring residents be made aware of these meetings, which I will say Southeast has. Southeast has been informed. The problem is the Patterson, Carmel, Fair Street, Southeast, Brewster side has not, and I think it's important for us to be informed what's going on.

And I also heard the gentleman concerned about our schools, that goes right up to the high school. And no mention -- (Indiscernible) -- that you were talking about closing Fields Corner there to try and prevent the Fair Street side being impacted.

48

I also hear everybody talking about 18-wheelers and how it's going to stay on that side, but we're not talking about the straight trucks that are allowed to get off at Exit 18. And I know everybody says, No, they're not going to get off at 18. They're going to get

49

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2 off at 19. But according to GPS, it's going to
3 49 get you off at 18. There was a article done by
4 Lohud, June 23rd, talking about 588 bridge
5 incidents in Westchester because track --
6 they're just following GPS.
7 I know you were kind enough to listen to
8 me the last time about the ELD. The law is now
9 14 hours, maximum driving 11, and then they
10 50 have to shut down for ten hours. Where they
11 were going to shut down, I don't know, because
12 if they just make it there -- a lot of them are
13 coming from the west. So if they just make the
14 time, they can't move five feet without being
15 fined by the DOT, because everything now is
16 moving electronically. So these are important
17 points.
18 And yeah, from the Patterson side,
19 there's -- you know, I hate to say it like
20 this, but there's really no benefit to us over
21 51 there, except additional traffic. And I know
22 you're going to work on addressing that, but
23 we'd like to hear how you're going to address
24 it.
25 312, yeah. That exit (Indiscernible.)

Something happens -- some very good points were made, but I'm sure you guys are looking into -- I don't know. I don't know what can be done there, but I am concerned about the pollution, the five-minute idling time. Trucker will take a ticket rather than turn around and shut down. For what it costs him to have it un-gel, the diesel, it's a big deal. And we talk about it just being the winter. When those guys have to sit, and it's hot out like it's been last week and they have their, you know, sleepers, and they're staying overnight, they're running their ACs. They'll take the ticket. There's not too much anybody can do other than tell him to shut it down. Here's your ticket. That's just a fact of life.

52

It's -- you know, we need them. They need us. They're going to make themselves comfortable. And it's a lot of pollution, because it's very expensive. You're talking over -- about $300,000 for the more efficient trucks. Most of the trucks are on the road are 2014 back, 2011. And that 53 feet -- the trailer is 48 feet typically. I don't know too

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many five-foot tractors.

I know we have a truck that's 80 feet. The average -- the average is 70 feet. And then again, we're going back to the straight trucks that can -- that have no limitations. You know, your Bob's Furniture. They just go wherever they can.

You know, I just want what's best for the community, and that's all.

MS. ARMSTRONG: Hi. My name is Challen Armstrong. I am the wife of the planning board member Dan. And by virtue of being married to him for more than 50 years, I have learned a bit about planning, and I've seen a lot of presentations. And I guess what I have to -- what struck me the most were all the things that were missing.

You didn't talk about the open space. 53 What are you going to do with that? Are you going to dedicate it as open space? You didn't talk about all these -- these neighborhoods that people are talking about here. You just 54 glossed right over that. And you're telling me that 510 tractor trailers are going to have no

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54 impact on the environment. It just -- it's just ludicrous, and that -- it goes through. But I have two specific questions.

55 We're talking about -- you're talking about economic benefit, and you smooth that over by saying $90 million in economic benefit. Well, what the hell does that mean?

56 We're talking about taxes here. And then I read in this review here that says because of the PILOT program, over a ten-year period, this will reduce the property and construction taxes by about one-third. That's pretty much, isn't it? He's talking contributing to the school budget, how they can pay for the school budget for a whole year, blah, blah, blah, but the taxes are going to be reduced over a ten-year period by one-third. So that immediately hits us now with the problems we have already.

The second thing I have to -- I wanted to bring up were the fact that I understand you're looking for zoning amendments. I understand one is for the use of this particular site. I believe it was residential. Before if I'm incorrect about that, I apologize. Was it

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residential before?

MR. RICHMOND: The OP-3 allows residential. I don't know if that's your question.

MS. ARMSTRONG: I don't know what the former zoning of the site was. I just --

MR. RICHMOND: It's OP-3 present -- most of the site is presently OP-3, and we have approval for a 143 residential project on the site.

57 MS. ARMSTRONG: Okay. So you're basically removing open space in a residential development for the use of this, and you're telling us that we're going to have all these tax benefits. We're going to have all these jobs. Somebody's already poked a hole in the kind of jobs that you're talking about.

But the other thing that bothers me -- and this is thanks to Southeast concerned citizens. I looked at their site today, and they have pictures of these huge vertical cranes that you're going to have there. They stick way above the tree line. And I want to know whether that is -- as I understand it, there

are going to be vertical cranes there.

MR. LaPERCH: Wait. Wait. Time.

Would you like to address that now?

MR. RICHMOND: I think it's about a different project. She was looking at a different project.

MR. LaPERCH: We did have a recent project that had a crane -- a very big crane that was in front of this board. And they have not -- proposing, that I'm aware of, any cranes --

MS. ARMSTRONG: Okay.

MR. LaPERCH: -- to the site.

MS. ARMSTRONG: I apologize.

MR. LaPERCH: I just wanted to correct your record.

MS. ARMSTRONG: I'm sorry. I just -- I thought --

MR. LaPERCH: Am I saying this correctly? You are not proposing any cranes?

MR. RICHMOND: We are not proposing big cranes like the --

MS. ARMSTRONG: So what are you asking for the zoning amendment for?

MR. RICHMOND: We are proposing a zoning

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amendment to allow logistics centers as a permitted use by a conditional use permit in the OP-3 District.

MS. ARMSTRONG: Okay. Thank you. That clarifies it for me. And when are you going before the planning board -- the zoning board?

MR. RICHMOND: I don't believe we need any variances. At this point, we would be zoning compliant.

MS. ARMSTRONG: Okay. Thank you for that information. I apologize that I didn't have it right. Thank you very much.

MR. LaPERCH: Thank you.

MR. WALDINGER: My name is Steven Waldinger. I'm with the firm of Shapiro, Gettinger, Waldinger & Monteleone in Mount Kisco, New York. We represent the board of directors of Twin Brook Manor Homeowners Association, which -- which is comprised of 49 residences in the town.

At this point, we're just beginning our evaluation of the DEIS. We don't really have substantive comments tonight. But obviously, the proximity to the residences at Twin Brook

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1 are of particular concern to us.
2 58 Among other things, we are concerned about
3 the impact of construction being so close to
4 the residences and steps that will be taken to
5 mitigate any construction. We're concerned
6 about whether the operations or the anticipated
7 59 operations of the facility at the building
8 closest to us can be limited in some way so as
9 to mitigate impacts on the residences in the
10 upcoming years.
11 We're considered -- we're also concerned
12 60 about visual impacts at night. I understand
13 that the lighting will be projected downward,
14 but we'd like to see some depictions of how
15 that would look from Twin Brook's property.
16 And I think that's about it for this evening.
17 Thank you.
18 MR. RICHMOND: Thank you.
19 MR. LaPERCH: Thank you.
20 MR. FEUERMAN: My name is Ricky Feuerman,
21 366 Allview Avenue, and I have a few questions
22 on what's going on here.
23 Basically, we're here today because 143 or
24 122 homes plus retail, after going through
25

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lawsuits with the town, got approved, but it's not feasible to build those homes anymore, because you can't sell them. So what we've done is what we do with everything. We want to change zoning to fit in a building that is 250,000 square feet, put in another 750,000 square feet of -- of warehousing or logistical centers, which, pardon my pun, is a logistical nightmare for this community.

The whole key to this is trying to put in development that will benefit the residents of this town. And obviously, you see tonight, with the turnout, that the residents of this town feel that this project is no good for this town and can only hurt the values of their homes, the safety of their children, and everything else.

I always find in these presentations that everybody inflates the positives, the money that's going to come in, which never comes in, and deflates the negatives, as far as traffic, changing zoning. What -- what will it do to the community? What would it do to the real estate values of the people here?

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In my opinion, we need a lot more information about this before we even go any further with this kind of project.

MR. LaPERCH: Good evening.

MS. YARA: Good evening. Alison Yara. I'm a resident of Twin Brook Court. I've lived there for --

MR. LaPERCH: Your address?

MS. YARA: 105 Twin Brook Court.

MR. LaPERCH: Thank you.

MS. YARA: I've lived there for 16 years now. And as Steve has mentioned, it's obviously going to have a significant impact on the community. We're a much smaller community than Hunters Glen, so we may not come out in the voice and the numbers as Hunters Glen, but we have the exact same viewpoint.

You know, this just seems ridiculous, to be building a logistic center in the middle of residential space. There's so much warehouse space where people have moved out, commercial space that's unused that's just rotting away at this point, and we're trying to tear down more trees and rural space to build more logistics

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64 centers that -- who knows if this is going to be a success or not. If it is a success, it creates all the problems everyone's laid out tonight, but if it doesn't, we've now destroyed and created more unused warehouse space.

In addition to the traffic issues that were described on 312 immediately, I drive down to Armonk daily for my commute. And the traffic from 84 to 684 and all the way down -- which I understand one of the reasons we're being selected is because of the proximity to Westchester Airport. Let's just put more traffic on 684 be 84. So I don't know if there's been any type of a study that's been looked in at addition to the immediate traffic, 65 but 500 additional trucks coming in and out is going to create impact on 84 and 684, more traffic on all the back roads down into Somers and whatnot.

So anyway, I just implore the board. I wish it hadn't even gone this far, but please, take our --

(Indiscernible.)

MR. LaPERCH: Good evening.

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MR. GOSSELINK: Good evening. I'm Robert Gosselink. I live on 143 Old Milltown Road. I have a number of questions. I like using a calculator, because it, kind of, breaks things down to a granular level.

66 So the $91 million of economic impact, and we have 900 additional jobs. If you do the math, it's a 101,000 per job. I don't know where that comes from.

MR. RICHMOND: I mean, again, we'll answer in the FEIS. I think you should take a closer look at the DEIS, is all I would say for now. I think it might have your answer.

MR. GOSSELINK: So that doesn't seem feasible.

I also didn't see -- you had a nice little traffic pattern going. It looked like my circulatory system back in grade school. What it didn't do is show what happens at Home Depot intersection. When that gets backed up right now, it goes down past Pugsley Road. So with the 500 tractor trailers -- oh, by the way, that's one tractor trailer every 2.8 minutes. I like calculators. That's a lot, and that's

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67 not including the box trucks, not including the employees' cars. And tractor trailers don't move as fast as cars.

67 So we then have the issues of 84. On a very regular basis, 84 is impassable. It backs up, which, in turn, will then back up on to 312, which will then back up everywhere else. And it was pointed out earlier, one of the things -- one of the cool things about GPS is that it gives people an alternative route.

I live on a road that's half dirt. It's barely passable by a large car. And on occasion, we have tractor trailers going down. No, I'm not kidding, and if you saw the road, you'd be astonished. This is going to happen more and more as these truckers go, I got to 67 get somewhere, and I don't care how.

67B Our local roads will be impacted. We will have more and more traffic, more than just 312. To me, it's a bigger issue. It's Danbury, all the way out to perhaps even Hopewell Junction and Fishkill. 684, that's a basket case already. I used to commute it. One of the reasons I retired was I didn't want to do 684

anymore.

What could then further happen is we'll have such gridlock in our area, people will not want to come to our community. People won't shop here. Right now, I take back roads, Joes Hill, and I go towards Danbury to go shopping. I can't deal with the traffic.

AUDIENCE SPEAKER: That's right. (Indiscernible.)

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MR. GOSSELINK: So what I think we need to understand is, worst case scenario, what happens when 84 backs up? Shouldn't be hard, because it happens all the time. Route 22, that has become the north/south corridor going north of Brewster. That road cannot handle any more traffic. And again, what's going to happen is people are going to go around it, and the local -- small local roads will get jammed up.

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The other question I have is: What kind of goods and merchandise products, will be stored in these warehouses? Do we have hazardous materials? Do we have to be concerned that there could be some

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69 environmental issues with the goods that go into these warehouses?

MR. RICHMOND: The definition we're proposing specifically excludes non -- excludes hazardous goods.

MR. GOSSELINK: Okay. And again, it's made -- the point was made several times here.

70 You're proposing a great deal of open space. I think you need to provide us assurances that nothing will be developed there going forward and that you're not going to appeal down the road, like you're doing right now on our zoning, to make that go away, and that can be then developed. We've seen too many promises broken in the past. So that's all I have.

MR. LaPERCH: Thank you.

Good evening.

MS. INGRAHAM: Good evening.

MR. LaPERCH: How are you?

MS. INGRAHAM: Good. How are you?

Cherie Ingraham, 366 Allview Avenue.

71 My question is -- there's been a lot of talk about traffic and everything, but my question really is about the roundabout. I'm

really curious about the roundabout. I'm trying to imagine how that could be and how
71 much cut and fill you have to put in there to create the roundabout, because it seems like when you're driving there, there's a huge drop off on the -- across from Pugsley Road. It's huge drop off. And how much would you have to fill in there, and how much would you have to cut out of the side of the other in order to create this roundabout?

And the other thing I think about is just the trucks. I know the trucks -- (Indiscernible.) So trucks are going to have
71 to go over the top of the roundabout. And what's that going to create about the other people that are trying to go around it, the cars -- the other cars and things like that?

I mean, I'm trying to imagine it. I can't envision it. It sounds like, kind of, a
72 nightmare to me. But I don't think you addressed it anywhere about the cut and fill or how that's going to really work. That's all. Thanks.

MR. RICHMOND: Thank you.

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2 MR. LaPERCH: Thank you.
3 Good evening.
4 AUDIENCE SPEAKER: Good evening. Suzanne
5 Pentavelli [ph.], 503 Twin Brook Court.
6 I would like for you to let me understand,
7 73 how far back from Twin Brook are you going to
8 be? Because this is right at my bedroom
9 window. So that's one concern.
10 Second concern is the traffic down Fair
11 74 Street. We have a school across the street
12 from Twin Brook. We can't even get out of our
13 development now. We have a sheriff. Without
14 that sheriff there, we can't get in and out for
15 ten minutes. So that's going to cause more
16 traffic. And also, with this roundabout,
17 75 adding 500 more trucks. Have you really
18 thought about the school buses and our
19 children's safety? Because that's one concern
20 that I have.
21 My son is on that bus. And one of those
22 75 tractor trailers with the blown out tires or
23 anything else that goes wrong on them, my son
24 gets into an accident. Who do I come to?
25 That's my concern, so I'd like them to be

addressed. Thank you.

MR. RICHMOND: Thank you.

MR. LaPERCH: Good evening.

MR. WASSERMAN: Hi. Paul Wasserman.

MR. LaPERCH: Right here, sir. Right here.

MR. WASSERMAN: Oh, to the public?

MR. LaPERCH: Thank you.

MR. WASSERMAN: Paul Wasserman, 88 Lakeview Drive.

MR. LaPERCH: Right here. Speak to the --

MR. WASSERMAN: Paul Wasserman, 88 Lakeview Drive.

Hearing about the traffic, we -- we have, if I'm not mistaken, on 312, a fire -- a fire 76 engine station also. I'm sure that's going to impact getting out of that fire station to deal with whatever fires might happen. Another thing is emergency medical services. If a 77 person really needs to get to a hospital, and the only way they can do it is through 312, what type of an impact is that going to have?

One more thing: Right now, we have a lot of rain. I got to tell you, for the last two

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years, we have a lot of rain, but we've had some very dry -- dry spells. And most everybody in Southeast has -- doesn't have town water. They have their own wells. What type of impact -- you're talking about the type of place that you have. This will probably need a lot of water. What is this going to have in the overall water table that we all have to draw from?

78

I mean, as I said, right now, we're having a lot of rain, so we don't have any problems. But there's some times it's been bone dry, and I've had to -- I've had to call -- (Indiscernible) -- to get some water put in my well. What type of impact is going to have on everybody else, the enormity of your project on the use of water, on the water table for everybody else?

78

MR. LaPERCH: Thank you.

MR. WASSERMAN: Thank you.

MR. LaPERCH: Good evening.

MS. McCARTHY: Good evening. Lisa McCarthy, 147 John Simpson Road.

79 So what I'm not seeing is anything about

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79 John Simpson Road. There has not been -- there was no noise impact. There was not really anything with the topographic study. So that's the other side. It's the other side. So Fair Street, John Simpson Road. Yeah, so -- yeah. So what --

MR. LaPERCH: Excuse me.

Dan, do you want to respond?

MR. RICHMOND: No. No. I just -- I encourage -- a lot of these response, Chairman LaPerch, are -- I think are in the DEIS. When people look, I think they would see a lot of their answers are there.

AUDIENCE SPEAKER: It's not there.

MR. LaPERCH: Excuse me. I'm sorry.

Ma'am, please continue.

MS. McCARTHY: Thank you.

So what I'm really concerned about is you're -- you're business people. This is a business venture. I get that. And you're going to do what's right for your business. So

80 if it's right for your business to then continue to develop the other sites that are not currently on the plan with the building

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80 structures, so the other two that come closer to where I am, there is no -- there's no stopgap to limit or restrict once that -- once you pass through all of the phases to the other two -- for the other three buildings.

So I'm worried that with the privatization of Barrett Road that then there's going to be lots more traffic and lots more things, and it's going to be able to be not regulated by any of our town bodies or even knowledgeable to us, because it's private property. And so I would encourage if there's a possibility for the other sections of the property to be -- 80 have a -- a more conditional restriction placed on them, so that they would have to go through another process like this if they were going to be building more buildings on those other sites and go through everything again, because then we would have more trust. We would say that you are not just saying that you're not going to do A, B, C, D, E to get people to agree to what you're saying, but you're actually being held to accountability that we have all not seen from contractors in the past. Thank you.

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MR. RICHMOND: Thank you.

MR. LaPERCH: Thank you.

Good evening.

MS. BISOGNO: Good evening. Louise Bisogno. Louise Bisogno, 175 Ice Pond Road, Brewster.

It's over 20 years -- I forget how many years ago -- that there was a proposal for Terravest of sludge -- plant that would purify everything and make it into wonderful fertilizer. Do you remember that, any of you?

AUDIENCE SPEAKER: Yes.

MS. BISOGNO: Those who came after, thank the people who clapped, because they stood up and demanded answers. And within a very short time and a very little bit of digging, we found out that, actually, the plant was going to be much more larger than we thought, and -- (Indiscernible) -- from the tri-state region were coming into Terravest, 312 and 84 intersection. And the dangers became very apparent very quickly.

Thank goodness the wisdom of the people -- according to the Journal poll at the time,

98 percent of Putnam residents opposed it. And from the looks of this gathering, it looks like 98 percent of the people of this area are already concerned. Thank goodness the boards, in their wisdom, took quality of the life of the people who put their trust in elected officials, in appointees who are supposed to be protecting them.

You are the fortress around our town. I live on the cusp of Southeast/Patterson. I will be certainly affected by it, but I'm no nimby. I think people have a right to use their land. They pay taxes for years and years and years. But we have a right to protection our land too. And it's the responsibility of boards and citizens to make sure that happens.

There's a happy ending to the sludge story though. The Town of Southeast passed legislation that would prevent such an event again, and that was a great thing. And more than that, with patience, a wonderful industry moved up to that site. Ace Endico, that does not disturb the community, is a plus. It means patience for the right people, for the right

site for the community.

MR. LaPERCH: Good evening.

MR. ACQUISTO: Good evening. Tom Acquisto, 62 Oakwood Drive. Most of my questions were answered from previous speakers, but I didn't hear too much about the wildlife impact, just getting chased out of there or killed or demolished in that area as far as wildlife goes. And also, I didn't hear anything about Prospect Hill Road, where they're building the new bridge. The impact on that road, once that bridge is done, I mean, it's going to be a crazy shortcut, and there's going to be a hundred times more traffic probably on that road.

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That's really all I have, other than I know growth is great, but I think this is a monster. And if it goes through, I think that emblem can go right in the garbage.

MR. LaPERCH: Good evening.

MS. GALLO: Hi. I'm Dolores Gallo, 69 Guinea Road. I'm only here for two years, and the reason why I moved up here is for the beauty.

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2 I came from the city, and I was in the
3 logistics business for 25 years. And what's
4 83 confusing me is the place is going to be open
5 24 hours a day; is that correct? 24 hours,
6 it's being open?
7 MR. RICHMOND: We don't have -- we're
8 proposing the legislation would allow it to be
9 open 24 hours, yes.
10 MS. GALLO: Okay. But meanwhile, there's
11 only a certain amount of time that trucks will
12 be traveling at certain hours of the day; is
13 that correct? Isn't that what you're -- you're
14 not proposing that there's certain hours that
15 the trucks are going to be traveling?
16 AUDIENCE SPEAKER: 24 hours.
17 MS. GALLO: Oh, it is 24 hours. Okay.
18 MR. LaPERCH: Please, please, can you let
19 her finish?
20 MS. GALLO: So within the 24 hours,
21 basically, with all the road truck drivers,
22 they pick up their freight. Okay. They got
23 their load. They come to the facility that
24 they have to go to. They don't care, you know,
25 what time it is, whatever.

84 They get there as fast as they can. If you cannot offload them, they are going to sit in their truck. If the facility is closed at some point at all, they're going to sleep in their truck overnight. And also, the fact that I used to live by JFK Airport. And who's going

85 to keep repairing the roads that they put these big grooves in? Every time they stop short, big grooves go in the road, which is going to affect it when it rains and when it snows as well. So who's going to constantly fix those roads and make sure that they're flat?

They just made beautiful roads here for all of us. Those heavy trucks are going to push those roads right in, and you're going to have grooves, huge grooves in those roads, especially at the lights. That's going to happen, and that's -- that's a fact. You can just go to JFK Airport and drive around there, and you will see the grooves that are in the roads over there, and that is from the large amount of trucks that come and go constantly. That's all I have to stay.

MR. LaPERCH: Thank you.

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MS. GALLO: And I hope Brewster stays beautiful.

MR. LaPERCH: All right. I don't see any more lines here, unless I have -- oh, Lynne. You didn't go on line.

MS. ECKHARDT: It's every meeting.

MR. LaPERCH: You got to be on line.

MS. ECKHARDT: I know. I didn't cut.

MR. LaPERCH: You're a line jumper.

MS. ECKHARDT: So excuse my back.

MR. LaPERCH: There you go.

MS. ECKHARDT: I want to thank the applicant for the professional presentation. It's probably my fifth one, and thank everyone here for their patients. The room has been great, and some great questions have been asked. I have only questions.

AUDIENCE SPEAKER: Sorry. Who is this?

MS. ECKHARDT: Lynne Eckhardt. I'm sorry. From 55 Maple Road.

86

I know, Dan, you were going to get me some information on the water tank. The water tank, I believe, will be visible from Pugsley Road. And we've had problems in this town with water

86 tanks, so that's -- I know you're going to get me some information on that.

87 Also, as far as traffic counts, I want to make sure that the senior housing that's approved at Terravest, where there's 60 senior houses with -- that are three bedrooms, that that was taken into consideration, because that was approved. And also, I don't know where this project stands, but I'd love the applicant -- for you to look into it. There

87 was 123-room hotel, the Staybridge, that was approved in 2007 in Carmel. It is on Route 6. Also 137 approved units of senior housing that was called Gateway Summit, and I don't know where that stands, but it's only probably -- it's near Putnam Plaza. It's only about a mile down Route 6 in Carmel. So I think it would be important to consider that in traffic.

88 The other thing that I think was difficult for the public and I think could be made clearer is how many passenger cars a day. I know they're all at different times, and I understand that. But I think I had called the town planner and we discussed this, and there

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88 is a range of car -- vehicles per day by -- done by square footage of between 1900 and 4,000 -- 4300. So I think -- I think the public deserves a very clear answer on that, as clear as the applicant can give us.

And one last thing on the comprehensive plan. This is for Ann Fanizzi. I was on the committee with Tom LaPerch, and I also contributed in 2002 to the original comprehensive plan. And the one thing that the applicant should know when you point to that is we purposely plucked out this -- the 312 corridor there, because Crossroads was in front of the board. We felt it would be very unfair to rezone anything there at the time, and I think it's important to know that we just didn't touch that whole area. It was left as is. So it was not in -- that was not updated in our comprehen -- comprehensive plan update. It dates back to 2002.

89

And I think on the non-hazardous materials, which I did read, obviously, in the DEIS, I think it would be helpful to make sure that doesn't include -- that does include

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fertilizers. There are things that seem non-hazardous, but they can be. And so I think a better definition -- I know, being on the town board, I think a better definition, a very clear definition of what's considered non-hazardous might be helpful, because it can vary. So that's it for me. Thank you.

MS. CARROLL: Hi. Sandra Carroll, 2702 Morgan Drive. A lot of questions I had were already addressed, but I just had a few other questions that I'd like to see noted.

91

More of the exit strategy to the site coming off of 84. I'm already a commuter and drive an hour into Westchester, and I can't imagine some additional traffic now coming off Exit 18 and having to get to Hunters Glen.

There was mention about no children being affected or something or other about children, but I can't imagine that the amount of work that's going to get done in this new facility would not affect the children that are already living in Hunters Glen or Twin Brooks or anywhere around the immediate area. From Hunters Glen -- I'm on Morgan. I could already

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hear a lot of traffic that goes by on John Simpson Road, and I can't imagine that all this construction that would be going on, that you would not be able to hear that all throughout the two -- the two complexes. And that's really -- and then the traffic circle, to me, seems like it would just create -- it just seems like a hazard zone to me. Like, the way -- the drawing and just a basic understanding of what I saw, it just seemed like it would just be a traffic hazard.

And those are my concerns, so thank you.

MR. LaPERCH: Thank you.

Ann, one final question. All right. We're getting to the point, I think -- no, seriously, I think we've heard a good portion of things, and it's getting late. And so, Ann, you could wrap it up for us.

MS. FANIZZI: I just want to say, we've been talking about things that we can touch, physical things. But you know what, there are things that we can't touch, a feeling that -- when you come into a community, what kind of a community is it.

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What happens when we have new arrivals? And it's called ambience. This ambience that we have -- when I came into this community, there was an ambience of what I was looking for. Tranquility and serenity and a place where I could enjoy nature, and yet still have some of the amenities that I needed.

But what will greet people once they come out of Exit 19? What is -- what will be -- what is the feeling that they will have about this community? Our community, by this development, is going to be degraded.

94 People will not want to come to a community that is laden with the feeling -- the feeling of -- of traffic and noise and so forth and so on. So I think that this is, like, a little hidden factor, a little psychological factor. It's -- it's like when I used to have a class, and all the kids in the class knew that -- a good teacher from a bad teacher as soon as they stepped one foot in that classroom. And the same thing goes for people who want to join us in this marvelous community, that we want to struggle and keep

what we -- what we expected and what we wanted.

And I thank you very much. Good seeing you.

MR. LaPERCH: Okay. It's been a long night. Some great questions.

And we're doing this again on July 23rd, Dan.

MR. RICHMOND: Yup.

MR. LaPERCH: Everything's recorded, and everything's part of the minutes. So your questions will be memorialized at some point with answers.

MR. RICHMOND: Yup.

MR. LaPERCH: Correct?

But we still have a long way to go on to the next meeting, and it's summer. That's why we go -- keep two meetings open.

So without further ado, my action is to make a motion to continue the public hearing for July 23rd. Okay. That's the next step here, and then we have some other business that we've got to take care of. You guys can head home.

So before that happens, I'd like to make a

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motion to continue the public hearing to July 23rd, 2018. I'll make that motion.

Do I have a second?

MR. ARMSTRONG: Second.

MR. LaPERCH: Second by Mr. Armstrong.

All in favor?

BOARD MEMBERS: Aye.

MR. LaPERCH: All right. We'll see you on the 23rd. Thank you very much. Wait. Wait. Wait. Wait. Wait.

You're right. Victoria got me. It's a long night.

I make a motion also -- we're going to do a site walk for the town officials and planning board members this Thursday at 9:30 and the 16th at 6:30 at night. And the applicant -- yes, Dan?

MR. RICHMOND: Just a question on the -- the hearing on the lot line adjustment. Is that carrying --

MR. LaPERCH: That's next.

MS. DESIDERO: We haven't done that yet.

MR. LaPERCH: All right. So I make a motion to set the site walk to 7/12 at 9:30 and

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7/16 at 6:30. I'll make that motion.

Do I have a second?

MR. CYPRUS: Second.

MR. LaPERCH: Second by Mr. Cyprus.

All in favor?

BOARD MEMBERS: Aye.

(Indiscernible.)

AUDIENCE SPEAKER: Is the public allowed to go to those walk-throughs?

MR. RICHMOND: No.

MS. LEY: No. It's not --

MR. LaPERCH: Please -- please just give us a little respect here. Trying to just finish this up.

MS. LEY: There will be no actions taken on the site walks, and there will be no discussion amongst board members about the project on the site walks. There will be no deliberation. It's purely for informational gathering, and then the discussion will be relayed at the next public meeting and the board will discuss it in front of the audience, what they saw.

MR. LaPERCH: All right. Just to make

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sure, in case you wait walking out, we have another public hearing that we're setting on another matter for this logistics center. So I know you're leaving, but there is another matter that -- regarding a piece of land that they'd be -- be donating to the state, and they have to have a public hearing on it. So I ask -- just in case you want to hang around for this one, because there's two parts of this.

MS. LEY: So as part of this presentation, the applicant mentioned that there was a small parcel of land, it's .77 acres, that's adjacent to Route 312. To accommodate the roundabout, the applicant is proposing to subdivide. It's a minor subdivision. But in reality, what they're doing is they're taking two existing lots, and they're moving the line of the one lot to create a very small lot and then a larger lot. So there's no new lot being created as part of this action. So this .77-acre parcel --

MR. LaPERCH: Point it out, Dan. Okay.

MS. LEY: You could see it's the one that's striped. That would be donated to DOT

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to accommodate the construction of the roundabout if this project goes forward.

The reason they want to subdivide it now is because the process of donating land to DOT is very time consuming. So if they're able to start that process with DOT now, it could expedite things for them in the long run. If the town approves this lot line adjustment, it in no way guarantees any approvals for any of the larger development that you heard about this evening.

MR. LaPERCH: There's lead time for a state -- the state agencies to accept property by the attorney general's office being up to eight months to a year. So they requested that they start this process now, hoping the timing is good if they get their approvals.

So the next part of this meeting is to talk about that property, what it means, and similar question and answers from the public. So I think you've heard mostly what is going on with the bigger property. This is more of an administrative type of process to me. But if you'd like to stay, I just want to let you know

what's going on, because it's the second part of this discussion. Okay. So if you'd like to stay, please grab a seat again.

Yes, Dan?

Please. Please.

MR. ARMSTRONG: This is Lot 6?

MS. LEY: This is Lot 6.

MR. ARMSTRONG: Lot 6. Now --

MR. LaPERCH: No. No. Dan --

MS. LEY: Let him open the public hearing, and then --

MR. ARMSTRONG: Okay.

MR. LaPERCH: All right. If you're going to leave, I appreciate you just hustling out, and shut the door behind you so we can -- give you a minute.

(Indiscernible.)

Thank you. Okay. Let's see where we're going here.

So as I said, second public hearing tonight is the Interstate Logistics lot line adjustment, 51 Pugsley Road. The first motion is to declare lead agency for this project, and I'm going to make a motion to declare the Town

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of Southeast Planning Board lead agency for this project known as logistics -- Interstate Logistics. I'll make that motion.

Do I have a second?

MR. ARMSTRONG: Second.

MR. LaPERCH: Second by Mr. Armstrong.

This is the roll call vote. Mr. Gress, how do you vote?

MR. GRESS: Yes.

MR. LaPERCH: Mr. Larca?

MR. LARCA: Yes.

MR. LaPERCH: Mr. Hecht?

MR. HECHT: Yes.

MR. LaPERCH: Mr. Armstrong?

MR. ARMSTRONG: Yes.

MR. LaPERCH: Mr. Cyprus?

MR. CYPRUS: Yes.

MR. LaPERCH: Mr. Rush?

MR. RUSH: Yes.

MR. LaPERCH: LaPerch votes yes, so it passes unanimously.

The second action here is to open the public hearing for this application known as Interstate Logistics. I will make a motion to

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open the public hearing.

Do I have a second?

MR. ARMSTRONG: Second.

MR. LaPERCH: Second by Mr. Armstrong.

All in favor?

BOARD MEMBERS: Aye.

MR. LaPERCH: We're open.

Applicant, do you want to, kind of, give us a little --

MR. RICHMOND: I -- good evening, Mr. Chairman.

MR. LaPERCH: You look wiped out. Are you all right?

MR. RICHMOND: If I could have the -- I think you actually explained it. This is, again, as you and Ashley had gone through --

MR. LaPERCH: Right.

MR. RICHMOND: -- essentially an administrative --

MR. LaPERCH: Dan, the public.

MR. RICHMOND: Greetings. Again, as we've explained -- I explained earlier in the presentation what we are proposing is a roundabout at the intersection of 312 and

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Pugsley Road. I think some of the questions this evening, kind of, questioned how this was going to be accommodated at that intersection. Part of the way it would be accommodated is we are offering to donate land to make that happen.

As Ashley indicated, this is no way determinative of the board -- either the town board or the planning board ultimate action on the proposed project. This is simply, essentially, a recordkeeping thing to allow us to continue to process things and would be simultaneous with the town's consideration of the project. I'm happy to answer --

MR. LaPERCH: Now we're going to open it up to the public.

MR. RICHMOND: Yup.

MR. LaPERCH: Mr. Gress, any questions?

MR. GRESS: Not at this time.

MR. LaPERCH: Thank you.

Mr. Larca?

MR. LARCA: No questions.

MR. LaPERCH: Mr. Hecht? Thank you.

Mr. Armstrong, any questions?

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MR. ARMSTRONG: Yes. So this new parcel is going to be made up of pieces of two other parcels?

MR. RICHMOND: I think it's actually going to be --

MR. ARMSTRONG: Is it just cutting out of one --

MR. RICHMOND: It's really just moving the border.

MS. LEY: It's moving the line.

MR. RICHMOND: It's moving -- it's a lot line adjustment. So really --

MR. PEARSON: We're essentially taking this lot line and bringing it over to here. There's one other parcel. It's one parcel.

MR. ARMSTRONG: So -- and this is a subdivision?

MS. LEY: Yes. The town treats all changes of lot lines, whether or not a new lot is created, as a subdivision.

MR. ARMSTRONG: Okay. Can -- these are technical questions. Can a lot be created that is substandard, in other words, doesn't meet the zoning?

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MS. LEY: So this lot does not meet the zoning.

MR. ARMSTRONG: That's my question.

MS. LEY: But the sole purpose of the lot is to dedicate it to --

MR. ARMSTRONG: I didn't -- I didn't say what the purpose was. I said, can the planning board approve a subdivision where -- creating a lot that does not exist that is substandard?

TOWN COUNSEL: Yes. Yes.

MR. LaPERCH: Town counsel said yes.

TOWN COUNSEL: For a purpose to be dedicated to the state.

MR. ARMSTRONG: That's in the law?

TOWN COUNSEL: No. You can't -- it's got to be legended so that it can't be developed for other than road widening purposes, and that's the way the subdivision plat will be legended.

MR. ARMSTRONG: Okay. Thank you.

Secondly, why -- to save time, why couldn't it just be deeded out to the state?

TOWN COUNSEL: Because you can't just deed it out. It's a -- that is a subdivision. You

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can't subdivide by deed.

MR. ARMSTRONG: Too simple. Okay.

TOWN COUNSEL: That's -- that's against the law.

MR. ARMSTRONG: I didn't mean subdivide. But we did -- this would be just a -- I mean, typically, when there's a widening of a road, and they -- and the state needs a piece of your land --

TOWN COUNSEL: That's a different story.

MR. ARMSTRONG: Can you voluntarily deed it to them?

TOWN COUNSEL: They have to go through eminent domain if they're going to be -- if they want part of your land for road widening purposes, they would have to go through eminent domain. You could deed it over to them. (Indiscernible.)

TOWN COUNSEL: Oh, yeah.

MR. ARMSTRONG: Thank you.

MR. LaPERCH: Thank you.

Mr. Cyprus?

MR. CYPRUS: No, sir.

MR. LaPERCH: Thank you.

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Mr. Rush?

MR. RUSH: No, sir.

MR. LaPERCH: Okay. At this point, as we did for the earlier public hearing, is there anybody in the public that would like to ask a question? Please stand to the right here if there's more than three or four of you. And come up and ask a question, and make sure to identify yourselves.

Good evening.

MS. THOMPSON: Hi. How are you?

Danielle Thompson. I live on 38 Hillcrest Avenue.

When you subdivide -- and this may not be a question for you. It may be for the board. When you are subdividing the property and moving the line, does the -- the restriction -- because some of his property is OP-3, and some of his property is RC. This property looks like it was RC.

MS. LEY: Split zone.

MS. THOMPSON: So -- and I don't know what RC is.

MS. LEY: It's rural commercial.

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MS. THOMPSON: Okay.

MS. LEY: And the zoning boundary would not change as a result of this lot line.

MS. THOMPSON: So it will still stay as the RC?

MS. LEY: Yes.

MS. THOMPSON: And the OP-3 won't change?

MS. LEY: Correct.

MS. THOMPSON: Because that's all on the back end of everything.

MS. LEY: So the change in the zoning line is being considered as part of the larger project. This lot line adjustment would not change any of the existing zoning designations or where the zoning boundary currently is.

MR. RICHMOND: Ashley, if I could just add that even with the proposed zoning map amendment that we're proposing to move the RC District or to have some of it -- the OP-3 moved into the RC District, this lot would still be RC, and it would still be RC on the other side.

MS. THOMPSON: But when you -- on your original -- on your other presentation, this

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part, you wanted to change from RC to OP-3.

MR. RICHMOND: Part of it -- (Indiscernible.)

Basically -- you want to go back to that slide? Can you pull up that slide again?

MS. THOMPSON: Because it was change -- because that's the lot that the first building's on.

MS. LEY: It's a little further in. Let me see if I can --

MS. THOMPSON: Not where --

MR. RICHMOND: This is what we're talking about right here, is this lot right here.

MS. THOMPSON: So the green lot is -- so the purple --

MR. RICHMOND: Green is going to stay as --

MR. LaPERCH: Donation to the county.

MR. RICHMOND: Yeah. Green is -- that's being dedicated to Tilly Foster. This is all going to stay rural commercial. This is existing rural commercial.

The rural commercial boundary is now here. The purple is what we're proposing to rezone as

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OP-3. So this would still be RC and this parcel. Everything along 312 is going to remain rural commercial.

MS. THOMPSON: Right. So even if you -- if you approve this subdivision right now, they still have to go through another thing to change from O -- to change it from RC to OP-3?

MS. LEY: Yes.

MS. THOMPSON: Okay. And you still can -- and don't have to give them OP-3's zoning? That's the zoning board that does it?

MR. LaPERCH: That's the town board.

MS. LEY: Town board.

MS. THOMPSON: Town board. They don't have to give them the OP-3, and it may determine where they're building their buildings. Okay.

MR. LaPERCH: The answer's yes.

MS. THOMPSON: What?

MR. LaPERCH: Yes.

MS. THOMPSON: Okay. All right. Thank you very much.

MR. RICHMOND: Thank you.

MR. LaPERCH: Thank you.

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MS. FANIZZI: Throughout the session, 99.9 percent of the people were opposed to this run about -- roundabout. Why are we facilitating this roundabout? Because without this piece, then the roundabout does not come into -- into deeming. Am I right or wrong?

MR. LaPERCH: Can you answer? Do you want to --

MR. RICHMOND: Sure.

I mean, again, this in no way predisposes the town or the town board or the planning board as to how they want to handle the ultimate project, whether they want to accomplish a roundabout, whether there's some other mitigation they would prefer at Route 312 and Pugsley Road. If, ultimately, the planning board and the town board determine that the roundabout is the correct solution for this intersection, I think it would make sense to have the -- you know, that ready to go.

MS. FANIZZI: Well, whatever -- whatever makes sense. I would think that I would hold off doing anything on this until -- until those entities, you know, approve or disapprove.

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MR. RICHMOND: I mean, that would -- again, but I think that would just be putting in a delay into the process that doesn't add anything if, ultimately -- because again, it doesn't affect how the board ultimately is going to consider --

MS. FANIZZI: No, but it does --

MR. RICHMOND: -- the actual project and the actual mitigation.

MS. FANIZZI: But it does affect how the DOT will look at it, does it not?

MR. RICHMOND: No. I think DOT is looking at this from a transportation operational -- again, as -- you know, again --

MR. LaPERCH: Dan, stand up, please. I'm sorry.

MR. RICHMOND: Sorry.

We have been in extensive conversations with DOT. This is, sort of, again, a ministerial bookkeeping matter on the tail end of their empirical analysis of the traffic and the best way to handle the traffic at this particular intersection. Again, the analysis, at this point, is -- seems to be pointing to a

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roundabout as the best solution. But again, doing this ministerial act doesn't really affect how that is ultimately going to be addressed by any particular agency, including the planning board or other involved agencies, including the DOT.

MS. FANIZZI: Well, since I've been around the block a little bit, I don't -- I'm skeptical about what you're saying and what the DOT will and will not do, because they take -- what am I trying to say -- great reverence on having all the pieces come together. And if the pieces come together, unless there is major, major safety issues or whatever, never known community opposition to -- to really, you know, deny -- deny traffic or whatever -- but I think everything should be held up until such time as decisions are made by this board and the town board, since there is, as this young lady pointed out, even changes in zoning. That's my deal.

MR. LaPERCH: Thank you.

AUDIENCE SPEAKER: It adds a bias. It adds a bias.

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MR. LaPERCH: Sir -- sir --

MS. RUSSO: I just don't --

MR. LaPERCH: Your name again, please, for the record.

MS. RUSSO: Alicia Russo.

I just wanted to understand, regardless of the project, does the town get the property? I think you said they couldn't donate it, it was illegal -- or deed it.

MR. LaPERCH: Go ahead. Ask your question, and --

MR. CYPRUS: Oh, I just want to know: Can you still get the property whether the project goes through or not? Does the town still get that piece?

MR. LaPERCH: Dan, answer the question if you'd like. If not --

MR. RICHMOND: The property's not going to the town. It is proposed to go to the DOT. It would only go to the DOT if the roundabout is ultimately part of a mitigation at this --

MS. RUSSO: So if it doesn't, then they don't get it?

MR. RICHMOND: Correct.

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MS. RUSSO: That's -- I just wanted to -- if it does go through and it goes to the DOT, the DOT fixes that up? Because I know they were talking about ditches and fill.

MR. RICHMOND: No. That would be the responsibility of the applicant, to make --

MS. RUSSO: Right.

MR. RICHMOND: -- to do the traffic improvements at this intersection.

MS. RUSSO: Okay. I just wanted to understand.

MR. LaPERCH: Good question. Thank you.

Any other questions?

John, you've got to stand on line. How you doing?

MR. LORD: Good.

John Lord, Drewville Road, Brewster, New York.

MR. LaPERCH: John, the public, please.

MR. LORD: My question was: DOT has identified that area of your property to be used create a roundabout. Is that -- or that was your study that decided that?

MR. RICHMOND: I think based on

discussions with DOT, that was identified as being a necessary area for the creation of a roundabout there.

MR. LORD: Did they -- do you anticipate having to use the other side of Route 312? Because it seems to be a steep drop off.

MR. PEARSON: We're aware of the grades. There will be some retaining walls that will be required. That would all be part of the ultimate design that DOT would approve.

MR. LORD: And is that on -- that's somebody else's property though; right?

MR. PEARSON: Everything we're proposing is within the existing right of way and the right of way that we would be dedicating to the state.

(Indiscernible.)

MR. LORD: I guess it's 12 feet from the center or something like that.

MR. PEARSON: You can see it there.

MR. LORD: Okay. Cool. So there won't be any need for the DOT or the state to take someone else's land in order to make that improvement?

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MR. PEARSON: Correct.

MR. RICHMOND: Right.

MR. LORD: Okay. Cool. Thank you.

MR. LaPERCH: Thank you.

Any other questions at this time? This is not -- I'm not recommending that this process be continued, so I'd like to see if there's any other questions, because I would like to close the public hearing on this matter tonight.

Any other questions from the board? Mr. Gress, any questions.

MR. GRESS: I have no questions.

MR. LaPERCH: Thank you.

Mr. Larca?

MR. LARCA: No questions.

MR. LaPERCH: Mr. Hecht? Thank you.

Mr. Armstrong?

MR. ARMSTRONG: Nothing.

MR. CYPRUS: No, sir.

MR. RUSH: No.

MR. LaPERCH: Thank you. Okay. Thank you. So I've got a couple actions here tonight. First one is: I'd like to make a motion to close tonight's public hearing. I'll

make that motion.

Do I have a second, please?

MR. GRESS: Second.

MR. LaPERCH: Second by Mr. Gress.

All in favor?

BOARD MEMBERS: Aye.

MR. LaPERCH: Vote passes. All right.

Second -- (Indiscernible.) I'd like to make a motion to refer this to Putnam County Planning under GML 239-n. I'll make that motion.

Do I have a second, please?

MR. HECHT: Second.

MR. LaPERCH: Second by Mr. Hecht.

All in favor?

BOARD MEMBERS: Aye.

MR. LaPERCH: Okay. And that passes. That completes the action of the two public hearings.

(Time noted: 10:05 p.m.)

1 C E R T I F I C A T E
2
3
4 I, ILANA M. NATHANSON, a Certified Court
5 Reporter and Notary Public of the State of New York,
6 do hereby certify that the transcript of the
7 foregoing proceedings, taken at the time and place
8 aforesaid, is a true and correct transcription of my
9 shorthand notes.
10
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13 Ilana Nathanson
14 ILANA M. NATHANSON
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PLANNING BOARD
TOWN OF SOUTHEAST, NEW YORK
----------X

PUBLIC HEARING:
NORTHEAST INTERSTATE LOGISTICS, 51 PUGSLEY ROAD
BREWSTER, NEW YORK 10509

----------X

July 23, 2018
Town of Southeast Town Hall
1360 Route 22
Brewster, New York 10509
7:34 p.m.

BEFORE:
THOMAS LaPERCH, Chair
JACK GRESS, Member
ERIC LARCA, Member
MIKE HECHT, Member
DAVID RUSH, Member
ERIC CYPRUS, Member
DANIEL E. ARMSTRONG, Member

PRESENT:
ASHLEY LEY, Town Planner
VICTORIA DESIDERO, Board Secretary

FOR THE APPLICANT:
DANIEL M. RICHMOND, ESQ.
KATE ROBERTS, ESQ.
Zarin & Steinmetz
81 Main Street
White Plains, New York 10601

Ilana Michael Nathanson, Court Reporter

NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING

MR. LaPERCH: Ladies and gentlemen, this is -- the next action here is going to be the Interstate Logistics center located on Pugsley Road. This is the second public hearing, and I can see it's very well attended just like the first one.

And the rules of engagement are such: The applicant will get up and give a presentation, which is somewhat revised from their first one, because he's had some public feedback. And secondly, we did have, as it was publicly noticed, a walk with the town board members and planning board members, and they received additional feedback from that walk. So if you were here last meeting, you might hear a couple of tweaks to the plan based on the feedback. And he's going to -- the applicant's going to walk through that.

And I would ask you to give the courtesy of letting him finish his presentation without any cat-calls or anything else so we can get this thing moving along. And I promise you, as I did last meeting, that you will all be heard. You will all be heard. And if you want to

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speak, the rules are you go up and stand in line over there, and then one by one you'll ask your questions. And just to let you know, the applicant does not have to answer your questions tonight, but they will be answered in a written document.

Correct?

MS. LEY: Yes.

MR. LaPERCH: Okay. So he -- they're taking notes. And if he feels that he needs to correct a wrong tonight, he has that opportunity. But he most likely will listen to your questions and get back to you in the final impact statement.

And at this point, I think it's important that you understand where we are in this process and what's the next step, because we're still -- we're on a journey here, and this is a big part of the journey, a public hearing. And there's more public hearings on different levels.

But as a planning board, our job is to make sure the process works. We get feedback. We put everything together and submit -- submit

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a finding statement. That is a document that we say, all right, this applicant did their job in every category that we asked them to look at. Okay. And then we vote on whether we believe that they did their job in that process. Okay.

The next step -- Ashley will describe how it works with the zoning and everything, because they are asking to change the zoning. But our role here is to make sure this thing is vetted pos -- the best possible it can be. You know that he is already -- he. Excuse my French. This applicant has the ability already to build -- a permit for 143 houses with a potential of 250,000 square feet of commercial. Okay. Or he can go back to a zoning that's in place right now that allows him to put up warehousing and other various types of uses.

So something is coming there at some point in that property. Okay. And our job as planning board is, with our consultants, to make sure it's done properly. Okay. So this is -- this is the process we're going through, the vetting it out to hear the public comment.

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And we know -- it's no surprise to us the hot-button issue here is going to be traffic mostly. Okay. And we're doing our best to understand how we can mitigate a bad situation as it is now. Okay. And the applicant's job is to, kind of, tell us how he's going about that. Okay. But I just ask you to give him the 15 to 20 minutes they need to speak without any cat-calls, and let them finish, and I'll give you as much time as we need here.

And I promise you that if I see that this room is getting too packed, and you're still coming in, I'm going to -- I'm going to keep this public hearing open an additional meeting. Okay. But if I feel that we've heard all the comments for the second or third time, and even though it is a packed room, I may make a recommendation -- we've heard it all. I'm going to close this public hearing. But I promise you that we're going to extend the written comment period, which is typically ten days after we close the public hearing, to the end of the month. This is --

MS. LEY: Of August.

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MR. LaPERCH: Of August, yes. I apologize. Of August. This will give enough time to get written comment. Also, at our August 27th meeting -- because I want to hear from you tonight. I want to hear from my board, but I think it's best served that I hear from my board at a special meeting on the 27th, where they can give us their comments in a little less-crowded environment here, so they are incorporated after hearing everybody's questions. And we've been through the war a few times with this board. So at the August 27th meeting, I'm going to ask them for their public comment to be incorporated into the public comment for us another day. Right?

MS. LEY: Into the written comment period, yes. That -- that meeting would not -- would be an open public meeting, but there would not be the opportunity for the public to speak. That would be the opportunity for the public to hear what the planning board members have to say on the project.

MR. LaPERCH: Okay. So let me -- let me just walk now -- Ashley -- Ashley Ley is our

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town planner, who's been very help -- (indiscernible) -- in terms of getting -- making sure we're doing things right here. So she's going to, kind of, give you that sense of where we are and how much more they have to do before any real decision of whether this project moves forward or not from the planning board and ultimately a town board level.

So Ashley, just, kind of, walk through the steps, please.

MS. LEY: So right now we're in the public hearing portion of the DEIS review under the SEQRA process. So currently -- so as Tom mentioned, this is the second public hearing. The written comment period, as it's been noticed today, was supposed to be open until August 3rd. Depending on how everything goes this evening, it sounds like that -- that written comment period will be extended until August 31st. So there would be additional time for you to submit written comments.

Once the public hearing comment period has ended, the applicant will prepare a final environmental impact statement that will

address all of the comments that were raised during the written comment period and during the public hearing process. They may, as a result of the comments, make some modifications to the project, and those would be analyzed in the final environmental impact statement. And any additional analyses that were requested by any of the involved agencies would also be included in the final environmental impact statement.

So unlike the DEIS, which is what's on the town's website right now, as you've all had a chance to look at, I hope -- that is the applicant's document. The final environmental impact statement will be the planning board's document as lead agency. So the planning board will need to agree with all of the conclusions and methodologies and the answers to your -- to your questions and comments.

And then once that document is completed, there would be a ten-day waiting period. And then the planning board would be able to issue what's known as a finding statement or a statement of findings, and that would close the

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environmental review period. That would close the SEQRA process.

And the finding statement is where the planning board would identify all the mitigation measures that are required as part of the project. Any modifications would be identified there. And once that finding statement has been adopted, this -- the applicant would need to go to the town board for a review of the zoning.

So as you know, there are what's called the zoning text amendment and the zoning map amendment proposed as part of the project. Those are town board actions, to consider those actions. So when this project goes to the town board, the town board will have its own public hearing on the project, and then they would be able to vote on whether or not to approve that text and map amendment.

If they approve both those -- both the amendment and -- to the text and the map, it would then come back to the planning board for site plan and conditional use permit approval. And during that process, there would be another

public hearing at the planning board level. So we're looking at a fairly lengthy process from this point on.

MR. LaPERCH: Okay.

MS. LEY: I would say at least into next year.

MR. LaPERCH: And if you come up to the podium and you want to question this process, we'll answer that too, because it's complicated. There's a lot of moving parts here. There's a process in place that you get to be heard three or four times. So I want to assure you that you'll be heard tonight, even if it goes late. But I will tell you, I'm getting older. I do 11:00. That's it. All right. I promise to get you out of here by 11 from my own standpoint.

So let's have a good meeting. Please keep your comments until you get up here. Keep your cell phones up -- off. Keep the -- the exits clear, please. Okay.

And without further ado, my action right now, gentlemen, planning board members, I'd like to make a motion to open the public

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hearing on the DEIS, wetland permit and subdivision applications for the Interstate Logistics, 51 Pugsley Road. I'll make that motion.

Do I have a second, please?

MR. ARMSTRONG: Second.

MR. LaPERCH: Second by Mr. Armstrong.

All in favor?

BOARD MEMBERS: Aye.

MR. LaPERCH: It's open.

Applicant, showtime.

MR. RICHMOND: Thank you very much, Mr. Chairman.

Members of the board, Ashley and Victoria, I guess I mean no disrespect.

I understand Tom would like me to address my comments to you, the public. For the record and introduce myself to those of you who don't already know me, my name is Daniel Richmond.

MR. LaPERCH: Dan, time out.

MR. RICHMOND: Sure.

MR. LaPERCH: Is that working? Can everybody hear it?

AUDIENCE SPEAKER: No.

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(Indiscernible.)

MR. LaPERCH: Then you got to move in the middle. Move her up. Move up. Keep going so everybody can hear you.

MR. RICHMOND: Okay. I can speak louder. Okay. Can everyone hear me now?

AUDIENCE SPEAKER: Yes.

MR. RICHMOND: Okay. Good evening again. My name is Dan Richmond, and I'm with the law firm Zarin & Steinmetz, and I'm pleased to be with you tonight on what we think is an exciting project for the redevelopment of property that's located -- about a 328-acre property that's located off of Pugsley Road in the Town of Southeast. With me here this evening from John Meyer Consulting, the project's planning and engineering consultant, Rich Pearson and Kevin Masciovecchio.

Again, as Ashley has indicated, we're here this evening to receive comments from you on the draft environmental impact statement. We spent a lot of time working on it. It comprehensively addresses a variety of areas of environmental concern related to the project

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including traffic, noise, air, cultural resources, wetlands, community services, utilities, et cetera. And I encourage you all to take a look at it, because I think a lot of your concerns and questions are addressed there. But again, we look forward to your response on that document. As Ashley said, that's going to be addressed in the final environmental impact statement.

Again, what we're proposing is a logistics center, which, as I've explained before, is essentially a warehouse with additional functions, including handling, repackaging, transhipment, et cetera. As the chairman already indicated, this property already has approval for a 143-unit residential project on about half the property. We are proposing this logistics center would be in lieu of that proposal. We think this offers significant advantages over the prior residential development, including new jobs, taxes, opportunities for local businesses, and we're going to be leaving about 80 percent of the site as open space.

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As Tom's -- we certainly recognize the impacts, and we are working hard to address them. We certainly recognize that traffic is a concern locally, and we are working hard with the town's consultants and the New York State Department of Transportation to achieve a result that works for the public and works for everyone. We also understand, you know, a variety of other issues that have come up, including viability -- visibility, air, noise, et cetera, and we're working hard to address -- to come up with mitigation measures, and many of them come from you. And as Tom said, we already are tweaking the project in response to comments we've heard from you, from the town board, from the planning board, including, for example, we're going to be proposing significant areas of future no development as a condition of -- as part of the approval of this project, which I'll show you, and I think would result in significant buffer areas for a lot of people who live in the area.

As required by SEQRA, all substantive comments, as Ashley said, will be addressed in

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2 the final environmental impact statement. And
3 I think we're going to give you a brief
4 overview of our project in a -- I'm not sure if
5 why I'm holding this. We're going to give a
6 powerpoint. And as Tom said, we've tweaked it
7 since the last time we were here. But I know
8 some of you may not have been -- had the
9 opportunity to hear this presentation at the
10 last meeting, so we're going to go over it
11 again.
12 Just to orient everyone, this is 84. This
13 is Route 312. You have Independent Way, Kohl's
14 and Home Depot development over here --
15 (indiscernible) -- and we are proposing -- we
16 -- our client owns this property, which is
17 approximately 328 acres in total. As you can
18 see from the picture, this was former farmland.
19 There are a lot of trees on many of the area,
20 because it was previously developed as
21 farmland. You can go to the next one.
22 So again, to give you -- by way of
23 comparison, this is the project that was
24 already approved for this site. It had 143
25 units of residential project, which we did get

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2 approved, including through Department of
3 Environmental Conservation, New York City
4 Department of Environmental Protection, and, of
5 course, the planning board, and we had an
6 additional 237 square feet of proposed
7 commercial space -- 237,000. Right. And this
8 area was proposed for future development. And
9 again, doesn't even show there was an
10 additional parcel here, which, again, as part
11 of this project, we're proposing not to
12 develop, and we're proposing as part of an
13 approval to commit to that going forward.
14 Just to give you an overview, this is --
15 by comparison, this is where our project would
16 be. So we have two logis -- four logistic
17 center buildings. Two of them would be on this
18 building, set back well from 312 -- Route 312.
19 Again, whereas the prior residential project
20 had significant development, for example,
21 closer to Hunters Glen, this all would not be
22 developed as part of this project.
23 To give you a better overview, again, this
24 is Building 1, Building 2. And Rich will walk
25 through this a little further when he does his

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project. Again, the proposal is to access the site up here. People would then -- the trucks are going to go up to Buildings 1 or 2, 3 or 4.

Again, we have been in conversation. We have heard the public. So what we are proposing is -- Hunters Glen is over here. Twin Brook Manor is over here. We are proposing as part of any approval to -- our client would commit to some kind of no-build area here. We'd obviously have to work out the details with the town attorney. It would be subject to their approval, and as well as this property over here. We would commit to no future build as part of an approval. Again -- go back. I'm sorry.

Over 80 percent of the site or 264 acres will remain as open space. The buildings would be located away from Route 312. Approximately 950 feet from 312 to the closest building. And as Rich will show you, it's -- you cannot see the project from Route 312, and we're committed to conserving -- preserving this area as a rural corridor.

This site -- this three-acre parcel over

here, we are proposing to offer to the county in conjunction with Tilly Foster Farm, which is over here. And then there's a smaller parcel here that was proposed -- is proposed as a minor subdivision in conjunction with a roundabout which is proposed -- one of the proposed traffic solutions we're talking about with the department of truck -- Department of Transportation.

So again, I think one of the questions that came up last time was how far is this from Twin Brook. And from the nearest point of one of the buildings, of Building 4, to the nearest building at Twin Brook Manor is 600 feet. There's substantial buffering before there, and we are proposing additional screening in that area. We have heard concerns --

MR. LaPERCH: Please -- please let him finish.

MR. RICHMOND: We'll show you the visuals. I think that it's very difficult -- it's virtually acceptable with the leaves on. And even during the winter, it's difficult to see, but we have heard concerns and questions

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about -- potentially to move this further -- even further away from Twin Brook Manor. We are looking into that.

One of our proposals as part of our action is to have Barrett Road -- go back -- Barrett Road, which bisects the site, is now -- not only a town -- is a town road now. We are asking it to become privatized as part of this project. Obviously, if that were privatized, we'd have more flexibility to put the buildings even further away from Twin Brook Manor.

And then in terms of Hunters Glen, again, the nearest point between any building to the nearest point of any building -- Building 4 would be about 1400 feet. And again, this is all area that we are proposing to build as a no-build area as part of any approval.

So we developed a slide to compare the impacts of our project as compared to the residential project that's already been approved, bearing in mind that the residential project had -- was only using part of the property, whereas we are -- our project contemplates the entire future for the 328

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2 site. The residential Campus at Fields Corner
3 was only using about 185 acres of it. We
4 are -- even with that, we are basically at the
5 same level. We are only proposing 132 -- going
6 to be disturbing about 133 acres. Again,
7 that's over -- on the entire 328-acre site, as
8 compared to the campus project, which was
9 disturbing about 134 acres on just 185 acres
10 with the potential for future development.
11 Our gross floor area, we think it is
12 comparable. We had about a million -- we are
13 proposing about a million one hundred square
14 thousand feet for the logistics center, whereas
15 the residential project together with the
16 planned commercial had about 999,000 -- almost
17 a million square feet. Our project, one of the
18 benefits that we've pointed out repeatedly is
19 we have very low demand on municipal services,
20 including obviously this project will not
21 generate any schoolchildren while contributing
22 significant tax revenue to the school district.
23 Even with a PILOT, we estimate that this
24 project would contribute almost one percent of
25 the town's school budget, as compared to the

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campus project, which was going to add about 150 kids to the project. Obviously, also there's significant less water usage with our project, less -- actually, more than half. Peak roadway traffic was actually more for the campus residential project, whereas our project, we're projecting -- and it's a very conservative analysis that Rich will walk you through -- have about 337 cars in the peak a.m., 337 trips in the peak a.m. hour, as compared to the campus project, would have more than 500.

We also want you to understand that, again, as Tom pointed out, this is developable property. And pursuant to the zoning that exists for the site already, taking the zoning on its face, again, while we're proposing a million one hundred square -- square feet, the maximum square footage allowable under the code is about two and a half million for our site. Where we're proposing about 80 acres of open space, the code only really requires us to have about 45 acres -- 45 percent. I'm sorry. 45 percent. Our setbacks are also

significantly greater than are required by the code, and we've broken it down by lot. Where it's generally -- the rear setback under the code is only about 50 feet, we exceed that for every building.

So as Ashley said, there are a number of approvals here that we're going through. The first, as Ashley said, after the completion of the SEQRA process, our next step is the town board, for them to consider rezoning. If the town board accepts our zoning, we would be back in front of this planning board, and there would be additional hearings for our requested site plan approval. We would need a conditional use permit, because what we are proposing is to have the logistics center as a use subject to conditional use standards.

What a conditional use standard does is it gives the planning board additional authority to impose conditions on us or on any logistics center that would make it -- sure it's in harmony with the community. So in addition to site plan, we'd need a conditional use permit. We're applying for subdivision approval. The

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minor subdivision approval I think has to deal with that little parcel that's on 312 and Pugsley Road in conjunction with the roundabout that we're in discussions with the Department of Transportation about. We would need a wetland permit, even though the project has minimal wetland impacts. And we do -- would need a waiver of the slope and retaining wall required and subject to town code.

To the town board, what we are doing is we are first adding a definition of logistics center. Again, the town code at this point only allows warehouses, which doesn't seem to encomp -- doesn't seem to encompass all the potential uses that are envisioned under our e-commerce system, where people are more and more buying online and more things are being shipped to -- direct to consumer. So we're proposing -- the first thing, we've added the definition of what a logistics center is. And one of the key things I think you should all know and one of the things it specifically says is for non-hazardous goods, non-hazardous materials.

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Again, the logistics center would be a conditional use under the town code. Again, that's to give your planning board more authority to impose conditions on us. It would only be for property less than 25 acres, and it would -- our proposal is to make the logistics center a permitted use only in the OP-3 District. And this is the only OP-3 site in town, so this only essentially would affect this site.

We are proposing -- and I'll explain this when we get to a different slide -- to rezone one of the properties that is currently in the OP-3 to -- in the RC, rural commercial, zone, to extend the OP-3 District to include the entire proposed site in the OP-3 District, while, again, leaving the corridor along 312 in this RC District. We are also proposing to privatize Barrett Road. Again, among the other benefits, that will give us ability -- flexibility potentially to move Building 4 further away from Twin Brooks. And we also need, as Rich can explain further, from the Department of Transportation, a highway support

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2 letter from them -- from the town pursuant to
3 our request, because, essentially, trucks are,
4 by State Law, limited to one acre from an
5 interstate interchange -- one mile. I'm sorry.
6 One mile from an interchange. This would allow
7 it to go just a little bit further, provided we
8 approve the roads to DOT standards.
9 We have done -- at the request of the
10 town, we did an economic modeling. We used --
11 there's a proprietary model called the IMPLAN,
12 which we engaged a firm called Phillips Preiss
13 to estimate the projected economic benefits of
14 this -- of the project. Again, as we went over
15 last time, the construction phase would be
16 about 110 million of economic output to the
17 local economy, and we predict about 818 jobs
18 over the course of the construction. We'll
19 explain in the next slide how that's broken up,
20 because there were some questions about that
21 the last time. And during the operations
22 phase, once all four buildings are built, about
23 $91 million of annual economic output within
24 the town and about 919 jobs, including 665
25 direct jobs from operation of the proposed

buildings.

This is a table. It's in the DEIS. And again, everything I'm saying, I'm not summarizing the entire DIS this evening. That's not my intent. But to show you, a lot of this information is in the DEIS, which I encourage you to read. It's available online. But -- so there were some questions last time. For example, how we got to the $91 million. That has to do with direct effect, indirect, and induced impact, and that's for the operation phase.

Direct impact, that has to do with, for example, salaries that are actually going to employees, the cost of operations. Indirect impact is, for example, the business to business resulting costs that come from that, people -- expenditures made by buildings that we do business with and do business with other buildings, with other businesses, for example, buying material. And the induced effect, which has to do with the money that are put in people's pockets, which they then spend in the local economy. And the projection is that once

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the full building is -- once all four buildings are completed, that it would be about $900 million annually injected into the local economy. (Indiscernible.)

What's that? 91 million. I apologize.

Again, and then the jobs. We're projecting that during the business, once it's operation, about 665 would be direct jobs, about 144 indirectly produced, and about -- inducing about 110 jobs for construction, projecting about 600 jobs from direct -- direct jobs from the -- from the construction of the facility. Indirect effect would result in about another 68 jobs, and 150 impacts. Again, the induced impact, people -- additional spending money in people's pockets being spent, resulting in about an additional 150 jobs. Again, so we think the project generates significant tax revenue with the phased development stepping up to an estimated $2 million after the expiration of the PILOT period, significant tax revenue including for the school district without any schoolchildren, minimal demand for municipal services, which

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ultimately ensures a favorable impact on the local economy.

There have been questions about the PILOT. So this is a general -- the general PILOT model for -- and which would only come online per each building once it comes online. So this does not -- this isn't for all four buildings. Each for a building. If we were to get a PILOT, it would come on as each building came online. But again, for discussion purposes, to help explain the PILOT, we've created this chart. And overall, our assessment is that based on all four buildings, the total assessed value would result in tax payments without a PILOT of about $2 million annually. With a PILOT -- what a PILOT does is reduce that by half and then steps it up each year for a ten-year period until you're back at $2 million.

So again, right now, the property pays about $140,000 a year annually. Right now, even with a PILOT, with all four buildings, it would pay $1,000,000. And again, that would ultimately step up to about $2 million

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annually, with about 80 percent of that going to the schools.

There was questions at -- the last time, what kind of jobs would this be producing? We've done some research. And again, this is something we're going to discuss in much greater detail or that will be addressed in much greater detail in the final environmental impact statement. But our analysis shows that already in the town about 325 jobs are related to transportation, warehousing, and utilities. The Department of Labor New York State projects for median wages for a transportation storage -- (indiscernible) -- about $110,000 a year, transportation of materials, moving occupation, about 35,000, with an estimated blended wage of the operating facility being at about $40,000 a year.

So again, the project site right now, this is the OP-3 District. And again, this is the only OP-3 District in the Town of Southeast. Part of our proposal is to include this build -- this site within the OP-3 District. So we're requesting that this be rezoned, that

the town board would make a map amendment so that this district -- this part of the property would be in the OP-3, again, to keep the entire site within one zone. Again, we would be preserving this site as rural commercial. And again, the frontage along 312 would remain in the rural commercial district.

MR. PEARSON: Good evening. Rich Pearson with JMC. Our office prepared the site plans as well as the traffic analysis and many other aspects of the DEIS. We're familiar with the site for more than 30 years, and I've been working at the firm for nearly 35 years. I'm a professional engineer and a professional traffic operations engineer.

First topic I'm going to discuss is ridgelines. Your zoning has a portion of the ordinance that discusses the ridgelines, and it has specific criteria to minimize the -- the disturbance within the ridgeline area. And specifically, it relates -- one of the conditions is relating to trees. As Dan mentioned before but you can see a little bit more clearly on this plan, is these are the

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ridgelines here, which have the orange dash line. And you can see many of these areas are former farm fields, and so that -- there's just a few areas where the tree line comes through these areas.

So these are the areas primarily that we're working within. And the criteria that the town has in the code allows a certain number of trees, ten trees per quarter acre, to be removed to be within a that criteria. What we're proposing is 2.9 trees per quarter-acre in one area, Ridgeline A, and 1.4 trees per quarter-acre in Ridgeline B. So we are, essentially, at 29 percent in that area and 14 percent in this area of what's written into your code.

We've also balanced the site work by -- by lowering the tops of the ridgeline areas and then creating a plateau, and then filling within a couple of the other areas on the perimeter of that area to balance the earth work so that we don't take material onto or off of the property. We're also planning -- proposing extensive landscaping, more than 600

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trees, including 475 evergreen trees and more than 1300 shrubs. One area that we're also planting the evergreen trees very heavily is in the area of this portion of the site, between us and the Twin Brook Manor development. So that's with evergreen plantings to screen the buildings -- building, specifically. Next -- excuse me. One other item on that is we would have dark sky compliant lighting to minimize the visibility of the site lighting.

We also looked at extensive analysis of the views from various locations based on discussions with the town boards and their staff. And in response to the last meeting here as well as the site walks with the town, we're expanding our -- our viewshed of what we're analyzing.

So with this view, this is taken from Interstate 84. We had -- at the last public hearing a couple of weeks ago, we had videos traveling along both these roadways as a driver would see it, with, you know, approximately 20 degrees in each direction from their line of sight from the road. We also had taken, to be

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conservative, to show some 90-degree angles. So generally, the driver shouldn't be turning his head sideways while driving, but for a passenger or something like that, we looked at that as well. So rather than going through that again, which took some time, what we've done here is just to show the location where you have the most view of the site. It's a relatively short area distance-wise where there's a bit of a saddle where the road comes through here. The westbound direction on Interstate 84 is at a higher elevation by about 15 feet than the eastbound direction. So the eastbound direction, you won't see much at all, winter or summer. But this is from the -- from the one location here.

So what you can see here is this is leaves off, so this is winter. And you can see portions of three of the buildings, of Building 1 here, Building 2, and a portion of Building 3. Next slide. This is with leaves on. You can still see smaller portions of it. There's a little bit of Building 1, more of Building 2, and a touch of Building 3. And again, other

parts of 84, you wouldn't see.

And next is -- what we looked at is from Maple Road. This is an area over here. Site obviously is here. This is 312, for orientation. So we were asked to take a look from over here. So this is with the leaves off. You can see a portion of Building 3 and a portion of Building 1. Leaves on, less and less, but you can still see a portion of each of those buildings.

Next view is from the county trailway. So we took a look there, and you'll see similar views -- if you go to the next one, Kevin.

This is winter. Leaves off right there. And with the leaves on, you can see just the upper portions.

And we looked at Sunset Drive. This is 1.7 miles from the site. For orientation, here's our Building 1, 84, 312, and then this is Lake Tonetta here. Sunset Drive is here. The majority of Sunset Drive -- it's about seven blocks long. The majority of it has evergreen trees and some houses along the way. So we picked the -- essentially the location

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where it's most visible to the site. So this is looking down. And it's hard to see, but the building is in that area, so we showed that as well. Okay.

We also looked from Garrity Boulevard, one and a half miles away from the site. And this is Building 3 here, and Garrity Boulevard is over here. This is International Boulevard here. So the use is -- (indiscernible). And based on the topography which is shown here -- this is a cross section of what you see here. There's topography between Garrity Boulevard here and this area, which impedes any views over to where the actual buildings are located.

Then we looked at from Twin Brook Court. And so what we have is a perspective from that location. And it's a shot from the winter, because I had -- and so what we have is this is through the trees. The building is in this area behind. There's many trees there and many branches. So there is some visibility there. Next slide.

And in the summer, with the leaves, on you cannot see through there. And I'll point out,

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at some point, that there's extensive -- besides all the trees on the Twin Brook Manor property and the adjacent hunters brook property, that there's portions of our property that have mature trees which are deciduous trees, which we have to remain specifically -- our proposed improvements says to maintain that tree line for buffering the visibility. Next.

Relative to traffic, we have been meeting -- today was our fourth meeting with the New York State Department of Transportation. We prepared a detailed traffic study that was prepared in our coordination with DOT as well as the town's traffic consultant, which is also their planning consultant, AKRF. So we looked at the peak roadway hours. We looked at weekday in the peak morning hour, peak afternoon hour, and Saturday midday hour.

A logistics center high cubed warehouse typically have fewer employees than general warehouse. And we asked -- we analyzed the site as a general warehouse to be conservative. The warehouse and logistic center developments

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typically have their peak traffic generation and employee shifts out of phase with the peak roadway hour. We did a sensitivity analysis to look at our peak traffic superimposed to be occurring at the same time as the existing roadway peaks for a very conservative analysis. We made note that there's a Crossroads 312 project that's been proposed. We looked at our project with and without the Crossroads 312 project, since it has not been active in the last couple of years.

We are proposing mitigation which includes either a roundabout, which is a preferred alternative at the intersection of 312 and Pugsley Road, but we're also looking at a conventional signal with turning lanes and other associated improvements at that intersection as well. So through this process and through the review by the town and the New York State Department of Transportation, we'll come up with one of these improvements. There's also the signal and lane use improvement at Interstate 84 ramps and then one other improvement that I'll discuss later.

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Our access is off of Pugsley Road and then Barrett Road. As mentioned before, Pugsley Road -- I'm not sure how many of you have driven on it, but it's a paved road, but it's -- it's relatively narrow. It's got some potholes on it now. We're going to be reconstructing the entire roadway up to Barrett Road. So that's eight-tenths of a mile of improvements to make sure the pavement will accommodate the trucks, to have ample lane widths, have adequate geometry for the -- for the trucks, all size trucks to be able to turn on to the road and off of the road. And then Barrett Road, similarly, there's about three-tenths of Barrett Road -- three-tenths of a mile along Barrett Road that would be improved as well. This would also provide year-round access to the town and county properties that -- there's two town parcels along the east side of Pugsley Road and Fields Corner Road which Pugsley Road turns into north of Barrett Road.

As far as -- (indiscernible) -- of intersections, we've looked at the

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intersections from Route 6, 312, Prospect Hill Road, Pugsley Road, and the two ramps and International Boulevard. We heard some comments last meeting about the roundabout. There's some people questioning the -- whether it was a safe type of intersection control. So the U.S. DOT and New York State Department of Transportation have been implementing roundabouts throughout the country. They're used excessively throughout Europe and many other countries around the world, becoming more and more popular. They -- one of the biggest advantages of roundabouts also for safety is the low speeds. It's generally 15-to-25-mile-per-hour speeds.

Roundabouts reduce the type of accidents that result in serious injury or fatality by approximately 80 percent compared to conventional intersections. There's a truck apron in this area that allows the trucks to maneuver through that area without encroaching into the adjacent lane. The difference between roundabouts also -- modern roundabouts and the rotaries -- the, sort of, old fashioned

rotaries is the diameter of the rotaries were much, much bigger, and the circulating speed within the rotaries are much higher. Next.

And this is a simulation of a roundabout. This is based on actual volumes with and withouts the Crossroads development. And the result of the question of trucks or comments regarding trucks -- and so what we've done is this is information we had in the DEIS on the truck volumes. What we had was 510 total truck trips, which is, essentially, 255 trucks. So a truck trip is either entering or exiting. So this is what we have in the -- what we have found typically is that there are fewer truck trips per hour during the peak hours of the roadways as compared to during other hours, during non-peak hours. Next.

So we also looked recently at a development and distribution facility in Newburgh known as the Matrix Distribution Facility. It was constructed over the last couple of years, occupied in 2017. It's 565,000 square feet, approximately half the size of our development. And what we found is

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that there was 91 total truck trips, essentially 46 trucks trip -- excuse me -- trucks over the course of the entire 24 hours. And of those, 59 were articulated what you think of as tractor trailer, and 32 were single-unit trucks or box trucks. And then we extrapolated those numbers to be the size of our development, and what we have is 92 trucks, 181 daily total truck trips. So much less than the 510 trips that I showed you before in the previous slide. Of those, 64 single-unit or box trucks and 117 articulated. Next.

What we also had in the DEIS is we had truck trips based on our counts at the Gap distribution center in Fishkill off of 84 and Route 9. And from 7 to 8 in the morning, there was two box trucks, one tractor trailer with the cab only and three tractor trailers, for six total entering trips. There was -- and the exiting during that hour was two exiting box trucks and three exiting tractor trailers, for a total of five. 8 to 9 had a total of four entering and seven exiting. 9 to 10 a.m. had nine entering and seven exiting. 3 to 4 in the

afternoon had ten entering and ten exiting, and 4 to 5 had one entering and two exiting. 5 to 6 p.m. had six entering and five exiting. Again, those are the totals. So box trucks considered -- or comprised a substantial portion of those total truck trips. Next.

So this is an improvement that we're looking into based on the review by the New York State Department of Transportation. This improvement would have two -- I thought I lost my light. I'm not sure if I have, but -- I think I have. But anyway, we'll have -- if you can get it working, Kevin.

It will have two continuous lanes eastbound from the -- either the roundabout or the traffic signal and other improvements at the intersection to -- to the east so that it would be -- got it? Good. Great. So that there would be two consistent lanes all the way through this area. Right now, there's dual left turning lanes at the 84 eastbound ramps at Independent Way. And so this way, people that are coming from this area destined towards those left turns would use primarily that lane,

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and then the thru traffic would continue in its own lane. So this could help things. There was comments before about school traffic and buses, school buses, that type of thing. So this is a time when we're not generating a lot of exiting traffic in the mornings where -- where existing conditions can be improved. Next.

MR. RICHMOND: One of the other impact areas that we also studied was noise. We studied the impacts of the project from five proximate receptors, including Hickory Hollow Road in Hunters Glen, Twin Brooks Court, as well as the closest residential buildings on Fields Corner Road over the Patterson town line, comparing the existing ambient conditions with the worst case both of construction and operations impact. And what we showed is that -- what the DEIS shows -- and again, I encourage you to read it -- is compliant, that we will not surpass any threshold set forth in the town noise ordinance.

The only construction-related impact we're showing --

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MR. LaPERCH: Please.

MR. RICHMOND: -- is that the gas-powered construction vehicles should have mufflers on them. And given that, short-term noise levels will not be excessive, given the distance between the areas of construction and the receptors.

In terms of operation, we are -- we initially proposed to have all loading docks face the interior of the site, which is our current site plan. Based on some comments we have received, including from the public and at our site visits, we are now looking into flipping -- can you get back to Building 1 or 2? Next slide. That's good.

So just to -- one of the things we are considering, again, the loading docks on Buildings 3 and 4 face away from Hunters Glen and Twin Brook Manor. We're also looking into ways to limit lighting behind the buildings, et cetera, to reduce -- further reduce its impacts. Based on comment, we're also looking into the feasibility of flipping Building 1 and 2 so that their loading docks would be, again,

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facing away from Hunters Glen and Twin Brooks, again, so that the buildings themselves act as a, sort of, noise buffer. Although, even with the loading docks facing toward Hunter Glen, our analysis says that we would not surpass any noise threshold in the town code.

Again, we're -- we also studied air, which we know is a -- people have raised as an area of concern. And again, our analysis shows that we are not going to -- there will be no violation of the clean air standards set forth by the federal government. On and off-site truck traffic will not violate the standards. There's going to be, obviously, compliance with the state idling prohibition for heavy-duty vehicles. And the building operations themselves will not cause significant air impacts.

So again, in summary, our review, particularly compared so what's been already approved for the project and what's the potential for the project, I think this project, the logistics center, has advantages of jobs, taxes, business opportunity for the

community, low community cost, low service demands, including low -- no schoolchildren generated. And it's in -- in conjunction with significant environmental protection, including preserving the rural character of the 312 corridor and leaving 80 percent of the site as open space. We look forward to hearing your comments and --

MR. LaPERCH: Thank you, Dan.

MR. RICHMOND: Thank you.

MR. LaPERCH: Thank you. Well done. I think you did a great job taking last week's comments and bringing everything up to date. Tonight's about what --

AUDIENCE SPEAKER: The bare-minimum.

MR. LaPERCH: Excuse me?

AUDIENCE SPEAKER: You still don't see Hunters Glen on there.

MR. LaPERCH: Please, if you have a comment, be civil about it and come up and say it in public instead of just barking it out. Okay. Those are the rules of engagement here. You watch up here. You comment without cat-calling. All right. Give him the respect

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of what he's trying to do here. All right. If not, take it outside. Thank you.

So here's the rules of engagement: I'm going to ask the board members for a quick highlight of what they think a hot point issue they want to talk to now. Because as I said early in the meeting, August 27th is going to be the meeting that I'm going to get the input from my board in a less crowded way here, so we can get some good feedback. After a month of hearing everything, we'll get some good questions to the board. So I'm going to go quickly through my board to get some highlight comments if they have them before I take any comments from you. Okay.

At this point, Mr. Gress, any comment or two?

MR. GRESS: Well, I tell you, I went through the site walk. It appears as though all of the questions that were asked on the site walk have been addressed here. They're willing to make changes. And if I have any future comments, I will address them at the next meeting.

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MR. RICHMOND: Thank you.

MR. LaPERCH: Thank you.

Mr. Larca, please.

MR. LARCA: I went to both site walks. I've read all your emails that you've sent, made a lot of notes that, you know, we will bring up at the next meeting. One of the most important things for me that I'd like to see changed from our discussion on site is de-mapping Barrett Road and moving that building over, even if you have to combine them. I think there's about 550 feet there. But I'll reserve the rest of my comments to the next meeting.

MR. LaPERCH: Good point. Thank you.

Mr. Hecht.

MR. HECHT: Okay. I have a couple of questions, if you can bear with me for a second. But I guess the first thing was from the endangered species aspect. The only thing that we -- in the buildable zone is the northern long-eared bats; correct? That was the only thing in that particular --

MR. RICHMOND: Just to be clear, sir,

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again, we have our wetlands consultant, if you want to hear more about that. But there is potential -- there are no bats to find in there. It's just potential for a roosting habitat --

MR. HECHT: Okay.

MR. RICHMOND: -- to be in the area. So that dictates when we can take down trees in the site.

MR. HECHT: Okay. But they could be in the area?

MR. RICHMOND: What was that?

MR. HECHT: They could go into the area?

MR. RICHMOND: They could potentially roost there. But again, that dictate -- but that's during the summer. In the winter, there's somewhere else, and that's essentially when we would be allowed to take down trees.

MR. HECHT: Okay. The other quick thing was on the slide with the comparison to the Gap facility. The time frame where we had the most trucks going in and out was 10 to 3 according to that slide; correct? It was 250 trucks in

3

and out between the hours of 10 a.m. and 3

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3 p.m.?

MR. PEARSON: No, not at the Gap facility. We didn't --

3 MR. HECHT: No. No. At this facility.

MR. PEARSON: Right. I believe so. We can go back to it.

3 MR. HECHT: The only issue there is schools are out by 2, 2:15.

MR. PEARSON: Understood.

3 MR. HECHT: So that's a little bit of a problem. The other thing is the Gap had

4 nothing -- Gap one had nothing between 10 a.m. and 3 p.m. That was just not included or --

MR. PEARSON: Correct. At this time, the concern was the peak hours of the trucks relative to the peak hours of the roadways to try to form --

MR. LaPERCH: Please stand up, please. Please, if you're going to answer.

MR. PEARSON: To try to quantify amount of trucks generated during the peak roadway hours. So that's when we had done that at the Gap.

MR. LaPERCH: Thank you.

MR. HECHT: My last two questions real

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5 quick: There the end of the Fields Corner Road connects to Fair Street -- I think I mentioned this probably before. As the conditional use, would you be willing to put a gate there?

MR. PEARSON: Yes, we are.

5 MR. HECHT: Because I actually spoke to the fire department. They said if there was a gate and they had the locks -- the keys to the fire locks or even they could cut it if they had to rush in there. I just think it would be a better method than having to rely on truck drivers to not go out to Fair Street.

6 And then the only other thing is I was on the phone with Chief Moe De Santis. I'm also a member of Brewster. He had called me, actually, with some pretty big concerns, that he was unaware of the number of tractor trailers that were going to go up 312 -- up and down 312. And he's got some deep concerns about the ambulances, firetrucks, school buses, and trucks. So we may want to regroup with Moe, because he had no idea. That's all I have.

MR. LaPERCH: Thank you.

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MR. RICHMOND: Thank you.

MR. LaPERCH: Thank you.

Mr. Armstrong.

MR. ARMSTRONG: My question is about the ridgelines. The buildings -- when we were in the field, you talked about it, and you said you were going to be excavating quite a bit of the ridgeline on the buildings to bring them down. Is there any restriction on even being in -- building in the ridgeline?

MR. RICHMOND: Again, their restriction -- the only restriction in the town code is that we -- any development that's on a ridgeline to be done in such a way to avoid off-site impacts, off-site visibility. The ridgeline protection provisions of the town code were created in response to Home Depot to prevent another situation where you were going to have something built on a ridgeline that was going to become very visible. So part of our solution for that is to, in effect, lower and build the buildings lower in the grade line to -- again, to ensure that they're not visible off site.

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MR. ARMSTRONG: You're going to modify the grade anyway?

MR. RICHMOND: Yes.

MR. ARMSTRONG: Bringing it down?

MR. RICHMOND: Yes.

MR. ARMSTRONG: Is 18 feet -- (Indiscernible.)

MR. PEARSON: At the highest point. Yes.

MR. ARMSTRONG: Okay. Thank you.

MR. RICHMOND: Thank you.

MR. LaPERCH: Thank you.

Mr. Cyprus, any questions?

MR. CYPRUS: No real questions, Tom. My biggest concern about this is traffic, so just that we get a little bit more of the back and forth between DOT and the engineers, and that be prepared for the 27th. And I would also support the idea of moving further away from Twin Brook, if we can figure out that roadway.

MR. LaPERCH: Thank you. Okay.

Mr. Rush?

MR. RUSH: Traffic, like everywhere else, I think an issue we're concerned about. But building design. I know it's very -- in its

1 early stages, but it seems like maybe we could
2 do a little more studying on the actual shape
3 and maybe where they are. I love the idea of
4 possibly having a green roof so you don't see
5 it at all. It could be blended into the
6 landscape, and it would be quite beautiful if
7 you did that. Also, it would make it a little
8 quieter, kind of, depress it a little bit. So
9 those types of things. And I'm wondering
10 why -- that orientation, I think, at Lot 4, if
11 you could rotate that building, then maybe you
12 can get further away from the development, and
13 it might make it a little -- little easier to
14 accommodate that distance between them.
15 Otherwise, here for everybody who came.
16 And thanks for coming out, by the way,
17 everybody. I know there's no place to park,
18 but it's good to have the community involved.
19 MR. LaPERCH: All right. Thank you,
20 David. Okay.
21 Once again, just to make sure, you know,
22 that we're keeping the public comment period
23 open to the end of August. So if you have
24 friends and neighbors who weren't able to make
25

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the public hearing, make sure to let them know that written comments will be accepted to the end of August.

MS. LEY: August 31st.

MR. LaPERCH: August 31st. That's the date. (indiscernible) August 31st. Okay.

So let's get -- let's get going here. Once again, please, from a civil standpoint of how I'm going to conduct this meeting, you're all going to get a change. But I would appreciate lining up to the right here to the podium, one at a time, and address the crowd. And once again, the applicant does not have to respond tonight, but they do have to respond in writing at some point. Okay. I'll give you a minute, to whoever wants to line up here, please.

Once again, please, quiet. Let -- we have a stenographer here, so it's important that she hears everybody's name and address for the record here. Okay.

Cathy, I saw you. You're -- you're a pro. We saw you got up early. I like that.

MS. CROFT: Well, not exactly.

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MR. LaPERCH: All right. Cathy, your name, please.

MS. CROFT: Cathy Croft, Enoch Crosby Road, Southeast. I'm reading --

MR. LaPERCH: Cathy, time out. We're trying our best here. Our audio is shaky here. Is it working, Cat? Did you turn it on?

MS. CROFT: Can you hear me? Is it on?

MR. LaPERCH: Test it for me, please.

MS. CROFT: Hello.

MR. LaPERCH: If -- listen, if it's not working, I ask that we -- Jack, can you move that podium towards the crowd? Because they're not addressing us.

(Indiscernible.)

MR. LaPERCH: Jack, try it again. Test it, please.

MR. GRESS: Testing. Testing.

AUDIENCE SPEAKER: I can hear it back here fine.

MR. LaPERCH: Can you? All right. Thank you. All right.

Either way, if it's not working, try to talk loud. And if anybody can't hear you,

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please raise their hand, so we make sure everybody hears the questions. All right. Thank you.

Cathy, you're on.

MS. CROFT: All right. I'm reading this letter on behalf of --

MR. LaPERCH: Your name, please, and address.

MS. CROFT: Cathy Croft, 54 Enoch Crosby Road. I'm reading this letter on behalf of Christine Capuano, who lives in the Town of Southeast.

Re: The Northeast Logistics Project. I don't even know why the town is even considering this project. We live in watershed country. No one is going to tell me that 500 diesel trucks spewing fumes will not pollute the reservoirs. The Middle Branch Reservoir is right in this project's yard. This is not to mention the pollution of our air.

Burning eyes, breathing problems. I thought I left that back in Queens. This monstrosity will be in view of my condo. Neon lights and the noise which carries at night and

15 will be heard while we try to sleep. The beep, beep, beep of semis backing up.

16 Now, let's address traffic on the already-clogged Route 312 during busy times. A 15-minute drive to CareMount, doctor, and urgent care offices off 312 now takes three -- will now take three times that, given the plan for a traffic roundabout with trucks going in and out of this complex. More pollution. And who will want to go to Kohl's to shop when it would take the same amount of time to go to the Danbury Mall with cheaper sales tax?

17 I don't, for a minute, believe we will benefit from taxes. These projects always get huge tax breaks; in this case, for ten years. Did our taxes go down when Home Depot was built? Nope. It usually costs us money to have new roads, traffic lights, increased police and fire protection. All of these negative things are not worth ruining our beautiful town where I've lived for 16 years, escaping Queens, where we have this very thing.

Why do we have zoning laws if they can be broken? This disastrous plan is not in any way

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suited for this property and will affect the quality of life for thousands of homeowners and residents. I, for one, believe if this passes, some people will be going on a very pricey vacation. For these reasons, please do not grant this variance. Thank you.

MR. LaPERCH: Thank you.

MS. ARMSTRONG: Hello. My name is Challen Armstrong. I live at 1001 Somerset Knoll in Brewster. I have two letters for the board. One is regarding noise and the other is pollution.

I guess what prompted me to get so active was the fact that all of the concerns I heard the last meeting were all about quality of life, how much people here value the open space and all the woodland we have and the noise that we don't have. So I looked into it. Now, I have to redo some of my comments, because they were based on the old EIS and not on this presentation. Is it possible for me to get a copy of this presentation?

MR. RICHMOND: The -- I mean, we can --

MR. LaPERCH: The powerpoint?

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MS. ARMSTRONG: Yeah.

MR. LaPERCH: The answer's yes.

MS. ARMSTRONG: Okay. Great. I'd like to see it. Some of these may sound not right because of the adjusted things.

As I understand it, you conclude that, in Volume 3.L-25, future build, 2023, will result in noise level that are 2 dBA or less, that there will be no noise impacts on the four roadway corridors, and that six trips per hour for each building will result in noise levels of less than 7 dBA. However, with these ordinance that we are trying to conform to, was any scientific information about noise level used in constructing this ordinance for Putnam County? I will continue to do research. But I was -- according to the DIS, Table 3.L-2, dBA levels are considered very loud at levels of 80 to 100, whereas levels of 50 to 60 are considered quiet.

Further, the noise ordinance sets a daytime limit of 65 dBA and 55 dBA at night for residences. I do not find that your estimation of a dBA of a 53-foot tractor trailer truck

18

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18 either rolling or idling is included in this plan, in the assessment of the noise. I saw today -- but I don't know whether I saw a dBA associated with it. I was able to get some research from the Department of Motor Vehicles. According to Motor Vehicle Law Chapter 4, Subchapter E, itemizes the sound impacts of different kinds of vehicles. That document states that most humans find the sound level of 50 to 60 to 70 decibels create a significant impact. Further, most trucks operate at 91 decibels at 50 feet, which is very loud.

19

In Table 3.L-25, you can't find that there will be an average of 21.3 trips per hour of operation. That was based on the old numbers. The fallacy in offering the cumulative effect, which I thought was interesting, per building -- (indiscernible) -- the fact that all the trucks, both coming and going, will be using of the same road for access and exit, Pugsley Road. So what is it -- what are you talking about, per building? It just doesn't make any sense.

20

I see no offering of what standard of dBA

you use to calculate the noise of each truck or the cumulative effect of 21 trucks per hour on Pugsley Road or the four roadways that the trucks will be using to get to I-84. Please cite the standard of dBA calculations that you use for a 53-foot tractor trailer truck or any of the other kinds of trucks that you introduced this evening, and let me know what that is. Please cite the standard and the cumulative effect that it has on 21 trucks per hour.

I just ask you, just in your brain, even though you don't know the specifics -- sound is very complicated. But 91 decibels times 510 trucks doesn't sound to me like we're going to have lower. And if the noise ordinance says that that's okay, then I question the noise ordinance.

Nearly everyone who spoke at the last meeting was very concerned with preserving the quality of life that living in Putnam affords us. I think you need to reconsider noise quality as a factor which could destroy that quality of life. That's my piece on noise.

1 NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING
2 Air pollution's even worse.
3 According to the 2018 American Lung
4 Association's report on air quality in Putnam
5 County, specific to our county, the Hudson
6 Valley air quality is among the most polluted
7 in New York State. Further, Putnam County
8 slipped from Grade C to Grade D. And guess
9 what the last one is. F.
10 High zone -- high ozone and high
11 22 particulate matter was measured between 2014
12 and 2016 for this study, and it dramatically de
13 -- increased. In Section 3.N-6 of the DEIS,
14 the applicant concludes that the project is not
15 anticipated to significantly affect air quality
16 conditions. Okay. Further, there are no
17 violations of the National or the State
18 guidelines. I beg to differ.
19 We have specific scientific information
20 that says that the air quality in this county
21 is bad and declining, and I want to know how
22 you came to that conclusion. And again, if the
23 ordinance says it's okay, I question the
24 ordinance.
25 I have to question the validity of the

town's ordinance in light of the findings of the American Lung Association about Putnam's air quality. The DEIS provides no measurement regarding air pollution emissions from tractor trailer trucks both traveling or idling. In addition, there is no cumulative effect for the 510 trucks that will be passing through Pugsley Road each day and probably idling there while they wait to get on the street. You say there's no impact on existing routes in and out of the site. Please explain this. 23

If you were to receive the zone change, OP-3, which puts the building up to a Class C use -- (indiscernible) -- Building 4 is contemplated to have a cooling system, which, again, provides emission and more noise. How does that affect your calculations? I'd appreciate your answers to these concerns. Thank you. 24

MR. RICHMOND: Thank you.

MR. KENNY: Good evening, Board and Town. My name is David Kenny. I'm from the law firm Snyder & Snyder, LLP. We're here tonight representing Hunters Glen Homeowners

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Association with their concerns of this project.

Hunters Glen and our office have contacted the applicant, and we will be scheduling a meeting with them to discuss this project as well as the -- Hunters Glens' concerns that this project will have. We would like to be named as an interested party under SEQRA and be involved in the SEQRA process.

And we'd thank the board for extending the public commenting period open to the end of August, but we would ask for them to keep the public hearings open, as considerably a large amount of the public has come out and sharing their interest and concerns this project would have on their homes and on their community. We believe that this comment -- public commenting period is the important point in this process, to get involved public and have all of their interests and concerns be heard by the board.

While -- while the process is going on -- and there will be further public hearings. This process right here, with the public commenting period as part of the DEIS, is the

important part to get the public's input on this project. We think that there's a lot to still be reviewed for this project.

Considering the visual analysis, the
25 Hunters Glen development was actually not included in the visual analysis. And where -- some residents from the Hunters Glen community are concerned of why it was not included. One of the interesting points of this is that being located in the ridgeline protection area, the applicant is required to do his best efforts to make sure that this project will not be visible. However, not knowing the visibility from the Hunters Glen is a problem. We will not know if this is a prohibited use, because we don't know what the impact is on Hunters Glen's viewpoint of this facility.

In addition to the visual impacts, obviously, there's -- many people have
26 discussed about the traffic impacts by the high number of trucks that will be traveling to and from this facility on a daily basis, over 500 trucks. As well as those impacts, there's impacts that haven't been studied, quite

1 NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING
2 frankly, near enough. Studies on the impacts
3 27 to these homeowners' wells. Will -- will this
4 project impact the well water? Will it impact
5 the -- (indiscernible) -- in the area.
6 Essentially, we feel that there needs to be
7 more research done on the impacts that this
8 project has.
9 We would like the opportunity to present
10 comments in writing on this project, but we
11 believe that there should be future public
12 hearings on this project, because there's a lot
13 going on here. This is a large project, over
14 a-million-square-foot facility coming into the
15 town. And these community members want the
16 ability to have their say, to speak on what
17 this project will have and the impacts it will
18 have on their community.
19 MR. LaPERCH: Thank you.
20 Excuse me. Excuse me. I have a comment
21 from the board here. I would ask you to hold
22 clapping so -- because we have a stenographer.
23 She's having a tough time taking everybody's
24 comments here. So I just -- please, I know
25 you're excited about it. But please, no

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clapping. Thank you. Thank you.

MR. CATALANO: Thank you, David, for putting that together on quite short notice. We'd like to follow up with that.

I'm Mike Catalano. I'm a 27-year resident at Hunters Glen. I live on 2503 Morgan Drive in Carmel, New York, and I've been asked to make a statement on behalf of the board. I am the president of the board of directors in the master associations. Forgive me. It's my first time with reading glasses.

We're a 30-year-old private condominium community with 382 homes and approximately 1100 residents. We are adjacent, on Fair Street, to Twin Brook Manor, across from the Misty Hills Condominium and the middle school. We are gravely concerned of the immense scope of this project in such close proximity to our long-established community.

28 We already face traffic and congestion problems that grow with each day, along with now the pending threats or negative impacts to 29 our quality of life, our property values, the 30 safety of children and adults on buses, in cars 31 32

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32 on Route 312 and Fair Street, plus all of the numerous adjoining roads; the affect on EMS

33 vehicles on main access routes to Putnam Hospital via Stoneleigh Avenue, the health

34 concerns from emissions, potential hazardous runoff -- hazardous runoff from hundreds of

35 construction and delivery vehicles, and the result in pollution, the site, the noise, and 36

37 environmental; the dramatic long-term impact and intrusion on our privacy and our natural surroundings, which is the main reason that most of us sought out this specific area; the

38 severe affect or possibility on the flora and the fauna; and last, but not least, as mentioned, the potential harm or affect to the

39 wetlands and the groundwater supply and the

40 wells of Hunters Glen, which are immediately adjacent to this project's boundary.

I do not speak for every resident, but I have directly heard from numerous people who are outraged to various degrees, saying, how could something so large, so close, have gotten so far? I would ask for additional hearings to address the outpouring of concerns and to

better inform the taxpayers of this once tranquil area. Thank you.

MS. YEKUTIEL: Good evening. My name is Miriam Yekutiel, and I live at 53 Panorama Drive, which is quite a way from the project.

MR. LaPERCH: Okay.

MS. YEKUTIEL: However, working in my front garden, I cannot hear my neighbor because of the noise. I move from the city to the suburb, to the country. Putnam County is not country anymore. I mean, we are get to be like a big city. I'm sorry. I don't have anything in writing, because I spend most of the day studying your proposal. I really, really studied. So let's see. Based on my memory, I will tell you what I'm concerned about.

I'm concerned about the giant elephant that you brought to our community. And the giant elephant I'm talking about is 500-plus trucks. I know what is your roundabout. I grew up around the roundabout. I know how to drive in them. Don't tell me that over 5,000 trucks can do the roundabout without interfering with the local traffic. It doesn't

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work, from my experience. I grew up in that environment.

I'm a landscaper. I'm environmentalist. I appreciate all the work you've done to preserve, to give the -- this parcel to the town that they cannot use, because you make the road a private road. I appreciate all of that. But the problem is the sheer amount of trucks.

Who -- can you promise me your driver not
42 going to go right to 84, but decide to go down to Route 312, to Route 6, and then goes through the village to get to cross into 684 and pass all the traffic? Can you promise me that? No. I mean, as of now, where I live, Route 22, between Home Depot to the hospital ran by trucks, because they're trying to avoid the traffic on 84. You don't know what I'm talking about. They know what I'm talking about. Okay. They know what I'm talking about.

Those trucks goes through -- what the name
42 of the -- near Salinger. They go over there. They're trying to avoid the traffic on 684 so they can get to Exit 8 and avoid Exit 10. And I live there, and I see that, daily basis.

I don't need any more trucks. Simple. But beside that, we're talking about concern. Not only the noise that I'm suffering from, and I'm quite a distance from your project. I am. But I cannot hear my neighbor because of 84. And believe me, I have big trees in front of my house, because I planted them to block the noise. And I still suffering from that noise.

I moved to the country to live in the country. I don't want you to pollute it for me, not my watershed and not the noise. And the number, 5,010 trucks is 5,010 trucks. I own the trucks. I know what it mean to have trucks. I know how much noise they make. So don't tell me they're going to have a muffler, because no truck driver want to spend the money to put the muffler on the truck.

And don't talk to me about electric trucks. People don't buy electric car yet. You talk about electric trucks. Come on. We're not stupid. Okay.

So my concern is the trucks going through the village, going through Croton Fall, going down to Exit 8. It's always a big truck area.

1 NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING
2 There is no way that you can prevent the
3 trucker from doing it. They go wherever they
4 42 want to go. If you really, really, really want
5 to go -- if you really want to do that, create
6 your own exit off 84. Don't come into this
7 town at all. Create your own -- it will save
8 you money in the long run and save us some
9 pollution. So that's one.
10 Secondly, for the town, for the board, I
11 live here for nearly 20 years, and I've been in
12 countless meetings. There's a promise asked,
13 Oh, we will build this warehouse and this
14 46 warehouse. You're going to take a tax break on
15 your taxes. You know what, we never saw it.
16 Home Depot promise us excellent tax break
17 for the resident. The county got it, not the
18 people of Southeast. Face it. That's a
19 reality. We didn't see anything out of Home
20 Depot beside that they kill downtown Brewster.
21 It killed all the little store around. So --
22 and we have plenty of warehouses around the
23 town empty, because they cannot get the worker,
24 47 and because they cannot get the drivers. They
25 come and we're going to fail, because they

47 don't have enough drivers. Read the report. I didn't make it up.

As a landscaper, my plumber -- everybody I talk to cannot get drivers. You promised me driver for all your trucks. You may bring them from overseas.

But my point is: We like to keep our county, our town, as country as possible. If you really want the person -- if you really think that it's vital for your commercial enterprise, go for it. Make your own exit from 84. Don't come through the town. Because the exit that you propose with the sharp angle coming up from Home Depot, and it's a very sharp curve. It's right into your --

48

MR. LaPERCH: Excuse me. Can I -- can I just interject here? Because I, just for disclosure purposes, was at a DOT meeting with the applicant this morning and a town board member. And to your point, the Route 84 direct exit -- exit for them, it's not in the cards. It's not happening. So that -- that is off the table. I just wanted to -- I don't mean to interrupt your --

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MS. YEKUTIEL: I appreciate it.

MR. LaPERCH: But I will tell you, the applicant asked that. We asked that three or four times, and everybody at the DOT high level meeting this morning says that --

MS. YEKUTIEL: I appreciate you telling me that.

MR. LaPERCH: -- it's not -- that is not in the cards. So I'm sorry to interject at this point.

MS. YEKUTIEL: Okay.

MR. LaPERCH: But this is for any future question coming. We were told that's not --

MS. YEKUTIEL: Okay. So what we are left here --

AUDIENCE SPEAKER: Why?

MR. LaPERCH: That's not -- please, if you have a question, come up.

MS. YEKUTIEL: Okay. So when we talk about the incentive -- money incentive to the town, we never saw that. It goes to the county. We get the pollution. We get the noise. We get everything. It goes to the county. Let them -- let them go to the county,

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not to the town.

MR. LaPERCH: Thank you for your comments.

MS. MILLER: Hi. My name is Marilyn Miller. I live at 17 Nichols Road in Brewster. And I think this has a few things to be worked out, but I think it's a very good use of the property.

I think the people that are here would be against anything going in there. The tax benefits --

MR. LaPERCH: Please give her her time.

49 MS. MILLER: The tax benefits for the schools is tremendous. You talk about

50 pollution. If 143 homes go in, they burn diesel fuel. Heating oil is diesel fuel. It's the same thing. Plus, you got all the extra cars.

51 Now, I belong to the fire department. Okay. I don't want to see more residential homes go in here. You know, we don't have enough EMTs as it is. I don't see anybody in here that's a volunteer there. So this is a good use for the property. I think it'd really

52 benefit the environmental impact, with

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52 80 percent of it being open space. And you're talking six football fields from the nearest residence, and they're going to be putting buffers up. I really think this is --

MR. LaPERCH: Please, please, can you just let her speak? If you have -- if you don't like what you hear, come up and let -- speak at that point. Let her speak, please.

MS. MILLER: Okay. Residential, more schoolkids, more buses, bigger schools, more traffic. If you think 143 homes isn't going to 53 present more traffic than what they're proposing, then that's -- it's just -- all it's going to do is cost us money. They're bearing infrastructure costs. The homes, they're going 54 to use more water.

If you really looked at what they're presenting, I think it's a very good plan. I think maybe there's some things that could be worked in better, but I really think it will benefit our community. There's very low visual 55 impact.

(Indiscernible.)

MR. LaPERCH: All right. All right. Let

her finish, please.

MS. MILLER: I'm for this. I'm for this
56 project. I really think that no matter what
gets proposed to be put in there, you know, the
same people are against it. We need business
56 to keep our county from becoming like
Westchester County's taxes, so I'm for it.
Thank you.

MR. LaPERCH: Thank you.

MS. NEWMAN: Can you hear me?

MR. LaPERCH: Speak loud. I'm sorry.

MS. NEWMAN: Can you hear me?

AUDIENCE SPEAKER: Yes.

MS. NEWMAN: Okay. My name is Susan Newman. I live at 2005 Nutmeg Drive in Carmel -- well, Southeast, actually. I've -- I'm a long-time resident of Putnam County and the Town of Southeast. And I urge you to stop any further progress on this proposal and deny the amendment to the zoning ordinance and map to the Town of Southeast and site plan, conditional use permit, and wetlands approvals.

I moved to Putnam County in 1979, about 39 years ago, because of the natural beauty and

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2 tranquil nature of the community character. I
3 hated and left the traffic congestion, noise,
4 and pollution of New York City behind. I have
5 since experienced my dream and much more.
6 Wanting to give back to such a wonderful
7 community, I've provided more than 20 years of
8 community service in Putnam County, in addition
9 to the many years provided by other family
10 members. My volunteer work included being a
11 Big Sister, soccer coach, providing medical
12 transport for the elderly seniors, being a 4-H
13 Fair judge and volunteer, a -- (indiscernible)
14 -- line dancer and singer, and past member of
15 the phase -- of phase one board at Hunters
16 Glen, to name a few. I was honored with one of
17 the senior -- with -- won a Senior Humanitarian
18 of the Year 2018 Awards for Putnam County.
19 I have so much more I would like to give
20 to this county. But this proposal, if it
21 should go through, may force me and my family
22 to another community within which to live. We
23 would be seeking a community with less truck
24 traffic and more nature. However, those are
25 not -- that was my original letter that went

1 out to the board. And having heard all of the
2 things that were going on today, I have some
3 additional questions.
4 Number one: How many trucks, and where on
5 312 will they be? And where are the -- you
6 know, I feel very nervous. I left New York
7 City because I didn't want trucks coming next
8 to me in a local road. 312 is a local road.
9 To me, it gets me nervous when a big truck
10 comes alongside of me.
11 I think about the urgent care location of
12 CareMount right here on 312. And if you have
13 an emergency, and you need to get to three --
14 to the urgent care, and there are trucks out
15 there in your way and traffic jams because of
16 it, how do you get there in time? It's hard
17 enough to get there in time now. If you have
18 to get to Putnam Hospital, and there are -- and
19 you have an accident on 312 -- I mean on 84,
20 and you have to come down 312, how do you get
21 to the hospital in time? How does the EMS,
22 EMTs get to you in time?
23 Now, they talked about taxes and how much
24 they're going to contribute to the community.
25

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58 But what is the annual school budget each year in Southeast? Someone said to me it's about 95 million a year at one point.

AUDIENCE SPEAKER: 99-.

MS. NEWMAN: And then when you look at a $2 million property tax payment, we're talking -- and that's in ten years. That's not even now. That's not even two percent of your property tax bill relief. Is it worth having that kind of congestion, that kind of traffic, that kind of tension in this community? I don't think so.

59 And if they have more people coming in to work at these -- this warehouse, where are these people going to live? We're going to still have to build housing for them, and there's still going to be more families in the area. So if you've got industry that's polluting the area, then you've got more people that have to be serviced because of the industry. Then where are you getting the relief? I don't see it.

There's other questions that came to mind.

MR. LaPERCH: We will accept written

comments. If you are finished and something comes up, we'll accept your written comment also.

MS. NEWMAN: I appreciate that.

MR. LaPERCH: Thank you for your time.

MS. NEWMAN: Thank you.

MR. GATES: Hi. Good evening. Brian Gates, vice president, Hudson Valley Economic Development Corporation, 10 Matthews Street, Goshen, New York.

Mr. Chairman, planning board, thank you for allowing me to speak tonight. We have submitted a letter of support to the board and -- but just a few points to, kind of, bring forward from your presentation. We do support this project. We hope you look favorably upon it. There are merits that they've laid out, and we do hope you advance the project.

We think it will provide good quality jobs, especially for Southeast and Putnam County residents. They laid out the salaries for those jobs. And we think it will -- it will allow residents who already commute to other counties to maybe stay in this area.

1 NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING
2 Regarding the incremental ratables, you
3 know, they're talking about an extra $2 million
4 to the school board. What that might not mean
5 is relief, but it might mean additional
6 services for the kids that might have been cut,
7 61 whether those particular services were art or
8 music or whatever. So those additional
9 dollars, even with the PILOT, could help those
10 students.
11 Regarding demands on government services,
12 there is a study that says every dollar
13 collected from residential taxes, local
14 government spends about $1.19, and every dollar
15 collected from commercial industrial
16 government, local governments spend about
17 $0.31. So we believe from talking to them that
18 -- and answering some of your concerns so far
19 that they'll be a good partner.
20 Everyone in here, probably in the last
21 month, has bought something online. It's not
22 necessarily, as you listen to the futurists on
23 what's going to happen in the future, that
24 everything's going to be delivered by truck in
25 62 the future. So one of the things you might

1 just consider is that e-commerce is here to
2 62 stay, and it would be nice to look at this as a
3 project that might -- might benefit your town.
4 So thank you very much.
5 MR. LaPERCH: Thank you. Thank you,
6 Brian.
7 MS. FAY: Patricia Fay, 5702 Applewood
8 Circle in Hunters Glen.
9 I was just talking notes throughout the
10 meeting. Some of the things we had prior -- we
11 spoke about at the July 9th meeting. This is
12 going to come at you more like a business
13 presentation, like the powerpoint that's up
14 there. I wish I had the ability to sit up here
15 and put together a powerpoint of my own and
16 give you all of the adverse impacts, as they've
17 been giving you the lack of adverse impacts.
18 Most of the assurances in the developer's
19 presentations rely on the good faith actions of
20 truck drivers, construction companies, and then
21 63 those who are leasing the site. Who is
22 policing any of these activities, and what
23 recourse do we have as a community if any of
24 these promises are violated?
25

NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING

64 There are other ways to lower the school budgets than continued revenue in. And how about reconsidering the reregistration process that's currently going on in towns where the calculation is 31,000 per head, per student? Are these students in our town? Are they legally here in our town to participate in our school district?

65 The proj -- if the project is so profitable, why the need for the PILOT program? It negates the school tax benefit for ten years and then even for -- out from there. We need a

66 calculation as well of the decrease in taxes over the next ten years due to the possible property value decreases to the surrounding communities, including those situated in Carmel, as it affects county taxes. In actuality, the tax rise and benefit projected here on the screen is much longer than what is proposed. What is the tax benefit to the proposed housing complex in comparison to the logistics center?

67 The site line from Simpson Road, Hunters Glen, 1500 feet from the site, was brought up

67 in the July 9th meeting and was not addressed in tonight's meeting. In all due respect, not all concerns were addressed from July 9th.

I also -- as a parent and as a family member to my family, I'd like to understand when adding children and families to a community became a negative and not a positive. I am tired of hearing that this is the only benefit. Lack of children, lack of families. I don't want to see it anymore. I don't care.

68 Air pollution detail -- data is the detail I asked for at the July 9th meeting with worst case scenarios, were not provided tonight. You're making assumptions that trucks with the latest technology are all on the roads. Any of us who drive down 84 see the old rickety trucks going back and forth every day 30, 40, 50 years old. I have experience in this area working in a leasing company. I know what those new trucks cost, and nobody's buying them.

69 If you're going to move that warehouse away from Twin Brook and slip it to Barrett Road, is it going to now be closer to Hunters Glen? What guarantees do you give us to not 70

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70 pollute our well or Twin Brooks' well in writing? And if you do, do you pay to fix it without litigation or questioning the findings of an independent water assessment?

71 Traffic study during peak hours and for Route 311 and Simpson Road, your presentation on July 9th did not include impact of Simpson Road, Fair Street, or Route 6. You can't predict the truck trips or correlate if the type of materials are different. The light issue is still out there. We don't know what lack of light at night means. Trucks idling, affects on the watershed.

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74 Our friendly bog turtle that visits our complex on a regular basis has not been mentioned tonight. He comes up to our front door. I've seen him crossing Simpson Road. He's there. We're going to go find him.

75 So if the planning board is elected by our town, is supposed to be here for our benefit, I'd like to continue to keep this public hearing open through the end of August, see guarantees for the open space. There's no jobs. There's no guarantee that the new jobs

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76 presented will come from Putnam County. Most likely, they'll come from Danbury, and then we won't see any tax benefit to that at all.

77 And finally, if anybody sat on jury duty in the last five years, the drug problem in this county is out of control. What does bringing in these warehouses now bring to our area in the sense of the drug use? Where's the policing? Where's the guarantee that there's 24/7 surveillance to that site and no drug dealing is going on?

AUDIENCE SPEAKER: So my name -- good evening. My name is Matthew Lubra [ph.], 601 Twin Brook Court in Southeast.

Before I get started about my limited -- about the conversation about limited strain on local services, to the guy -- the gentleman from Hudson Valley Development Corporation -- I don't know if he's still here, but he can go home.

78 Not for nothing, think about this for a second: With the executive position at the warehouse, you're talking $40,000 a year. I don't know very many people who can survive and

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78 support a family on $40,000 a year in Putnam County, in Southeast. So to that -- just needs to leave, because that makes absolutely no sense to our community.

Now, I want to get back to my original point about the limited strain on local services. And no disrespect to the lady who stood up here before who said that she was a volunteer. And it's great for the community that she's a volunteer fireman. I'm going to run some numbers by you from NFPA, which is the National Fire Protection Association. It's a 79 governing body for fire departments of the United States.

Just on Building Number 1, which is 261,000 square feet at a height of 52 feet -- (indiscernible) -- class and the construction -- construction classification of that building, if it were to ever catch fire and got out of control to a hundred percent volume of a fire, you'd need approximately 300 -- 3.2 million gallons of water to put that fire out. Think about the water sources in that area. Where are you going to efficiently get

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3.2 million gallons of water up Pugsley Road? At most, your tankers that your fire departments have carry 2,000 gallons of water. 2,000 gallons. On top of that, that calculation is proportional. So even if the fire was small, let's say a 16th of the building, you would still need 200,000 gallons of water or approximately 100 trucks tanking water in down Pugsley Road. Not to mention, you're talking a warehouse facility that's going to house plastics and other materials that, when they catch fire, are extremely toxic.

Now, I live in Twin Brook Manor. And I know the people in Hunters Glen are going to be in the same situation as well as some other people on that side. If there's fire and a light breeze, we're all being evacuated, and we're not going to know for how long, let alone what's going to happen to our properties. Now, you have this plastic, which is cancerous, and all this other stuff that is just generally not healthy. Right. It's all going to be landing on our properties.

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1 NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING
2 Now, I'm not saying that this is a
3 guarantee, going to happen. But all I can do
4 is reference what I've seen and what I know.
5 Okay. I have 21 years in the fire service.
6 And I remember very clearly about two years
7 ago, right over in East Fishkill, the Gap
8 80 warehouse. That burned for hours, and they had
9 sufficient water supply, and the building had
10 sprinklers.
11 So you talk about this building for its
12 tax -- tax benefits or jobs, but they don't
13 line up to our community. They don't line up
14 to needs of our community. A $40,000 a year
15 average income, you can't live in Putnam
16 81 County. You can't live in Southeast. So all
17 that -- (indiscernible) -- talk about staying
18 in the community. It's going to Danbury or
19 it's going up the line into Dutchess.
20 Let's be realistic here. You're talking
21 82 about strain on local services. You're now
22 going to have the warehouses. You're going to
23 83 have trucks -- trucks on the roads that aren't
24 necessarily designed for trucks. So you're
25 going to have increased car accidents. You're

1 going to have increased injuries during car
2 accidents, which is a strain on the EMS. It's
3 a strain onto fire -- fire services. It's
4 going to be a strain on police. There is going
5 to be a fairly heavy local services effect. I
6 can guarantee this based off of 21 years of
7 experience.
8 I can't even describe to you -- you know,
9 I see what these roundabouts do. I drive
10 around the Bronx all day long. I've been on --
11 84 every exit's got two or three of them. The
12 trucks don't handle them well. When you get a
13 good volume of cars, they can't move. They
14 don't work.
15 Like I said, I'm not opposed to moving the
16 county or the town forward, but the project has
17 to be right for the community, and this is not
18 right for the community. It does not benefit
19 the community the way it should, and that's my
20 biggest concern. And it's going to be a huge
21 strain on local services. And I'm just talking
22 about fire and EMS and police. We're not even
23 85 talking about social services, because now you
24 have people coming in here who are well under
25

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85 the average -- the mean income of Putnam County, which I believe is somewheres around 80,000. And you're talking providing a salary of 40,000. I mean, just think about that. This doesn't fit our community. Thank you.

MR. LaPERCH: Thank you.

MS. DUNN: Hi. My name is Sheila Dunn. I live at 304 Twin Brook Court. And my question is: How can you compare the Fishkill distribution center, which is half the size of the one you're proposing for Putnam County, when they have a four-lane highway going one way to the half-sized distribution center, to the one that is twice the size that's going to be in Putnam County that has one lane available for what they're saying is two to three amount of truck trips? It doesn't make sense to me. I don't see how the county can handle it. I think we need a more realistic comparison. It just doesn't hold up.

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The other thing is: What happens when 84 closes down in the winter? Where do those trucks go?

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(Indiscernible.)

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MS. DUNN: Right. But all the highways close. You know, the governor closes the roadways. Where are those trucks going? Are they going to be idling while the highways are closed? Thank you.

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MS. FANIZZI: Just -- my name is Ann Fanizzi. And I have a little poster, since I was a teacher at one time. So I decided to do some -- some cutting and some pasting.

The powerpoint had a very interesting headline. It was called "The Economic Development Engine." And the engine was what's to be this warehouse or warehouses. Okay. Well, they had evidence in the DEIS, and the evidence that they presented was a newspaper article from the New York Times, October 22nd, 2017. And that article highlighted not -- not a town like the Town of Southeast, but Bethlehem, Pennsylvania.

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Now, we all know what happened to Bethlehem, Pennsylvania, for the last decade or so. They lost their manufacturing. They lost their steel, and they were a most distressed and depressed area. So bad, the headline --

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1 NORTHEAST INTERSTATE LOGISTICS - PUBLIC HEARING
2 excuse me. I'm just going to take this over.
3 So the headline to the news article said,
4 "Where Internet Orders Mean Real Jobs and New
5 Life for the Communities." And I said, Is the
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6 Town of Southeast like Bethlehem, Pennsylvania?
7 Well, here is -- these are the pictures
8 that were shown on that New York Times article
9 which the developer cited. Here we have
10 abandonment of steel mills and warehouses. We
11 have a house here.
12 The median income for -- for Bethlehem,
13 Pennsylvania, is $50,000. The income per
14 capita is 25-. The level of education for
15 Bethlehem is about 87 percent are high school
89
16 graduates. Only about a little over 25 percent
17 are college graduates. So that -- the New York
18 Times tracked this lady over here, who is now
19 working, and in the article, she says, I am so
20 grateful for $14 an hour in salary, because
21 that's what the salaries are in this particular
22 industry. And I don't know if I want to call
23 it an industry.
24 And it was very interesting, because I was
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25 listening to Mr. Richmond give his

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presentation, and he said, Oh, they're 900 jobs. But did he tell us the level of jobs? Did he tell us the salary? Did he tell us that they were part time? Did he tell us where they were going to come from, these -- these particular jobs? No. No, he did not. But what he did do was something very interesting, and this was the new part of his presentation. He has said to this community, Either you take this, or we're going to put 143 houses in your backyard.

How dare you. How dare you intimidate this community. How dare you. Okay.

And you have to think. You have to think. Why has Putnam Seabury, that had approval -- approval for these 43 houses, not built them for a decade? They have sat on this land for an entire decade with approvals that they could have made money from, but maybe they couldn't make enough money. And now what you have is construction costs. It is much cheaper to build four boxes than to build 143 houses with retail. Much cheaper. Okay.

The other thing -- the other thing is that

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2 we -- we have a gateway to our community, and
3 90 that is I-84. It is the front door in real
4 estate parlance. Why are we trashing our front
5 door? Why is that happening? Because when
6 people come and see, what do they see at our
7 front door? Trucks with possible emissions.
8 And I want to ask you -- I want to ask you,
9 because I don't think the Town of Southeast has
10 this particular code. I want to know who
11 inspects the trucks so that those ignitions
12 91 capture those -- capturing devices that should
13 be on the trucks are there. Who? Who? Who
14 does all of that? Okay. I don't know. I
15 don't know. I don't think it's in the DEIS.
16 The other thing is: The previous
17 gentleman mentioned about fire. We should not
18 take this lightly. Now, I don't blame Gap or
19 anyone. It was deliberately set. But Gap had
20 a massive fire. It took months for them to
21 recover, and it took more money out of the
22 state.
23 Now, who pays the state? We do. Okay.
24 So now -- so now they had this massive fire
25 and -- in Gap. But at the very least, it was

near a highway. It wasn't near forest or trees or other buildings or near residences. It was near a highway. Thank God. Thank God. And people lost -- lost their jobs.

Now, I want to just mention to the board that this land -- this land -- and I know this land very well, because I've lived it, and I walked on it. And there are some people that walk their dogs. There are two wetlands here. Both are class -- Class 1 and Class 2 wetlands. We should not take lightly any -- any parking or any impervious surfaces that would, in any way, degrade these -- this wetland, nor, for that matter, some of the possible endangered species or for plants or for animals.

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So we need to be careful of our front door and present to the people a front door that says, truly, we are the county where the country begins. And if you approve this -- this development, you can just say goodbye to the county where the country begins. Thank you.

MS. JACOBS: Samantha Jacobs, 175 Shore Drive. So question --

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AUDIENCE SPEAKER: We can't hear you.

MS. JACOBS: I haven't said anything good yet.

If I asked a question last week, should it have been answered this week?

MR. LaPERCH: No.

MS. JACOBS: Okay. So I have additional questions then.

MR. LaPERCH: Thank you.

93 MS. JACOBS: What are non-hazardous goods? So is that potentially food products or not? Because how much garbage is this going to be generating, and is it going to be stinky garbage? So I'm curious about that.

94 I'm also interested to understand what other RC properties would fall under the changing of this zoning. So I think the gentleman mentioned that this is the only RC that would fall under this zoning change, or are we going to have other properties that will change?

MR. LaPERCH: We'd like to answer that one quickly.

Ashley.

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MS. LEY: So they're not proposing any changes to the RC Zoning. They're proposing a change to the OP-3 Zoning, and this is the only property in the entire town that the zone is OP-3.

MS. JACOBS: So -- but if this property does get the zoning change, would that give other developers an opportunity to change other zoning locations? Like, because I don't know what -- OP-1, rural commercial. How does that change the whole code for the town?

MS. LEY: If you -- they're only proposing a change to the OP-3 Zoning.

MS. JACOBS: But other developers could step in and say, Well, you did it for that developer. Why can't you do it for me? Is that correct? Is that the opportunity a developer has?

MS. LEY: Any property owner in the town can petition the town to rezone their property.

MS. JACOBS: Okay. And so you had made a mention that some of the property is going to stay rural commercial. I'm curious if that means it stays that way forever, or you're

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1 going to come forward later on and say, Hey, I
2 need another warehouse. So I'd like to
3 understand when that -- when you're talking
4 about keeping rural commercial in your property
5 zone, how -- that's literally going to stay
6 that way, or is there any potential for that to
7 change? Does that make any sense?
8 MR. RICHMOND: I mean, I think the only RC
9 property is the property that's on the east
10 side of the property.
11 MR. LaPERCH: Dan, please stand up.
12 MR. RICHMOND: Again, for the record,
13 there's a property on the east side of Pugsley
14 Road that's rural commercial that we have
15 offered to commit to a no-build as part of the
16 project approval.
17 MS. JACOBS: Okay. So when you say --
18 MR. RICHMOND: And that's in the rural
19 commercial.
20 MS. JACOBS: When you say "no build," what
21 95 will go legally in place so that there is no
22 build?
23 MR. RICHMOND: That's --
24 MS. JACOBS: Because it's all hunky-dory.
25

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You can say no build and then you come back three years later and say, Guess what, I want to build something.

MR. RICHMOND: Again, we're willing to discuss with the town attorney, you know, as part of an approval if this is something the planning board and town board are interested in and, of course, we'll document that we'd work out with the town attorney.

MS. JACOBS: Right. And then I got -- I got a copy of the letter from the DEP -- the traffic study, the traffic people.

AUDIENCE SPEAKER: DOT.

MS. JACOBS: Thank you.

96 DOT, who hate your roundabout. And so I'm kind of curious what the fire department thinks about your roundabout. I didn't see any information in regards to the fire department and their feelings on your roundabout.

MR. LaPERCH: Thank you.

MS. JACOBS: Thank you.

MS. AURELLO: Hi. My name is Lisa Aurello. I live at 14 Old Route 6 in Brewster.

MR. LaPERCH: Welcome.

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MS. AURELLO: Thank you. I have a few questions. I know you said that some of them are not going to be answered. Last meeting, there was -- I think maybe we need a third public hearing with all the people that are interested in this. But last time, 80 percent open space designation. And I'm really interested in knowing if that's a permanent designation, because, at any point, it could be expanded. And we're assuming that this project is going to be successful. I wonder what will happen if it's not successful. At least storage spaces are built.

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The other thing I wanted to know is: Non-hazardous, is that a permanent thing, or can they, at some point, bring in hazardous materials? I mean, all of this seems to me that it could be changed.

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I also want to know why I can't build a storage shed in my backyard, and they can build this on the watershed. Because the DEP won't let me put a storage shed in my yard. I'm curious how a project of this size can get DEP approval, you know, right on the reservoir.

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100 Everything I've read about the logistics industry prior to even hearing about this was -- I remember reading a long article. I don't know if it was the New York Times -- about how terrible the jobs are, how they're temporary and low paying, and there are no benefits, and how people get injured. They just take -- have to, you know, take a walk. So I'm interested in that.

And next time I have to go before Ann Fanizzi, because she stole my thunder. But I -- you know, I feel like I'm being extorted. If you don't take this project, we're going to build 143 houses, and we're going to bring more schoolchildren. But really, a commercial development will indirectly generate more schoolchildren, unless the employee basis is 100 percent derived from the local area, which I doubt it is. So eventually, employees will relocate here. It's a beautiful town. So I think, at any rate, we're going to grow.

101 Someone suggested that we're blind obstructionists, that we'll obstruct any development, and that's not true. It's just

that we happen to live in a very beautiful area, and every development seems to be ridiculous. I mean, you know, Pugsley is a one-lane road. It's tiny, and it feeds onto a two-lane road that is congested at this point. I can't imagine with the trucks.

And by the way, a high cube -- I looked this up. The dimensions of the container are 40 feet wide, 8 feet deep, and 9 feet high. So box trucks, I doubt it. I think we're going to get huge tractor trailers all the time. And it is a danger. I mean, they talk about improvements to the intersection. I'm assuming one improvement is right on red elimination, which I don't really have a problem with. But the last improvement to the intersection, they widened it to two lanes which ultimately end up in one lane, creating road rage. I've almost gotten killed at that intersection numerous times. So I'm interested in knowing what the improvements are.

And I do -- you know, I do think we need development, but I think it needs to be smart development. I don't think a project of this

scale should be considered at that location. And is our zoning meaningless? I mean, we spent years doing the master plan, but yet, every development -- I've been here 20 years. I come to these meetings. Every huge development, they request a zoning change. So why not just wait for the developers to tell us what our zoning should be based on their maximum profitability? Thank you.

AUDIENCE SPEAKER: Hi. My name is Donald Matusus [ph.]. I live at 5 -- (indiscernible) -- Lane in Brewster. And I have no charts, graphs, notes, or anything else. I've been listening and wanted to speak up.

I wanted to thank Ann Fanizzi for mentioning 143 homes that are approved for that site. I understand that was done between 10 and 15 years ago, and it was never built. Evidently, it's not economically feasible to do that. Now that there's increased tariffs on -- on lumber coming out of Canada, building costs have gone up for single-family homes.

I think there's not a lot of value in a 143-lot subdivision myself. I'm a real estate

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broker. So years ago, I had whispers -- I heard whispers that there was a -- major builder was going to build in there, and they walked away from contracts because it wasn't economically feasible then. That's not fact. You know, that's rumors that I hear in the real estate industry.

The point I wanted to bring up that nobody brought up is the Town of Southeast spent $2.2 million for a piece of land on Pugsley Road for open space. Now, we had 84 on one side of that. 104

MR. LaPERCH: Shut that door.

AUDIENCE SPEAKER: Now, are we going to put 500 trucks a day on the other side of our open space property? I mean, when I think of open space, I think of a place where I can have quiet enjoyment, where I can go to sit and read a book, have a cup of coffee. And with 84 on one side and 500-plus trucks on the other side, what is going to be the value of our open space? We paid for it with a bond, over $2 million, and it sits there. It's unused because of 84. This will make it even worse. 104 104

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The wetland, that was brought up. I think -- and I'm not sure -- you have the maps. The piece of property that is not going to be developed in this project is on the corner of Pugsley and 312, and I think there's substantial wetlands as well as steeper slopes in that property, which can't be built on. I don't know. I think a lot needs to be considered.

I'm not against development. I do believe commercial development can help lower taxes, but I don't see this project as being the right thing for our community. And I appreciate you all. Thank you.

MS. WATKINS: Hi. My name is Leanne Watkins, and I live at 186 Fields Corner Road, which is actually the Town of Patterson. Some of my other neighbors were here as well. You know, we're the road that you would go through 105 if you came across Pugsley, Barrett, and then Fields Corner. So we were relieved that there's talk of a gate. And that was pleasing, but we still have concerns, many of which have already been mentioned, about the air quality,

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2 water quality. Still traffic concerns, as we
3 certainly use 312 to go places, to Home Depot,
4 to CareMount and other places. And several of
5 the people in front of me mentioned, you know,
6 the 143 units of housing and commercial
7 approvals.
8 And my first question -- and really, you
9 spent a lot of time, the applicant, on
10 comparing that project and this project -- is
11 whether those approvals are actually still
12 106 valid or whether they've expired, because most
13 approvals do not stay good indefinitely, and
14 usually steps have to be taken to keep those
15 active. So since you're making this bold
16 comparison and, again, trying to threaten us
17 with that other development, I ask if those are
18 even still valid approvals, if you know. And
19 that could be to the applicant or the planning
20 board.
21 MR. LaPERCH: Counsel?
22 MR. RICHMOND: We have a settlement
23 agreement with the town that gives us a right
24 through 2020 to commence the project.
25 MS. WATKINS: Okay. So that's essentially

what the town has already done to us, is what we're being told.

Now, the other concern I had, I wanted to speak a little about the supposed financial -- the direct financial benefit. I'm really in two topics. Now, the first is whether such a project would actually employ anyone locally, which there's no way to know; so whether they'd be really paying any taxes, whether those people would spend any money locally. Again, impossible to know. If they don't work in this area, in theory, they'd go back out to 312 and go home to wherever they're from, not spending a dime here.

107

And my last point is about property taxes and how they work. If you get $1 million or $2 million, that is not extra money. It's all dependent on what budget has been approved. All it does is theoretically shift the burden. Although, as people have mentioned, when Home Depot came in, it didn't seem to shift the burden. So it's not that it's going to save school programs or anything like that. That's simply not how property taxes work. Thank you.

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MR. LaPERCH: Thank you.

MR. HINES: Hi. My name is -- can you hear me?

AUDIENCE SPEAKER: Yes.

MR. HINES: My name is Terence Hines. That's T-E-R-E-N-C-E. Everybody misspells it. And I live at 202 Twin Brook Court. I won't repeat the very excellent comments that have already been made here tonight. Just a couple of points. Just two actually.

One: I don't think we're all against everything. I can certainly imagine a good corporate headquarters on that property, high-paid, good employees, number of cars, no trucks, but a big building. Not a problem. Not a problem. Or maybe even a small light manufacturing plant, some kind of Silicon Valley type of procedure. Again, not a problem. 510 trucks a day, it's a problem, you know.

Also, I wonder if we could go through one of the slides. Is that -- can you all do that? The powerpoint -- because I have a question about -- and it just popped into my mind when I

was looking at that. Maybe I can describe it.

In one of those slides, they showed in green and so forth the different buildings, brown and green areas. There were two -- I've forgotten the term, but the, sort of, runoff holding ponds, one between Hunters Glen on the property in their proposal and one between Twin Brook, quite close to Twin Brook and Building 4.

109 I wonder what the nature of those would be on a day like today, where, you may have noticed, it did rain just a bit. Those ponds would presumably be pretty full. But after a drought, would they be -- would these be cement ponds? Would they be mudflats? What would they be? Would they be mosquito-breeding colonies? That wasn't addressed at all, and I think that's an important point. Perhaps not as important as the others, but still important. Thank you.

MS. YARA: Hi. My name is Alison Yara. I live at 105 Twin Brook Court. I'm the treasurer and on the board of directors at Twin Brook, and I want to speak on behalf of the

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board.

You've heard from a number of our community members tonight. As I had mentioned in our meeting -- in the meeting, the last one, we're a small community of 41 homes. So we may not be as vocal as others, but we are, you know, partnered with Hunters Glen and clearly incredibly impacted by this project.

I've lived in Southeast for 16 years and Twin Brook in that full time. I grew up near Poughkeepsie, New York, down -- not too far from the City of Poughkeepsie and not too far from the Fishkill area people have been talking about. I also lived in Stamford, Connecticut, when I first started working out of college. Both have over commercialized areas and significant traffic issues, so I'm familiar with the -- with the situation at hand. And it's one of the things that attracted me to coming to Putnam, in this area particularly.

We certainly have traffic, but we don't have these huge commercial structures, the significant truck traffic that is clearly going to come to the community. We have a wonderful

1 balance of businesses, but open space and
2 residential communities. So everything about
3 this project seems to just be tearing that all
4 upside down.
5 So as we've read through the planning
6 board's resolution of a positive declaration,
7 we noted that the board identified 12 very
8 significant concerns about the project, and I
9 encourage everyone to take a read through that.
10 We'd like to see how the develop -- developer's
11 going to adores each of those. Many of those
12 concerns have been brought forward tonight.
13 But I definitely agree that the project is
14 going to have a significant adverse impact on
15 the community character, environmental impacts
16 from the air, noise, light pollution, major
17 traffic implications, amongst many other
18 concerns.
19 We appreciate that you started to look
20 into mitigation impacts to Twin Brook and to
21 Hunters Glen. I think all of those would need
22 to be put in place and many more if this were
23 to move forward.
24 The comments with regards to Fields
25

110 ↓

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110 Corners Road and the exit access onto Fair Street needs to be dealt with. Even if the trucks somehow manage to only go on to 312, once that road is developed, there will be so much traffic moving parallel between those two roads onto Fair Street, where there is a school. Our communities -- they'll just be inundated. So we do need to be careful for the safety of our children and certainly need to watch that from a mitigation aspect.

In addition, I do think that, as people have mentioned, the jobs that would be coming in are not jobs that tend to be the ones that are desired in this particular area. We do need to be careful of what that means. Ultimately, either people are going to move in. Homes will turn over. A lot of folks that are here will probably leave the community. Some

111 of these folks will come in, and it's going to, again, change the community character.

So with that, the other thing that I did notice was the breakout of the number of truck trips. 132 truck trips throughout the night

112 just seems -- seems ridiculous. The traffic,

the lights, the noise is certainly going to be a major change from the peace and serenity we hear each night.

So with that, I'll leave -- I'll leave this off. But the project certainly has direct impacts to Hunters Glen, Twin Brook, Pugsley, wide ramifications to the larger communities of Southeast, Brewster, Lake Carmel, Patterson, and even down into Westchester, as communities -- folks are going to start moving down, you know, back -- back roads off of the main intersections.

So as a result, I know a number of others have asked -- I would ask that the public hearing be continued for future days. There certainly is quite a bit of interest in this. Make sure there's sufficient time and notification of the broader communities that will be impacted, and enable them to have their voices heard. Thank you.

MR. FEUERMAN: My name is Ricky Feuerman. I live at 366 Allview Avenue in Town of Southeast. I've been a resident for 30 years. I've taken up the causes of this town to try to

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protect the environment in this town.

I understand the developer has a right to build on his land. Let's call a spade a spade. The fact that he has approval for 143 homes, the only reason it is not being done is they can't sell these homes.

There's another builder at Fortune Ridge that has 103 homes, and they can't sell their homes. So the bottom line is, they have to find something else in order to make money. So any threat of building them is not going to happen in our lifetime. And what is the reason they can't sell it? There's no -- there's no demand to move up here anymore for the reasons that we moved up here originally, which was to keep the environment the way it was, to keep the beauty of the land.

And the bottom line is: Every developer has a right to protect his own land and build his own land. But when it affects the health, welfare, and safety of the people in the town, then that right is lost. We must find a way to build something that will protect the people in this town.

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MS. ECKHARDT: Good evening. Lynne Eckhardt, 55 Maple Road, Town of Southeast. In the spirit of full disclosure, I am a town board member.

I would like to thank the applicants, the planning board, and especially the audience tonight. I would like to say that I've been attending these meetings since the late '70s, as the board will attest to, or some members. And this is not the usual crowd. So I would take issue. I think this is an unusual night with some very concerned residents. I have just a few questions.

113 One point of clarification, which I think our town planner can answer, I heard that warehouses are in the OP-3 Code. Could you answer that for me, Ashley?

MS. LEY: Yes. So warehousing is not currently a permitted use in the OP-3 Zoning. Light manufacturing is.

MS. ECKHARDT: Right. So light manufacturing would be okay, but a logistic center would be a whole new addition to our code --

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MS. LEY: Yes.

MS. ECKHARDT: -- for warehouses?

MS. LEY: Yes.

MS. ECKHARDT: Okay. I just wanted that clear for everyone here.

I also attended a DOT meeting today, because I am concerned and interested in this project. My concern that I found out today is that Pugsley Road, while it is going to be massively improved and cost a lot of money for the developer, the town will be left with the maintenance on this, and -- which is normal. There -- that's completely normal. But I am concerned because -- and they are building it above the town specs, so I will tell you that as well. But I am concerned, because I know that heavy truck traffic really tears up roads. So that is a concern for me as a councilwoman and as a property owner as far as increased taxes. And the roundabout will be eventually owned by New York State. So while that's really trickle-down, I think we will be responsible for maintenance of that. Not the town. That is a state road, 312.

And also, the PILOT program. Just so people here understand the PILOT program -- because I think this is important. The PILOT program, to approve -- and I do think we should know what taxes will be and what they would be and what they will be if a PILOT program is approved. But so you know, the PILOT program will have to be approved by the town board. It will have to be approved by the school board, and it will have to be approved or it should be by the Putnam County Legislature. So you do have more bites at the apple if you don't believe in PILOT programs. If you feel it's subsidizing business that you do, you are able to speak up on that.

115

So I'd like to thank you all for your attention and all your patience tonight. You've been great. Thank you.

MS. KADDATZ: My name is Jackie Kaddatz. I live at 6101 Bayberry Court in Hunters Glen.

When I was looking at the presentation, if it was really good for us as a community, then I would expect that project to be closer to 84. There is a strip of land along 84. Nobody

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lives there. That would be potentially good for us.

Why isn't there an exit allowed off of 84?

116 You say it's not allowed. But I want to know, why is there not an exit allowed off of 84? So that -- I think that's a very important question.

Also, the Gap project that you showed up there was not 24 hours. It was only during waking hours of people that don't have night shifts. So what does that project look at -- like at 3:00 in the morning when I am trying to sleep?

Also, I looked at the beautiful roundabout, and I saw that there was a little car that came from the north and it stuck there. I don't know if anybody else noticed it, but it never got onto that roundabout. Has anybody -- maybe a little glitch.

Has anybody ever -- now, I did it today --

117 tried to get out of CareMount Medical? It was 11:00. I live at Hunters Glen. I turned -- tried to turn left, and it took forever. So if there are trucks coming, I will still not be

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2 117 able to -- even more not be able to.
3 The young lady that was pro-project has
4 left the building. That's how involved she is.
5 And she's talking about the EMT people that
6 need to go to these houses. There are workers
7 118 in those proposed buildings. Will they never
8 need EMT people? That was a ludicrous
9 statement. I think I have said what I needed
10 to say. Thank you.
11 MR. LaPERCH: Thank you.
12 MS. DiDONATO: Good evening. My name is
13 Marie DiDonato. I live at 5603 Applewood
14 Circle at Hunters Glen.
15 I was talking to this gentleman earlier,
16 and he suggested I submit to the board -- I
17 119 have petitions with several signatures of
18 residents -- concerned residents of Putnam
19 County, Westchester County, Connecticut,
20 opposing this project. Unfortunately, many of
21 the people that I spoke with were so
22 unfamiliar, didn't even know what was going on.
23 And when they heard about it, they were more
24 than willing to sign. So I'm going to present
25 it to the board, if I may. And I just -- thank

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you. I wanted to say one more thing.

I don't have any questions for the board, because the questions presented were wonderful. But I do have an answer, and the answer is no to this project.

MR. DELBIANCO: My name is Jane Delbianco. I live at 5004 Applewood Circle in Hunters Glen, and I just have two very quick comments.

I've lived up here for four and a half years, and my life has -- travel has taken me north, south, east, west. And without this project, I've been noticing that there are far too many trucks, and it's been very cumbersome and annoying. So I can't even imagine what it would be like with this project. So that's my first point, that this project just cannot be.

And in thinking of this project being here, I know a number of people -- our community at Hunters Glen is not a retirement community. However, there are several retirees. Several of us have put down all of our retirement money to purchase our units. And I have to say, if this -- if this project ever went through, I am certain that we would

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120 never get our money back, and it would be a great -- a great loss. And I just hope that this doesn't go through. That's all I have to say.

AUDIENCE SPEAKER: Thank you, and good evening. My name is Carlos -- (indiscernible) -- and I live at 144 Field Corner Road.

My past experience -- (indiscernible) -- and my experience during the years including a number of business cases, projects, et cetera. So my opinion is going to be a little different than the people before me. So I would like to get some clarification on the assumptions that you use, especially.

You stated, for example, that the current approved project is not economically feasible for you, neither is feasible the mixed use project for economical reason. You also stated that the current project as stated is noncompetitor. And that would require then fire's assistance and also assistance from the Putnam Industrial Development. I don't remember what -- (indiscernible.) That tells me that you don't have the finances to make

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this a viable project. The question to you is: How you can give us the assurance that you have the finances to complete the project?

121 To the town, can we allow this to begin and not be able to complete it? That would be the only thing worse than completing the project. All right.

So also, can we get a copy of your application for -- to the Putnam IDA for the -- (indiscernible) -- Southeast is, sort of, ironic and, sort of, a little bit annoying, that our tax money will be contributing to the benefit of a different community. But there are -- (indiscernible) -- but it still gives a

121 big mark on my score-sheet saying that you don't have the funding to go through with the project. What assurances can you give us and give the town that you will be able to complete it?

Second, the analysis that you did was looking at the end state, when all buildings are completed. And as stated before, the tax benefit will not realize until Building 4 is completed -- (indiscernible) -- after that.

The benefit to the school district actually going to happen after all the children currently in the school district are out of school. The benefits to the town and the project on Year 1 is zero. You stated that it was zero.

122 I would like to see -- not just for the business case, but can you explore this on a timeline? What does it mean for the town? What does it mean in terms of investments and the benefits on a year by year basis, starting at Year 0, extending to Year 11 of the last building construction?

Second, you give us -- you use the technology -- (indiscernible) -- improve your projects over the years. You state a number of

123 jobs are going to be created. Did you include the impact of technology on those jobs? As you build the warehousing, automation -- (indiscernible) -- from now, at least ten years to be completed. What would be the impact on

123 those jobs, and are those jobs correct?

On the economic benefit, you gave us a

124 bottom line number. Can we have the

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124 assumptions -- (indiscernible) -- so we can test if they're realistic or not? Did you give us a bottom line number of 9 million -- (indiscernible.) I cannot assess or attest to what does that mean, and are those assumptions correct? I would like to know what those assumptions are so I can make a better judgment in terms of is it feasible or not.

Second, you did give us all of the benefits. You didn't assess the impact on the community. I know that you heard the quality of life concerns that everybody expressed today. I know you cannot easily quantify the impact on quality of life, but you can quantify the impact on property values. It's well -- (indiscernible) -- in the industry that

125 warehouse tend to be detrimental to property values. And the dropping value is the function of the business to the development itself. Other developments are -- present a positive impact to the property values. Can you give us an assessment what the difference is going to be?

The timing on that is only important for

the town. Because if you think that the benefits on taxes -- of the school taxes are at least 11 years away, the impact on the property values, therefore, the taxes they will be 125 receiving can be -- more likely will negate all those tax benefits as the growth or the value comes down. By the way, that's only Southeast. That doesn't include the properties in Patterson like mine, or Carmel or Brewster, which will have an impact on the -- (indiscernible.)

You saw the concerns are mostly around traffic -- traffic and environmental concerns. On traffic, I did look at -- I also an engineer by education, by the way. So I did look at your traffic problems, traffic analysis. And there, the timing of the infrastructure improvements are also key to assess what the 126 impact is, meaning, when is the roundabout going to be built in relation to Buildings 1, 2, 3, and 4? The impact that you assess on the traffic included the roundabout. What happens through the construction stage? You stated 127 that there's going to be about 800 jobs created

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127 for construction. You stated that generally, those workers only start before the peak times. What that should only mean, 50 percent or 90 percent? Because you should add those modeling to your traffic assessment as you go through the outline of the project.

128 When you did the modeling of your traffic, you used Synchro. Synchro is known in the industry as a very good program to -- (indiscernible) -- construction projects, not as traffic modeling software. Can I ask you to put the same or do the same modeling using some better known, better accepted by the industry as a traffic modeling like -- (indiscernible.) And when you do that, could you also share more of the assumption? You made it based on the roundabout, did not include the impact of the lights on Independent Way or on Route 6.

129 And in total, last Thursday, I was coming out of Pugsley at 4:36, and the line of cars was three past Pugsley. If you add a couple of tractors to that, that means that none of your traffic will be able to get out, and the traffic will be further backed up. So we need

129 you to look at the traffic impact, not just of the roundabout, but the roundabout in conjunction with Independent Way, in conjunction with Route 6, so we can get a full picture of that. And the process should also include the box truck volume, not just the tractor trailers. When you do that, also make

130 sure that the length of the tractor -- assuming that modeling is 70 feet, 65 to 70 feet, not the length of the car. Also, you should

131 include the fact that the roundabout has the priority as you are getting out. No tractor will be able to get in there because the north/south traffic will have the right of way.

132 So what I ask is: Please use a better recognized in the industry modeling tool. Include not just the roundabout in isolation, but the impact it will have in Independent Way and Route 6.

133 Also, you should include the employee traffic. You did not include it in your modeling. So I think what is missing is the box truck traffic and the peak traffic. And also, what's important again, is how do you

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133 model that through the phases of the project? Is the roundabout reconstructed before Building 1 and 2?

134 As we construct the roundabout, it's not a small project. What's going to happen to the traffic then, and why do you have to close 312? How long that closure is going to last? What's going to be the routes that traffic's going to be detoured? What's going to happen in the meantime? Those questions, I think, that deserve answers.

And my last point will be: You heard from the teams here. You have acted in what I call a very professional job, very well qualified in your assessment analysis -- (indiscernible) -- professional job. But I get -- you get the sense of whether the community wants it or not. I think it will help a lot if instead of naming the mitigation action that you're doing to committing to of level of service. We're going to do whatever it takes to maintain this level of noise control in these places, this level of air pollution in these places. We're going to dedicate this 80 percent of the property to

open space for perpetuity. And you commit to mediate not just original -- (indiscernible) -- assure that those level of services and level of environmental impact are maintained through the life of the project. Thank you.

MR. LaPERCH: All right. Hold on. Next. Welcome, John.

MR. LORD: John Lord of Drewville Road and Town Board of Southeast. I just had one question. The --

AUDIENCE SPEAKER: Can't hear you.

MR. LORD: I had one question. The

135 approvals that are now in place for the 143 homes of commercial, that's up until 2020; correct?

MR. RICHMOND: December 31st. Right. We have the right to commence the project -- sorry, John. We have the right to commence the project through December 31st, 2020.

MR. LORD: And should that period last and development is not going forward on either this project or the homes, do you have the right to go back for an extension on that approval?

MR. RICHMOND: That's pursuant to a

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settlement agreement. I haven't even considered that.

MR. LORD: Could I ask the town board or the town planner? Okay. Sorry.

MR. LaPERCH: We're the planning board.

MR. LORD: Sorry. Thank you very much.

MR. LaPERCH: Next time.

Hi. Good evening.

AUDIENCE SPEAKER: Hi. My name is -- (indiscernible) -- and I live in 201 Twin Brook Court. I have one very simple question. But first, I would like to put it into context.

As this woman here spoke about her property value, I think we all own properties. We have investments. Our investment is our greatest financial investment in our homes. But more than that, we have an investment in this community.

I look around the room, and I see people that volunteer. They go into the hospitals. They're in the schools. They're in the libraries. They belong to service groups and provide breakfast, dinners, different activities. The VFW's active. We just had a

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very nice ceremony in Carmel. We have a 4-H club coming up and a fair. All of these things are important to us, because we feel that we have invested and we rather own this community. So my question is: With hearing so many concerns about this project, will the board listen carefully and respectfully consider our concerns? Thank you.

MR. LaPERCH: I just want to make sure before we go to Round 2 --

MS. FANIZZI: I let everyone go.

MR. LaPERCH: I will entertain a two-minute Round 2 question. But if we have first-timers, I ask them to come up before we go to Round 2. But Round 2, you get two minutes.

Wait. Wait. We're not at Round 2. We're at Round 1. We haven't heard from this gentleman yet. Ann, please.

MS. FANIZZI: I let everybody else.

MR. LaPERCH: Thank you.

AUDIENCE SPEAKER: Hi. My name is Robert -- (indiscernible.) I live at 6106 Bayberry Court, Carmel -- actually, Southeast.

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I was just wondering -- I was looking around the crowd, and I was wondering to myself, how many people here do a commute every day to New York City, Armonk, anything? Pretty far; right? What's your traffic -- what's your traffic like? Outrageous.

How many people on the board do a commute every day to the city? One. Okay.

73 feet is the length of a tractor trailer. That's 3.5 miles. Do the math. You're going to squeeze them into one exit, is that what you're telling us? Am I correct about that? Okay.

136

I -- it's great that you're doing your powerpoint and comparing us to Newburgh and Fishkill. Did anybody here move here from Newburgh or Fishkill? You didn't; right? No, so it's just me. I didn't come here -- I wasn't going to make a speech. I wasn't even going to talk. I just wanted to listen. But what I'm hearing here is dollar signs, they're hearing, while our quality of life down the drain.

MR. LaPERCH: We ask you to limit two

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minutes, please. Thank you.

MS. FANIZZI: Have I wasted a minute yet?

My -- my comment is that Mr. Richmond and Mr. Pearson have presented -- what do I say -- various -- various changes. And in light of those changes -- or maybe I should say tweaks or revisions or whatever. They should be properly assessed by this community. And therefore, I am requesting of the board that we held the meeting open.

It is insufficient for you just to accept letters, and I'll tell you why. Because if I write a letter, does this person know what I've written, this person know what I've written, this person, and so forth and so on? We need for the community to speak to each other, and therefore, open public hearings on such a huge and impactful and maybe even transformative project should be a no-brainier. It should absolutely be a no-brainier. This -- this board should hold the meeting open.

I am interested in some of the points that Mr. Richmond has made. I want to review again the approval that went through for the 143

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houses, because I -- I have material on that effect. I want it to be discussed with our -- with our communities, with Hunters Glen and Twin Brooks. I want the differences in terms of -- what shall I say -- of buffers or other -- other modifications to the plan to be made and to be discussed.

So I ask you respectfully to leave open this public hearing. We cannot converse by letter. And are the -- even if the letters are there, are they going to all be put on the website?

MR. LaPERCH: Yes.

MS. FANIZZI: I -- that is not sufficient, because we do not have interaction. There is not interaction.

MR. LaPERCH: Ann, we're over two minutes. The answer to your question is that yes, we'll put all the documentation. I just asked Victoria about that question. She said we'll put them up on the website.

MS. FANIZZI: Yes. But that, to me, is not adequate, not sufficient, and you should have the public hearing open.

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MR. LaPERCH: Thank you.

Yes, ma'am. Your name again?

MS. NEWMAN: Susan Newman. And one of the things that I have a concern about is the fact that we have had so little notice about the public hearings, that the first time that the -- the first public hearing, I didn't know about up until the day before. Unfortunately, I was not in town. But the other thing I'm concerned about is the fact that a lot of people are not aware of it. A lot of people in the Town of Southeast are just not aware of what is going on here.

The other thing that I'm concerned about is I have two plots at the community garden on 312, and I've had it for a number of years. I love gardening. I'm a master gardener. And I find it difficult as it is getting in and out of that community garden. There's no traffic lights. But there's not as much traffic as there would be with these massive trucks. And there are a lot of people there that are gardeners. They don't even know that this is coming. So I just wanted you to be aware of

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2 that as well.
3 MR. LaPERCH: Thank you.
4 MS. YEKUTIEL: Good evening again. It's
5 almost good night. I'll make it very short.
6 Before I talk about the environment.
7 MR. LaPERCH: Your name again, ma'am, for
8 the record.
9 MS. YEKUTIEL: Oh, my name is Miriam --
10 (indiscernible) -- Panorama Drive. Now I'm
11 going to talk about dollar sense. Two
12 question.
13 When you did the -- in your presentation,
14 what they read today, you talk about, like,
15 10 million per ten years, that it will be the
16 most -- like, 40 million within 40, 50 years or
17 something like that. In your presentation
18 today, you say that what -- you pay one percent
19 of the school budget.
20 Here's my question to the board:
21 One percent of the school budget divided by
22 138 member -- resident of the Town Southeast, what
23 it will be per household? Any idea? What it
24 going to be, like 150 per year? 200? 2000 a
25 year? Because here's a question: Do I pay my

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health -- and I'm two time now cancer survivor. Do I pay -- I'm willing to give up my health for 150 a year so I can cut off of the school budget one percent? So we have to take the dollar sense.

I understand your concern is make money for the county, for the town, for us. But the question: What we pay for that money, our health? And that's really my concern here. Take that into consideration. And what you did in your presentation -- yeah, the money that you're willing to give to us, it's for 40, 50 years. None of us going to be around then.

MR. KENNY: Good evening, Board. Again, for the record, my name is David Kenny from the law firm Snyder & Snyder. Just a few small points.

You've heard from a number of residents tonight who have concerns, and most of their concerns can be boiled down to just simply wanting more information on this project. The DEIS is lacking in certain areas, and I think the public as well as the board would only be benefited from holding open the public hearing

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and having more conversations on the project so that the public can be better informed about what is the impacts to their community and to their private properties. So I respectfully request that this board keep the public hearing open to allow this conversation to continue.

MR. LaPERCH: Thank you. All right.

Last call here for public comment.

MS. YEKUTIEL: And thank you for your patience for us.

MR. LaPERCH: All right. So once again, public comment period -- we discussed that we're keeping the public comment -- written comment period to August 31st.

MS. LEY: Which is a Friday.

MR. LaPERCH: Which is a Friday. My takeaway here was that we heard from a lot of different people, and I personally think we've heard most of the issues that this applicant has to address in a big way. And so I'll just poll the board now for their vote.

Any questions, Jack? Do you see any -- Mr. Gress, any questions, or is there anything that you --

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MR. GRESS: I think we had sufficient questions from the public. I think I would be in favor of closing the public hearing.

MR. LaPERCH: Thank you.

Mr. Larca.

MR. LARCA: No other than I just -- there will be another public hearing at some point. And I think we need to close this so that the board can give its comments and that we can work towards the responses to these comments so we can move forward. And you guys will hear that, and there will be another public hearing. So I support closing the public hearing.

MR. LaPERCH: Thank you.

Mr. Hecht.

MR. HECHT: Obviously, we have a lot of significant issues. (Indiscernible) -- they get a chance.

MR. LaPERCH: Thank you.

Mr. Armstrong.

MR. ARMSTRONG: I'm really -- it's a dilemma to me, but I don't see any -- any loss. I mean, this is a long process under any circumstances. So I don't see -- if the public

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seems to want to lay it over for one more hearing, I don't have -- (indiscernible) -- against that.

MR. LaPERCH: Thank you.

Mr. Cyprus.

MR. CYPRUS: I wouldn't be opposed to keeping it open, but I don't think anything else would come of it. I'd be anxious to let them answer all of our questions. I think the public can be better served by taking the next step and getting those answers, frankly.

MR. LaPERCH: Thank you.

Mr. Rush.

MR. RUSH: I agree we should keep it open as well, but I'm not sure how many questions they're going to be able to answer for the public to, sort of, respond to. So that's a question that is incumbent on you, if you want to go through this again, be more for you to discover. And also, I just want to reiterate what you said, Mr. Chairman. This is a board of procedure. We're not -- we're not here saying this is -- we want this or not. That's not our job. Our job is to be your watchdog,

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make sure that these procedures are being held the right way, just like it would be -- (Indiscernible.) That's all. I wanted to say that.

MR. LaPERCH: Ashley, your comments.

MS. LEY: So I'd just like to add for the board's knowledge that while it's not required under SEQRA, if the board were to close the public hearing tonight and leave the written comment period open to the 31st, when the applicant goes back and writes the FEIS and this board reviews it and wants you to accept it as complete, you have the option of having another public hearing before you adopt a finding statement. So the concern is that you want to hear -- you want the public to have the opportunity to comment on how the applicant has responded to your comments. That would be an option that the board could consider.

MR. LaPERCH: My opinion is that we're ready to see some answers here. I think we've heard enough, and we still have that ability, to keep the -- you know, re-open it after the finding statement. I think that a pretty good

process to follow.

So I'm going to make a motion to close tonight's public hearing. I'll make that motion. Do I have a second, please?

MR. GRESS: Second.

MR. LaPERCH: Second by Mr. Gress.

This is a roll call vote. Mr. Gress, how do you vote?

MR. GRESS: Yes.

MR. LaPERCH: Mr. Larca?

MR. LARCA: Yes.

MR. LaPERCH: Mr. Hecht?

MR. HECHT: Yes.

MR. LaPERCH: Mr. Armstrong?

MR. ARMSTRONG: No.

MR. LaPERCH: Mr. Cyprus?

MR. CYPRUS: Yes.

MR. LaPERCH: Mr. Rush?

MR. RUSH: No.

MR. LaPERCH: Mr. LaPerch votes yes. So it passes, five to two. Okay. And that is the end of tonight's public hearing for this process. Thank you.

(Time noted: 10:20 p.m.)

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2 C E R T I F I C A T E
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4
5 I, ILANA M. NATHANSON, a Certified Court
6 Reporter and Notary Public of the State of New York,
7 do hereby certify that the transcript of the
8 foregoing proceedings, taken at the time and place
9 aforesaid, is a true and correct transcription of my
10 shorthand notes.
11
12
13
14 Ilana Nathanson
15 ILANA M. NATHANSON
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Jacobson

July 20, 2018

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

Re: Northeast Interstate Logistics Center
Route 312 & Pugsley Road
Preliminary DEIS Review
NLJA #0001-0432

Dear Mr. LaPerch:

As requested, we have received the following information for the subject project at our office through June 26, 2018:

Item 1: Bound set of fifty-six (56) drawings entitled "Preliminary Site Plan Approval Drawings, Northeast Interstate Logistics Center, NY 312 & Pugsley Road, Town of Southeast, New York", scales as noted, dated 11/06/2017, last revised 06/08/2018, prepared by JMC.

Item 2: Report entitled "Draft Environmental Impact Statement, Northeast Interstate Logistics Center, NY 312 & Pugsley Road, Town of Southeast, Putnam County, NY – Volume I", dated June 2018, prepared by JMC.

Item 3: Report entitled "Draft Environmental Impact Statement, Northeast Interstate Logistics Center, NY 312 & Pugsley Road, Town of Southeast, Putnam County, NY – Volume II - Appendices", dated June 2018, prepared by JMC.

Item 4: Report entitled "Draft Environmental Impact Statement, Northeast Interstate Logistics Center, NY 312 & Pugsley Road, Town of Southeast, Putnam County, NY – Preliminary Stormwater Pollution Prevention Plan Appendix D-1", dated June 2018, prepared by JMC.

Item 5: State Environmental Quality Review Positive Declaration, Notice of Completion of Draft Environmental Impact Statement and Notice of SEQR, Subdivision and Wetland Permit Public Hearings, dated June 14, 2018.

The above referenced items have been submitted in support of a combined land use application which includes a request for site plan approval, subdivision approval, conditional use permit and wetland permit. In addition, a simultaneous application is before the Town Board to re-zone a portion of the property which is currently RC to OP-3 and add "Logistics Center" as a defined use in the OP-3 District approvable as a conditional use permit.

The subject site is located on the west side of Pugsley Road, north of Route 312 and extending up to and

Nathan L. Jacobson & Associates, Inc.
Nathan L. Jacobson & Associates, P.C. (NY)
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Consulting Civil and Environmental Engineers Since 1972

Jacobson

north of Barrett Road. The project proposes a commercial development with four large warehouse buildings and associated parking and site improvements to be located on three lots with a combined total warehouse space of 1,124,575 square feet. Of the total five lot subdivision, one lot will remain vacant and one lot will include the existing water supply wells.

At this time, we have the following comments:

1. The submitted plans currently provide a Typical Cross Section for the improved Pugsley Road and show proposed grading to support these improvements. More detailed roadway plan and profile drawings should be included with future submissions. We have the following comments regarding the proposed improvements:

1

   A. The road widening will require slope regrading along portions of the east side of road. Locations where guiderail will be proposed should be indicated.

   B. Future submissions should include storm drainage capacity calculations for piping and swales, as well as calculations for outlet protection/velocity dissipation structures.

   C. Some of the drainage outfalls and/or treatment practices extend beyond the right of way on the east side of the road. Will easements be provided where these outfalls if they are not located on Town property?

2

2. Detailed plans for the improvements proposed at the intersection of Pugsley Road and Route 312 should be provided in future submissions. The Applicant should advise as to the status of review of these improvements by the NYSDOT.

3

3. In accordance with the site plan requirements of 138-41.E(2)(c)[2][f], the submission should indicate the extent of cut and amount of cut and fill for all disturbed areas.

4

4. Based on the proposed contours and elevations shown of the Grading Plans, there are several areas within the project where it appears that manufactured slopes and/or retaining walls exceed the height requirements of §138-15.1 of the Zoning Regulations.

5

5. With respect to the Erosion & Sediment Control Plan we have the following initial comments:

   A. The Construction Sequence shown on the plans is general in nature. Future submissions should provide a detailed construction sequence and note whether the project will be constructed in phases, when the public improvements on Town and State roads will be constructed relative to the site improvements, and what will be the maximum open or disturbed area at any time.

   B. The Plan should identify locations of temporary stockpile areas, temporary sediment basins and temporary sediment traps.

Jacobson

5 C. Wherever silt fence runs across or perpendicular to surface contours, 10-foot long wings of silt fence placed perpendicular to the main run of silt fence should be provided at approximate intervals of 50-feet so as to reduce the potential for sediment laden runoff running along the silt fence and concentrating/overtopping at the low point.

6 6. The Grading Plans indicate areas with proposed 2:1 vertical stabilized slopes will be designed by a geotechnical engineer. A standard detail should be provided to identify the method(s) used for stabilization.

7 7. We have the following initial comments regarding the SWPPP:

A. Details for stormwater control measures such as level spreaders and outlet control structures should reference and be consistent with elevations and structures shown on the grading and utility plans.

B. Maintenance access should be provided and shown on the plans for all stormwater management practices.

C. The Report should include design calculations for drainage conveyance systems and outlet protection.

D. The locations of boring and test pit locations included in the April 11, 2018 supplemental geotechnical report, should be shown on the drawings.

E. The drainage areas used in the calculation of the Water Quality Volumes (WQv) do not match the areas used for the TR55 model.

F. The stormwater basin piping and outfalls should be shown on the grading plans to better interpret the slope to which the outfalls will discharge to.

G. Anti-seep collars should be provided for stormwater basin outlet pipes that pass through fill embankments.

H. A table of elevations and/or inverts should be provided for any applicable stormwater structures.

I. The Draft Geotechnical Investigation Report in included Appendix E.1 of Volume II of the DEIS indicates that mottling was observed in most of the test pits ranging from 6 inches to 5 feet below grade. With such a variance between mottling elevation, further investigation should be performed to more accurately identify the ground water table for the purpose of designing the storrmwater basins.

Jacobson

Mr. Thomas LaPerch, Chairman
Re: Northeast Interstate Logistics Center
Route 312 & Pugsley Road
Preliminary DEIS Review
NLJA #0001-0432
July 20, 2018
Page 4

7 J. Permeability tests should be performed to determine the soils acceptance rate for the design of the stormwater infiltration basins.

Should you have any questions, please feel free to contact me.

Very truly yours,

NATHAN L. JACOBSON & ASSOCIATES, P.C.

Joseph M. Dillon, P.E.

JMD:jmd

cc: T. Hay
M. Levine
S. Coleman
W. Stephens, Jr.
M. Bruen
M. Stancati
A. Ley
D. Lombardi, JMC

RECEIVED
JUL 26 2018
Town of Southeast

July 23, 2018

Southeast Planning Board
1 Main Street
Brewster, New York 10509

To the Southeast Planning Board:

Re: Air Pollution consequences of the Northeast Interstate Logistics Center

1 According to the 2018 American Lung Association's Report on Air Quality in Putnam County, Hudson Valley Air Quality is among the most polluted in New York State. Further Putnam County slipped from grade C to grade D. By comparison, Westchester County is graded F. (See page 128.) High Ozone and high particulate matter, measured from 2014 through 2016, dramatically increased.

Before you call me an alarmist raising issues that are not an important for Putnam County, this level of pollution has scientifically been linked to pediatric asthma, adult asthma, COPD, lung cancer, cardiovascular disease and diabetes.

1 In section III.N-6 of the DEIS, the applicant concludes that the project is "not anticipated to significantly affect air quality conditions." Further, "there are no violations of NAAQS or current NYSDOT guidelines." The applicant cites three types of emissions affecting the County: emissions from vehicles traveling to and from a site; emissions from operating conditions on site; and emissions from heating and cooling systems.

I have to question the validity of the Town's ordinance in light of the findings of the American Lung Association about Putnam's air quality. The DEIS uses national and state data to justify its conclusions that this development will have no measurable impact on air quality. These standards don't relate to Putnam County at all whereas the above data from the American Lung Association provide a direct rebuttal to your conclusions.

2 In addition even in your revised presentation you don't provide any basis for the measurement air pollution generated by the types of trucks that will be using the site. The measurement standards need to be applied to tractor trailer trucks both traveling and idling. In addition, there is no cumulative effect for the 510 trucks that will be passing through Pugsley Road each

CHALLEN HEANEY ARMSTRONG 1001 SOMERSET KNOLL, BREWSTER, NY 10509 ■ 845.278.0247 P/F ■ charmstrong@aol.com

Northeast Interstate Logistics Center (2)

2 day and probably idling there while they wait in line. You say there is no impact on existing routes into and out of the site. Your assumptions are hidden from board and public views.

In light of the American Lung Associations' data alone this project needs to be reconsidered.

3 If you were to receive the zone change to OP-3 which puts the building up to a Class C use, given that Building 4 is contemplated to have cooling systems how does that affect the calculation?

Sincerely,

Challen H. Armstrong

CHALLEN HEANEY ARMSTRONG 1001 SOMERSET KNOLL, BREWSTER, NY 10509 ■ 845.278.0247 P/F ■ charmstrong@aol.com

July 23, 2018

RECEIVED
JUL 26 2018
Town of Southeast

Southeast Planning Board
1 Main Street
Brewster, New York 10509

To the Southeast Planning Board

Re: Noise Pollution: Northeast Interstate Logistics Center

As I understand it, you conclude that (III.L-25) future build 2023 will result in noise levels that are 2 dBA or less; that there will be no noise impacts on the 4 roadway corridors; and at 6 trips per hour for each building will result in noise levels of 7dBA below the limit provided in the ordinance. Is scientific information about noise pollution ever taken into account in drafting a noise ordinance?

1 According to the DEIS, Table III.L-2, DBA levels are considered **very loud** at levels of 80-100, whereas levels of 50-60 considered "quiet". Further, the noise ordinance sets a daytime limit of 65 dBA and 55 dBA at night for residences. I do not find your estimation of the dBA of a 53' tractor trailer truck either rolling or idling.

2 The NYS Motor Vehicle Law, Chapter IV, Subchapter E itemizes some of the sound impacts of different vehicles. That document states that "most humans find a sound level of 60-70 decibels creates a "significant impact." Further, most trucks operate at about 91 decibels at 50' is "very loud." Your own data shows that noise levels are "very loud" between 80-100 dBA.

In table III.I-7 under Construction equipment you calibrate the dBA of a front loader @ 50' to be 80 dBA and a flatbed truck@84 dBA ARE WITHIN THE 80-100 VERY LOUD RANGE.

3 In table III.L.25 you calculate the cumulative effect from each building. The fallacy in offering the cumulative effects per building belies the fact that all of the trucks both coming and going will be using the same road for access and exit, Pugsley. There will be 11.3-50 trucks per hour over a 24 hour span. Think of 91 dBA X 250 trucks as they traverse and idle on Pugsley Road, Imagine the noise impact as they get to I-84. Please cite the standard of dBA calculation that you used for a 53' tractor trailer truck and what the cumulative effect it has on the proposed # of trucks per hour.

The woman who said we'd be opposed to any type of development is dead wrong. I and many of my friends support commercial development because we know that potential tax offsets our residential properties. Please don't insult us.

CHALLEN HEANEY ARMSTRONG 1001 SOMERSET KNOLL, BREWSTER, NY 10509 ■ 845.278.0247P/F ■ charmstrong@aol.com

Northeast Interstate Logistics Center (2)

I think that what you heard at both public hearings is that we don't think THIS proposal is the right one. Everyone treasures the quality of life that we have in County. Two of the measures that we use to describe quality of life are natural noise and clean air.

Sincerely,

Challen H Armstrong

CHALLEN HEANEY ARMSTRONG 1001 SOMERSET KNOLL, BREWSTER, NY 10509 ■ 845.278.0247 P/F ■ charmstrong@aol.com

July 24, 2018

Ms. Victoria Desidero, Administrative Assistant
Southeast Planning Board
1 Main Street
Brewster, NY 10509

Dear Ms. Desidero,

I attended the Planning Board Meeting last night, July 23, 2018 where many legitimate items of concern were brought up by many Southeast residents.

This Interstate Logistics Distribution Center is TOTALLY INSANE for the Town of Southeast!!!!

1 The traffic and congestion these trucks will create entering and exiting Pugsley Road 24 hours/day onto Route 312 will be horrific to say the least.

And a roundabout for trucks entering and exiting Pugsley Road – this can never happen!!

2 This construction project will have a detrimental effect to our surrounding areas because of the noise, air quality, infringement on surface water that drains into the Middle Branch Reservoir and wetlands.

I am a resident of Hunters Glen Condominiums which will be affected by the construction of this project, not to mention Twin Brook which is only 600' away.

3 This project will be a nightmare to the community. We all moved to Putnam Country because of the beauty of it and to have a better quality of life. Let's not ruin it!!

YOU NEED TO PUT A STOP TO THIS PROJECT FOR THE BENEFIT OF ALL TOWN OF SOUTHEAST RESIDENTS!!!

Sincerely,

Patricia Williamson

Patricia Williamson
503 Chestnut Drive
10512
845-225-7840
Pwilliamson503@comcast.net

RECEIVED
JUL 26 2018
Town of Southeast

Amanda and Richard DeHaan
103 Twin Brook Court
Carmel, NY 10512
E-mail: dehaan.amanda@gmail.com

RECEIVED
JUL 23 2018
Town of Southeast

July 17, 2018

Chairman Thomas LaPerch
Town of Southeast Planning Board
One Main Street
Brewster, NY 10509

Dear Mr. LaPerch,

My name is Amanda DeHaan and I live at 103 Twin Brook Court. I would like to list my questions below and have someone answer them.

I attended the meeting on July 9th and I heard many of the questions asked and mine might overlap but I am extremely concerned that this project is even open for discussion.

1 1. What is the environmental impact of this project?
2 2. What is this going to do to our **antiquated** infrastructure?
3. Every time the wind blows the wrong way we lose power. What is this massive proposed project going to do to our less than perfect electric grid?
3 4. The traffic is now so unbearable that it takes me almost one hour to get to and from work in Mt. Kisco. There are so many cars and trucks and buses on the road in town and through Brewster that it takes longer than need be to get anywhere. Coming home on 84 we just sit in traffic for 15 minutes to get up 84 because the trucks are in both lanes. 510 plus or minus extra trucks on the road will make it impossible to get anywhere.
5. The traffic on Route 6 and 312 is already a nightmare. On the weekends it takes an extremely long time to get anywhere and during the week it is even worse.
4 6. All of the Brewster schools are on or off of Route 312. Our children's safety could be at risk with all of these trucks on the road. What are you planning for their safety? Does the school system know about this project?
5 7. What is this going to do to our wells which are already a problem (at Twin Brook there is sodium in the water which cannot be removed by a filter). If you have to watch your sodium intake, you cannot drink it. This is going to add more stress to the wells.
6 8. What about the wear and tear on the roads? Since they are applying for the PILOT program, they will be reducing their tax burden for 10 years. Therefore, the tax payers have to come up with the money to fix the damaged roads, which the truck traffic will

6 cause. The roads are in bad shape to begin with, let alone with 500 plus extra trucks a day.

7 9. What is going to be the noise level of these trucks 24 hours a day to my community at Twin Brook Court, Hunters Glen, and any other community they border?

10. What about the wildlife and how will that affect them?

8 11. One time the ground was disturbed behind Twin Brook Manor and a rat's nest was disturbed. We had rats running all around our neighborhood even getting into our homes. If this happens again the town will be hearing from me.

9 12. I don't see one positive coming from this proposal. This is a place that should be built in a commercial area where it does not disturb our idyllic community.

10 13. Why doesn't Putnam consider something useful to the residents - a YMCA, a community pool, a hotel so our guests will come and visit and don't have to drive to Danbury, CT to stay? A shelter from storms when the power goes out and any other times a shelter would be needed?

11 14. What is this going to do the value of our homes which isn't great to begin with? Like everyone else, we work for what we have and to have it taken away from us because no one wants to live near this monster project is not fair.

Sincerely,

Amanda M. DeHaan

Amanda M. DeHaan

Danger to our Schools (children), Hospital and Senior citizens!

7/20/18

Appendix B-9

JAMES SCOMILLIO
3802 BUTTONWOOD LN
CARMEL NY 10512
Hunter Glen Condo Owner

RECEIVED
JUL 23 2018
Town of Southeast

To: Victoria Desedero
Administrative Assistant
Town of Southeast Planning Board

Dear Victoria Desedero

Here are my concerns about the approval for Heatbury Partners to develop 300 acres off of Route 312 and Pugsley Road in the Town of Southeast.

1 · Dangerous effect it will have on our Carmel and Brewster School Districts. Delay of School Buses and the possible of School Bus accidents.

2 · Affecting of Emergency Vehicles, EMS, Fire Police at the intersection. Traffic tie ups.

3 · Enviroment - pollution, Diesel Fuel

4 · Drain on Electricity, we do not need Power outages.

5 • Danger to wildlife

6 • Trailers going through the towns of Carmel and Blewisles on Route 6. (just 2 lane Roads)

7 • Traffic Jams during rush hour on I 84 and I 684

8 • Movement of Hazardous materials.

9 • Damage to our Roads

10 • Noise factor.

11 • Air pollution / Sewer Systems

12 • Affect on Putnam Hospital and roads leading to Hospital.

13 • Increase of Traffic accidents

14 • Just thing about what would happen if trailers over turn and block the roads on a 2 lane road.

We do not need this project!

Sincerely James Scomilli
JAME SCOMILLI

Page 2 of 2

Victoria Desidero
Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Dear Ms. Desidero

Re: Northeast Interstate Logistics Center:

I am writing this letter to you today, to express my disbelief and outrange with the planning board's consideration of the Northeast Interstate Logistic Center being built off of Route 312.

As a resident of Hunters Glen in Carmel NY for more that 14 years, I always believed as our elected officials, that your first priority was the best interest of the people. To allow a million square foot facility, that runs 24 hours a day, 7 days a week, with more that 500 trucks a day on a newly constructed road very close to our homes, is an absolute betrayal to the residents of our community.

1 Common sense dictates, that a minimum 500 tractor trailers exiting off of exit 19 in an already busy intersection, regardless of road modifications, will completely shut down traffic as far back as 684 North and South at 84 West /East.

2 I am not alone in the fact that most of this community moved to Putnam County to have a better quality of life, and now with this possible change, will have many residents considering leaving this area. I urge you to keep Carmel/Southeast/Brewster the community that we all love.

Sincerely,

Robert Coyle
Concerned Resident and Registered Voter

RECEIVED
JUL 23 2018
Town of Southeast

cc:
Senator Terrance Murphy
Senator Sue Serino
Congressman Sean Maloney
Kenneth Schmitt Chief Elected Supervisor Town of Carmel
Tony Hay Supervisor Town of South East

July 16, 2018

RECEIVED
JUL 23 2018
Town of Southeast

Victoria Desidero
Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Dear Ms. Desidero

Re: Northeast Interstate Logistics Center:

I am writing this letter to you today, to express my disbelief and outrange with the planning board's consideration of the Northeast Interstate Logistic Center being built off of Route 312.

As a resident of Hunters Glen in Carmel NY for more that 14 years, I always believed as our elected officials, that your first priority was the best interest of the people. To allow a million square foot facility, that runs 24 hours a day, 7 days a week, with more that 500 trucks a day on a newly constructed road very close to our homes, is an absolute betrayal to the residents of our community.

1 Common sense dictates, that a minimum 500 tractor trailers exiting off of exit 19 in an already busy intersection, regardless of road modifications, will completely shut down traffic as far back as 684 North and South at 84 West /East.

2 I am not alone in the fact that most of this community moved to Putnam County to have a better quality of life, and now with this possible change, will have many residents considering leaving this area. I urge you to keep Carmel/Southeast/Brewster the community that we all love.

Sincerely,

Laurene Coyle
Concerned Resident and Registered Voter

cc:
Senator Terrance Murphy
Senator Sue Serino
Congressman Sean Maloney
Kenneth Schmitt Chief Elected Supervisor Town of Carmel
Tony Hay Supervisor Town of South East

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 23, 2018 9:21 AM
To: Kate Roberts
Subject: FW: Building of Warehouses

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
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Add to address book | *Bio*

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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:20 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Building of Warehouses

Just received.
Victoria

From: ROSEMARIE CRUMLEY <rc501@comcast.net>
Sent: Saturday, July 21, 2018 4:59 PM
To: planning@southeast-ny.gov

Cc: townboard@southeast-ny.gov
Subject: Building of Warehouses

I am sorry I can not make the next meeting, but I wanted to voice my opinion.

Regarding the development of a 377 acre warehouse facility - I strongly oppose to this.

1 I am a resident of Twin Brook Manor. The development is going behind the 400 houses in my development but I am only one more house over. I moved from the city to get away from traffic and 1
2 noise. This project will not make things pleasant. I am sure there is property elsewhere that would not interfere with residential living.

Rosemarie Crumley

This email has been checked for viruses by Avast antivirus software.
www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Thursday, July 26, 2018 11:11 AM
To: Kate Roberts
Subject: FW: Check Out Our Featured Property Of The Week!

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
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Add to address book | *Bio*

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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Thursday, July 26, 2018 11:01 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Check Out Our Featured Property Of The Week!

Received this morning.
Thanks,
Victoria

From: Ashley Ley <aley@akrf.com>
Sent: Wednesday, July 25, 2018 3:59 PM
To: Lynne Eckardt <lynne.eckardt@gmail.com>

Cc: Victoria Desidero <planning@southeast-ny.gov>
Subject: Re: Check Out Our Featured Property Of The Week!

Victoria-

Please include Lynne's e-mail with the DEIS comment letters. I have forwarded it to AKRF's traffic engineers.

Thank you,

Ashley

On Wed, Jul 25, 2018 at 3:54 PM, Lynne Eckardt <lynne.eckardt@gmail.com> wrote:

Hi All,

Below please find an Putnam County EDC promotion for the 123 room approved hotel on Route 6 (east of Putnam Plaza) in the Town of Carmel. I had mentioned this during a NIL Public Hearing but wasn't sure how active the site was, thus I wanted you to be aware of this recent marketing I received this morning (7/25/18)

In addition, there is talk of turning this hotel project into an Assisted Living/Memory Care Center (124 resident facility)- in fact, a variance for this change of use was approved on 10/11/17. I assume that this means it can be either a 123 unit hotel or a 124 unit assisted care facility. In either case, there will be additional traffic. I'm sure that these traffic studies are available through the Carmel Planning Board.

1

I think I mentioned the number of approved houses at 'Gateway Summit' which is another aspect of this development. On 10/14/15 the Carmel Planing Board granted approval extensions to 'Gateway Summit' 55.-2-24.6-1 and 55.-2-24.6-2 (150 units senior housing) and 'The Fairways' 55.--2-24.8-1 and 5.-2-24.8-2 (150 units of senior housing). A total of 300 units of approved senior housing. I believe that there was also to be some retail and office space with Gateway Summit so this should be explored a well.

In short, about **one mile** from the Route 312/Route 6 junction here are possibly 300 units of approved senior housing (including some retail and office space) plus a 123 room hotel (or 124 room assisted living facility) also approved. I know that traffic studies have been done for all three facilities (although they are probably somewhat dated) and I believe that, if they haven't already, these projects need to be considered by the Northeast Intestate Logistics and AKRF traffic engineers.

Thanks for your attention to this.

Best,
Lynne
845 661-6349

---------- Forwarded message ----------.
From: **Putnam County Economic Development Corporation** <jillmarie.varricchio@putnamcountyny.gov>
Date: Wed, Jul 25, 2018 at 8:00 AM
Subject: Check Out Our Featured Property Of The Week!
To: leckardt@southeast-ny.gov

Connect with us

Putnam County Economic Development Corporation | 40 Gleneida Avenue, Carmel, NY 10512

Unsubscribe leckardt@southeast-ny.gov

Update Profile | About our service provider

Sent by jillmarie.varricchio@putnamcountyny.gov in collaboration with

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Kate Roberts

From: Daniel Richmond
Sent: Monday, July 23, 2018 9:33 AM
To: Kate Roberts
Subject: FW: Concerns about Northeast Interstate Logistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:32 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Concerns about Northeast Interstate Logistics Center

Just received.
Victoria

From: Shi Chen <dirkchen@yahoo.com>
Sent: Monday, July 23, 2018 9:01 AM

Appendix B-14

To: planning@southeast-ny.gov
Subject: Re: Concerns about Northeast Interstate Logistics Center

23 July 2018

Victoria Desidero

Administrative Assistant

Town of Southeast Planning Board

1 Main Street,

Brewster, NY 10509

Re: Concerns about Northeast Interstate Logistics Center

Dear Ms. Desidero,

I am writing to raise my concerns about the Northeast Interstate Logistics Center. As a resident of Southeast town, I'm strongly against this project and hope our town planning board would not grant a permit for this project.

1 The Northeast Interstate Logistics Center site is less than 2000ft from where I'm living. It will have multi threats to our daily life. The pollution, the traffic noise and the harmful effect to the wildlife will be unimaginable. We came to Putnam county to stay away from these issues, we don't want to have them in our neighborhood.

1 2 3

Please help to preserve our beautiful county, do not grant a permit for the Northeast Interstate Logistics Center.

Many thanks for your time,

Shi Chen

914-767-6958

5701 APPLEWOOD CIR

CARMEL, NY 10512

This email has been checked for viruses by Avast antivirus software.
www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 23, 2018 9:14 AM
To: Kate Roberts
Subject: FW: Concerns Re Northeast Logistics

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:12 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Concerns Re Northeast Logistics

Just received.
Victoria

From: Helen Evers <hevers_325@comcast.net>
Sent: Friday, July 20, 2018 8:41 PM

To: townboard@southeast-ny.gov; planning@southeast-ny.gov
Subject: Concerns Re Northeast Logistics

Dear Chairman Laperch and Members of the Board,

I've been reading the proposed plans for a million square foot warehouse space located on a lush, bucolic hillside of Southeast – the plans are overwhelming. Construction and implementation will be on a massive scale: noisy, disruptive and unhealthy. I can't fathom 500+ tractor trailers using that 2-lane road to and from I-84 at all hours of day and
1 night. There are barely shoulders on that section of 312, and the expectation that a roundabout would smooth the flow of 53' tractor trailers merging with cars and trucks seems wishful thinking at best.

2 I already try to avoid Route 312 at certain times of the day because of traffic. The anticipated level of congestion and intimidating presence of so many diesel-fume emitting tractor trailers would keep me away as much as possible. While I love shopping at Deciccos in The Highlands, this plan would change that preference to Trader Joe's and Whole Foods in Danbury. Those stores are farther away but would be safer and easier to get to.

3 Also, I live on a road not far from 684. When there is backed-up traffic on 312 and 84, many people take back roads to get to 684; it dramatically increases traffic along and in front of my house. It could become a permanent situation if this giant warehouse were active, and it would significantly decrease my quality of life and property values.

While I applaud the desire to increase jobs and hold down taxes, I don't think it should be done at any cost. What are the true benefits to our town?
4 - A tax break is being requested.
5 - The projected (not even assured) jobs aren't particularly well-paying.
6 - Will the jobs be full-time?
7 - Will the jobs provide vacation pay and health benefits?
8 - Will qualified Southeast residents get priority?

Distribution centers are using robotics more and more, has there been an analysis of the expected decline of human employment for this reason?

Has anyone looked at the possibility that drones could be employed to ferry goods in and out of the distribution center? Amazon is already using this technology. What are the environmental, health and safety repercussions of that?

Many of us moved up here to get away from urban living and this sounds like it will create the worst of urban environmental issues. Please think long and hard before giving this project the green light. It will undoubtedly change
9 the very core of our community.

Regards,

Helen Evers

This email has been checked for viruses by AVG antivirus software.
www.avg.com

Appendix B-15

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, July 24, 2018 1:55 PM
To: Kate Roberts
Subject: FW: LOGISTIC CENTER DEVELOPMENT

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, July 24, 2018 1:52 PM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: LOGISTIC CENTER DEVELOPMENT

Just received.
Victoria

From: Kenneth Kern <kenjanet2@aol.com>
Sent: Tuesday, July 24, 2018 12:54 PM
To: planning@southeast-ny.gov
Subject: LOGISTIC CENTER DEVELOPMENT

THIS PROPOSAL OF A LOGISTIC CENTER ON PUGSLEY ROAD OF ROUTE 312 ---

CAN NOT HAPPEN!!!

1 ***THE PROBABILITY OF 500 TRUCKS A DAY ON ROUTE 312 AND 650 EMPLOYEES GOING TO AND COMING FROM WORK --- WILL CREATE MEGA TRAFFIC PROBLEMS.***

2 ***CONSIDERATION THAT THERE ARE ALL BREWSTER SCHOOLS THAT USE ROUTE 312 SEVERAL TIMES A DAY - AND - THE FIRE HOUSE IS ALSO LOCATED ON 312.*** 3

The Planning Department MUST think of the residents of Southeast - first and foremost. This will effect every household in Southeast including Route 22, and Route 6 areas.

PLEASE REMOVE THIS FROM YOUR AGENDA.....

Sincerely,

Janet M. Kern
51 Bloomer Road
Brewster (Heights) NY

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Wednesday, July 25, 2018 10:33 AM
To: Kate Roberts
Subject: FW: DANGER ON ROUTE 312

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Wednesday, July 25, 2018 9:19 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: DANGER ON ROUTE 312

Just received.
Victoria

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,
Zoning Board of Appeals and

MS4 Administrator
(845) 279-7736

From: Tony Hay <tonyhayusmc@gmail.com>
Sent: Tuesday, July 24, 2018 5:30 PM
To: Town Board <townboard@southeast-ny.gov>; Victoria Desidero <vdesidero@southeast-ny.gov>; Tom LaPerch <tlaperch@hlcommercialgroup.com>
Subject: Fwd: DANGER ON ROUTE 312

---------- Forwarded message ----------
From: **Tony Hay** <tonyhayusmc@gmail.com>
Date: Tue, Jul 24, 2018 at 5:29 PM
Subject: Fwd: DANGER ON ROUTE 312
To: kenjanet2@aol.com

Dear Ken,

Hope all is well with Janet and the family. The Town is in receipt of your e-mail. Thank you for your input. Tony

---------- Forwarded message ----------
From: **Kenneth Kern** <kenjanet2@aol.com>
Date: Tue, Jul 24, 2018 at 1:44 PM
Subject: DANGER ON ROUTE 312
To: townboard@southeast-ny.gov

ATTENTION: TONY HAY

THE SUBJECT "DANGER ON ROUTE 312"

WILL BE VERY TRUE IF THE LOGISTIC CENTER DEVELOPMENT ON PUGSLEY ROAD OFF ROUTE 312 IS PASSED.

4 **Please consider how the possibility of approximately 500 trucks daily and many people who will work at the logistic center will effect the schools, firehouse, doctors offices and the hospital., How will school busses get to and from all the Brewster schools, several times a day safely. A fireman has to get to the firehouse, and then the firetrucks have to travel to an emergency quickly. How about a person who is near death be transported to the doctors offices on 312 or the hospital quickly.** 5 4 6

EVERY RESIDENT IN SOUTHEAST WILL HAVE A PROBLEM WITH TRAFFIC OF 18 WHEELER TRUCKS ON A MAIN THOROUGHFARE

7 **A DANGEROUS TRAFFIC PROBLEM WILL DEVELOP ON ROUTE 22, ROUTE 312, ROUTE 6 AND ADJOINING ROADS.**

THINK THIS THROUGH---- IT CAN NOT BE BUILT ON PUGSLEY ROAD OFF ROUTE 312.

PLEASE REMOVE THIS FROM YOUR AGENDA.

Sincerely,

Kenneth C. Kern
51 Bloomer Road
Brewster (Heights) NY

--

Tony Hay

Supervisor, Town of Southeast

1360 Route 22, Brewster, NY 10509

(845) 279-5345 (O)

(845) 278-2453 (F)

tonyhayusmc@gmail.com

thay@southeast-ny.gov

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--

Tony Hay

Supervisor, Town of Southeast

1360 Route 22, Brewster, NY 10509

(845) 279-5345 (O)

(845) 278-2453 (F)

tonyhayusmc@gmail.com

thay@southeast-ny.gov

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Kate Roberts

From: Daniel Richmond
Sent: Tuesday, July 24, 2018 1:55 PM
To: Kate Roberts
Subject: FW: Logistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Tuesday, July 24, 2018 1:51 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistics Center

Just received.
Victoria

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,
Zoning Board of Appeals and

MS4 Administrator
(845) 279-7736

From: Tony Hay <tonyhayusmc@gmail.com>
Sent: Tuesday, July 24, 2018 12:22 PM
To: Erin Loosen <erinloosen@gmail.com>
Cc: Lynne Eckardt <leckardt@southeast-ny.gov>; Liz Hudak <ehudak@southeast-ny.gov>; Ed Alvarez <EAlvarez@southeast-ny.gov>; jlord@southeast-ny.gov; Michele Stancati <mstancati@southeast-ny.gov>; Willis Stephens <WStep68534@aol.com>; Chris DuBois <cdubois@southeast-ny.gov>; Victoria Desidero <vdesidero@southeast-ny.gov>; Tom LaPerch <tlaperch@hlcommercialgroup.com>
Subject: Fwd: Logistics Center

Dear Erin,

It appears all is well. I have forwarded you e-mail and comments on the logistics center to the Town Board and Planning Board. Thank you. Tony Hay

---------- Forwarded message ----------
From: **Erin Loosen** <erinloosen@gmail.com>
Date: Mon, Jul 23, 2018 at 7:39 PM
Subject: Logistics Center
To: Tony Hay <tonyhayusmc@gmail.com>

Hi, Tony.

We are away and I'm unfortunately unable to attend the meeting this evening about the logistics center being proposed.

I'd just like to express my very strong opposition to this project. With a 6 year old and a 2 year old, with new and not yet developed lungs - it's unconscionable to think our town would support such a project.

1 If you look at the data and research about the adverse life-Long conditions diminished air quality cause you'd be stunned that this has gotten this far. A mile from our schools and our neighborhoods - to subject our children (and adults, elderly, etc.) to increased asthma, autism, autoimmune conditions, allergies, heart disease... is terrible. We all moved up here and live up here to get away from the city and pollution. This is not what's best for our families. The negatives drastically outweigh any positives (I personally see none - jobs and taxes can be positives, but not in this specific case).

Please let me know who else I can contact to further oppose this project.

Thank you,
Erin

Erin Loosen
30 Salmons Hollow Rd

Brewster NY
--
Erin Loosen
646-208-5891

--

Tony Hay

Supervisor, Town of Southeast

1360 Route 22, Brewster, NY 10509

(845) 279-5345 (O)

(845) 278-2453 (F)

tonyhayusmc@gmail.com

thay@southeast-ny.gov

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Kate Roberts

From: Daniel Richmond
Sent: Monday, July 23, 2018 9:16 AM
To: Kate Roberts
Subject: FW: Logistics ctr

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:15 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistics ctr

Just received.
Victoria

-----Original Message-----
From: Doug Kugel <douglas.kugel@gmail.com>

Sent: Saturday, July 21, 2018 6:04 AM
To: planning@southeast-ny.gov
Subject: Logistics ctr

1 I've spotted a bald eagle in that area which happen to be thriving in this area.

Can we have a Deis done on this specific population seeing as they are a federally protected species?

Doug Kugel, M.S., PA-C
Morgan drive
Sent from my mobile device. =

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

From: Daniel Richmond
Sent: Wednesday, July 25, 2018 10:33 AM
To: Kate Roberts
Subject: FW: Logistics' proposal

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, July 25, 2018 9:08 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistics' proposal

Just received.
Victoria

-----Original Message-----
From: Gail Rampolla <rampie99@aol.com>

Sent: Tuesday, July 24, 2018 10:03 PM
To: planning@southeast-ny.gov
Subject: Logistics' proposal

I strongly object to the development of a very large warehouse facility off Route 312. 500 trucks a day will create
1 tremendous traffic congestion, and air and noise pollution. Traveling on Route 312 will be a nightmare and it will affect 4
quality of many citizens' lives.
2 3
5 If the developer gives 1% of the school budget towards school taxes it will hardly affect taxpayers. School board will find ways to spend this 1% without reducing taxes.
Please vote NO on this proposal.

Sincerely,
Gail Rampolla

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https://www.avast.com/antivirus

From: Daniel Richmond
Sent: Monday, July 23, 2018 9:32 AM
To: Kate Roberts
Subject: FW: Northeast Interstate Logistics

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:31 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Victoria

From: Michele <jettbill@aol.com>
Sent: Sunday, July 22, 2018 9:45 PM
To: planning@southeast-ny.gov; townboard@southest-ny.gov
Subject: Northeast Interstate Logistics

Chairman Thomas LaPerch

I am writing this email to tell you I oppose the building of the Northeast Interstate Logistics on Pugsley Rd and Route 312.

Putnam is advertised as where the country begins. This will do serious damage to that image.

1 As I understand it, it is a 1.1 million square feet wharehouse. That includes an estimate of 510 tractor trailer trucks a day, with an increase of over 1000 passenger cars. This put a lot of wear on the roads and more pollution in the air. I understand it will be visible. 2

3 As to employees the estimate is 665. But one has to wonder if that is an over estimate as there is much automation today.

4 Seems like it will be a Tax burden too. Who will pay for the wear on our roads, the extra lights that have to go up, the increase law enforcement. I hear they want to to apply for the PILOT program that would decrease their taxes by a third.

So for all these reasons I oppose this wharehouse.

Michele Carlson
6 Seven Oaks Lane
Brewster NY. 10509

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From: Daniel Richmond
Sent: Tuesday, July 24, 2018 1:55 PM
To: Kate Roberts
Subject: FW: Northeast Interstate Logistic Proposal

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, July 24, 2018 1:52 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistic Proposal

Just received.
Victoria

From: Tony Hay <tonyhayusmc@gmail.com>
Sent: Tuesday, July 24, 2018 12:26 PM
To: Nina Walters <walters1108@verizon.net>

Cc: Victoria Desidero <planning@southeast-ny.gov>; Town Board <townboard@southeast-ny.gov>
Subject: Re: Northeast Interstate Logistic Proposal

Dear Ms. Walters,

The Town is in receipt of your e-mail. Thank you. Tony Hay, Southeast Supervisor

On Mon, Jul 23, 2018 at 7:57 PM, Nina Walters <walters1108@verizon.net> wrote:

> As a Putnam County resident for 20+ years, I am writing to express my concern regarding the proposed distribution center. As a commuter who drives on Rte 312 on a daily basis, I have concerns regarding the significant increase in truck traffic and they are:
>
> 1 - On a daily basis, Rte 312 starts to become congested at 5:00 pm, cars can back up to Independence Way. A traffic circle will not mitigate the congestion. 1
> 2 - Rte 312 is extremely icy during the winter, the increase in trucks will increase accidents on that road. 2
> 3 - Property values will decrease in the surrounding area. 3
> 4 - Increase in noise, truck exhaust and impact on the environment. 4 5
> I do not support the building of the logistic center.
>
> Nina
> walters1108@verizon.net

--

Tony Hay

Supervisor, Town of Southeast

1360 Route 22, Brewster, NY 10509

(845) 279-5345 (O)

(845) 278-2453 (F)

tonyhayusmc@gmail.com

thay@southeast-ny.gov

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From: Daniel Richmond
Sent: Monday, July 23, 2018 9:17 AM
To: Kate Roberts
Subject: FW: Northeast Interstate Logistics

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:16 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Victoria

From: bassetta@aol.com <bassetta@aol.com>
Sent: Saturday, July 21, 2018 11:27 AM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Northeast Interstate Logistics

Dear local boards,

I strongly disagree with Northeast Interstate Logistics being built on the proposed location on Pugsley Road, near the intersection of Route 312 and Route 84,Exit 19.

1 This would cause significant traffic and major congestion for residents, more accidents, discourage people from using the Highlands Shopping Center, congestion for Metro North users, causing delays for school buses, local buses, all commuter delays to the entire area, hospital emergencies, and more.

We are talking an abundance of oversized tractor trailer trucks which will totally control the intersection.

I vote absolutely NO. We can find other ways to reduce our taxes.

Ann Bassett
Brewster resident

---

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From: Daniel Richmond
Sent: Monday, July 23, 2018 1:45 PM
To: Kate Roberts
Subject: FW: Northeast Interstate Logistics

FYI

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 1:44 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Victoria

From: JOSEPH DISTEFANO <inspclouseau102@aol.com>
Sent: Monday, July 23, 2018 12:15 PM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Northeast Interstate Logistics

We are NOT in favor of this project. There is too much traffic as it is. And, a roundabout is one of the worst ideas. This will do "wonders" for the Claremont medical facility!!

And we all know that our taxes will NOT be lower because of this.

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Kate Roberts

From: Kate Roberts
Sent: Monday, July 23, 2018 9:26 AM
To: Kate Roberts
Subject: FW: Northeast Regional Losistics

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:18 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Regional Losistics

Just received.
Victoria

From: hondo1022@comcast.net <hondo1022@comcast.net>
Sent: Saturday, July 21, 2018 1:22 PM
To: planning@southeast-ny.gov
Cc: townboard@southeast-ny.gov
Subject: Northeast Regional Losistics

Dear members of the Southeast Planning Board,

1 The significant irony of accepting the massive project called Northeast Logistics is the nightmare of travel logistics for residents of Southeast, Carmel, and any other commuter using Routes 6, 312, and I-84. The anticipated influx of more than 500 tractor trailer daily trips along with the estimated 600 employees needed to run the 1.1 million square foot facility will surely have a choking effect on traffic as well as noise pollution and air quality. These tractor trailers are generally about 70' in length, which minimally approximates 3 automobiles. Since they are at best cumbersome, especially when travelling at local speed limits, the traffic problems will rise sharply. During peak commuting hours, the delays will no doubt be more significant than commuters now experience. This undoubtedly will lead to drivers seeking an alternative to save time. I fear that a road such as North Brewster Road could be such an alternative. With a higher volume of traffic on a road with a 30 mph speed limit, safety along this already well traveled road will diminish greatly.

2 3 4

The eroded beauty of our town created by the blight of Brewster Highlands will be tragically further diminished with this project. The ridge lines should be protected from development, our air quality should be protected and our Southeast

5 6

travel logistics should be protected as well. As a Brewster resident for 34 years, please keep our travels safe and clean in our semi-rural town, say no to Northeast Logistics. Thank you.

In full disclosure, my wife, Lynne Eckardt is a Southeast Town Board member.

Sincerely yours,

Paul H. Hondorf

55 Maple Road

Brewster, New York

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From: Daniel Richmond
Sent: Monday, July 23, 2018 9:21 AM
To: Kate Roberts
Subject: FW: proposed Interstate Logistics

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:19 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: proposed Interstate Logistics

Just received.
Victoria

From: patricia toback <patriciatoback@gmail.com>
Sent: Saturday, July 21, 2018 1:48 PM
To: planning@southeast-ny.gov
Subject: proposed Interstate Logistics

1 the idea of having 500 trailer trucks on 312 and 6 per day is overwhelming. I understand that it will provide jobs and tax income, but at what price? Let's have smaller (like Home Depot! even) enterprises which will also yield sales tax revenue.

Please reject their proposal.

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From: Daniel Richmond
Sent: Monday, July 23, 2018 9:15 AM
To: Kate Roberts
Subject: FW: Proposed NE Logistics Warehouse

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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81 Main Street, Suite 415
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:15 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Proposed NE Logistics Warehouse

Just received.
Victoria

From: Janet Keyes <jakeyes923@gmail.com>
Sent: Friday, July 20, 2018 9:43 PM

To: townboard@southeast-ny.gov; planning@southeast-ny.gov
Subject: Proposed NE Logistics Warehouse

July 20, 2018

TO: Southeast Town Board
Southeast Planning Board

FR: Janet Keyes, Southeast Resident

I am very concerned that the proposed warehouse by NE Logistics will have long lasting negative effects on our community, specifically in terms of traffic congestion, air quality, aesthetics and property values.

1 | An estimated 500 semi trucks each day, along with countless passenger cars turning off Rte 312 onto Puglsey Road, is a nightmare. The access to Rte 84 and the Highland Shopping Center will be severly impaired. With this massive increase in congestion, what will be the impact on our air quality? | 2

3 | What will be the impact on property values in Southeast, especially for those homes located off Rte 312? 1.1 million square feet of concrete on a ridgeline is not pretty; it will be downright ugly for miles around. Aesthetics matter. It is why people move to Putnam County....natural beauty, clean air, good roads and easy access to shopping and major highways. The NE Logistics warehouse does not meet these high standards.

I may not be able to attend the Public Hearing on Monday night, but ask that these concerns be addressed in their entirety from both the Planning Board and the Town Board. I look forward to your response. Thank you.

Janet Keyes
19 Bearberry Lane
Brewster NY

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From: Daniel Richmond
Sent: Monday, July 23, 2018 9:15 AM
To: Kate Roberts
Subject: FW: Proposed Northeast Interstate Logistics Center by Putnam Seabury Partners, LP

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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White Plains, New York 10601
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:14 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Proposed Northeast Interstate Logistics Center by Putnam Seabury Partners, LP

Just received.
Victoria

From: Linda Cuzzi <lfcuzzi@comcast.net>
Sent: Friday, July 20, 2018 8:47 PM

To: planning@southeast-ny.gov
Subject: Proposed Northeast Interstate Logistics Center by Putnam Seabury Partners, LP

Victoria Desidero, Administrative Assistant

Town of Southeast Planning Board

1 Main Street

Brewster, NY 10509

I am writing to express my opposition to the proposed Northeast Interstate Logistics Center by Putnam Seabury Partners, LP. I am a 28-year resident of Hunters Glen in the Town of Southeast. I am opposed to overdevelopment that would bring excessive traffic, noise, air pollution, and land development so close to my home. I am particularly opposed to this project because of its proximity and impact to our water supply here in Hunter's Glen.

1 2 3 4

This is a beautiful area, as evidenced by the many people from Connecticut who come here each weekend to use the Putnam County Trailway. Last winter, at the Fahnestock Winter Park, I met a couple from Long Island who drove all the way up here just to sleigh-ride at the park. People want to come here to enjoy the natural beauty of the outdoors, distinctly missing from other neighboring towns in the New York area. There is already quite a bit of traffic in the town on the weekends. Many communities in upstate New York are crying out for a project as large-scale and this one. I encourage Putnam Seabury Partners, LP to visit https://esd.ny.gov/ to find out more.

I would like to remain here well into my retirement years. But it will not be possible to enjoy the beautiful resources and surroundings if a project of this scale is allowed to move forward. It will degrade the area into something that is only beneficial to a small group of developers.

Respectfully submitted,

Linda F. Cuzzi

3108 Morgan Drive

Carmel, NY 10512

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From: Daniel Richmond
Sent: Monday, July 23, 2018 4:57 PM
To: Kate Roberts
Subject: FW: Proposed warehouse/distribution center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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81 Main Street, Suite 415
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From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Monday, July 23, 2018 4:55 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Proposed warehouse/distribution center

Just received.
Victoria

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,
Zoning Board of Appeals and

MS4 Administrator
(845) 279-7736

From: Michele Stancati <mstancati@southeast-ny.gov>
Sent: Monday, July 23, 2018 4:00 PM
To: 'Victoria Desidero' <vdesidero@southeast-ny.gov>
Subject: FW: Proposed warehouse/distribution center

From: tlbjnyc@aol.com <tlbjnyc@aol.com>
Sent: Monday, July 23, 2018 3:20 PM
To: townboard@southeast-ny.gov
Subject: Proposed warehouse/distribution center

Dear Sirs, I am currently a homeowner at 504 Twin Brook Court one of the communities that will be affected by the proposed Warehouse/Distribution Center. I wish to state that I find this entire idea quite ludicrous for the following:

1 - An enormous amount of truck traffic will influx the area causing traffic jams,excessive noise 2 and pollution 3
4 - The construction of a cloverleaf at Rte312 and Pugsley Road would just add to the above.
5 - We have numerous schools in the area which would be greatly impacted by the estimated 550 trucks bearing down on the community, not to mention emergency service vehicles. 6
7 - Our beautiful Forest land will become a concrete eyesore.
- All the proposals that are supposed to make the project worthwhile are vague and unrealistic.

I realize that the opinion of our country is one of progress and economics and to hell with our environment and health bu tin closing I would say that just because we can do something doesn't mean we have too,

Thank You

Anthony Capizzi
504 Twin brook court
Carmel, Ny 10512

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From: Daniel Richmond
Sent: Wednesday, July 25, 2018 10:32 AM
To: Kate Roberts
Subject: FW: Southeast Logistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
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www.zarin-steinmetz.com
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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, July 25, 2018 9:07 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Southeast Logistics Center

Just received.
Victoria

-----Original Message-----
From: Gina Occhigrossi <tilegolo@yahoo.com>

Sent: Tuesday, July 24, 2018 7:29 PM
To: Victoria Desidero <planning@southeast-ny.gov>; Town Board <townboard@southeast-ny.gov>
Cc: Gina <tilegolo@yahoo.com>
Subject: Southeast Logistics Center

To the Southeast planning board:

My name is Gina Occhigrossi, I live at 3 Ivy Hill Road, Brewster. I attended the meeting on July 23rd and planned to speak.
It would have been a good idea if a time limit was given to each person, so more could speak (especially those that need to work early the next day).

Hopefully I can make this simple.

I live directly at "the bench" in the developers presentation at the corner of Ivy Hill and Maple Road.
1 I purchased my home for the beauty of the location. Directly across from the MiddleBranch reservoir. On Sunday mornings , I can go outside on my property and bask in the silence, beauty and quiet of my country road. This will change drastically, if the logistics center is developed . It is a 24/7 day operation.
I will hear (as I do with the Sunday quiet , the hum of I84) magnified by numerous trucks passing across rte 6 right across the water from my house. There is actually an echo of noise that travels past Tilly Foster Farm. (Poor animals).

This is just one concern of many. I can't imagine the property along the reservoir will not be affected over the long haul.

2 1- I would like to know if there is a way to stop trucks from leaving the logistics center and traveling to rt 6 . Having access only directly, from and to Interstate 84.

3 2- If construction takes place, can there be a barrier, some type of fencing if only temporary to avoid road disasters on I84 from deer and wildlife being forced out of their habitat?

4 3- Where will the 250 trucks daily be purchasing fuel?

5 4 - Extra wear & tear on our roads, the I84 overpass for example , seems like an abnormal amount of weight to withstand daily?
At what cost to us? road repairs we wouldn't have needed? how is this handled?

5- MY BIG QUESTION:

6 What is positive about the logistic center as opposed to family housing ? The "no school Children" selling point? I do understand about the extra needs and costs for municipalities, however, most desirable towns want to strengthen the family aspect in a community. Try to draw people from other areas that have a common interest in raising children in a healthy environment. We do offer a better cost of living than Westchester county. Why not raise
6 our standard to be a better community, not a warehouse haven in the future.

7 6- The idea of a "round about " working seems unimaginable, and the construction stage of the road work will keep me from shopping and supporting the stores that do exist on Independent way. Seems counterproductive to me.

Please can someone answer the questions I have. I would would really appreciate some insight .

Sincerely,
Gina Occhigrossi
3 Ivy Hill Road
Brewster, New York

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From: Daniel Richmond
Sent: Monday, July 23, 2018 9:22 AM
To: Kate Roberts
Subject: FW: Very concerned citizen NIL
Attachments: image1.jpeg; Untitled attachment 00030.txt; image2.jpeg; Untitled attachment 00033.txt

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | Bio

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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 23, 2018 9:21 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Very concerned citizen NIL

Just received.
Victoria

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

From: Jackie <ljk859@yahoo.com>
Sent: Saturday, July 21, 2018 7:55 PM
To: planning@southeast-ny.gov
Subject: Very concerned citizen NIL

Good evening:
The public is slowly becoming aware of the plans to build a 1.1 million square feet distribution facility in the beautiful area we are privileged to live in. The outrage is palpable.
Anyone who believes that the project is beneficial to the inhabitants doesn't live here, doesn't care about them or only looks at dollar signs.
1 Carmel is beautiful, quite, green and a sanctuary for wildlife (unfortunately they have less and less space). Where are the animals to go if this green space is taken over. They are surrounded by developments and roads?

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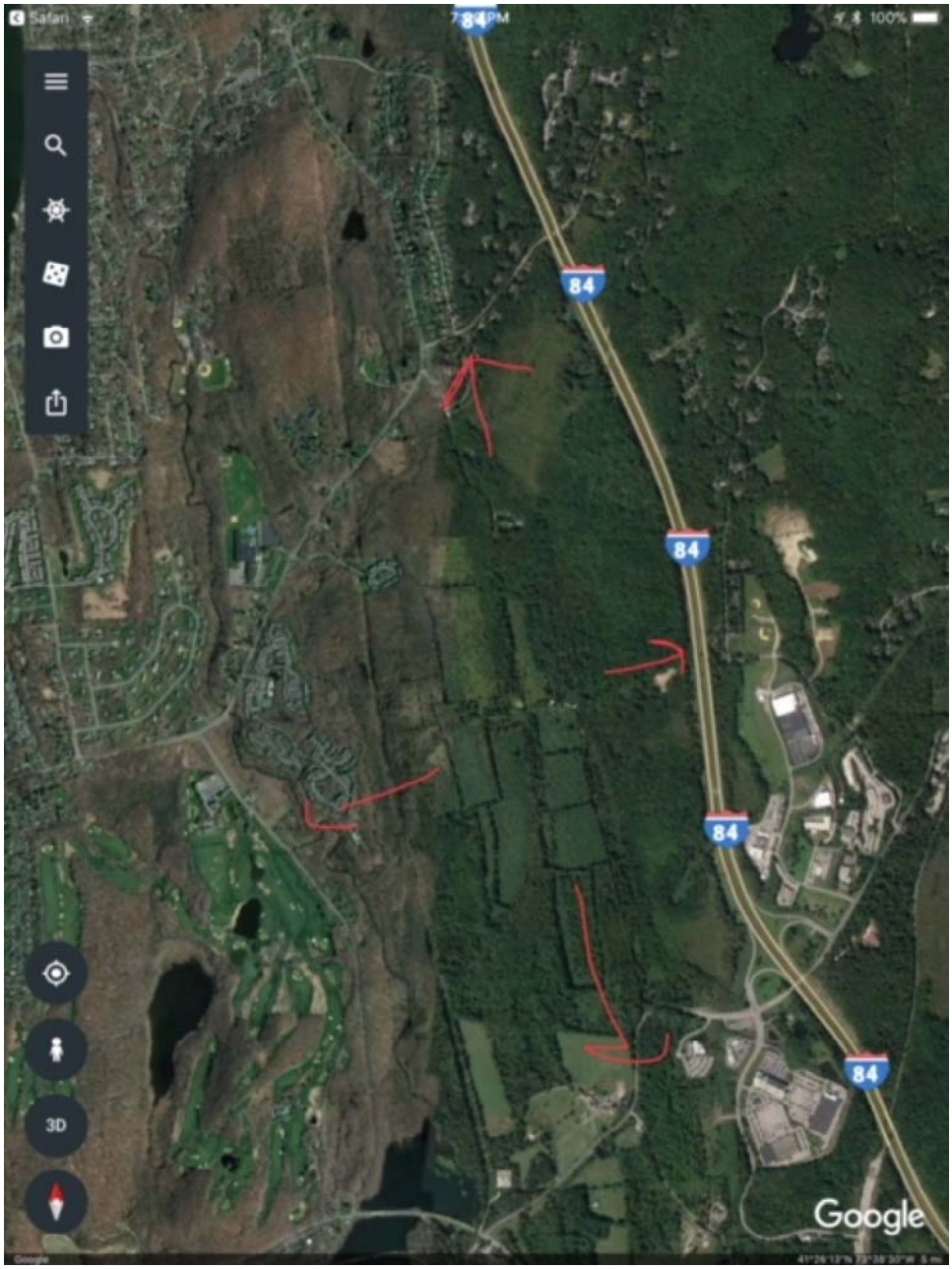
Safari
7:84 PM
100%
84
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84
84
3D
Google

Centennial
Golf Club
Distribution Center will
be seen from these
holes

From: Daniel Richmond
Sent: Wednesday, July 25, 2018 10:32 AM
To: Kate Roberts
Subject: FW: Warehouse distribution center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, July 25, 2018 9:05 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Warehouse distribution center

Just received.
Victoria

From: Sabrina Condon <sabrina.s.condon@gmail.com>
Sent: Tuesday, July 24, 2018 5:24 PM

To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Warehouse distribution center

1 I simply wanted to email in my support for this project. I have faith that you willisten to resident concerns and help mitigate the reasonable concerns. Our community desperately needs jobs and the tax income.

Thank you for all you do for our community.

Sent from my iPhone
Sabrina S. Condon, CPA, MST, AEP
29 Indian Wells Road | Brewster, NY 10509
Cell: 617.461.4484 | Home: 845.207.9791
sabrina.s.condon@gmail.com | https://www.CPAreturns.com

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From: Daniel Richmond
Sent: Wednesday, July 25, 2018 10:32 AM
To: Kate Roberts
Subject: FW:

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
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From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Wednesday, July 25, 2018 9:06 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW:

Just received.
Victoria

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,
Zoning Board of Appeals and

MS4 Administrator
(845) 279-7736

From: Tony Hay <tonyhayusmc@gmail.com>
Sent: Tuesday, July 24, 2018 5:24 PM
To: valerieschmidt2006@comcast.net
Cc: Town Board <townboard@southeast-ny.gov>; Victoria Desidero <vdesidero@southeast-ny.gov>
Subject: Fwd:

Dear Ms. Schmidt,

The Town is in receipt of your e-mail. Thank you. Tony Hay, Southeast Supervisor

---------- Forwarded message ----------
From: **Valerie Schmidt** <valerieschmidt2006@comcast.net>
Date: Tue, Jul 24, 2018 at 3:05 PM
Subject:
To: townboard@southeast-ny.gov

I am protesting your plan for the Logistic Center development on Rt312 and Pugsley Road.
These roads can not handle the congestion much less the pollution...

1 I have been here for 48 years....people don't move up here for more development...we love our beautiful countryside.. 2

3 Are you trying to destroy the town...

Sent from my iPad

--

Tony Hay

Supervisor, Town of Southeast

1360 Route 22, Brewster, NY 10509

(845) 279-5345 (O)

(845) 278-2453 (F)

tonyhayusmc@gmail.com

thay@southeast-ny.gov

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From: Daniel Richmond
To: Kate Roberts
Subject: FW: 100 million dollar distillery project
Date: Wednesday, July 11, 2018 10:12:54 AM

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, July 11, 2018 9:11 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: 100 million dollar distillery project

Just received.
Victoria

From: Tony Hay <tonyhayusmc@gmail.com>

Sent: Wednesday, July 11, 2018 6:28 AM
To: gary hamburg <garyhamb@yahoo.com>
Cc: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Re: 100 million dollar distillery project

Dear Mr. Hamburg,

These are two separate proposals, the $100 million dollar distillery project is slated for the Town of Carmel and the Interstate Logistics Center is slated for the Town of Southeast. If you go to the Town of Southeast Website southeast-ny.gov, you can learn the details of the Southeast project. Thank you. Tony Hay, Southeast Supervisor

On Tue, Jul 10, 2018 at 4:39 PM, gary hamburg <garyhamb@yahoo.com> wrote:

1 Hi lot of discrepancies between these two statements/articles. One stating over 500 tractor trailers a day, other saying 6 to 8? One is an attachment.
Please can we have the truth.
Thank you

$100 Million Distillery Project Planned for Town

$100 Million Distillery Project Planned for Town

CARMEL, N.Y. - Town and county officials say that a $100 million project that will bring an internationally know...

--

Tony Hay

Supervisor, Town of Southeast

1360 Route 22, Brewster, NY 10509

(845) 279-5345 (O)

(845) 278-2453 (F)

tonyhayusmc@gmail.com

thay@southeast-ny.gov

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Appendix B-33

CONCERNED RESIDENTS OF SOUTHEAST
P.O. BOX 762
BREWSTER, NY 10509
concernedresidentsofsoutheast@gmail.com

Did you know that the largest new project in the Town of Southeast's history is currently in front of the Southeast Planning Board? The project, known as Northeast Interstate Logistics, is **over 1.1 million square feet of warehouse/distribution space.**

Here are a few facts.

LOCATION: The project is on 327 rolling acres located on Pugsley Road (behind Tilly Foster Farm), approximately one mile from Exit 19 off I-84. Route 312 will be used to access the warehouses with a roundabout being built at the intersection of Pugsley Road and Route 312.

SIZE: The four warehouses will exceed 1.1 million square feet. By way of comparison, the entire Highlands Shopping Center (Home Depot, Kohl's, DeCicco's, Marshalls, Michael's, etc.) is 377,000 square feet.

TRAFFIC: The Proposed project could induce ±510 tractor-trailer truck trips per day, which would result in significant impacts to local traffic. Many trucks will be oversized with 53' trailers. The number of passenger vehicles trips per day is not available but could easily exceed 1,000.

WILL THESE WAREHOUSES BE VISIBLE? At least two of these warehouses will be built on our ridgelines and will be visible from areas around Brewster including the Putnam Trailway, Sunset Drive and Maple Road.

EMPLOYEES: Possible employment could be 665 people. Compensation will range from $35,000 (the majority) to $110,000 for executive positions. Because warehouses are becoming more automated, these numbers may not be accurate.

TAX BENEFITS: Despite the traffic this project will generate on our local roads, law enforcement demands and changes to our overall quality of life, the applicant will apply for a PILOT (Payment in Lieu of Taxes) program. Over a ten-year period this will reduce the property and construction taxes by about one third.

WHAT CAN YOU DO? There are two Public Hearings scheduled: July 9, 2018 and July 23, 2018 at 7:30 PM at Southeast Town Hall, 1360 Route 22, Brewster, New York. You can ask questions and make comments at Public Hearings. You can also send a letter or email to:

Chairman Thomas LaPerch
Town of Southeast Planning Board
One Main Street
Brewster, NY 10509

planning@southeast-ny.gov
townboard@southeast-ny.gov

All the information above and much more can be found on the Southeast town website at the link
http://www.townofsoutheast-ny.com/344/Interstate-Logistics-Accepted-DEIS-June-

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CONCERNED RESIDENTS OF SOUTHEAST
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BREWSTER, NY 10509
concernedresidentsofsoutheast@gmail.com

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Chairman Thomas LaPerch
Town of Southeast Planning Board
One Main Street
Brewster, NY 10509

planning@southeast-ny.gov
townboard@southeast-ny.gov

All the information above and much more can be found on the Southeast town website at the link
http://www.townofsoutheast-ny.com/344/Interstate-Logistics-Accepted-DEIS-June-

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Tom
other

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From: Daniel Richmond
To: Kate Roberts
Subject: FW: Attn VictoriaDesidero..Interstate Logistics
Date: Thursday, July 19, 2018 2:17:17 PM

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
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www.zarin-steinmetz.com
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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Thursday, July 19, 2018 1:17 PM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Attn VictoriaDesidero..Interstate Logistics

Just received.
Victoria

-----Original Message-----
From: Christine Capuano <redcycle62@gmail.com>
Sent: Wednesday, July 18, 2018 8:43 PM
To: planning@southeast-ny.gov
Cc: Tony Hay <thay@southeast-ny.gov>
Subject: Attn VictoriaDesidero..Interstate Logistics

I had previously sent an email to Cathy Croft explaining my reasons for not granting a zoning variance for the above project. Unfortunately Ms Croft emailed me that there wasn't time to read my letter last week but she hoped to do it this week.

I don't even know why the town is even considering this project. We live in watershed country. No one is going to tell me that 500 diesel trucks spewing fumes will not pollute the reservoirs, the Middle Branch Reservoir is right in this projects yard. This is not to mention the pollution of our air. Burning eyes, breathing problems. I thought I left that life back in Queens. This monstrosity will be in view of my condo. Neon lights and the noise which carries at night will be heard while we try to sleep..beep beep beep of semis backing up.

Now let's address traffic on the already clogged Rt 312 during busy times. A 15 minute drive to Caremount doctor and Urgent Care Offices off 312 will now take 3 times that given the plan for a traffic roundabout and trucks going in and out of this complex..more pollution. And who will want to go to Kohl's to shop when it would take the same amount of time to go to the Danbury Mall with cheaper sales tax.

I don't for a minute believe we will benefit from taxes. These projects always get huge tax breaks, in this case for ten years. Did our taxes go down when Home Depot was built ? Nope!

It usually costs us money, new roads, traffic lights, increased police and fire protection.

All of these negative things are not worth ruining our beautiful town where I have lived for 16 years escaping Queens where we have this very thing. Why do we have zoning laws if they can be broken.?

This disastrous plan is not in any way suited for this property and will affect the quality of life for thousands of homeowners and residents. I for one believe if this passes, some people will be going on a very pricey vacation.

For these reasons , PLEASE DO NOT GRANT THIS VARIANCE.

Christine Capuano
Southeast, Carmel NY

Sent from my iPad=

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From: Daniel Richmond
To: Kate Roberts
Subject: FW: Northeast Logistics
Date: Monday, July 09, 2018 1:01:56 PM

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
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dmrichmond@zarin-steinmetz.com
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 9, 2018 12:56 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Logistics

Just received.
Victoria

From: Amanda Scalzitti <abingman@gmail.com>

Sent: Monday, July 09, 2018 12:24 PM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Northeast Logistics

Dear Town of Southeast Planning Board,
With hearing the news of the proposed warehouse/industrial building that could take place in the close proximity to where we live, we felt you would understand why our voices matter most. We are the people that would be most affected. We own a townhome in Twin Brook Manor, a home that will undoubtedly be affected by the industrial space built there behind Tilly Foster. We own this home still and while growing as a family outgrew it and built a home a mile down the road off of Fields Corner Road. The same road that runs from Pugsley Road. The same area that will again be affected by this awful proposition. Noise, definitely. Fumes and polluted air, absolutely. Traffic, horrendous. Our kids and others that share a bus stop at this area, completely unsafe now with the amount of traffic and large trailers. We don't live in an area that should have to succumb to this kind of traffic by tracter trailers. We love our neighborhood, we are surrounded by nature and country life. Isn't that what Carmel/Southeast encompasses and wants to preserve? There are no benefits to this proposed project, only negative effects to our community. They are not proposing to build in an area uninhabited by residential homes. Please think about our community and the people who love it and make sure that this project does NOT take place.
Thank you for your time.
Amanda & Jon Scalzitti

1

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From: Kate Roberts
To: Kate Roberts
Subject: FW: Project Northeast interstate logistics
Date: Tuesday, July 10, 2018 9:36:40 AM

From: Victoria Desidero <planning@southeast-ny.gov>
Date: July 10, 2018 at 9:15:26 AM EDT
To: Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Project Northeast interstate logistics

Just received.
Victoria

From: nicholas ramundo <njramundo@yahoo.com>
Sent: Monday, July 09, 2018 11:49 PM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov; nicholas ramundo <njramundo@yahoo.com>
Subject: Project Northeast interstate logistics

Dear Town of Southeast

As a person who see the lights from the Home Depot complex every single night as I drive to my house I say
PLEASE ALLOW THIS WAREHOUSE COMPLEX TO BE BUILT.

I have lived on Maple Drive in Brewster for 34 of my 38 years of life.
I have watched the town of Southeast grow and become a busy place to live.
I remember the days when route 22 had every building occupied.

1

Now I drive around the town of southeast and I see buildings falling in on them selves like the old Dills Best location on Route 22.
I see property where gas stations once stood and now are high grass or just Item #4.
I see Dykemens looks like a run down and abandoned.

This town has stood in the way of many projects and the people here stopped many projects that would bring money into the area, jobs, and tax money.

I fully understand that there will be 500 tractor trailers going to and from the location.
I rather have this then 170 home built on that same property.
If 170 homes are built there then we will have just homes.
No jobs coming to the Town, we will have about 510 cars going to and from those homes anyways as the average home has 2.5 cars per house hold.

The draw on the local police will be less with a warehouse then 170 homes.
The warehouse will most likely have its own security to handle many issues on the property instead 170 calling 911 for every issue.
As far as traffic accidents that is a wash as 170 house worth of cars will be about the same as trucks coming and going.

1 I say again as a person who see the lights from the Home Depot complex every single night as I drive to my house I say
PLEASE ALLOW THIS WAREHOUSE COMPLEX TO BE BUILT.

Sincerely;
Nicholas J Ramundo
56 Maple Drive
Brewster, NY 10509

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From: Daniel Richmond
To: Kate Roberts
Subject: FW: Proposed 1.1 million square foot warehouse/distribution center
Date: Monday, July 09, 2018 12:24:04 PM

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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81 Main Street, Suite 415
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 9, 2018 12:22 PM
To: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Cc: Ashley Ley <aley@akrf.com>
Subject: FW: Proposed 1.1 million square foot warehouse/distribution center

Dan,
I am going to forward you the correspondence we've received on your project to date.
Thanks,
Victoria

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 09, 2018 12:12 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe

Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Subject: FW: Proposed 1.1 million square foot warehouse/distribution center

Just received.
Victoria

From: Peter & Cathy <plpersampi@comcast.net>
Sent: Thursday, July 05, 2018 3:36 PM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Proposed 1.1 million square foot warehouse/distribution center

Date: July 5th, 2018
To: Southeast Planning Board and Southeast Town Council
From: Catherine and Peter Persampieri
52 Sunset Drive
Brewster, NY 10509
Subject: Proposed 1.1 million square foot warehouse/distribution center off Pugsley Road

Cathy and I wanted to share our thoughts on this project with the planning board and the town council regarding the proposed project being considered for Pugsley Road. We both believe that the Town of Southeast should not go forward with this project. Having lived in Southeast for 33 years we have seen traffic increase many fold. Route 312 experiences many traffic problems with the Home Depot /train station. There are times that at 4pm the traffic backs up from Route 6 all the way up to Interstate 84. It can take us 20-30 minutes to go to Carmel from our residence on Sunset Drive. Trucks going up and down Route 312 at all hours of the day and night will ruin whatever peace and quiet that we have left in our neighborhood.

1

2

Secondly, several times we go past the GAP warehouse on Route 84 in

Fishkill. Is this what we have to look forward to when we walk on Sunset Drive? Cathy and I realize that growth in a community is important to the tax base. In this instance we must disagree that this type of growth
3 for Southeast is wrong and will destroy the beautiful nature of our town.

For the above reasons, we are against this project

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From: Daniel Richmond
To: Kate Roberts
Subject: FW: Traffic logistics
Date: Monday, July 16, 2018 12:53:42 PM

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 16, 2018 12:51 PM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Traffic logistics

Just received.

-----Original Message-----
From: Jane Cypher <jcypher39@comcast.net>
Sent: Monday, July 16, 2018 7:50 AM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Traffic logistics

1 As residents of Route 312 for 54 years we are very much aware of the traffic problems of this road. Half is commercial and half residential. When Home Depot etc was built everyone said that all commercial traffic would

1 use 84. They do NOT.. they use 312 to go north and south using 22.
While I understand wanting to bring industry to the area., there will be a major cost To quality of life to Southeast. 2
3 In addition after logistics uses up the ten year tax abatement they will be gone. They don't deserve any abatement
The town was so opposed to give the hotel on Route 121 a few years abatement on a small needed business but are willing to give Logistics everything.

4 FIND A WAY WITH NY DEPARTMENT FOR KEEPING TRAFFIC ON 84 ONLY AND THEN MAYBE I COULD SEE THE POSSIBILITY But I fear it will be as when the Danbury Mall was being considered. They said build and then we will see what may be needed

As I sit outside having my there goes about the 30th huge truck in the past 45 minutes some loaded with shell for construction somewhere,

Jane Cypher
772 Route 312
Brewster NY
845-279-3257
Jcypher39@comcast.net

Sent from my iPad

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

From: Daniel Richmond
To: Kate Roberts
Subject: FW: Traffic, Traffic, Traffic!
Date: Monday, July 16, 2018 12:53:02 PM

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | Bio

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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 16, 2018 12:50 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Traffic, Traffic, Traffic!

Just received.

From: Janine Alberghini <aghini1@verizon.net>
Sent: Sunday, July 15, 2018 3:49 PM

To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Traffic, Traffic, Traffic!

Dear Chairman Laperch and Members of the Board,

1 I live in Brewster and work in Carmel. It's almost impossible to comprehend or even imagine the addition of 510 truck trips per day on Route 312. That, and the fact that these trucks are likely to be oversized, traveling on a two-lane bridge and back again on two lanes of Route 312 is a disaster waiting to happen.

2 There has already been a fatality at Independent Way and Route 312. Yet aside from coordinated signals there is little that will improve this particular intersection. Throw a roundabout into the mix (again feeding to and from a two-lane road) and you've created a recipe for disaster. Imagine oversized trucks leaving
3 Pugsley Road and merging onto a roundabout all the while down shifting to climb the hill up Route 312.
4 Traffic will undoubtedly back up to Route 6.

5 Finally, I understand that the county might add another access into Tilly Foster Farm from Pugsley Road. Has this been studied? It seems that with one semi-truck every three minutes this intersection may be as difficult and dangerous as the already existing farm entrance on Route 312.

6 It is obvious that over a million square feet of warehouse space will forever change our quality of life in Southeast. Please deny this application or have it scaled back to a reasonable and manageable size.

Yours Truly,

Janine Alberghini
93 Welfare Rd.
Brewster

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From: Daniel Richmond
To: Kate Roberts
Subject: FW: Warehouse distribution center
Date: Monday, July 09, 2018 12:24:27 PM

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 9, 2018 12:23 PM
To: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Warehouse distribution center

-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 09, 2018 12:18 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Subject: FW: Warehouse distribution center

Just received.
Victoria

-----Original Message-----
From: Gina Occhigrossi <tilegolo@yahoo.com>
Sent: Saturday, July 07, 2018 7:58 AM
To: planning@southeast-ny.gov
Cc: townboard@southeast-ny.gov
Subject: Warehouse distribution center

To Whom it may concern:

I am against the warehouse distribution center being allowed and built at the proposed site. We need growth , but the kind of growth that encourages family's to want to raise their children here. Once we allow an industrial location such as the proposed, the element and atmosphere begins to change. 1

This is surely a mistake at the cost of the integrity of the area.

Please NO WAREHOUSE DISTRIBUTION CENTER.

I live behind the Restoration Hardware center on Hughson road Carmel, and the noise of the containers being filled at early hours is not a pleasant sound.

I remember driving through that area prior to all the changes with great admiration for the country road ambience.

2 Slowly as we remove all our green land , we will become a overbuilt town and nothing special about living here. No

3 Charm , box stores, no small business. The type of area we should be, is one people like to visit for the peace and charm it offers.

Our politicians should work on inviting the types of projects that encourage visitors and desirability to wanting to live here!

Thank you,

Gina Occhigrossi
3 Ivy Hill Road
Brewster , New York 10509

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https://www.avast.com/antivirus

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, July 24, 2018 9:19 AM
To: Kate Roberts
Subject: Fwd: Interstate Logistics

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: July 24, 2018 at 9:15:02 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Interstate Logistics

Just received.
Victoria

From: Laura Signorile <signorile.laura@yahoo.com>
Sent: Monday, July 23, 2018 9:22 PM
To: planning@southeast-ny.gov
Subject: Interstate Logistics

Dear Ms. Desidero,

On behalf of myself and my husband, who are residents in Hunter's Glen, we are writing to express our concern and dismay regarding the proposal for a logistics center. Unfortunately, we were not able to attend either town hall meeting. However, we felt it should be noted that there are many people who could not attend who feel the same way.

While we do believe we need some form of business to increase revenue to better our county, this proposal is not our best bet. Our biggest concern as newly married people is that if we choose to expand our family, our children will be traveling an unsafe route to school on a daily basis. Route 312 will become more like an expressway rather than a town road putting all drivers at risk. My husband also has severe asthma and over time the smog will make our air thicker and more difficult to breathe.

We appreciate your taking the time to review our concerns and hope you will honor our request to keep the development of a logistics center out of our community.

Regards,
Laura Signorile-Smith
Steven Smith

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From:	Daniel Richmond
To:	PE PTOE Richard J. Pearson; Bob Peake; Peter Gilpatric
Cc:	Kate Roberts
Subject:	Fwd: Documents Received from Resident at July 9, 2018 Meeting
Date:	Tuesday, July 10, 2018 1:35:15 PM
Attachments:	Received from R. Rabinowitz at July 9, 2018 Meeting.pdf ATT00001.htm

---

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <ydesidero@southeast-ny.gov>
Date: July 10, 2018 at 10:40:53 AM EDT
To: Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: Town Board <townboard@southeast-ny.gov>, 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: Documents Received from Resident at July 9, 2018 Meeting

Attached are the two documents that Rebecca Rabinowitz submitted to the Town at last night's meeting.
Victoria

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,
Zoning Board of Appeals and
MS4 Administrator
(845) 279-7736

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rec'd at 7/9/18 Mtg.

5,000 BREWSTER CHILDREN

Appendix B-43

MAY BE EXPOSED TO INCREASED DIESEL EXHAUST FUMES

A panel of scientific experts convened by the World Health Organization's (WHO) International Agency for Research on Cancer (IARC) concluded in June 2012 that diesel engine exhaust is a Group 1 carcinogen – that is, carcinogenic to humans. Previously, the IARC classification for diesel exhaust was "probably carcinogenic to humans," but with the publication of additional epidemiological and toxicological studies over the last 20 years, the expert panel determined there was sufficient evidence to change the compound's cancer designation. The IARC panel wrote:

Health Effects

Acute Effects

The acute (immediate) health effects associated with exposure to diesel exhaust exposure include irritation of the nose and eyes, lung function changes, respiratory changes, headache, fatigue and nausea.

Chronic Health Effects

Chronic (long term) exposures are associated with cough, sputum production and lung function decrements. In addition to symptoms, exposure studies in healthy humans have documented a number of profound inflammatory changes in the airways, notably, before changes in pulmonary function can be detected. It is likely that such effects may be even more detrimental in asthmatics and other subjects with compromised pulmonary function.

In addition, there are observations supporting the hypothesis that diesel exhaust is one important factor contributing to the allergy pandemic. For example, in many experimental systems, diesel exhaust particles can be shown to act as adjuvants to allergen and hence increase the sensitisation response.

diesel exhaust idling - car sitting traffic

Appendix B-43

PRESS RELEASE

New Medical Study Says Diesel Exhaust May Cause Asthma, Not Just Aggravate It

February 13, 2002

MEDIA CONTACTS

Craig Noble or Gina Solomon
415-777-0220

NRDC and UCSF Report Shows Strongest Evidence to Date on Causal Link Between Diesel and Asthma

SAN FRANCISCO (February 13, 2002) -- Diesel exhaust doesn't just aggravate asthma, it may cause asthma, according to a new study by researchers from the Natural Resources Defense Council (NRDC) and the University of California at San Francisco (UCSF) School of Medicine. The study in the journal Environmental Health Perspectives suggests that fine particulates found in diesel exhaust lead to immune system alterations that can cause asthma in otherwise

Appendix B-43

the airways and lungs and is considered an epidemic in the United States.

Diesel exhaust from buses, trucks, other vehicles and equipment is a major source of sooty particles in the air. "There are a lot of sick people at the end of the tailpipe, especially children," said Dr. Gina Solomon, M.D., NRDC senior scientist and co-author of the study. "The tiny particles in diesel exhaust bypass our respiratory defenses and lodge deep into the lungs. Once there, they stimulate an immune response that triggers inflammatory changes, airway constriction, mucus production and symptoms of asthma."

Diesel exhaust also contains nitrogen oxides (NOx), a major component of smog. Although smog has been linked to asthma before, this study draws the strongest link to date between asthma and the small particles in diesel exhaust.

The study summarized several immune pathways that are affected by diesel particles. The particles alter the ratios of certain key immune cells known as T-lymphocytes. Scientists believe these cells play a particularly important role in airway inflammation and allergic response. Diesel exhaust appears to stimulate production of a kind of T-lymphocyte commonly found in people who suffer from asthma and other allergic disease.

Diesel particles also stimulate the production of chemical messengers, known as cytokines and chemokines. These chemicals stimulate inflammation and increase the presence of immune cells that release free radical molecules, which damage the cells in airways. In addition, these chemicals directly stimulate production of mucus, cause constriction of smooth muscles in the airways, irritate the nerves (resulting in coughing), and cause fluid to leak into the airways.

they have shown how diesel can work both acutely to trigger attacks and chronically to make an individual susceptible to developing an asthmatic response. Possibly because of this dual effect, individuals exposed to diesel exhaust and a common allergen, such as pollen, will have a greatly magnified response to the allergen. This mechanism may also help explain why more and more children appear to be developing sensitivity to pollen, animal dander, dust mites, and other natural allergens that have been around for centuries.

Diesel School Buses Put Children at Increased Risk

The study adds to the growing catalog of research implicating diesel in a host of ailments, from cancer and cardiac problems to asthma and other respiratory disease. It also underscores the particular danger to children, whose immune systems and lungs are underdeveloped and more vulnerable to pollutants. Pediatric asthma in the United States has increased by 58 percent since 1982.

According to the Centers for Disease Control and Prevention, the number of individuals with asthma increased by 42 percent in the United States during the last decade. If rates continue unchecked, a child born a generation from now will be twice as likely to develop asthma as a child born today. The Pew Environmental Health Commission has calculated that 22 million Americans will suffer from asthma by the end of this decade, 8 million more than today. That means that 1 in 14 Americans and 1 in every 5 families would be forced to live with the disease. By 2020, the commission estimates the number of sufferers could increase to 29 million -- more than twice the current number. In 1990, asthma cost society $6.2 billion. That figure is $11 billion today and could rise to $18 billion by 2020.

From: Daniel Richmond
To: Kate Roberts
Subject: Fwd: NE Logistics
Date: Tuesday, July 17, 2018 1:09:50 PM

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: July 17, 2018 at 12:38:48 PM EDT
To: Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: Town Board <townboard@southeast-ny.gov>, 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: NE Logistics

Just received.
Victoria

From: John Riley <johnfriley@gmail.com>
Sent: Tuesday, July 17, 2018 11:29 AM
To: townboard@southeast-ny.gov; planning@southeast-ny.gov
Subject: NE Logistics

To the Planning Board,
I am writing to express my concern regarding the Northeast Logistics Project.

This massive project will forever change Southeast.

1 Traffic alone will completely overwhelm Route 312. 510 truck trips a day (one
2 every three minutes) plus passenger car counts that have yet to be determined, do not bode well for our secondary roads. Residents will be forced to use these back roads to avoid delays on both Route 312 and Route 6. Residents will then be left with the costs of maintaining and resurfacing these same town roads. 3

4 Vistas that Southeast residents have appreciated and loved for hundreds of years will no longer remain pristine and, in fact will be lowered by 17 feet. Our ridgeline protection plan was put into place to protect our views, not to literally diminish them.

5 Tax revenue has been touted but we know well that all the development we've permitted has never lowered our taxes. In fact, the DEIS is very vague on tax numbers and the developer will apply for a PILOT program. It would be helpful to see a breakdown (town, county and school) of how much a full buildout would generate in 2018 tax dollars.

Please consider, really consider, how four massive warehouses that add little to our coffers, blight our hilltops and clog our roadways, will affect our residents.

Sincerely,

John Riley
14 Nelson Blvd
Brewster, NY 10509

Otherwise, change the slogan from "Where the country begins, to Where the TRUCKS begin". (or pollution, or traffic, or ....) *Don't sell our core for a few bucks.*

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hvedc
HUDSON VALLEY
ECONOMIC DEVELOPMENT CORPORATION

Victoria Desidero, Administrative Assistant
Town of Southeast Planning Board
1 Main Street, Brewster, NY 10509
Phone: 845-279-7736
E-mail: planning@southeast-ny.gov

Dear Southeast Planning Board,

1 Hudson Valley Economic Development Corporation supports Interstate Logistics plan to build a 1MM + square foot Logistics Center in the Town of Southeast. We believe logistics centers are in high demand based on current market conditions, and this project will have a far less environmental impact on the site than the previous mixed use plan. The project, which poses relatively few demands on governmental services, provides a substantial net fiscal gain to the community. It would generate an annual average of approximately ten times the current property taxes of $140,000. There are also significant job numbers associated with this project: Direct, indirect and induced jobs to be created during the construction phase of the logistics center are anticipated to reach 818 jobs. In addition, the operation of the proposed project is anticipated to generate 919 direct, indirect, and induced jobs at the local level, including 665 direct jobs from the operation of the proposed facility across a wide level of skills. Many of the Southeast residents, as well as the surrounding communities will be able to take advantage of this opportunity, increasing family income and retail spending.

The project owners plan to maintain the rural character of the area and will offer several acres at the Route 312/Pugsley intersection to Putnam County for inclusion in the Tilly Foster Farms project, further enhancing the rural character along Route 312 and assuring the protection of the Town's aesthetics. Traffic is always a concern however extensive mitigation is proposed to accommodate the project and the associated site generated traffic volumes.

We support Northeast's efforts to invest in the Town of Southeast and Putnam County and to bring jobs and economic vitality to the Hudson Valley Region.

Sincerely,

Mike Oates
President and CEO
Hudson Valley Economic Development Corporation
www.hvedc.com
845-857-7356

Putnam County
Economic
Development
Corporation

July 9 2018

Victoria Desidero, Administrative Assistant
Town of Southeast Planning Board
1 Main Street, Brewster NY 10509
Phone : 845-279-7736. E-Mail : Planning@Southeast-NY.gov

Dear Town of Southeast NY Planning Board,

1 Putnam County Economic Corporation supports the Northeast Interstate Logistics Plan, comprised of 332.64 acres, located at the Route 312 and Pugsley Road (Exit 19, Off Route 84). Of the proposed five lots, 3 will be the site for 4 buildings totaling 1,234,575 S.F of warehouse space. Lot 4 will remain vacant and Lot 5 will contain the wells to service the proposed buildings. This change from "Campus at Fields Corner" of 143 unit residential development, to warehouse will now have a far less environmental impact on that area. Without residential housing and no students to educate, there will be no impact on area schools. We believe this project will yield a net fiscal gain to this community; would generate an annual average of approximately ten times current property taxes of $140,000.

Significant workforce and job creation is anticipated. From our labor force research, the direct, indirect and induced jobs to be created during the construction phase, is anticipated to be 919. This includes 665 direct jobs from the operation of the proposed facilities across a wide level of skills. We believe that due to its central location, many Town of Southeast residents, as well as surrounding communities, will want to take advantage of these job opportunities that in turn, positively impact family income as well as support their retail spending.

Of special note and with an eye on 'thoughtful economic growth', the owners are sensitive to maintaining the beauty and rural character of their acreage. They have offered acreage at this intersection for inclusion in the county owned Tilly Foster Farm project, further insuring its character and Town aesthetics.

Additionally, traffic volume associated with warehouses is remarkable. Extensive mitigating proposals are in place to target this matter. Specifically, the intersection, the time of each traffic pattern, the signalization of the intersection, offering dual left turns with shared right turns along Pugsley road as well as widening NY 312 to receive the dual left turn. Traffic signal timing improvements are also proposed at the intersection of NY 312 and Independent Way.

We support this proposal and believe it is within keeping with thoughtful economic development while bringing rate-ables and jobs to Putnam County's Town of Southeast.

Sincerely,

Jill M Varricchio, MEd, CAGS
President
Putnam County Economic Development Corporation
845 808 1021

Susan I Newman
2005 Nutmeg Drive
Carmel, NY 10512
July 23, 2018

Town of Southeast Planning Board
Victoria Desidero, Administrative Assistant
1 Main Street
Brewster, NY 10509

As a longtime resident of Putnam County and Town of Southeast, I urge you to STOP any further progress on the proposal for the Northeast Interstate Logistics Center and DENY the amendment to the Zoning Ordinance and Map of the Town of Southeast and Site Plan, Conditional Use Permit, and Wetland approvals.

1 I moved to Putnam County in 1979, about 39 years ago because of the natural beauty and tranquil nature of the community character. I hated and left the traffic congestion, noise and pollution of NYC behind. I have since experienced my dream and much more. Wanting to give back to such a wonderful community, I provided more than 20 years of community service in Putnam County in addition to many years provided by my other family members. My volunteer work included being a Big Sister, Soccer Coach, providing Medical Transport for seniors, being a 4H Fair Judge and volunteer, RSVP line dancer and singer, and a past member of the Phase 1 board at Hunters Glen to name a few.

I was honored with one of the Senior Humanitarian of the Year 2018 Awards for Putnam County. I have so much more I would like to give but this proposal if it should go through may force me and my family to seek another community within which to live. We would be seeking a community with less truck traffic and more nature. However, before I would take any other action, I will actively campaign against every politician in office, with every bit of my energy and many of my resources, who supported this offensive and horrendous proposal. I have not done this before and prefer to have this issue resolved by stopping any further progress on the proposal.

Very Truly,

Susan I. Newman

Susan I. Newman previously known as Susan I Larson

US Citizen, Voter, Putnam County, NYS Resident and Taxpayer

rec'd at mtg.
7.23.18

July 23, 2018

RECEIVED
JUL 5 2018
Town of Southeast

Town of Southeast Planning Board

Attn: Victoria Desidero, Adm.Asst.
1 Main Street
Brewster, New York 10509

Re: Interstate Logistics Distribution Center

Dear Ms. Desidero and all those members on the Southeast Planning Board:

We strongly oppose the building of captioned center as the construction of such an enormous project will greatly impact our lives and other residents in our now beautiful area.

If this disastrous project is approved, the following are some of the unfavorable results that will occur:

1 | Inordinate amount of traffic; will affect school buses, ambulances, etc.

2 | Emissions from trucks, construction equipment.

3 | Safe traveling is a big risk.

4 | Environmental/natural surroundings greatly affected

5 | Current quality of life dramatically changed for the worse

PLEASE DO NOT APPROVE THIS PROJECT AND THANK YOU FOR CONSIDERING OUR DISSATISFACTION WITH THIS PROJECT.

Charles DiDonato
Marie DiDonato

Charles & Marie DiDonato
5603 Applewood Circle
Carmel, New York 10512

cc: Town of Southeast Town Board, 1360 Route 22, Brewster, N.Y. 10509

July 23, 2018

Victoria Desiderio
Administrative Asst
Town of Southeast Planning Board
1 Main St
Brewster, N.Y 10509

Dear Victoria & the Planning Board,

I am a homeowner in the Hunters Glen condo development. I have been here less than 3 years. I moved into this development because it was calm & peaceful. I didn't want crowds or major traffic yet its close enough to all necessities. I spent a lot of money to upgrade the unit. I intended for this to be my forever home.

1 Everything I've worked for for the security of my senior years is threatened with this proposal for this logistic center.

2 Please don't let this happen to me & everyone else in this area. We all came to Putnam County for the beauty & serenity of this area. Tractor trailers coming in & out all day & night will be a nightmare!

Lori Fava
804 Morgan Dr
Carmel, N.Y 10512

RECEIVED
JUL 25 2018
Town of Southeast

JAMES W. BORKOWSKI
1 Fair Meadow Drive
Brewster, N.Y. 10509
(845) 494-7630
jborkowski@kblaw.com

July 8, 2018

BY E-MAIL
Hon. Thomas LaPerch
Chairman, Southeast Planning Board
One Main Street
Brewster, NY 10509

Re: Northeast Interstate Logistics

Dear Chairman LaPerch and Members of the Planning Board:

I write to express my strong opposition to the application of Northeast Interstate Logistics to construct a massive, non-conforming warehouse on a scenic ridgeline property located on Pugsley Road. Like The Retreat in Carmel, with its Monopoly-like houses built prominently on a ridgeline on Route 6, this project would forever change the character of Southeast for the worse, ruin the landscape, and cause traffic congestion on an already busy one-lane road. 1 2 3

The Town of Southeast enacted its Comprehensive Plan in 2014. The "Master Plan" was the product of years of study, planning, and public input. A major reason for the Master Plan was to preserve the character of the Town of Southeast. Having grown up on Staten Island, I can attest to how a lack of proper zoning, and shortsighted zoning exceptions, can negatively impact a community. The Northeast Interstate Logistics project offers little benefit for our community, with a huge impact on traffic. 4 3

Ridgeline Protections

2 The Town of Southeast enacted ridgeline protections after the construction of the Brewster Home Depot/Kohl's commercial complex on Independent Way, near this proposed project. Like an ugly Parthenon atop a hill, the Home Depot dominates the landscape for miles, and can be seen daily by thousands of motorists on I-84. After seeing the negative visual impact of such building, the Town strove not to repeat building along its many scenic ridgelines. This project, with over 1.1 million square feet, entails not one, but two warehouses to be built along a ridgeline. These two unsightly warehouses will be visible for miles.

3 **Traffic Impact**
Route 312 is a one-lane, winding road which is already a major thoroughfare in Southeast. This

3 project anticipates adding 510 tractor trailer trips per day. Most of the trucks will be oversized, with 53 foot trailers. The traffic impact of hundreds of tractor trailers per day on Route 312 would be catastrophic. Why no dedicated on/off ramp is included in this proposal is a mystery, since it might
4 help alleviate the traffic impact.

With respect, it is the responsibility of the Southeast Planning Board to balance the concerns of the community with responsible commercial development. A good proposed project enhances both the community, and creates beneficial commercial growth. The Northeast Interstate Logistics project accomplishes neither. It will ruin a beautiful area of the Town (next to the Tilly Foster Farm), and offers little fiscal benefit to the Town of Southeast.

Put simply, this proposal is just plain bad for our Town. Let's not create another Retreat in Carmel, and let's not cause gridlock traffic on Route 312.

I urge the Planning Board to reject the Northeast Interstate Logistics proposal.

Respectfully,

James W. Borkowski

Kate Roberts

From: Daniel Richmond
Sent: Thursday, July 26, 2018 1:58 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics Project

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Thursday, July 26, 2018 1:57 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics Project

Just received.
Victoria

From: Cory Blad <coryblad@gmail.com>
Sent: Thursday, July 26, 2018 1:43 PM

To: townboard@southeast-ny.gov; planning@southeast-ny.gov
Subject: Northeast Interstate Logistics Project

As Southeast Resident, I am writing in **explicit opposition** to the proposed Northeast Interstate Logistics project. Not only will the project exacerbate already increasing traffic volume at a dangerous set of intersections, it will also transform the quality of life for North Brewster residents. In no way will this project increase local property values (distribution centers are NOT desirable qualities for families desiring to move to a respective district), nor will it have any discernible impact on our local property taxes. As is well known by planning experts and political officials, the attraction of business to any area is contingent on deals and tax breaks - many of which are skillfully hidden in both proposals or outright falsehoods as there is no incentive or mechanisms for municipalities to hold businesses liable for promises made.

In short, this is exactly the type of project that many of us moved to Southeast to avoid. More to the point, with an increasingly crowded and congested road system (22 and 312, in particular) - the passage of this project will provide significant incentive for our family to consider moving to a more desirable location. We moved here ten years ago for the distinct mix of socio-economic diversity, environment, and relative serenity. The addition of infrastructure disruptions for years and continued truck traffic in the foreseeable future will, in fact, destroy those reasons for living here.

I strongly encourage you to heed the concerns of your constituents and **reject** this project.

Sincerely,

Cory Blad
78 Shore Drive Brewster, NY 10509

Virus-free. www.avast.com

Lawrence Martinez
541 East Branch Road
Patterson, NY 12563
July 13, 2018

Planning Board
Town of Southeast
1 Main Street
Brewster, NY 10509

Planning Board Members,

Not sure how you can consider the Northeast Logistics proposal a positive for the area, when the reality of the facts are clearly against this mode of thinking. The impact of this warehouse/distribution facility would actually have devastating effects, not just to Southeast, but also the rest of Brewster, Carmel, Patterson and as far as Danbury and other CT areas. Obviously, any developer with a vested interest in the project is going to paint the rosy picture of a positive impact, but nothing can be further from the truth. There is already major traffic congestion in our areas during peak times, such as morning/evening rush hours and Holidays, and this would create a nightmare up/down I84 & I684. Do you know what happens when there is traffic on these major roads? Cars, AND TRUCKS, tend to find other ways to get to their destinations, including roads they should not be using, impacting ALL the communities surrounding the area. That's a very basic simple fact, and that is what will happen, guaranteed. I may not live in the Town of Southeast, but your decision will have a MAJOR impact on me and my town, Patterson. **1**

Not enough? Let me present some impact you may not be thinking about that will really start to hit your tax revenue. The shopping plaza with Home Depot, Kohl's, etc. will also be impacted. When it starts to become difficult to reach these businesses due to the truck traffic and the traffic they will create, people will simply take their business somewhere else to avoid the situation. Eventually, it will not be profitable to be in that plaza anymore, so the businesses will close and relocate somewhere else. Now you have commercial lots, which other businesses will not want, creating another eye sore which would also be an invitation to the criminal element. Now you would have lost Tax Revenue, have to increase Police presence (more tax money spent). The tax burden will eventually impact the Town of Southeast residents. Please don't fool yourself, this is almost a certain outcome if the project is allowed to move forward. How about Caremount Medical Group? You will be impacting the ability for many people to reach this facility, which impacts people's health. If it becomes too difficult for patients to get there to see their doctors, they will need to seek alternatives, and after an increase in patient complaints, and a drop in patient visits, Caremount will seek another facility to make it, not just easier for patients to reach, but also to avoid a downturn in their ability to make money. Now you have another building that needs to be occupied. How about Carmel? It's already a nightmare to get to Carmel, so, with the increased traffic and trucks, people would just basically avoid going there at all, putting all those businesses, located there, in jeopardy. That area of Southeast will end up being avoided by a majority of travelers, impacting the economy, traffic and environmental health of the surrounding areas. **2** **3** **1**

The impact to surrounding homes and other businesses/entities close to the facility, such as the newly renovated Tilly Foster Farm, will also be devastating. Home values throughout the entire area will **4**

4 drop, people will move out and crime will start to creep up. It certainly will become a vicious circle and down-spiral.

Let me ask, have you travelled I84 or I684 lately? How many trucks actually obey ANY Speed Limits or drive safely? I travel these roads quite a bit, and I can tell you, first hand, that every time I'm on the road, the chances of being killed by one of these trucks, has increased 10X. What you are asking is to
5 create a situation to direct even more of these trucks into our area, which will eventually lead to an increase in fatalities on our highways and roads. If you have driven on I84 or I684, then you know I am speaking the truth. And our Environmental Health? With the quantity of trucks traveling in and out, and
6 without a doubt, around our town roads, the environmental impact will be an absolute negative. This is common sense. Anyone who claims anything to the contrary, obviously has other intentions.

In closing, I'm asking that you please consider the negative impacts of this project and stop it from happening before it is too late. There is no need to change ANY zoning for this since this project does not compliment the surrounding area, will be visibly unpleasant throughout the area and will only have a negative impact. Yes, the negatives far outweigh any positives the developer has presented. Please protect our area and homes, which we work so hard for. 7

Sincerely,

Lawrence Martinez
(845)745-5178

Page 1 of 3

(19)

TO THE PLANNING BOARD OF SOUTHEAST

1 THIS IS A PETITION TO STOP THE BUILDING OF THE NORTHEAST INTERSTATE LOGISTICS CENTER. A 1.1 MILLION SQUARE FEET DISTRIBUTION CENTER BRINGING +/- 510 TRAILERS MEASURING 53 FEET AND 900 EMPLOYEE CARS ALONG ROUTE 312. THAT IS APPROXIMATELY ONE TRUCK EVERY 2-3 MINUTES ON A ROAD THAT IS ALREADY CONGESTED.

2 THE CONSTRUCTION OF SUCH AN ENORMOUS PROJECT WILL IMPACT NOT ONLY RESIDENCE BUT ALL WHO WANT TO VISIT OUR AREA. IT IS NOT TO OUR BENEFIT AND WE REQUEST YOU DO NOT APPROVE THIS PROJECT.

DATE	NAME	ADDRESS OR EMAIL	SIGNATURE
7/20/18	Marie DiDonato	5603 Applewood Circle Carmel NY	Marie DiDonato
7/20/18	Charles DiDonato	" "	Charles DiDonato
7/20/18	Amy Corvino	Brewster, NY	Amy Corvino
7/20/18	Nancy Wolf	61 Old Lantern Rd Danbury, CT	Nancy Wolf
7/20	Marianne Gnerre	Redgfield Ct.	Marianne Gnerre
7/20	Corinne Bakalucco	Brewster NY	Cor
7/20	Barbara Dorothe	Bethel Ct	Barbara Dorothe
7/21	Catherine Schmitz	16 Bonny Dr. Somers NY	Catherine Schmitz
7/21	Maryann Bartolini	5402 Applewood Cir. Carmel NY 10512	Maryann Bartolini
7/21	Dominick Bartolini	" " "	Dominick Bartolini
7/21	Connie Greco	21 Mullpond Rd - N. Fairfield, CT	Connie Greco
7/21	Katie Allen	Brewster, NY 50 Forest Lane	Katie Allen
7/21	Stephen Marr	20 Pine Dr. Pawling, N.Y.	[illegible]
7/21	Karen Harris	9 Hartshorn Rd Carmel NY	[illegible]
7/21	Lisa Kenner Knight	25 Salem Carmel NY 10512	[illegible]
7/21	Phyllis Antenucci	1203 Village Dr. Brewster	[illegible]
7/21	Dawn Foster	81 Main St. White Plains	[illegible]
7/21	Chris Dubé	132 South St Bethel CT	[illegible]
7/21	Stephanie McConnell	125 Dugway Dr. Pawling, N.Y.	[illegible]

Appendix B-53 Page 2 of 3

13

TO THE PLANNING BOARD OF SOUTHEAST

THIS IS A PETITION TO STOP THE BUILDING OF THE NORTHEAST INTERSTATE LOGISTICS CENTER. A 1.1 MILLION SQUARE FEET DISTRIBUTION CENTER BRINGING ++ 510 TRAILERS MEASURING 53 FEET AND 900 EMPLOYEE CARS ALONG ROUTE 312. THAT IS APPROXIMATELY ONE TRUCK EVERY 2-3 MINUTES ON A ROAD THAT IS ALREADY CONGESTED.

THE CONSTRUCTION OF SUCH AN ENORMOUS PROJECT WILL IMPACT NOT ONLY RESIDENCE BUT ALL WHO WANT TO VISIT OUR AREA. IT IS NOT TO OUR BENEFIT AND WE REQUEST YOU DO NOT APPROVE THIS PROJECT.

DATE	NAME	ADDRESS OR EMAIL	SIGNATURE
7/21	Y. Donahue	28 Brookmeadows Carmel	[illegible]
7/21	Marie Gorny	10 John Kane Ct.	[illegible]
7/21	Karen Ferdinand	3 Over Lock Dr Pawling NY	[illegible]
7/21	Mayra Brookhouse	131 Crane Road, Carmel	Mayra Brookhouse
7/21	Nicole Brookhouse	131 Crane Road, Carmel	Nicole Brookhouse
7/21	Sue Tullipano	5601 Applewood Cir. Carmel	[illegible]
7/21	Rita LaBella	5806 Applewood Cir Carmel, NY	Rita LaBella
7/21	Nicole Veltri	3 Annawick Dr. Somers	[illegible]
7/21	YGRASIMOS MAZARAKIS	325 BRADHURST AVENUE HAWTHORNE NY 10532	[illegible]
7/21	KELLY A. MAZARAKIS	325 BRADHURST AVE HAWTHORNE NY 10532	Kelly Mazarakis
7/21	Lynn DiDonato Veltri	3 Annawick Dr. Somers NY 10589	[illegible]
7/21	Don Veltri	" " "	[illegible]
7-21-18	Dominic J. Veltri	" " "	Dominic J Veltri

TO THE PLANNING BOARD OF SOUTHEAST

THIS IS A PETITION TO STOP THE BUILDING OF THE NORTHEAST INTERSTATE LOGISTICS CENTER. A 1.1 MILLION SQUARE FEET DISTRIBUTION CENTER BRINGING +/- 510 TRAILERS MEASURING 53 FEET AND 900 EMPLOYEE CARS ALONG ROUTE 312. THAT IS APPROXIMATELY ONE TRUCK EVERY 2-3 MINUTES ON A ROAD THAT IS ALREADY CONGESTED.

THE CONSTRUCTION OF SUCH AN ENORMOUS PROJECT WILL IMPACT NOT ONLY RESIDENCE BUT ALL WHO WANT TO VISIT OUR AREA. IT IS NOT TO OUR BENEFIT AND WE REQUEST YOU DO NOT APPROVE THIS PROJECT.

DATE	NAME	ADDRESS OR EMAIL	SIGNATURE
7/20/18	DANIEL BARNARD	ds barnard@centennial.com	
7/20/18	James Salatino	jsalatino@comcast.net	
7/20/18	John Brandrian	lbcrew@yahoo.com	
7/20/18	Mike Brandrian	mjb700@yahoo.com	
7/20/18	Jason Gates	JGJt@aol.com	
7/20/18	Chris [illegible]	—	
7/20/18	[illegible] Carmel	[illegible] Carmel	
7/20/18	MICHAEL CHRISTATOS	1 HAZEN LA	
7/20/18	Susan Simone	3 Hazen La.	Susan Simone
7/20/18	[illegible]		
7/20/18	Dave McKinney	nuclear@att.net	
7/20/18	[illegible]	[illegible]	
7/20/18	[illegible]	[illegible]	
7/20/18	[illegible]	24 TANGLEWOOD RD BREWSTER NY	
7/20/18	[illegible]	30 TEMPLETON ROAD MIRACO	
7/20/18	Arnold Leitner	amlvet@aol.com	
7/20/18	ANTHONY GJOKAJ	225 HIGHLANDS DR	
7/20/18	JOE DEL GROSSO	gdelgrosso85@gmail.	
7/20/18	Megan Yarusso	meganyarusso22@gmail.com	

DATE	NAME	ADDRESS OR EMAIL	SIGNATURE
7/24/18	T ASPROS	TASPROS@gmail.com	
7/23/18	Mary Burr	28 Scotts Lane 10590	[illegible]
7/23/18	Jackie Kockler	6101 Bayberry Cr 10512	[illegible]
7/23/18	Aaron Q Ang	15 Martin Rd Pleasant Valley NY 12569	[illegible]

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 23, 2018 1:46 PM
To: Kate Roberts
Subject: FW: Question for tonights meeting
Attachments: Video.MOV

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Monday, July 23, 2018 1:45 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Question for tonights meeting

Just received.
Victoria

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,

Zoning Board of Appeals and
MS4 Administrator
(845) 279-7736

From: Tony Hay <tonyhayusmc@gmail.com>
Sent: Monday, July 23, 2018 1:11 PM
To: ljk859@aol.com
Cc: Town Board <townboard@southeast-ny.gov>; Victoria Desidero <vdesidero@southeast-ny.gov>; Tom LaPerch <tlaperch@hlcommercialgroup.com>
Subject: Fwd: Question for tonights meeting

This project is currently in front of the Planning Board and have forwarded your inquiry to them. Thank you. Tony Hay, Southeast Supervisor

---------- Forwarded message ----------
From: **Jackie** <ljk859@aol.com>
Date: Mon, Jul 23, 2018 at 1:01 PM
Subject: Question for tonights meeting
To: townboard@southeast-ny.gov

Good Afternoon:
Making sure I am getting my numbers right.
1 There are 510 oversized trucks with 53 feet trailers expected to come off I84 etcetera, the calculation is 1 every 3 minutes or so. Am I correct in assuming we should multiply this number by two since they have to go back on this road as well? How many smaller trucks will be involved? We are only talking about the lager trucks but the smaller trucks and employee cars will have an impact too.
I have a little video for you to enjoy.

You can see that there is a significant amount of travel already and a blind spot with traffic coming up the hill.
See you tonight,
Jackie Kaddatz

Sent from my iPad

--

Tony Hay

Supervisor, Town of Southeast

1360 Route 22, Brewster, NY 10509

(845) 279-5345 (O)

(845) 278-2453 (F)

tonyhayusmc@gmail.com

thay@southeast-ny.gov

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www.avast.com

John Berasley
4201 Hickory Hollow Ln
Carmel, NY 10512

Appendix B-55

WESTCHESTER NY 105
17 JUL 2018 PM 3 1

Tony Hay - Town Supervisor
1360 Rt. 22
Brewster, NY 10509

10509-640799

July 16, 2018

Sir,

I would like to add my voice to the thousands of Southeast residents opposed to the Northeast Interstate Logistics Center.

1 Alot of us have left the city to avoid the noise, pollution, and 2 traffic congestion only to find a 3 24/7 Mack truck depot right in our backyard?

I urge you to listen to the people and reject this proposal.

Thank you,

John Berasley.

Hunter's Glen
resident

From: Daniel Richmond
To: Kate Roberts
Subject: FW: Warehouse distribution center
Date: Wednesday, July 11, 2018 10:12:22 AM

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
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dmrichmond@zarin-steinmetz.com
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, July 11, 2018 9:11 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Town Board <townboard@southeast-ny.gov>; Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Warehouse distribution center

Just received.
Victoria

From: Gina Occhigrossi <tilegolo@yahoo.com>
Sent: Tuesday, July 10, 2018 6:22 PM
To: Tony Hay <tonyhayusmc@gmail.com>
Cc: Victoria Desidero <planning@southeast-ny.gov>; Town Board <townboard@southeast-ny.gov>
Subject: Re: Warehouse distribution center

Thank you for this acknowledgement , after last night s meeting at town hall , I am convinced this is a HORRIBLE decision, if allowed.
1 It will force good people to sell their homes (for less$$) and move.
Sad reality.
Gina Occhigrossi

On Jul 10, 2018, at 7:12 AM, Tony Hay <tonyhayusmc@gmail.com> wrote:

Dear Ms. Occhigrossi,

The Town is in receipt of your e-mail. Thank you. Tony Hay

On Sat, Jul 7, 2018 at 7:58 AM, Gina Occhigrossi <tilegolo@yahoo.com> wrote:

> To Whom it may concern:
> I am against the warehouse distribution center being allowed and built at the proposed site. We need growth , but the kind of growth that encourages family's to want to raise their children here. Once we allow an industrial location such as the proposed, the element and atmosphere begins to change.
> This is surely a mistake at the cost of the integrity of the area.
> Please NO WAREHOUSE DISTRIBUTION CENTER.
> I live behind the Restoration Hardware center on Hughson road Carmel, and the noise of the containers being filled at early hours is not a pleasant sound.
> I remember driving through that area prior to all the changes with great admiration for the country road ambience. Slowly as we remove all our green land , we will become a overbuilt town and nothing special about living here. No Charm , box stores, no small business. The type of area we should be, is one people like to visit for the peace and charm it offers.
> Our politicians should work on inviting the types of projects that encourage visitors and desirability to wanting to live here!
> Thank you,
> Gina Occhigrossi
> 3 Ivy Hill Road
> Brewster , New York 10509

--

Tony Hay
Supervisor, Town of Southeast
1360 Route 22, Brewster, NY 10509
(845) 279-5345 (O)
(845) 278-2453 (F)
tonyhayusmc@gmail.com
thay@southeast-ny.gov

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Kate Roberts

From: Daniel Richmond
Sent: Tuesday, July 24, 2018 3:56 PM
To: Kate Roberts
Subject: FW: Traffic

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | Bio

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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, July 24, 2018 3:42 PM
To: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Traffic

Forgot to copy you on this one.

-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, July 24, 2018 3:41 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca (eric.larca@yahoo.com) <eric.larca@yahoo.com>; Jack Gress (jackgress@verizon.net) <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton

<tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens (wstep68534@aol.com) <wstep68534@aol.com>
Subject: FW: Traffic

Just received.
Victoria

-----Original Message-----
From: Valerie Schmidt <valerieschmidt2006@comcast.net>
Sent: Tuesday, July 24, 2018 3:01 PM
To: planning@southeast-ny.gov
Subject: Traffic

I am sending this e-mail in protest to the proposed Logistic Center development on Pugsley Road off Rt 312....

This will creat a nightmare along Rt 312 no to even mention the pollution from all the trucks.
1 2

We didn't move up here to have this beautiful countryside destroyed by industry..

Please stop this

Valerie schmidt
Brewster resident for 48 years
Sent from my iPad

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https://www.avast.com/antivirus

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 9:32 AM
To: Kate Roberts
Subject: Fwd: Interstate Logistics project

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <vdesidero@southeast-ny.gov>
> **Date:** July 30, 2018 at 9:25:47 AM EDT
> **To:** Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: Interstate Logistics project**
>
> Just received.
> Victoria
>
> Victoria Desidero
> Assistant to the Planning Board,
> Architectural Review Board,
> Zoning Board of Appeals and
> MS4 Administrator
> (845) 279-7736
>
> **From:** Angela Cuomo <alc0466@gmail.com>
> **Sent:** Saturday, July 28, 2018 11:08 PM
> **To:** vdesidero@southeast-ny.gov
> **Cc:** townboard@southeast-ny.gov
> **Subject:** Interstate Logistics project
>
> Dear Boardmembers,
>
> I am writing to implore the Planning Board to vote NO regarding the issue of changing the zoning to accommodate the Interstate Logistics project off of Pugsley Road. An endeavour such as this would 1
> 1 require altering the natural landscape way beyond anything reasonable. That location is simply not fit for such a purpose. Wrong peg, wrong hole.
> 2 Its noise, lights and traffic will reduce the quality of life and the property value of residents for miles
> 5 around. 3 4 5 6
> I am not interested in any potential revenue the project might generate. There is no amount of money 7
> that will make up for what will be lost in the way of wildlife, beauty, tranquility and aesthetics. 1
> 7

8 Please keep the zoning as is - residential - for potential homeowners who will participate in and care for our struggling community. I bet they will bring much more worth to the area than this kind of big business ever will. Thank you.

Angela Cuomo
Southeast Resident

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 9:32 AM
To: Kate Roberts
Subject: Fwd: Logistics Center

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: July 30, 2018 at 9:25:08 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistics Center

Just received.
Victoria

From: David Simington <eiffeltower1889@comcast.net>
Sent: Saturday, July 28, 2018 2:56 PM
To: planning@southeast-ny.gov
Subject: Re: Logistics Center

July 28, 2018

Dear Members of the Planning Board:

Thank you for all of the hours and hours that you put into helping our community grow and succeed. Please know that our family has lived in Southeast since 1973, more than forty years, and the success of our community is obvious. Our community systems, including the Planning Board, are working well.

Sometimes we have to carefully evaluate a step that might be taken to continue the success of our community. We think that the town has arrived at one of those moments. The Logistics Center development proposed for Pugsley Road is a step that the town should not take if one of our goals is to add to the success of our community.

1 As you well know, activities at the proposed Logistics Center will bring into Southeast a significant number of trucks, many of them large semi-trailers. The trucks will throw into our community's air a significant amount of poisonous, carcinogenic exhaust. The general pattern of wind flow in Southeast means that the poisonous exhaust will spread into most of the town.

2 The trucks will impede traffic on route 312, especially near the Metro-North tracks in Dykemans. It is not hard to imagine a situation where there will be traffic congestion at the Dykemans grade crossing

due to an abundance of trucks, large and small. A train is approaching the grade crossing, and the congestion cannot be alleviated. The congestion will delay emergency personnel as they try to reach the Kohl's shopping center, the complex of government and non-government buildings, and the houses on Prospect Hill Road. Additionally, emergency personnel will be delayed as they try to reach Putnam Hospital, or any emergency on I-84. It is hard to imagine the traffic conditions on route 312 in a snowstorm if the road is filled with trucks, especially big trucks.

3

4

No amount of tax reductions is worth the risk of a personal or community tragedy caused by congestion due to an overload of truck-traffic on route 312.

Please realize that there will be other implications for the roads in Southeast if permission to build the Logistics Center is given. Truck drivers will certainly not always follow the short and easy route from I-84 to route 312 to Pugsley Road. They will not be familiar with the traffic routes that we know so well. Truck traffic on route 22 will probably increase as truckers take 684 to route 22 to route 312, or take route 6 from somewhere west of Southeast to route 312 to Pugsley Road. Other routes that trucks might take to arrive at their destination cannot be predicted.

5

It seems that we have to think about the risks and impediments that the Logistics Center will bring to our town. We have to think about whether we want to be more like Peekskill or Yonkers.

Thank you very much for the time that you have taken to read this letter and to consider the ideas in it. If you have any questions about the letter, please contact us at eiffeltower1889@comcast.net, at 102 Tamarack Lane, Brewster, New York, or at 279-7873.

Sincerely,

Eugenia and David Simington

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Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 9:32 AM
To: Kate Roberts
Subject: Fwd: INTERSTATE DISTRIBUTION CENTER

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: July 30, 2018 at 9:24:12 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: INTERSTATE DISTRIBUTION CENTER

Just received.
Victoria

From: VINCENT STALLONE <vrstallone@comcast.net>
Sent: Friday, July 27, 2018 8:47 PM
To: planning@southeast-ny.gov
Subject: INTERSTATE DISTRIBUTION CENTER

As a resident of Hunters Glen since March of 1996, I find it appalling to know that there will be a facility of such and enormous size being planted in our backyard.

Have you seriously taken into consideration how we, as the residents of Hunters Glen and the surrounding area, will significantly be affected by this project. People have moved up to Putnam County in search of a safe haven to raise their families in a quiet and healthy environment. Building this facility will be disrupting in terms, the balance of nature, which
1 involves air, noise and water pollution.
2 3

1,2 & 3

The population has doubled in these past years, which makes traffic more of a challenge. You have a high volume of people that work in the city and need to get to the Metro North Station on

time to make their train, and people, like myself, who have to get to 84 and onto 684 to reach our work destinations, not to mention when school is in session and the buses also have to share the road, the local businesses, and the wildlife that are being forced out of their environment which will make roads unsafe, this will cause havoc. It is impossible to accommodate the tractor trailers in any way on Route 312, the traffic is going to be horrendous. There is an ample amount of land in this county that can provide for such a facility. A community college would be a better plan for Putnam county, don't you think!!

4

5

6

And as far as creating 900 jobs, contributing $110 million in Economic output and tax revenues, it all boils down to the almighty dollar. Someone behind this whole project will benefit no doubt, but to us, as Putnam County residents, we will not. I whole heartedly oppose this project.

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 9:32 AM
To: Kate Roberts
Subject: Fwd: Logistic Center on Pugsley Rd.

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: July 30, 2018 at 9:21:28 AM EDT
To: Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistic Center on Pugsley Rd.

Just received.
Victoria

From: George Joiner <gfjoiner@yahoo.com>
Sent: Thursday, July 26, 2018 10:03 PM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Logistic Center on Pugsley Rd.

Dear Board Members,
I am writing to ask that you reject the plan for the Logistics Center as proposed. The project is simply too large for Southeast's infrastructure. Our road structure (Rtes 312, 22 and 6) is simply not designed to accommodate high
1 volumes of semi tractors. Approving a project that would add a possible 500 53ft semis EACH day to the already substantial traffic normally using these roads would be a great disservice to the community and would undoubtedly create traffic jams and potentially dangerous driving conditions. Add to this an additional 300 to 500 new employees driving to and from the Center as part of the daily traffic pattern would simply exacerbate the situation. I know the thought of a new major tax revenue stream must be incredibly appealing but I ask you to carefully weigh the benefits of a possible revenue increase against the unavoidable negatives of a project far too large for the Community.

Thank you for your consideration.

George F. Joiner
606 Somerset Knoll

Brewster, NY 10509

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Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 9:31 AM
To: Kate Roberts
Subject: Fwd: Logistic Center

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: July 30, 2018 at 9:20:54 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistic Center

Just received.
Victoria

-----Original Message-----
From: Elaine Joiner <ecjoiner@yahoo.com>
Sent: Thursday, July 26, 2018 9:09 PM
To: planning@southeast-ny.gov
Subject: Logistic Center

Members of the Planning Board:
Having attended one of your sessions and reading about the proposed development,I am very
1 concerned . It is unimaginable that Rte. 312 could manage to absorb the amount of traffic this proposal
would generate. The possibility of a traffic circle or traffic light in no way convinces me that this would
not be a disaster for drivers in Southeast. Please don't be blinded by dollar signs when much more is at 2
stake. Please take time to consider all the ramifications of the Logistic Center proposal.
Yours truly,
Elaine Joiner
606 Somerset Knoll
Brewster, NY. 10509

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7/20/2018

Town of Southeast Planning Board

1 Main St, Brewster NY 10509

Att: Victoria Desidero, Administrative Assistant

RE: Interstate Logistics Distribution Center

1 As a 25 year resident of Southeast – I am deeply disappointed that the Town of Southeast would consider the construction of the Interstate Logistics Distribution Center. The pollution that this facility will produce - from truck emissions and construction equipment - will have a terrible environmental impact on the area. I have always believed that the Town of Southeast has shown great responsibility for the health and well-being of its residents. The Planning Board should not allow this facility to be constructed.

Thank you,

Dennis Farrell

Dennis Farrell

5706 Applewood Cir -Hunters Glen

Carmel, NY 10512

RECEIVED
JUL 30 2018
Town of Southeast

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 2:32 PM
To: Kate Roberts
Subject: Fwd: New petition to you: STOP THE LOGISTICS PROJECT - LET'S RETAIN THE RURAL CHARACTER OF OUR COMMUNITY

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <planning@southeast-ny.gov>
> **Date:** July 30, 2018 at 2:09:40 PM EDT
> **To:** Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: New petition to you: STOP THE LOGISTICS PROJECT - LET'S RETAIN THE RURAL CHARACTER OF OUR COMMUNITY**
>
> All,
>
> I received this e-mail this morning and am forwarding it to you fyi. Please feel free to track this site if you are interested but I am not going to send you all the updates I am getting on numbers of people who sign the petition daily. We will find out the total number of signatures at the end of the comment period and make that part of the record.
>
> Thanks,
> Victoria
>
> ---
>
> **From:** Samantha Jacobs Committtee for Responsible Development <mail@changemail.org>
> **Sent:** Monday, July 30, 2018 9:03 AM
> **To:** planning@southeast-ny.gov
> **Subject:** New petition to you: STOP THE LOGISTICS PROJECT - LET'S RETAIN THE RURAL CHARACTER OF OUR COMMUNITY

New petition

Southeast Planning Board – Samantha Jacobs Committtee for Responsible Development started a petition on Change.org and listed you as a decision maker. Learn more about Samantha Jacobs Committtee for Responsible Development's petition and how you can respond.

Southeast Planning Board: LET'S RETAIN THE RURAL CHARACTER OF OUR COMMUNITY!

Petition by Samantha Jacobs Committtee for Responsible Development · Started Jul 18, 2018

Southeast, Patterson, Carmel residents are you familiar with this LARGE scale development, the LARGEST ever conceived for our small town, which will forever change the... Read more

View the petition

View the petition

WHAT YOU CAN DO

1. View the petition

Learn about the petition and its supporters. You will receive updates as new supporters sign the petition so you can see who is signing and why.

2. Respond to the petition

Post a response to let the petition supporters know you're listening, say whether you agree with their call to action, or ask them for more information.

3. Continue the dialogue

Read the comments posted by petition supporters and continue the dialogue so that others can see you're an engaged leader who is willing to participate in open discussion.

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Learn more

This notification was sent to planning@southeast-ny.gov, the address listed as the decision maker contact by the petition starter. If this is incorrect, please post a response to let the petition starter know.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

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STOP THE LOGISTICS PROJECT - LET'S RETAIN THE RURAL CHARACTER OF OUR COMMUNITY

10 have signed. Let's get to 100!

Samantha Jacobs Committtee for Responsible Development started this petition to Southeast Planning Board

Southeast, Patterson, Carmel residents are you familiar with this LARGE scale development, the LARGEST ever conceived for our small town, which will forever change the quality of our lives and community?

Please sign and share this petition on your social media sites and with your friends and neighbors. Please note: This petition is only for residents of The Town of Southeast, NY and affected areas of Carmel, NY and Patterson, NY.

Northeast Interstate Logistics (NIL) **will be three times the size of Highlands Center, consisting of 1.1 million square feet of warehouse storage and distribution center**. NIL is located adjacent to Tilly Foster Farm and on Pugsley Rd across the street from Highlands Center (Home Depot and Kohl's) and CareMount medical facility on **Route 312.**

1 **NIL** NIL will clear cutting a 100 acres, of which 57 acres will be impervious parking and building surfaces and the destruction of endangered species habitat.

2 **Traffic:** Every day, NIL will **generate 510 tractor-trailer trucks** trips on a daily basis - 24 hours a day – that's 21 trucks every hour. Plus, additional **660 cars** to Route 312. Trucks will being utilizing Route 6 to Mahopac.

3 To deal with traffic congestion, NIL has suggested a round about to Route 312 at the entrance of the development. Imagine going through a roundabout with several tractor trailers. Never mind our school buses!

4 NIL will eliminate any right on red at the intersections of 312, 84 and independence way. Leading to potential longer waiting times at these intersections.

5 Not only will all this additional traffic clog a route that is already congested, slowing commuters, school buses, but it will also disturb nearby neighborhoods with constant noise, pump exhaust fumes into the air, and encroach on our Middle Branch phosphorus limited watershed. 6 7 8

9 **Views:** NIL is requesting the Southeast Planning Board to dismantle our Ridgeline Protection Policy, forever changing the daily views of residents, such as Brewster Hill, Hunters Glen, Twin Brooks and many smaller streets like Maple Street. Instead of rolling hills, residents will have a view of a warehouse and night time lighting. 10 9 Changing the ridgeline protection policy leaves the door open for other developers to request the same modifications. 11

12 **Taxes:** NIL will get a 10-year tax abatement. Once they start paying taxes in ten years, it will only bring $2,000,000 to the town of Southeast. Our school budget is $98,000,000 -we will never see any tax benefit from this project.

13 **Jobs:** NIL documented the majority of the jobs it will bring to Southeast will only be paying $15 an hour and are low skilled jobs. Will $15 an hour or $35,000 a year support the lifestyle of a resident of Southeast?

Is this how we want to see our beautiful community changed forever? As a hub of massive warehouses (think of the GAP in Fishkill by 84)? A town filled with trucks 2 and cars, noise and pollution? Is it fair to the residents who's property butt up against the NIL and will have permanent views of warehouses, trucks, noise and light 15 2 pollution? 15 6 7 14 6

We need to say NO to this project and the Southeast Planning Board, who represent the residents, should vote NO to approving the changes required for this project to move forward.

Start a petition of your own
This petition starter stood up and took action. Will you do the same?
Start a petition

Start a petition of your own

This petition starter stood up and took action. Will you do the same?

Updates

1. 44 minutes ago
   10 supporters
2. 2 weeks ago
   Samantha Jacobs Committtee for Responsible Development started this petition

Reasons for signing

Sign this petition and be the first to add your comment.
Report a policy violation

Complete your signature

10 have signed. Let's get to 100!

First name

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 2:49 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Proposed Warehouse Project on Pugsley Road

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 30, 2018 10:39 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Proposed Warehouse Project on Pugsley Road

Just received.
Victoria

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

From: Susan Pesick-Pierro <spesick@yahoo.com>
Sent: Monday, July 30, 2018 10:19 AM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Proposed Warehouse Project on Pugsley Road

To whom it may concern,

Many years ago before I was ready to purchase a home I used to only travel to Putnam County from Westchester to visit a family member.

The first time I heard my brother was moving to Putnam County I thought he was crazy considering the commute he would have being a school teacher in Westchester.

Every time I would drive up to Putnam to visit him and I exited the highway I began to notice more and more how he may have stumbled upon something incredible up here.

I loved driving past Tilly Farm and seeing all the animals out. He lived in Hunter's Glen so the ride in from the highway on 312 I thought was so beautiful. First you pass the farm then drive over Middlebranch lake on Rt. 6.

When I first saw the complex and the surrounding area I was amazed how beautiful it was. It reminded me of past summers when our family would travel to the Catskills to spend a few days for vacation.

Fast forwarding ahead a few years, my brother has since moved out of Hunter's Glen to raise his family and purchased a home in the town of Kent. So he is still here in Putnam and ready to retire from teaching. I guess he likes it too.

I currently live in Hunter's Glen and made the decision to buy a home here with my wife 10 years ago because of my experience when visiting my brother. I can't imagine having the project now in discussion to be built on Pugsley Road even a serious thought.

1 The drive in from the highway along the route I just described would be replaced with a roundabout and over 500 tractor trailers coming and going 24/7. The proposed logistics center will be approximately 1200 ft from my home. I will no longer be able to enjoy sitting on my deck or opening my windows and enjoying the peace and quiet my community has to offer. It will be replaced with constant truck noise, loading dock noise, pollution, and traffic.

2 3 4

Although my brother moved out of Hunter's Glen because his family was growing and they needed more space, I on the other hand do not have that same issue and want to continue to enjoy the serenity I purchased with my wife 10 years ago.

Sent from my iPhone

Sent from my iPhone

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 2:49 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Proposed Warehouse Project on Pugsley Road

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
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Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 30, 2018 10:37 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Proposed Warehouse Project on Pugsley Road

Just received.
Victoria

From: Lori Pesick-Pierro <loripp13@gmail.com>
Sent: Monday, July 30, 2018 10:06 AM
To: planning@southeast-ny.gov

Cc: townboard@southeast-ny.gov
Subject: Proposed Warehouse Project on Pugsley Road

Hello,

When I met my wife almost 15 years ago, I used to make the following comment every time we traveled to visit her family in Carmel: "why would anyone want to live all the way up here?" Growing up in Queens I was used to more activity, street lights and general hustle and bustle. Now I understand. We bought our home in Hunter's Glen ten years ago and I wouldn't change one day of my time here. The location of the complex where I live is perfect – close enough to stores and restaurants but quiet and secluded enough to enjoy the time spent at home. The proposed warehouse complex on Pugsley Road would all but destroy this way of life that I now covet. I dread the sound of early morning birds or crickets in the evening replaced by truck traffic. 1

I do have a commute to and from work every day – from Carmel to White Plains, so I am well acquainted with driving on 684 and all the adjoining side roads. On a "normal" day this commute can be difficult and time consuming. The addition 2 of approximately 500 tractor trailer trucks can only wreak havoc on the already crowded roads. Now let's toss in the occasional accident or weather delay and what you are left with is nothing short of a disaster. Route 312 is the main artery most of us use to access Route 84 (and 684) and if you add more congestion to this area you are looking at an impossible situation. And adding a traffic circle is laughable. 3

4 With construction and a 24/7 operation you can also add pollution, noise 5, water usage 6, lights 7 and security 8 as major 8 concerns for the foreseeable future. This is a BAD proposal for our town and this area and the residents who love it and call it home.

Thank you for your time.

Lori Pesick-Pierro
4306 Hickory Hollow Lane
Carmel, NY 10512

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Monday, July 30, 2018 3:13 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics comments

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, July 30, 2018 3:06 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics comments

Just received.
Victoria

From: billheath1210 <billheath1210@comcast.net>
Sent: Monday, July 30, 2018 2:54 PM

To: planning@southeast-ny.gov; Southeast Town Board <townboard@southeast-ny.gov>
Cc: Ricky Feuerman <RickyFeuerman@aol.com>
Subject: Northeast Interstate Logistics comments

To Southeast Planning Board:

To the Southeast Town Board:

I am writing to express my Non-Support for the **Northeast Interstate Logistics** project currently being considered by Southeast's Planning and Town Boards.

1 My primary objection to this project is the ramifications regarding traffic, not only on Rt. 312 but also Interstates 84 and 684. I do not believe that these roads, especially Rt. 312, can handle the volume of incremental traffic associated with this project: 570 tractor-trailer trucks and 660 cars per day. In additional to this volume, the idea of putting in a "roundabout" on Rt. 312 to accommodate this additional volume is shear madness. Rt. 312 is already a heavily travel road providing access to Interstate 84, Brewster Schools, Carmel and the Highlands Shopping Plaza. I can't imagine the nightmare of competing with tractor-trailer trucks in a traffic rotary. 2 2

3 My second objection is to the Re-Zoning and Zoning text modification requests. Why does every project that comes before the town boards require "spot zoning?" It seems to me that we have a Master Plan for the town that should serve as a guide to what we want our community to be and look like. I think we should adhere to the vision of our town as laid out in the Master Plan. Sometimes our town boards appear all too willing to cast the Master Plan aside for the consideration of a developer with a project that has very little benefit to the town. Sometimes too it appears the town boards are bowing to the pressures from the County to generate, directly or indirectly, sales tax revenue, with no guarantee the town will share in these windfalls. 3

4 My final objection to this project is about its close proximity to the **Tilly Foster** farm. Several years ago the people of Putnam County voted to preserve "open space" and with the funds approved purchased the **Tilly Foster** farm. I would like to see zoning and development adjacent to our "open space" investment better protected from projects that detract from this purpose. I believe zoning and development considerations near and around **Tilly Foster** should be particularly sensitive to the reason this property was acquired and provide an "open space" friendly zoning designation accordingly.

Respectfully submitted,

William Heath

Southeast Resident

Virus-free. www.avast.com

RECEIVED
JUL 30 2018
Town of Southeast

PO Box 75
North Salem, NY 10560
July 27, 2018

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

Dear Chairman LaPerch and Members of the Planning Board:

I am writing as a resident and registered voter of Southeast. (I use my business address in North Salem for correspondence.) I strongly oppose the Northeast Interstate Logistics (NIL) project, which would bring unprecedented tractor-trailer traffic, noise and air 3 pollution, and environmental destruction to our town. It must not be approved. 1 2

The proposed project consists of four warehouses totaling more than 1.1 million square feet. Every day, it will add around 510 tractor-trailer trucks and potentially 1,000 smaller 1 vehicles to Rt. 312, named by *The Journal News* as one of the most dangerous roadways in Putnam County. Not only will all this additional traffic clog a route that is already congested, slowing commuters, school buses, and emergency vehicles, but it will also 2 disturb nearby neighborhoods with constant noise, pump exhaust fumes into the air, and 4 encroach on the watershed of Middle Branch Reservoir. 3

To build this massive development on a small back road, NIL will require zoning code 5 amendments. It will blast off two scenic ridge tops in the Ridgeline Protection Overlay District and destroy 100 acres of woodland, currently home to the endangered bog turtle 6 and threatened northern long-eared bat. The warehouses will be visible from neighborhoods like Brewster Hill, Hunters Glen, and Twin Brook Court and will be 7 adjacent to Tilly Foster Farm, which the county just spent $2 million to convert into a banquet facility without realizing it would be located next to an industrial eyesore.

Businesses like NIL promise substantial tax payments to justify the demands they make on residents, the Highway Department, the Sheriff's Department, and the Fire Department. However, the Payment in Lieu of Taxes (PILOT) program will decrease 8 NIL's tax contribution by a third over ten years, and most jobs it provides will be low 9 wage, paying about $35,000 a year, which cannot support Southeast homeowners.

In light of all the factors cited above, I ask the Planning Board to deny this applicant's petition. The NIL project would be devastating to Southeast and must not go forward.

Sincerely,

KK Dorkin

KK Dorkin

7/25/2018

Joseph J Esposito
4301 Hickory Hollow Lane
Carmel, New York 10512

RECEIVED
JUL 30 2018
Town of Southeast

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

To all members of the Town of Southeast Planning Board,

I am writing in response to the certified letter I received on June 23rd, 2018 in which was enclosed a document from Thomas LaPerch, Chairman Town of Southeast Planning Board dated June 14th, 2018 notifying me of the public hearing to be held July 9th, 2018, which I attended. I understood the hearing was to provide the public an opportunity to listen to and question the plans Putnam Seabury Partners is seeking approval for to develop over 300 acres located at route 312 and Pugsley road in the Town of Southeast, aka the Northeast Interstate Logistics Center. I stated at the hearing and reiterate here that I believe this project is not good for the people of the Town of Southeast or the whole of Putnam County.

The enclosed map, which was printed from images1.loopnet.com clearly identifies how close my community, Hunter's Glen, is to the project site. At the hearing Seabury Partners representatives made
1 no mention of Hunter's Glen, yet had shown several minutes of video depicting potential views of the site from driving on Interstate 84. I have to say I was honestly insulted by the presentation and find this project to be nothing more than an assault on our community. I also attended the public hearing July 23rd,
1 and again was insulted by the presentation depicting potential views of the project from highway 84, neighborhoods over a mile away, and yet very little mentioned about the impact to my community, which is about 1200 feet from the site.

I have read the Planning Board's "RESOLUTION TO ISSUE A POSITIVE DECLARATION, NOTICE OF COMPLETION OF DRAFT ENVIRONMENTAL IMPACT STATEMENT, AND SET A PUBLIC HEARING", and in that document it states "the Town of Southeast Planning Board finds the Proposed Project may have a significant impact on the environment". I believe this project will have a negative impact on the environment. I understand and have enclosed the 12 items identified by the board, and I urge the Planning Board to prevent this project from going any further and not approve any amendments to the Town of Southeast Zoning Map and or Zoning Ordinance.

Thank you for your attention,

Joseph J Esposito

(Hickory Hollow Lane)

After considering the Proposed Project; the Full Environmental Assessment Form and DEIS prepared by the Applicant; and the criteria for determining significance in the SEQRA regulations (6NYCRR §617.7(c)), the Town of Southeast Planning Board finds that the Proposed Project may have a significant impact on the environment based on the following:

VOTE NO

1. The Proposed Project involves amendments to the Town of Southeast Zoning Map and Zoning Ordinance;
2. The Proposed Project has the potential to result in significant adverse impacts to community character;
3. Construction of the Proposed Project would require modification to two ridgelines located within the Ridgeline Protection Overlay District;
4. The Proposed Project would result in alteration of, increase or decrease in size of, or encroachment into the New York State Department of Environmental Conservation (NYSDEC) Wetlands LC-18 and LC-28 and their buffers, and 7.81 acres of disturbance to Town of Southeast regulated wetland and stream buffers. √
5. The Proposed Project may impact species such as the Red Maple tree – hardwood swamp, the Northern Long-Eared Bat, and Bog Turtle, which are plant and animal species that have been identified as endangered or threatened.
6. √ The Proposed Project would result in the construction of 57.2 acres of impervious surface for roads, buildings, and other paved surfaces.
7. The Proposed Project may induce ±510 semi-trailer truck trips per day, which has the potential to result in significant impacts to the transportation system.
8. The Proposed Project is a substantial change in use from its present vacant use and is located adjacent to an Agricultural District (PUTN001). √
9. The Proposed Project is located in or adjacent to an area identified as potentially sensitive for archaeological resources on the New York State Historic Preservation Office archaeological site inventory.
10. Construction would contain more than one phase.
11. The Proposed Project may have a significant impact on energy consumption.
12. The Proposed Project would temporarily exceed existing ambient noise levels during construction.

RECEIVED
JUL 30 2018
Town of Southeast

30 Lakeside Rd.
Brewster, NY 10509
July 27, 2018

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

Dear Chairman LaPerch:

I was very disturbed to hear about the Northeast Interstate Logistics plan to build a massive warehouse project, three times the size of the Highlands Center, on a rural road off Rt. 312 in Southeast. The largest development ever proposed for Southeast, it is completely inconsistent with the character and needs of our town.

1 The current zoning codes were established in our Comprehensive Plan for a reason—to maintain the semi-rural character of Southeast. We cannot do that by changing the code for every developer that comes along and allowing them to destroy the ridgelines and 2 natural habitat that make this town an attractive place to live and visit. We cannot do that 3 by allowing our main route through town, Rt. 312, to become congested with eighteen-wheelers, creating stressful commutes and exposing us to air and noise pollution. We 6 cannot do that by threatening our watershed with the runoff from 57 acres of impervious surfaces. We also cannot do that by reducing the quality of life for homeowners near the 7 NIL project, ruining their views and potentially lowering their property values. 8

The NIL development would radically alter the character of Southeast that residents have fought so hard to preserve in the Comprehensive Plan and would be harmful in numerous ways to those residents, bringing us heavy, dangerous traffic, environmental pollution, 4 9 low-wage jobs, and falling home values. Please think with the best interests of Southeast citizens in mind and reject the NIL proposal.

8 3

Sincerely,

Helen Dorkin

Helen Dorkin

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, July 31, 2018 9:37 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Northeast Interstate Logistics

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: July 31, 2018 at 9:16:50 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Victoria

From: njrt <njrt@comcast.net>
Sent: Monday, July 30, 2018 4:31 PM
To: planning@southeast-ny.gov
Subject: Northeast Interstate Logistics

I would like to state that this proposal to build distribution warehouses at Pugsley Road off route 312 is the most unbelievable idea I have ever heard. People moved up here to get away from the congestion and pollution of the cities like NY,NJ,Ct etc. We do not need it to follow us. Route 312 is main road to hospital – Urgent Care center is right there; school buses go up and down on that road; a main road to center of town and surrounding communities. A project like this will have a very harmful effect on this area and beyond. We all must do whatever we can to stop this development from going forth for our health and the health and wellbeing of all our children. This project must never be allowed to come to this area.

1
2
3

Nancy Santini
3906 Buttonwood Lane
Carmel, NY

Hunter's Glen Phase V

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Kate Roberts

From: Daniel Richmond
Sent: Wednesday, August 01, 2018 9:17 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, August 1, 2018 9:15 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Victoria

From: Peggy O'Keefe <carmelmom319@gmail.com>
Sent: Wednesday, August 01, 2018 8:01 AM

To: planning@southeast-ny.gov
Subject: Northeast Interstate Logistics

1 Please stop the construction of this site. I did not buy a condo in Hunters Glenn to look at trucks and semis gridlocking the roads.

This is madness to even think of allowing this site to be built in Carmel or any other small town in Putnam County.

Stop the madness, stop planning now!

Margaret O'Keefe
2507 Morgan Drive,
Carmel, NY 10512

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July 26, 2018

Dear Supervisor Hay,

1 Once again, our elected officials are contemplating inviting a business that has the potential if massively affecting the quality of life in Southeast and the surrounding communities.

I recall when Supervisor Scolpino and his Board invited Waste Management to build a sludge plant on property also off Route 312. The community was outraged! Thankfully, the Zoning Board downed the proposal. For Mr. Scolpino, the political ramifications were disastrous. At election time, he was voted out and replaced by a Democrat.

Southeast voters are outraged! Do the right thing, down the Logistics Center in Southeast.

Thank you, MaryAnne Taormina

7-26-2018

Dear Supervisor Hay

Once again, our elected officials are contemplating inviting a business that has the potential of massively affecting the quality of life in Southeast and the surrounding communities.

I recall when Supervisor Scolpino and his board invited Waste Management to build a sludge plant on property also off of Route 312. The community was outraged! Thankfully, the Zoning Board downed the proposal. For Mr. Scolpino the political ramifications were disastrous. At election time he was voted out and replaced

A
VERY
SPECIAL
MESSAGE

by a Democrat.
Southeast voters are outraged!
Do the right thing. Down the
logistic Center in Southeast.
Thank you,
Mary Lorne Taormina

9 Farmstead Ave
Brewster

English Cards, Ltd.
GREAT NECK, N.Y. 11021

130BN41031
MADE IN USA

Kate Roberts

From: Daniel Richmond
Sent: Wednesday, August 01, 2018 11:22 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Concerns about Northeast Interstate Logistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | Bio

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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, August 1, 2018 10:41 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Concerns about Northeast Interstate Logistics Center

Just received.
Victoria

From: Ping Ye <yepg@yahoo.com>
Sent: Wednesday, August 01, 2018 9:19 AM
To: planning@southeast-ny.gov
Subject: Concerns about Northeast Interstate Logistics Center

August 1, 2018

Victoria Desidero
Administrative Assistant
Town of Southeast Planning Board
1 Main Street,
Brewster, NY 10509

Re: Concerns about Northeast Interstate Logistics Center

Dear Ms. Desidero,

I am writing to raise my concerns about the Northeast Interstate Logistics Center. As a resident of Southeast town, I'm strongly against this project and hope our town planning board would not grant a permit for this project.

1 The Northeast Interstate Logistics Center site is about 1500ft from where I'm living. It will have multi threats to our daily life. The pollution, the traffic noise and the harmful effect to the wildlife will be unimaginable. We came to Putnam county to stay away from these issues, we don't want to have them in our neighborhood. 2 3

Please help to preserve our beautiful county, do not grant a permit for the Northeast Interstate Logistics Center.

Many thanks for your time,

Ping Ye
845-225-0406
5705 APPLEWOOD CIR
CARMEL, NY 10512

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Wednesday, August 01, 2018 3:42 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
Add to address book | *Bio*

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Please consider the environment before printing this email.

From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Wednesday, August 1, 2018 3:04 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics Center

Just received.
Victoria

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,

Zoning Board of Appeals and
MS4 Administrator
(845) 279-7736

From: Tony Hay <tonyhayusmc@gmail.com>
Sent: Wednesday, August 01, 2018 2:59 PM
To: laur and rob <laurene39@aol.com>
Cc: Lynne Eckardt <leckardt@southeast-ny.gov>; Ed Alvarez <EAlvarez@southeast-ny.gov>; Liz Hudak <ehudak@southeast-ny.gov>; jlord@southeast-ny.gov; Michele Stancati <mstancati@southeast-ny.gov>; Willis Stephens <WStep68534@aol.com>; Victoria Desidero <vdesidero@southeast-ny.gov>; Tom LaPerch <tlaperch@hlcommercialgroup.com>
Subject: Fwd: Northeast Interstate Logistics Center

Dear Mr. & Mrs. Coyle,

The Town is in receipt of your e-mail and yes we do read all of them. Thank you. Tony Hay, Supervisor

---------- Forwarded message ----------
From: **laur and rob** <laurene39@aol.com>
Date: Wed, Aug 1, 2018 at 2:38 PM
Subject: Re: Northeast Interstate Logistics Center
To: Tony Hay <tonyhayusmc@gmail.com>
Cc: ME <laurene39@aol.com>

Thank you Mr. Hay for your email .. I truly appreciate that you were candid about not being able to open my document, this comforts us knowing that you are sincere in reading our concerns. I would also like to thank you for your services ..First as United States of AMERICA Marine Corps…and also as our Southeast Supervisor 19 years as Putnam County Legislator.. I am grateful to live here and I do understand that these letters are probably repetitious in theory to you as well as the Planning Board. And just like texting, sometimes our words and letters really cannot describe how we ALL truly feel about the possibility of this Project... The only way I can best describe it and there is a reason why this phrase originated in the 14th century .. "THERE IS NO PLACE LIKE HOME" . Family life all came into being and also the realization that the person is truly at ease when at home. Mr. Hay this will all change for so many if this project goes forward.. People are frightened and worried.. They should not have to feel this way..Some folks have spent a lifetime just to get here and so Please Mr. Hay, Please Do Everything in your Power to STOP this.. thank you for taking the time in reading this..

August 1, 2019

Dear Sir/Madam;

I am sending you this letter as a matter of record-- I am opposed to the consideration and planning of the North East Interstate Logistic Center to be built of Route 312 in Carmel, NY.

As a resident of Putnam County/in the town of South East for more than 14 years, it was always my understanding that elected officials were elected based on your pledge to support and defend the community with the best interests of your constituents in mind. I am quite concerned that you are now failing in your public service commitment and perhaps now only have self interest in mind. How are you able to support and allow a million sq. ft. distribution facility that will operate 24 hours a day, 7 days a week, with 500 trucks per day entering/exiting every day (1000 times per day) in our backyards. As our elected official-it is also YOUR BACKYARD. The traffic snafus that will be a result of this DC as well as the noise and exhaust pollution will adversely affect our quality of life and put all families in danger of toxic fumes on a daily basis. As our elected official-these will also be YOUR TOXIC FUMES. Let's also consider the damage to our wildlife, land and water sources as this pollution does not discriminate. HAVE YOU CONSIDERED THIS?

1 2 2 2

We ask that you serve your community with your constituents (that voted for you) in mind and the quality of life that you promised to uphold and protect when taking office.

Thank you for your time to consider this heartfelt request to deny Northeast Interstate Logistics Center to locate to Carmel NY.

Sincerely,

Laurene Coyle
Robert Coyle
Concerned Resident/Registered Voter

On Aug 1, 2018, at 11:43 AM, Tony Hay <tonyhayusmc@gmail.com> wrote:

Sorry,

No one could open the document you provided to the Town Board. Please resend in a different format. Thank you. Tony Hay, Southeast Supervisor

2018-07-31 17:51 GMT-04:00 laur and rob <laurene39@aol.com>:

--

Tony Hay

Supervisor, Town of Southeast

1360 Route 22, Brewster, NY 10509

(845) 279-5345 (O)

(845) 278-2453 (F)

tonyhayusmc@gmail.com

thay@southeast-ny.gov

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To: Town of Southeast Planning Board
CC: Southeast Town Board,

Dear Members of the Board,

I have attended both public meetings discussing the Northeast Interstate Logistics Project. I listened to the arguments presented by the lawyers defending the owners of the land and their plans.

When I moved to Carmel 15 years ago I had heard that there was the possibility of a housing complex being built behind my home. I was not aware that permission had also been given for a small scale commercial property, my bad. I didn't expect the future homes to have much of an impact on my quality of life and was happy to buy my home.

The investors bought property and had their plans to build the homes. It never came to fruition - only the investors know the real reason why. But the presumption is that not enough profit would be gained. Now they have land and want logically to get as much return on their investment. But should we as the inhabitants of this beautiful and domestic area be punished because they didn't make the right investment? How does permission for a small commercial property
1 turn into 4 mega warehouses on a footprint three times the size of the area Home Depot is located on?

Every argument made was from the perspective of the owners, logical again but not with the quality of life of the inhabitants of a TOWN in mind. Every site viewing
2 was from ground level so to speak. But what about the views for a hundred golfers a day at Centennial Golf Club and the shoppers at Kohl's?

You as the Town Board know the statistics better than I do but our
3 unemployment rate is lower than the National average. 90 plus precent of inhabitants have high school or higher degrees, the low income jobs are not something our area needs (by the way Rite Aid and Tops are hiring). Along with this our median income is a third higher than other places in NY and our houses 70K more expensive. Not exactly the environment for low income employees.

4 The biggest concern is the traffic. I will not discuss this in my letter, there are many others that will be doing this already.

I am very distressed about how this project will impact us all. Longer commute times, more noise, less green space, a huge decrease in quality of life and more stressful circumstances with more possibilities of accidents happening. Isn't life stressful enough as it is? Do we have to bring more stress to our area?

4 5 6 7 8

Thank you for reading and I truly hope that you and the Zoning Board will keep our wellbeing in mind when you make your decision.

Sincerely,

Jackie Kaddatz

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 06, 2018 3:13 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Logistics Enterprise

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 6, 2018 3:12 PM
To: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistics Enterprise

Just received

From: Jerry <jedley1@msn.com>
Sent: Sunday, August 05, 2018 4:42 PM
To: planning@southeast-ny.gov
Subject: Logistics Enterprise

I live in the section of Hunter's Glen which is in a contiguous location to the proposed building site. This proposal will greatly affect the lifestyle of the area. I see it as a definitely negative issue. Many residents of the Carmel area moved here to gain the advantages of a more pastoral, country-like atmosphere. This project will definitely destroy those assets. The community would never be the same. 1

I ask you to consider the change in living conditions which would be imposed on those of us have set up lives in Carmel. Your project would make a huge negative difference.

Jerry Hilpert

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PACE ENVIRONMENTAL LITIGATION CLINIC, INC.

ELISABETH HAUB SCHOOL OF LAW
78 NORTH BROADWAY
WHITE PLAINS, NEW YORK 10603
PHONE: 914.422.4343
FAX: 914.422.4437

SUPERVISING ATTORNEYS
KARL S. COPLAN
TODD D. OMMEN

ADMINISTRATOR
JENNIFER RUHLE

August 3, 2018

VIA EMAIL

Victoria Desidero
Administrative Assistant
Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509
planning@southeast-ny.gov

Re: Northeast Interstate-Logistics Center DEIS Comments

Dear Ms. Desidero:

The Pace Environmental Litigation Clinic writes on behalf of our client, Riverkeeper, Inc., to provide comments Town of Southeast Planning Board regarding the Draft Environmental Impact Statement ("DEIS") for the Interstate Logistics project.

Riverkeeper is a member-supported watchdog organization dedicated to defending the Hudson River and its tributaries and protecting the drinking water supply of nine million New York City and Hudson Valley residents. As a signatory to the New York City Watershed Agreement, Riverkeeper has a commitment to ensure that development projects in the watershed do not adversely impact the surface water resources that provide drinking water to consumers. Accordingly, Riverkeeper is very concerned with any project in the New York City watershed that proposes potentially significant disturbance.

Background

The proposed project involves the disturbance of 80 acres of meadow and 32 acres of forest to construct 1.1 million square feet of warehouses and a 776-space parking area, totaling 57 acres of additional impervious area. The project requires disturbance of wetlands and buffers, and proposes stormwater infiltration practices on steep slopes with seasonally high groundwater. The proposed project site is located within the Croton Watershed, part of the East-of-Hudson New York City drinking water supply watershed.

1 The proposed project could have significant adverse impacts to offsite water resources. The entire project site drains to the Middle Branch Reservoir, which is classified as water quality limited subject to a Total Maximum Daily Load ("TMDL") for phosphorus and heightened

1 protection criteria to limit sources of phosphorus loading from further impairing water quality.[1] The Middle Branch Reservoir exceeds its phosphorus TMDL by 204 kg/year. The addition of phosphorus or other pollutants to the Middle Branch Reservoir is a serious concern, and risks causing further degradation to a sensitive resource.

Comments

If not carefully designed and controlled, the proposed action could result in significant adverse impacts to water resources and water quality. The subject property contains watercourses, six wetlands and associated buffer areas that will be impacted by project construction and post-development conditions in the sensitive Croton watershed. As discussed below, the DEIS does not properly or fully address certain of these impacts and fails to consider less impactful alternatives, A Supplemental DEIS must be prepared to resolve these flaws.

I. The Applicant should avoid disturbance of onsite wetlands

2 As a threshold matter, the DEIS is not clear as to the extent of wetlands disturbed. DEIS Section II.D, *Surface Water and Wetlands*, proposes permanent disturbance of 0.05 acre of onsite wetlands and 7.81 acres of permanent disturbance of wetland buffers. *See* DEIS, at III.D-15. However, DEIS Appendix D-1, *Preliminary Stormwater Pollution Prevention Plan*, claims the proposed project will disturb 0.15 acre of wetland and 11.70 acres of wetland buffer. *See id.*, App. D-1, at 15. These discrepancies are significant and must be corrected to enable informed review.

3 Regardless of the resolution of these discrepancies, however, the disturbance of onsite wetlands should be avoided entirely. Protection of wetlands and buffers, especially in phosphorus-impaired watershed basins, is critical for water quality protection. Wetlands provide important water quality functions. They attenuate and store stormwater runoff, capture and retain suspended sediment, and recharge groundwater aquifers. Wetlands also sequester and process nutrients such as phosphorus and nitrogen from fertilizers, sewage treatment systems and natural vegetation. In addition to water quality functions, wetlands also provide opportunities recreation, education, and scientific research. The valuable benefits and functions of wetlands are lost when wetlands are degraded or destroyed by encroaching development.

The protection and maintenance of wetland buffer areas is critical to the protection of wetlands from construction activities and post-development stormwater runoff. Vegetated wetland buffers are transitional areas that intercept and pretreat stormwater from upland areas before it reaches wetlands. In addition to capturing sediment in stormwater runoff, buffers also function to promote infiltration, reduce thermal impacts (provide shade), uptake nutrients, reduce erosion, and maintain the chemical, physical and biological integrity of water resources.
3 For all of these reasons, the Town as lead agency should require the Applicant to achieve no net loss of wetland and buffer functions. The DEIS does not make it clear that no net loss will be achieved. The Applicant should scale back or reconfigure project components to avoid disturbance to the wetlands and buffers on the subject property.

[1] New York State Department of Environmental Conservation ("NYSDEC"), Phase II Phosphorous Total Maximum Daily Loads for Reservoirs in the New York City Water Supply Watershed (2000), at 31, available at: http://www.dec.ny.gov/docs/water_pdf/nycjune2000.pdf.

II. Proposed mitigation for wetland and buffer disturbance is inadequate to achieve no net loss of function

4 To mitigate the impacts of disturbing 0.05 or 0.15 acre of onsite wetlands, the Applicant proposes "restoration of the upper portion of Wetland 4," which has been degraded by encroachment of invasive species. *See* DEIS, III.D-37. While Riverkeeper supports the Applicant's proposal to remove invasive vegetation and monitor the mitigation area for a minimum of three years, *id.* at III.D-38, the degree of specificity and detail is deficient. Proposing to restore "the upper portion" of a wetland, *id.*, is vague and uninformative. The mitigation area and the "plugs of native sedges" to be planted must be quantified. What is the area of the upper portion of Wetland 4 and how many sedge plugs will be planted?

5 Likewise, the Applicant proposes to mitigate wetland buffer impacts "through extensive wetland plantings." The DEIS does not specify which species of native plantings will provide mitigation or how many are considered "extensive." Without this information informed review is not possible and the DEIS is deficient.

6 In addition, the Applicant proposes to mitigate wetland buffer impacts by establishing native plantings in stormwater management basins. *See id.* Stormwater basins are not suitable areas for mitigating wetland buffer impacts. The plantings would serve to protect only the basins themselves and would fail to provide any protection to wetlands outside the basin. One of the proposed basins is sited within the town-regulated buffer setback. *See* DEIS, Preliminary Site Plan Approval Drawing C100, Overall Layout Plan. Siting stormwater management practices in buffers impairs buffer function by clearing trees, sacrificing stream channels located above the practice, altering existing wetland hydrology, and increasing thermal impacts. This practice increases the discharge of sediment, nutrients and other contaminants and compromises the ability of buffers to infiltrate stormwater runoff. All stormwater management practices should be
6 sited outside stream and wetland buffers and should not be used as compensatory mitigation areas for buffer disturbance.

III. Recommendation

7 In addition to resolving the above errors and inconsistencies, Riverkeeper recommends that the Applicant evaluate the following alternatives in a supplemental DEIS:

1) *A range of lower-impact, smaller-build alternatives*. This should include alternative actions that result in the creation of a smaller footprint, less overall site disturbance, and/or reduced impervious coverage compared to the proposed action.

8 2) *An alternative that avoids <u>all</u> direct impacts to on-site watercourses, wetlands, and associated buffer areas*. At least one alternative should be considered that avoids of all watercourses, wetlands, and buffer areas impacts on the project site.

Thank you for your consideration of these important issues. The shortcomings discussed above require the preparation of a supplement DEIS to address and remedy these flaws.

Sincerely,

Todd D. Ommen, Managing Attorney

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 06, 2018 3:13 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: SE Logistics Center Proposal

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 6, 2018 3:13 PM
To: Town Board <townboard@southeast-ny.gov>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: SE Logistics Center Proposal

Just received.
Thank you.
Cathy Chiudina

For:
Victoria Desidero

From: KENNETH TULLIPANO <suetullipano@comcast.net>
Sent: Sunday, August 05, 2018 3:12 PM

To: planning@southeast-ny.gov
Subject: SE Logistics Center Proposal

As residents of the Town of Southeast and the Hunters Glen complex, we are vehemently opposed to the SE Logistics Center being considered for Route 312 and Pugsley Road. We have several issues with this proposed development:

1 1. Noise/Traffic: With our local roads already overloaded, it is incomprehensible that this development would be allowed to proceed. With over 500 trucks plus employees' cars entering and exiting this facility 24/7, it would completely bog down our roads. The traffic circle suggested to help 2 with the flow will do NOTHING to alleviate the increased volume of traffic. Those of us who commute to/from I84/684, the Southeast train station, or elsewhere already encounter traffic delays. If you 3 need to go to the Caremount Medical Offices on Rte 312 for appointments, or to the Emergency Care office, it is already very difficult to exit that facility onto Route 312. To add all this additional traffic would make it impossible to do so. The noise this will add to our local area will be an attack on our 4 quality of life. Our residence borders on this proposed facility. For the developers to say we won't hear these trucks is an insult to our intelligence. Being less than 1500 feet from these warehouses will impact us immensely. Schools also need to be notified so they can provide input as to how this 5 facility would affect their bus routes and schedules. With an entire school campus on Rte 312, this would also be a huge impact. I would like to know what the NYS DOT assessment is for these 6 impacts, not what the developer says.

7 2. Emergency/Fire/Ambulance Delays: Our understanding is that the local fire departments, ambulance and emergency services, do not know about this proposed development. If an accident 8 occurs on local roads or on I84 and ambulances need to get to the Putnam Hospital, and fire 9 equipment needs to respond to a fire, this added traffic will delay urgent responses.

10 3. Environmental Impact: This land is adjacent to the watershed and wetlands area, and we would like to know how these will be affected. UNDER NO CIRCUMSTANCES, should this developer be given any leeway to 'work around' these issues. There is also wildlife in this area that would also be 11 affected. When we purchased our home 22 years ago, we were told there would be no development behind us because it was a watershed/wetlands area and was protected. What happens if there is 12 any type of fuel spill on the property? What if a spill enters the watershed/wetlands? How would this affect our well water and the reservoir system? Does NYS Dept of Environmental Protection know of this? The developers must not be given any rezoning or 'adjustments' to the wetlands/watershed area.

We attended the two open meeting of the SE Planning Board, and many of our neighbors repeated these same issues. The majority of those who spoke at both meetings, are against this development. There were only two speakers who were for this - one was a member of the economic council from Goshen, NY and the other was a resident of Brewster, who has no direct impact on this development. While we are certainly not opposed to economic development in our area, the scope of

this facility is beyond what should be considered based on our above concerns. The developer already has approval to build 150+ residences and small retail space. We would rather see those homes built than this monstrosity in our backyards!

Susan & Ken Tullipano

5601 Applewood Circle

Carmel, NY 10512

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Kate Roberts

From: Daniel Richmond
Sent: Tuesday, August 07, 2018 9:54 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics

Daniel M. Richmond, Esq.
Partner
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, August 7, 2018 9:53 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Victoria

From: Keith Napolitano <bfddoc@aol.com>
Sent: Monday, August 06, 2018 6:01 PM

To: planning@southeast-ny.gov
Subject: Northeast Interstate Logistics

Dear Planning Board,

I am writing regarding the new proposed project in front of your board on Pugsley Rd. off Rt.312. I Have attended many meetings about several projects in our town and while they have all been appalling in their scope and damage to our community, they were just the tip of the iceberg compared to this one. Five Hundred and Ten. Adding 510 large tractor trailers per day to the traffic already present, before the additional traffic from other recently approved projects, is inconceivable. Gridlock will routinely occur on that narrow corridor, a two lane rural road already overburdened. I want to remind the members of this board, this is the primary and most direct route for citizens and ambulances traveling from much of Southeast, all of Putnam Lake, and parts of Patterson to reach Putnam Hospital Center. I want you all to take a moment and picture someone's loved one in the back of one of those ambulances, their life in the balance, stuck on the wrong side of one of the bridges or railroad crossing, unable to get by the stalled traffic. Or the EMS crews having to go a much longer route to circumvent the area. This may sound melodramatic, but it's not. It is an accurate description of what will eventually occur and those minutes could be the difference between life and death. We have limited emergency services resources here in Putnam County. Longer response times both to calls, and to the hospital will tax them further. This will inevitably lead to the need to expand the programs already in place resulting in higher taxes. This is just one example of the unintended consequences of projects such as this one.

Every time a developer wants to exceed the limits of our zoning laws, they tout the "tremendous" tax benefit to our community. This is the same in communities across our country. The problem is, the taxes never go down, ever. The promises of benefits to the community always fall short while the draw backs often are more than expected. As an electorate we can choose what we want for the character of our community. We can choose to live within our means and preserve our quality of life. We have allowed the overdevelopment of this corner of our town to go on for too long. I attended one meeting and learned about the attendance at the second meeting. I understand one of several petitions against this project has over 600 signatures. Like the crossroads project, the people have spoken and made their position plain, even louder in this instance. I hope this time our elected and appointed officials who are in office to represent the voters and citizens of this town do the right thing this time. I urge each and every one of you to vote no on this project.

Keith and Silvana Napolitano
Spring Lane Residents

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Kate Roberts

From: Daniel Richmond
Sent: Tuesday, August 07, 2018 10:12 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Logistics Questions/Comment Period

Daniel M. Richmond, Esq.
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From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Tuesday, August 7, 2018 10:02 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Logistics Questions/Comment Period

Just received.
Thanks,
Victoria

Victoria Desidero
Assistant to the Planning Board,

Architectural Review Board,
Zoning Board of Appeals and
MS4 Administrator
(845) 279-7736

From: Lynne Eckardt <lynne.eckardt@gmail.com>
Sent: Friday, August 03, 2018 1:02 PM
To: Victoria Desidero <vdesidero@southeast-ny.gov>
Cc: Liz Hudak <ehudak@southeast-ny.gov>; tony Hay <thay@southeast-ny.gov>; Jlord@southeast-ny.gov; Ed Alvarez <ealvarez@southeast-ny.gov>; Stancati, Michele <mstancati@southeast-ny.gov>; Chris DuBois <cdubois@southeast-ny.gov>; Will Stephens <wstephens@southeast-ny.gov>
Subject: Northeast Logistics Questions/Comment Period

To the Planning Board:

1 In light of articles that I've read lately and indications that warehouse automation becomes more and more likely, I would like to know what the employment projections will be if all four warehouses are fully automated (using 2018 standards). While I realize that the degree of automation will vary I would like an estimate using the 'most' automated estimate.

2 I would assume that the salaries would change from the original warehouse estimates. If so, could you please provide a range of compensation?

3 In addition I understand that it is getting more common for warehouses to have retail and/or pick-up space attached (see link below). I know that the project now calls for around 20,000 square feet of retail. Is a 'pick-up/drop-off' option also included in traffic calculations?

Below are two articles that may be of interest to the Planning Board.

Please feel free to call or e-mail if any of these questions are unclear.

Best,
Lynne
845 661-6349

https://www.theverge.com/2018/5/8/17331250/automated-warehouses-jobs-ocado-andover-amazon

https://www.logisticsbureau.com/warehousing-the-rise-of-it-and-the-sort-of-rise-of-automation/

Best,
Lynne
845 661-6349

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Kate Roberts

From: Daniel Richmond
Sent: Wednesday, August 08, 2018 11:54 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Logistics Project

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, August 8, 2018 11:53 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistics Project

Just received.
Victoria

From: Tara Eacobacci <taraeacobacci@gmail.com>
Sent: Wednesday, August 08, 2018 11:50 AM

To: planning@southeast-ny.gov
Subject: Logistics Project

Dear Town of Southeast Planning Board:

1 I was born and raised in North Bronx. I moved my family up to Carmel for the Country life. Beautiful views, trees, etc. My understanding of this Logistics planning project doesn't seem that it will be keeping with the way of life my family and many other families moved here for. Please do not pass this. The benefits are not enough to tear up our communities.

Thank you for your time.
Tara Eacobacci

Northeast Interstate Logistics (NIL) **will be three times the size of Highlands Center, consisting of 1.1 million square feet of warehouse storage and distribution center**. NIL is located adjacent to Tilly Foster Farm and on Pugsley Rd across the street from Highlands Center (Home Depot and Kohl's) and CareMount medical facility on **Route 312.**

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4103 Buttonwood Lane
Carmel, NY 10512
August 6, 2018

Dear Ms. Desidero,

I have been a resident of Hunter's Glen Condominium Complex for 24 years enjoying the peace + quiet of country living. As an R.N., I know the correlation between stress + many illnesses. That is why I gave up the luxury of waking up at 7 AM, walking 10 minutes to work at Montefiore Hospital to waking up at 4:15 AM + driving an hour in heavy traffic to + from the Bronx. I knew when I came home from a hectic day at the hospital, I could breathe fresh air + sigh in relief of our peaceful surroundings.

Now that peace + quiet is being threatened by this ridiculous proposal of developing over 300 acres for a Logistics Center with trucks coming + going on our 2 lane roads affecting our strained police force and fire departments + our natural resources, particularly water, our most precious commodity!! Our very existence will be threatened if there is ever a fire at this Logistics Center or even a small portion of it due to the manpower + amount of water needed to extinguish this fire.

We fought the development of Tilly Foster Farm in the past and we will be relentless in the fight against the development of this Logistics Center. Count on it!!

Carol Yannarell-Duffy

Rita LaBella
5806 Applewood Circle, Carmel, NY 10512

RECEIVED
AUG - 8 2018
Town of Southeast

August 5, 2018

Ms. Victoria Desidero
Administrative Assistant
Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Re: Town of Southeast Interstate Logistics Distribution Center

Dear Ms. Desidero:

As a resident of the Town of Southeast and the Hunters Glen complex, I am opposed to the plan to develop over 1.2M square feet of logistics/warehouse space off of Route 312 and Pugsley Road. I am 90 years old, and for this huge development to be built literally behind my home, is a total invasion of my privacy and quality of life.

1 The noise and traffic impact on our residential area will be too huge to even consider. I frequent local shopping and 2
3 grocery stores, as well as going to my doctors' offices at Caremount Medical on Route 312. It is already impossible to exit that facility under the best of conditions. To add all this traffic onto Route 312 will make it impossible to get to/from appointments and shopping areas. I understand there will be over 500 trucks and employee vehicles entering and exiting 2
4 this facility 24/7. This would be a horrible impact on our local roads. The added noise of these trucks and cars will affect my quality of life immensely.

5 5
I am also worried about ambulances, fire trucks and other emergency services being affected by all the additional traffic.
6 How long will it take for an ambulance to reach my home if they are stuck behind tractor-trailer trucks? This is putting
7 people's lives in danger. What if there is a fire at this facility? Will I have to evacuate my home due to the closeness of this facility to my home? Will it affect my well water? 8

9 I enjoy seeing the wildlife that exists in the wooded areas behind my home. Where will these animals go? What about 10
the water that flows to the reservoir system?

This facility does not belong in this area. With all the residential areas, this is not the place for such a huge facility. I do not want this in my backyard! I cannot say enough how I oppose this logistics center. I am asking the planning department to veto further development of this project.

Sincerely,

Rita LaBella

Rita LaBella

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 13, 2018 11:01 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: LOGISTICS PROJECT

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <planning@southeast-ny.gov>
> **Date:** August 13, 2018 at 10:59:02 AM EDT
> **To:** Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: LOGISTICS PROJECT**
>
> Just received.
> Victoria
>
> **From:** Christine Capuano <redcycle62@gmail.com>
> **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.
>
> 1 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
> 2 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
> 2 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.
> 3

4 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. 5

6 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 7
8 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.

9 Refueling..Where will these trucks refuel with Diesel. Are we now going to sink fuel tanks in Watershed Territory?

10 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? 11

12 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.? 12

TO THE TOWN BOARD I SAY THIS..YOU NEED TO LISTEN TO THE PEOPLE WHO LIVE AND RAISE THEIR CHILDREN HERE and overwelmingly 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 13

2 8
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 .

Virus-free. www.avast.com

SUPERVISOR
Richard Williams Sr.
(845) 878-6564

Appendix B-86

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.

1 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

1 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 the 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
2 Southeast, any improvements to Fields Corners Road will require the approval of the Town Board and Highway Superintendent.

Sincerely yours,

Richard Williams

Richard Williams Sr.
SUPERVISOR

cc: Town Board
Town Engineer
Town Attorney

August 9, 2018

RECEIVED
AUG 13 2018
Town of Southeast

Southeast Planning Board
1 Main Street
Brewster, NY 10509

Re: Noise and Air pollution: Northeast Interstate Logistic s 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 decibles" or less and at "6 trips per hour for each building will result in noise levels that are 7 decibles less" below the limited provided for in the noise ordinance.

1 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 l inked to pediatric asthma, adult asthma, COPD, lung cancer, cardiovascular disease and diabetes.

2 In terms of noise pollution, according to the NYS Motor Vehicle Law, tractor trailer trucks and heating and cooling units are the two biggest contributers to noise pollution. Further they calibrate the noise from a single tractor truck to be 91 decibles. 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 Engironmental 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 pollultion 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
Challen H.Armstrong
Cc: Putnam Courier, Putnam Examiner, Putnam Times

CHALLEN HEANEY ARMSTRONG 1001 SOMERSET KNOLL, BREWSTER, NY 10509 ■ 845.278.0247 P/F ■ charmstrong@aol.com

AUG 10 2018

TOWN OF SOUTHEAST PLANNING BOARD

I AM WRITING TODAY TO VOICE MY OBJECTION TO THE PROPOSED LOGISTICS CENTER

1 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.

2 IMPEDIMENT TO SCHOOL BUSES AND

3 EMERGENCY EQUIPMENT ALONG WITH MAJOR 4 TRAFFIC CONGESTION IS ALSO A CONCERN, ALONG WITH THE DANGER TO LIVES AND 5 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 6 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.

SINCERELY

Eugene J. Duffy Jr

EUGENE J. DUFFY, JR
4103 BUTTONWOOD LANE
HUNTERS GLEN
CARMEL NY 10512-2633
845.228.5717

AUG 13 2018
Town of Southeast

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

RECEIVED
AUG 17 2018

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 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.

2 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?**

3 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.

4 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?

5 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
Cc: Putnam Courier, Putnam Examiner, Putnam Times

CHALLEN HEANEY ARMSTRONG 1001 SOMERSET KNOLL, BREWSTER, NY 10509 ■ 845.278.0247 P/F ■ charmstrong@aol.com

8/20/18

To the Editors of The Putnam Times, The Examiner and the Putnam Courier

Re: Northeast Interstate Logistics Center, Decision Makers

Dear Sirs:

There are two key decision points that residents who oppose this project should be aware of:

1. **Southeast Planning Board**

The Draft Environmental Impact Statement that outlines the entire project has to be revised by the developer to reflect resident concerns. The deadline to get your concerns to the Planning Board is August 31. Then the developer has to issue a Final Environmental Impact Statement addressing concerns. The "revised" Impact Statement will be reviewed by the Planning Board. They have the **option** to open the review of the new document to a public hearing. **Then they vote on it. If they approve the new document it finalizes the project. If they don't, the project gets shelved.**

2. **Southeast Town Board**

The Southeast Town Board has the authority to grant the applicant's request for a zoning amendment - or not. Without this zoning change the project can't move forward. There are 4 aspects to this process.

a. Define "logistics " center.
b. Allow logistics centers as a conditional use in the town.
c. Make logistics centers a permitted conditional use in the OP-3 district.
d. ReZone tax lot Section 45, block I, lot 4 in the OP-3 District on the zoning map.

Since all members of the Town Board are elected officials (although none are up for election this year), I urge you to make your concerns known**. The Town Board can stop this project by turning down the zone change.**

You can follow the agendas and the meeting schedules of these two boards by signing up on the Town's website for information on the activities of both Boards.

The volume of our voices will make a difference in terms of where this project goes.

Sincerely,

Challen H Armstrong

Cc: Southeast Planning Board
Southeast Town Board

RECEIVED
AUG 23 2018
Town of Southeast

CHALLEN HEANEY ARMSTRONG 1001 SOMERSET KNOLL, BREWSTER, NY 10509 ■ 845.278.0247 P/F ■ charmstrong@aol.com

Alan Wendolski
5802 Applewood Circle
Carmel , N.Y. 10512

RECEIVED
AUG 15 2018
Town of Southeast

August 10 2018

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 14th **before** the public hearings on July 9th and July 23rd . 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 9th 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
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 ?

2
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 ?

3
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.

4
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?

5
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?

6
10. When the noise at night exceeds the values listed on page IIIL-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 ?

7
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 ?.

2
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 ?

8 | 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 ?

8 & 9 | 15. How many jobs at the Highlands Shopping Center and Care Mount will be at risk if this project goes through ?

10 | 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?

11 | 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 ?

12 | 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 ?

13 | 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. ?

14 | Dan Richman stated at the July 23rd 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!**

14 |

Alan Wendlandt

RECEIVED
AUG 15 2018
Town of Southeast

August 6, 2018

Karen Lynch
1201 Greystone Ln
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.

1 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?

2 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.

3 3

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

Respectfully,

Karen Lynch

Karen Lynch
1201 Greystone Ln
Brewster, NY 10509

NORTHEAST INTERSTATE LOGISTICS CENTER

DESIGN BUILD/
BUILD-TO-SUIT SITES
AVAILABLE FOR LEASE

SAY NO TO:

- **1.2 MILLION SQ. FT. CENTER ON ROUGHLY 328-ACRE SITE BETWEEN ROUTE 312 AND PUGSLEY ROAD**
- 1 **OVER 500 TRACTOR-TRAILER TRUCKS PLUS 660 CARS ENTERING AND EXITING FACILITY 24/7**
- 2 **NOISE**/3 **TRAFFIC**, 4 **ENVIRONMENTAL IMPACT**, 5 **EMERGENCY/FIRE**/6 **AMBULANCE** 6 **DELAY**

Send letter by 8/31 to: **Victoria Desidero, Administrative Assistant**
Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Sign Petition at: **https://chn.ge/2nrcDX6**
(only residents of Town of Southeast, and affected areas of Carmel, Patterson should sign)

LET'S RETAIN THE RURAL CHARACTER OF OUR COMMUNITY!

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 !

1 2 1 3 3 1 4

Israel Diaz
5803 Applewood Circle
Carmel , N.Y. 10512

Israel Diaz

cc: Tony Hay
Sue Serino
Terrance Murphy
Maureen Fleming

RECEIVED
AUG 16 2018
Town of Southeast

80 Chestnut St.
Carmel, N.Y. 10512

8/20/18

Appendix B-95

8/10/18

Southeast Town Board

We were very unhappy to hear what is on the Proposal — we were at the Town Hall meeting July 23 — As seniors we find it difficult enough to travel off Exit 19 of I-84 — Riding on Rt 312 is a challage for us — Putting in a roundabout at the intersection of Pugsley Rd. + Rt 312 is unbelievable — This is our main route to shop. The thought of over 500 tractor-trailer trucks on these roads will be dangerous for us seniors — 1 2 3

We live in Hunter Glen - Fair Street This is a main road to Carmel Middle + High School - Many Buses on these roads - Also Rt 6 is main Route for EMS used to go to Hospital — These 2 Lanes roads can't handle so many tractor-trailer trucks — What are you thinking — Concerned residents — 4

Rose + Pete De Geronimo - T

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 20, 2018 4:01 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Northeast Logistics Distribution Center

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <planning@southeast-ny.gov>
> **Date:** August 20, 2018 at 1:20:50 PM EDT
> **To:** Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: Northeast Logistics Distribution Center**
>
> Just received.
> Victoria
>
> **From:** Bruce Cavaliere <cavaliere48@gmail.com>
> **Sent:** Friday, August 17, 2018 3:40 PM
> **To:** planning@southeast-ny.gov
> **Subject:** Northeast Logistics Distribution Center
>
> Dear Victoria Desidero,
> My name is Bruce Cavaliere and I live in Hunter's Glen in Carmel. I grew up and lived in Westchester County the first thirty years of my life and have been living in Putnam County for the past thirty years where I have chosen to retire.
> I have attended the public meetings, have read the articles in the local papers and have digested what I see involved in the Northeast Logistics Distribution Center.
> Without reiterating the facts and figures, I feel this would not be a positive solution for the Town of Southeast.
> 1 | The negative components seem to be the only net result, especially in the next ten years, and I see no reason for the Planning Board to approve this project.
> Thank You for your time,
> Bruce Cavaliere

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Wednesday, August 22, 2018 11:54 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Reponse to Attorney Robert Gaudioso's letter

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 22, 2018 at 11:43:43 AM EDT
To: Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Reponse to Attorney Robert Gaudioso's letter

Just received.
Victoria

From: geesewatch@aol.com <geesewatch@aol.com>
Sent: Wednesday, August 22, 2018 11:35 AM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Reponse to Attorney Robert Gaudioso's letter

To: Tony Hay, Supervisor, Town of Southeast and Members of the Board
Victoria Desidero, Administrative Assistant, Planning Board, Town of Southeast

1 On August 21st, you received a letter from Roberto Gaudioso of Snyder and Synder attorney for the Hunters Glen Master Association. I wish to inform the Planning and Town Boards that Mr. Grandioso was engaged without my knowledge; that I was unaware of the initiation of this letter; that I was not given an opportunity to review the letter; that neither he nor his assertions contained in the letter regarding the logistics center development, accurately represent me or the sentiments of the majority of residents of this community as evidenced by the overwhelming number of petition signers and their attendance at two public hearings. In fact, they contradict even statements and actions by the very seven board members of the Association who individually initiated petition drives. Without my knowledge and consent this letter was submitted to your boards. My own attorney, Jim Bacon, will return from vacation Friday and I expect to be duly represented by him.

Sincerely,
Ann Fanizzi
2505 Morgan Drive
Carmel, NY 10512

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LAW OFFICES OF
SNYDER & SNYDER, LLP
94 WHITE PLAINS ROAD
TARRYTOWN, NEW YORK 10591
(914) 333-0700
FAX (914) 333-0743

NEW YORK OFFICE
445 PARK AVENUE, 9TH FLOOR
NEW YORK, NEW YORK 10022
(212) 749-1448
FAX (212) 932-2693

LESLIE J. SNYDER
ROBERT D. GAUDIOSO

DAVID L. SNYDER
(1956-2012)

WRITER'S E-MAIL ADDRESS
Rgaudioso@snyderlaw.net

NEW JERSEY OFFICE
ONE GATEWAY CENTER, SUITE 2600
NEWARK, NEW JERSEY 07102
(973) 824-9772
FAX (973) 824-9774

REPLY TO:
Tarrytown office

August 21, 2018

Honorable Chairman Tom LaPerch
and Members of the Planning Board
Town of Southeast
1 Main Street
Brewster, New York 10509

RE: Comments to Northeast Interstate Logistics Center DEIS by
Hunters Glen Master Association

Dear Hon. Chairman LaPerch and
Members of the Planning Board:

We are the attorneys for Hunters Glen Master Association ("Hunters Glen") and write to provide comments to the Draft Environmental Impact Statement ("DEIS") in connection with the above captioned matter.

As you may be aware Hunters Glen is a 31-year old condominium community with 382 homes and approximately **1100 residents** of the Town of Southeast. Hunters Glen directly abuts the proposed development. In fact, numerous residences and its water supply lands are in extremely close proximity to the west of the proposal. As such, Hunters Glen has a significant interest in the thorough review of the proposed development and is opposed to the project in its current form.

Preservation of its water supply, stormwater management, noise, lighting, traffic and aesthetic impacts, are of the utmost concern to Hunters Glen. We trust that the Town, its consultants and staff, and other Involved and Interested Agencies will also be addressing these and other issues so that the Planning Board gives the project the required "Hard Look" as required by SEQRA.

The below comments are respectfully submitted in connection with the DEIS. We thank the project sponsor for meeting with representatives of Hunters Glen on August 15, 2018 and we look forward to further discussions. We respectfully request copies of all future submissions as
13 an Interested Party and we reserve our right to comment further on the project as it moves through the review process.

1 Water Supply: First and foremost Hunters Glen is concerned that its water supply not be impacted any way whatsoever. We urge the Town and its consultants to carefully review and study the issue of water usage and potential impact on Hunters Glen's wells. Hunters Glen intends to retain its own engineer to review this issue and reserves its right to comment further.
2 We also believe that consideration should be given to increasing the emergency water supply in the event of a large scale fire.

3 Stormwater Management: Hunters Glen believes that alternative stormwater management practices must be evaluated to eliminate the clearing and grading associated with the proposed retention ponds on the west side of the Buildings 3 and 4 as the clearing and grading will affect the visual and acoustic buffer separating the proposed use from Hunters Glen's residents.

4 Noise: The project must be designed so that there is zero increase in ambient noise at the Hunters Glen property line, particularly in the vicinity of the residences. As the proposed zoning text amendment includes refrigeration and retail usage, any noise studies must account for worst case conditions. Moreover, baseline studies must be documented and evaluated so that in the event the project is approved future parties will be able to confirm whether the facility creates noise in excess of the predevelopment levels.

5 The hours of construction (7:00 am to 8:00 pm on weekdays and 9:00 am to 5:00 pm on Saturdays) are unacceptable. Given the massive size of the development and the proximity to residences we urge that work that would entail any use of construction vehicles, blasting or chipping, or other work that would increase noise at the Hunters Glen property line be limited from 9:00 am to 5:00 pm on weekdays, and prohibited on holidays and weekends.

6 Lighting: Every effort must be implemented to reduce adverse lighting impacts to the residences at Hunters Glen. We request that all light poles in the rear of the buildings be lowered in height and that any lighting be minimized to the greatest extent possible. Moreover, we request that any approval be strictly conditioned on lighting not spilling onto adjoining properties as a condition of any permits.

7 Traffic: Hunters Glen believes that Barrett Road must be closed and Fields Corner Road should be improved but restricted to non-commercial traffic. Hunters Glen also supports the proposed roundabout rather than a traffic light at the intersections of Pugsley Road and Route 312. 8

9 Aesthetics: The visual analysis wholly disregarded potential impacts from Hunters Glen and must be substantially expanded. Actual photographs must be taken throughout Hunters Glen during leaf-off conditions and computer simulated to render the proposed buildings, including lighting and mechanical equipment at full build-out. At least 10 locations should be selected within Hunters Glen, including locations from second story windows inside of residences. Hunters Glen is willing to work with the Planning Board and the project sponsor to select the viewpoints that are necessary for the Board to take a Hard Look at these issues. We also believe
3 that, as noted above, the stormwater retention ponds to the west of Buildings 3 and 4 must be relocated or redesigned so that the existing woods will remain to provide visual and acoustic buffers. We also urge relocation of any land banked parking to the west of Buildings 3 and 4 and 10

10 the planting of a multi-species evergreen barrier in this location to separate the proposed development from the residences. This natural barrier must be guaranteed for the life of the facility and bonded accordingly. The remaining area must be strictly conserved by way of a conservation easement, including the ability for Hunters Glen to enforce same.

11 We are also concerned about the visual impact from the significant retaining walls. Visual renderings should be prepared to demonstrate the proposed terracing and landscaping given the change in elevation that is proposed and the topographic difference down towards Hunters Glen.

12 Proposed Text Amendment: Simply put the proposed conditional use criteria are too vague and insufficient for such a large scale development. Moreover, the permitted waiver provision essentially strips any criteria from the conditional use requirements. We believe before acceptance of the FEIS the Planning Board and Town should engage in a significant re-write of the proposed text amendment after a thorough review of similar code provisions throughout the region. In particular greater setbacks, height, and other bulk requirements are necessary. The elimination of the 2% retail space, limits on refrigeration, limits on development uses unrelated to a logistic center, and a full list of operating restrictions and requirements to ensure compliance are necessary. No outdoor storage should be permitted, on-site rest facilities should be provided for drivers, a strict no idling requirement should be implemented, and no truck parking or use should be allowed to the west of the proposed buildings. Significant landscaping buffer requirements should be detailed. Moreover, there should be specific design requirements for the buildings, particularly any building wall or rooftop that faces a residential zone. No fueling should be permitted on site. All mechanical equipment and generators should be baffled so that there is no increase in noise at the property line. No further subdivisions should be permitted.

We look forward to reviewing the FEIS and providing further comments as the project review proceeds. We respectfully request to receive copies of all further documentation submitted by the project sponsor moving forward. Thank you for your consideration.

Respectfully submitted,
Snyder & Snyder, LLP

By: _____
Robert D. Gaudioso

RDG/dac
cc: Hunters Glen
z:\ssdata\wpdata\ss3\rdg\hunters glen\planning board letter comments to deis 8-16-18.docx

Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 9:08 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Stop The Truck Logistics Center

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 23, 2018 at 9:06:32 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Stop The Truck Logistics Center

Just received.
Victoria

From: Pablo Diaz <pdiaz18@aol.com>
Sent: Wednesday, August 22, 2018 8:32 PM
To: planning@southeast-ny.gov
Subject: Stop The Truck Logistics Center

The purpose of this letter is to opposed the Truck Logistics Center Project. The reasons for my opposition are:

1 • 500 Plus Tractors-Trailers Trucks driving 24/7 on 312 will create congestion and decrease the quality of life
2 • Trucks will travel most from Pugsley Road to Route 6 and West Toward Carmel which is the the emergency route to the hospital
3 • 500 Plus other vehicles on the road will increase to 1,100 vehicles every day
4 • 500 Trucks on the road will increase the air pollution in our community
5 • 500 Trucks on the road can lead to more accidents on small roads

6 | • 500 Trucks will increase noise thus impacting the quality of life

7 | • The 10 Year Deferment on Taxes on the parcel will not mean that residents will incur the expenses that come with heavy demand on the road

5 | • Tractor-Trailers in small roads is recipes for disaster and accidents

Pablo R. Diaz
5001 Applewood Circle
Carmel, NY10512

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 9:08 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Logistics center

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 23, 2018 at 9:05:56 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistics center

Just received.
Victoria

-----Original Message-----
From: Marie <marie.vigada@gmail.com>
Sent: Wednesday, August 22, 2018 7:45 PM
To: planning@southeast-ny.gov
Subject: Logistics center

Planning Board:

This email is in strong opposition to the Logistics Center being considered off Pugsley Road.

Besides the increase in horrific traffic (1), noise pollution (2), concerns to the environment and wildlife (3)...it should NOT be in a residential area with 24/7 operations. After all, Putnam County tourism slogan is, "where the country begins". I didn't know that warehouses were in the country affecting seniors, youths and families on the road.

If you want this horrendous mess in our town, then you should NOT be representing our people. Listen to the people of Southeast!! I have lived here for 27 years and I can't believe I even have to write this. I'm ashamed of the way you even considered this debacle.

NO TO THIS HORRIBLE MESS!

Marie Vigada
4003 Buttonwood lane
Carmel, NY

Sent from my iPhone=

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 9:11 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Northeast Logistics Center

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <planning@southeast-ny.gov>
> **Date:** August 22, 2018 at 3:19:20 PM EDT
> **To:** Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: Northeast Logistics Center**
>
> Just received.
> Victoria
>
> **From:** jpizzicara@aol.com <jpizzicara@aol.com>
> **Sent:** Wednesday, August 22, 2018 2:39 PM
> **To:** planning@southeast-ny.gov
> **Subject:** Northeast Logistics Center
>
> I am writing this to you to express my strong objection to this proposal. While I understand development is good for the growth and the economy of the Town, this type of growth is unjustified and does not fit in with the current area it is proposed for. There is the farm along with Townhomes and single family residences that are directly affected by this.
> 1 | In review of the proposal there are too many reasons not to approve it vs to approve it.
> I.E. :
> 1 | traffic impact
> 2 construction and completed site noise | 3
> pollution
> 4 | impact on the water table
> wetland and watershed impact | 5
> 6 | property values
> safety to the current residents traveling on the proposed truck traffic routes | 7
> 8 | Not to mention the visual impact it will have to the area.
> I implore you to consider the negative impact this will have on our quality of life and to do what you know the residents have been telling you at the meetings.]
>
> JUST SAY NO !!!!

Thank you.

Jack Pizzicara
5604 Applewood circle
Carmel,NY 10512
Hunters Glen

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Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 9:10 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Northeast Logistics construction plan

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 22, 2018 at 4:00:02 PM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Logistics construction plan

Just received.

Victoria

From: nina.agnano@gmail.com <nina.agnano@gmail.com>
Sent: Wednesday, August 22, 2018 3:41 PM
To: Planning@southeast-ny.gov
Subject: Northeast Logistics construction plan

1 The Northeast Logistics' construction plan is a fundamentally bad idea. There will be a significant increase in traffic to an already overcrowded Route 312 and Route 6. Further, the impact on air quality 2 from 500 diesel trucks per day must be seriously considered. Add to that the noise impact surrounding 3 communities will suffer during both construction and operation. These issues alone should be sufficient to deny the plan.

There are further concerns brought about by overnight parking of big trucks which have not yet been 4 addressed. Truck stops inherently bring opportunity for crime (e.g., contraband, drugs, prostitution, etc.). Which law enforcement agency will have jurisdiction of this area and how do they plan to police this project?

Clearly, the overall impact to quality of life in our area will be dramatic. This is especially true for those in close-proximity neighborhoods to the proposed site.

We urge you in the strongest possible terms to vote no.

Respectfully,

Nina Agnano and Steven Hamel
Hunter's Glen

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Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 9:11 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Northeast Logistics Distribution Center Project.

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 22, 2018 at 3:24:34 PM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Logistics Distribution Center Project.

Just received.
Victoria

From: Donna Shenkman <orangekory@gmail.com>
Sent: Wednesday, August 22, 2018 3:04 PM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Distribution Center Project.

I am writing to add my voice to the wave of dissent which you heard at the last two Planning Board public meetings, and the multitude of letters you've already received, regarding this proposed Logistics Center. I have been a resident of Phase 5, Hunters Glen, in Carmel for the past 24 years, and for the most part very happy living in Putnam County. I have, of course, seen many changes and a good deal of development here during that time, not all of which I was thrilled with, but for the most part I have really enjoyed the life and surroundings here.

1 This proposed project, however, should it actually be approved, would seriously impact our quality of life. Just the idea of having these warehouses, working 24/7, at my backdoor trashes the whole concept of "where the country begins." More like where it ends!! I am very concerned about the noise and air 2
2 pollution just during the construction period only, the size of these buildings and their proximity to our 3
3 property, the possibility of water contamination. More than anything, however, the impact to the flow 5
4 of traffic on Rte. 312 and Rte. 6 should negate any possibility of this project being approved. The
6 concept of a roundabout at 312 and Pugsley Road is absolutely ludicrous with all these tractor/trailers coming and going day and night!!! The safe transport of children back and forth to our schools, access 8
8 for emergency vehicles and the free flow of traffic for our residents traveling to work or to shopping
5 7

9

should be the primary concern of the Planning Board. The questionable tax benefits to the county, are far outweighed by the drawbacks we will see if this project becomes a nightmarish reality!!

Please listen to the residents in this area and express their very real concerns when forwarding your advice to the Town Board. Thank you.

Donna Shenkman

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Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 9:09 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Proposed Distribution Center Letter

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <vdesidero@southeast-ny.gov>
> **Date:** August 23, 2018 at 9:03:58 AM EDT
> **To:** Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: Proposed Distribution Center Letter**
>
> Just received.
> Victoria
>
> Victoria Desidero
> Assistant to the Planning Board,
> Architectural Review Board,
> Zoning Board of Appeals and
> MS4 Administrator
> (845) 279-7736
>
> **From:** Tony Hay <tonyhayusmc@gmail.com>
> **Sent:** Wednesday, August 22, 2018 5:27 PM
> **To:** Nathalie Del Vecchio <missdelvecchio@gmail.com>
> **Cc:** Town Board <townboard@southeast-ny.gov>; Victoria Desidero <vdesidero@southeast-ny.gov>; Tom LaPerch <tlaperch@hlcommercialgroup.com>
> **Subject:** Re: Proposed Distribution Center Letter
>
> Dear Ms. Del Vecchio,
>
> The Town was able to open your latest e-mail and are in receipt of your comments on Interstate Logistics Project. Thank you. Tony Hay, Southeast Supervisor
>
> On Wed, Aug 22, 2018 at 5:14 PM Miss Del Vecchio <missdelvecchio@gmail.com> wrote:

To Whom it May Concern;

As residents of Carmel, NY my husband and I are writing to inform you of our lack of support for the Northeast Interstate Logistics proposal to build a 1.1 million square foot distribution center on the 328 acre site between Pugsley Road, Tilly Foster Farm, and Route 312. Many of us moved to the area for the very reason that such sites do not exist. The parcel of land in question is currently zoned for mixed use, including the development of 143 homes, and we would like the zoning laws currently on the books upheld in order to maintain the integrity of our neighborhood. We are concerned about the potential impact on the character of our neighborhood and our property values. There are a few salient points, upheld by the Southeast Planning Board, that have informed this decision. They include the following:

- The proposed project would **increase traffic flow** in and out of the area. This would mean workers commuting to and from the facility, as well us approximately 500 trips by trucks in and out of the area *per day*.
  - Roads (Rt.312, Rt.6, John Simpson Rd., Fair St.) would be widened and lanes would be added to accommodate the influx of trucks and commuters, **diminishing the rural character of the area** and the character of residences, businesses, and municipal buildings along the route.
  - Increased traffic along the surrounding roads could also lead to **soil pollution** due to exhaust fumes and **air pollution** that could result in increased cases of asthma, especially in citizens who are young, elderly, or people with compromised immune systems due to pre-existing illnesses.

- The project would result in **57.2 acres of impervious surface** for roads, buildings, and paved surfaces which would impact the flow of runoff due to rain storms and snow melt and could negatively impact nearby roadways, residences, or municipal land.

- The proposed project would result in **encroachment into NYSDEC Wetlands** LC-18 and LC-28 and their buffers. It would also **disturb 7.81 acres of wetland and stream buffers regulated by the Town of Southeast**.
  - The could be **negative effects on threatened and endangered plant and animal species** such as the Red Maple Tree, the Northern Long-Eared Bat and the Bog Turtle.

- During the **unspecified time allotted for construction**, (which is proposed to have more than one phase), the project would **exceed ambient noise levels**. This does not also consider the lasting **noise pollution** caused by increased traffic.

- **Light pollution** from the project, during and after construction, could have a negative impact on residents' ability to see the night sky. Light pollution is also known to disturb the migratory patterns of birds and the natural behaviors of birds and insects native to the area.

- The facility is projected to generate a mere $2 million worth of tax revenue over ten years. **An approximation of property taxes generated by residences allowed under the current zoning laws would exceed that amount in half the time and be a sustained and reliable source of revenue.** This text revenue would cover any increased needs caused by an increased number of residents.

- The jobs provided by the proposed facility are not guaranteed to pay a living wage, and would not necessarily benefit local residents with regard to cost of living in the area. Facilities such as these are increasingly relying on robotics over human labor

13 which could mean a significant decline in available jobs and such a facility in the very near future.

We are extremely concerned about the negative impacts the proposed Northeast Interstate Logistics facility would have on our beautiful town and its surrounding areas. We urge you to consider the outcomes that will certainly affect the properties of local residents, the environment and wildlife, the potential revenue gained through taxes, and natural beauty, character, and integrity of our beautiful town. Please do not vote to change the zoning laws and do not allow this proposed project to proceed.

Written comment is being considered until August 31st and we do hope you seriously consider our concerns when making your decision. This letter was written by Nathalie Del Vecchio, 601 Misty Hills Lane Carmel, NY and is endorsed and supported by the following local residents.

Sincerely, and With Hope,

Nathalie Del Vecchio and Roberto Molina
601 Misty Hills Lane
Carmel, NY 10512

Sent from my iPhone =)
Please excuse any errors!

On Aug 22, 2018, at 12:18 PM, Tony Hay <tonyhayusmc@gmail.com> wrote:

> Dear Miss DelVecchio,
>
> We are unable to open this document. Please scan and resend at your earliest convenience. Thank you. Tony Hay, Southeast Supervisor
>
> On Wed, Aug 22, 2018 at 10:49 AM Miss Del Vecchio <missdelvecchio@gmail.com> wrote:
>
>> Please print and read the attached letter in its entirety. Thank you.
>>
>> Sent from my iPhone =)
>> Please excuse any errors!
>
> --
>
> *Tony Hay*

Supervisor, Town of Southeast

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Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 9:17 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Proposed Pugsley Rd. truck center

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <planning@southeast-ny.gov>
> **Date:** August 23, 2018 at 9:10:20 AM EDT
> **To:** Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: Proposed Pugsley Rd. truck center**
>
> Just received.
> Victoria
>
> ---
>
> **From:** Barbara A Mahon <musicbam@yahoo.com>
> **Sent:** Thursday, August 23, 2018 8:48 AM
> **To:** planning@southeast-ny.gov
> **Subject:** Fw: Proposed Pugsley Rd. truck center
>
> Resending...so sorry I had the wrong email address
>
> ----- Forwarded Message -----
> **From:** Barbara A Mahon <musicbam@yahoo.com>
> **To:** planning@southeast-ny-ny.gov <planning@southeast-ny-ny.gov>
> **Sent:** Thursday, August 23, 2018, 8:41:32 AM EDT
> **Subject:** Proposed Pugsley Rd. truck center
>
> Dear Planning Board Members...
>
> I strongly urge you to OPPOSE the Pugsley Road truck center. Just yesterday as I traveled on Route 312 the congestion was horrendous from the I84 interchange to past Pugsley Road where some "work" was being done along the side of the road. The traffic was stopped for 10-15 minutes as we inched along towards I84 from Route 6.
>
> Later that morning I was plein air painting at the Patterson Library Park...every 20 minutes or so a SMALL truck would pass by...the noise was deafening to the point where I had to look up and see where the

noise was coming from disturbing my concentration and absorption of the beautiful surroundings of the park.

1 I cannot imagine what this would be like multiplied by 500 trucks at all hours of the day and night. I moved to Putnam County 6 years ago and was immediately impressed by its peaceful beauty. The Route
2 6 repaving is a joy...what a shame it would be to turn onto Route 312 and stop immediately due to backed-up traffic. What a shame it would be to have the PEACE of the area disrupted by the noise of
3 LARGE trucks so near Tilly Foster Farm.

2 PLEASE, PLEASE...I implore you...do not let this happen to our beloved community. I and many others would not be able to use Route 312 ever again...if you care nothing about the quality of life for Southeast residents, think of the effect it will have on the many stores in the I84 shopping plaza as many of us will
2 cease shopping there.

PLEASE, PLEASE OPPOSE THE TRUCK CENTER !!!

Sincerely, Barbara A. Mahon, 3 Husted Rd. Apt. B10 Brewster, NY

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Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 9:08 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Rte 312 project

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 23, 2018 at 9:07:07 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Rte 312 project

Just received.
Victoria

-----Original Message-----
From: resebrandon@gmail.com <resebrandon@gmail.com>
Sent: Wednesday, August 22, 2018 10:54 PM
To: planning@southeast-ny.gov
Subject: Rte 312 project

1 Please oppose this project. It will ruin our environment and way if life. We rely on your wise leadership to protect our resources and way of life. Sincerely, Theresa Brandon

Sent from my iPhone=

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

TWIN BROOK HOMEOWNERS ASSOCIATION, INC.

August 24, 2018

Thomas LaPerch, Chairman
Town of Southeast Planning Board
1360 Route 22
Brewster, NY 10509

Re : Northeast Interstate Logistics Center

Dear Mr. Thomas:

I am writing to you on behalf of the Twin Brook Homeowners Association ("Twin Brook"), a community of forty-one townhouses, located directly adjacent to the proposed location of the Northeast Interstate Logistics Center. We at Twin Brook will be profoundly impacted by this proposal and recommend that the Planning Board reject this application and all the various amendments to existing regulations that would be required for this application to proceed. We acknowledge that the Town of Southeast will continue to grow and that certain changes within the Town are necessary and beneficial to the community. However, our Town is one that enjoys a certain bucolic character that has been a significant attraction for members of our community and Southeast at large and it is our view (along with 1000+ petitioners) that this proposal will severely detract from that character.

1 Twin Brook will be particularly adversely affected by the proposed zoning modification, especially since the construction area would affect the buffer area that currently exists between our homes and one of the buildings that is being proposed. Many other opponents have outlined concerns that we share: the initial construction impact, loss of wetlands, and 2 the long-term traffic impact of trucks entering and exiting the property at a rate of approximately 500 trips per day (essentially one large truck every three minutes if the site 3 operates 24 hours per day, or one very two minutes if it operates 16 hours per day). This is a long-term traffic load that will have a significant impact on the nature of our community and will likely grow as the Logistic Center's need increases.

You have already heard from our attorney, Steven Waldinger, Esq., and a number of other professionals representing individuals and communities that will be affected. We wish to 1 underscore that as residents who abut this property, we stand to lose the very nature of the community we purchased many years ago – a community that includes a long entry of wooded area, buffered from the area around us, and typical of so much of the Town of Southeast. We anticipate that this will significantly lower the value of our property and 4 resale value of our homes. When the current planning zones were created, they anticipated the long-term needs of Southeast – modifying the approved use of this area for deferred

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P.O. BOX 1019 • CROTON FALLS, NY • 10519-1019
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tax benefits and nebulous job creation claims seems short-sighted and damaging to the community overall. There are many other industrial areas that are already available for
5 this purpose. With the recent closure of many retail / brick and mortar shopping plazas and other commercial space, those sites are in dire need of rental income or repurposing to eliminate the deterioration of already existing buildings. This is not a matter of "not in our backyard"; instead, it is an argument against changing the very nature of the community that surrounds us and that defines the Town of Southeast.

As residents of the Town of Southeast that not only are directly impacted by the proximity of this location to our homes, we also work in the surrounding areas and shop, traverse and contribute to the broader community. This proposal will have a significant negative impact
6 to each -- from longer and more congested commute times (on local roads and highways as a direct result of the truck traffic and impacted commuters changing their traffic patterns to avoid the trucks), to fewer patrons going to local shops due to congestion and likely a number of long-term residents deciding to move out of the area to a quieter location.

As outlined in the Resolution to Issue a Positive Resolution, we reiterate the Planning Board's concerns in the following areas:

- The proposed project requires amendments to the zoning map and zoning ordinance (as well as to the ridgeway requirements) – each of which were put in place for good reason and should not be amended.
- The proposed project has the potential to result in significant adverse impacts to the community character.
- The proposed project would result in the alteration of Class 1 and 2 wetlands.
- The proposed project would impact endangered or threatened species.
- The proposed project would result in the construction of **57.2 acres** of impervious surface – we believe there should be a study to determine impact to Middle Branch and run-off.
- The proposed project may induce **510+ semi-trailer truck trips per day**. Route
7 312 and the intersection with Route 84 is already heavily congested; as is Route 84 and Route 684. In addition to increased risk harm to residents due to higher 8 incidents of traffic accidents, the noise, pollution, and other health safety issues this will bring to the community must be addressed. 10
9

We are asking the Planning Board, a community board that is empowered to protect the interests of the community by evaluating proposals and determining whether they "fit" within the nature of the Town of Southeast, and specifically this area, to reject this application and preserve the use of the property that is currently permitted.

11 If this application is not outright rejected, we implore the Planning Board to ensure the best interests of those communities most directly impacted (Twin Brook, Hunter's Glen, residents of Pugsley/Field's Corners Road) in the proposal and contracting with Putnam Seabury Partners, including a number of the areas already raised at the public hearing.
11 These include, but are not limited to: setting higher standards to ensure fire safety / ability

11 to deal with plastics fire; no hazardous materials can ever be stored at the site; close off the entry / exit to Fields Corner Road to ensure no trucks can enter Fair Street (as George Fischer Middle School is less than a mile away), the nearest building will be moved further than the original design of 400 feet from Twin Brook and the truck loading docks will not face Twin Brook or Hunter's Glen, ensure water usage and any run off will not impact the drinking wells of those in Twin Brook or Hunter's Glen, evergreen plantings will be placed between the facility and the homes to block noise and light and all lighting will be dimmed at night and be dark-sky compliant.

12 13 14 15 16 17

Thank you for your thoughtful consideration – please reject this proposal on behalf of the community.

Sincerely,

Lawrence DeVita /AP

Lawrence DeVita
President
Twin Brook Homeowners Association

STATE OF NEW YORK
OFFICE OF THE ATTORNEY GENERAL

BARBARA D. UNDERWOOD
ATTORNEY GENERAL

DIVISION OF SOCIAL JUSTICE
ENVIRONMENTAL PROTECTION BUREAU

August 23, 2018

By Email and USPS First Class Mail

Ms. Victoria Desidero
Administrative Assistant
Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Re: Northeast Interstate Logistics Center DEIS
Watershed Inspector General Comments

Dear Town Board Members:

The Office of Watershed Inspector General (WIG or WIG Office) respectfully submits the following comments on the draft environmental impact statement (DEIS) for the proposed Northeast Interstate Logistics Center development (the Project). The WIG Office appreciates this opportunity to comment on the Project and looks forward to working with the Town, Watershed regulators, the Project sponsor, and other stakeholders as environmental review of the Project proceeds.

Respectfully Submitted,

Philip Bein

Philip Bein
Watershed Inspector General
New York State Attorney General's Office
The Capitol
Albany, New York 12224
(518) 776-2413

Charlie Silver

Charles Silver, Ph.D.
Watershed Inspector General Scientist
NYS Office of the Attorney General
The Capitol
Albany, New York 12224
(518) 667-2395

cc by email: Cynthia Garcia DEP
Matt Giannetta DEP
Tom Snow DEC

Comments of the Office of the
Watershed Inspector General
August 23, 2018

Draft Environmental Impact Statement
Northeast Interstate Logistics Center
Town of Southeast
Putnam County, New York

The Office of the Watershed Inspector General ("WIG" or "WIG Office")[1] respectfully submits these comments on the draft environmental impact statement ("DEIS") concerning the proposed Northeast Interstate Logistics Center project ("the Project"). The proposed distribution center will receive, consolidate, repackage, assemble, refrigerate, store, label, and ship nonhazardous goods and materials. The project would discharge into the watershed of New York City's Middle Branch Reservoir, part of the City's Croton system, which has historically provided drinking water to almost one million New Yorkers each day.

I. Summary

The project site is 328 acres in size and located on either side of Pugsley and Fields Corner Roads, to the northwest of the Interstate 84 and Route 312 interchange. The project site is less than a mile from the Middle Branch Reservoir. Construction of four, extraordinarily large "warehouse-like" structures, with associated parking spaces is being proposed. Existing on-site wells will provide water to the Project and the construction of four subsurface sewage disposal systems is being proposed, one for each building.

The Project would disturb 133 acres of land or approximately 40% of the site, including 0.05 acres of wetlands, and 7.8 acres of wetland buffers. It would create 57.2 acres impervious surface, including 1.125 million square feet of building space, 756 parking spaces for cars, 404 truck trailer spaces for trucks, and roads.

Six freshwater wetlands are present on site. Three of the wetlands (#2, #4, and #5) are part of the DEC Class I Wetland LC-18. Wetland #6 is part of the DEC Class II Wetland LC-28. The remaining wetlands (#1 and #3) are locally regulated. According to page III.D-15 of the DEIS, 2.44 acres of buffer located adjacent to

[1] The position of WIG was established by Executive Order No. 86 on August 19, 1998, and continued in accordance with Executive Order No. 5 on January 1, 2007. See 9 NYCRR §§ 5.86, 6.5. Pursuant to these Executive Orders, the WIG's purpose is "to enhance current efforts to protect the New York City drinking water supply from activities that have the potential to adversely affect the New York City Watershed reservoirs and tributaries." See id., § 5.86. The WIG is a joint appointee of the Governor and Attorney General within the employ of the Attorney General.

NYSDEC designated wetlands are proposed for disturbance, as are 5.37 acres of Town-only regulated wetland buffers.

The site drains to Beaver Brook and two unnamed perennial streams before flowing into the Middle Branch Reservoir. Beaver Brook is a NYSDEC Class C trout spawning (TS) stream.

The WIG Office submits these comments because it is concerned about the water pollution impacts the Northeast Interstate Logistics Center project, in its current form, would have on the Middle Branch Reservoir and its watershed. The WIG Office does not oppose Northeast Interstate Logistics Center. Rather, by these comments WIG seeks reasonable and feasible modifications to the Project to eliminate its discharges of phosphorus and other pollutants in stormwater runoff, ensure that wastewater effluent is properly disposed of, and ensure compliance with the federal Clean Water Act and New York's water pollution control law.

As discussed in section IV, below and in the attached Technical Appendix, the Project's current design and plans for addressing water pollution are in need of great improvement. The Project as currently proposed would likely exacerbate existing pollution problems in the Middle Branch Reservoir's watershed by causing a substantial increase of phosphorus and other pollutants in stormwater runoff leaving the site.

Because the Project, as currently proposed, falls so far short of protecting water quality, the WIG Office recommends that the Planning Board reject the DEIS as not adequate and require the Sponsor to submit a revised or supplemental DEIS that will be subject to further public comment.

II. <u>The Middle Branch Reservoir and Phosphorus Pollution from Construction and Development</u>

The proposed Project is located entirely within the watershed of the Middle Branch Reservoir; accordingly stormwater runoff from the Project site will drain to that Reservoir. The Middle Branch Reservoir is part of the Croton system of the New York City Watershed, which can supply as much as thirty percent of the water relied on by New York City and other communities each day. *Friends of Van Cortlandt Park v. City of N.Y.*, 95 N.Y. 623, 626 (2001). Water from the Middle Branch flows to the Croton Falls Reservoir, then to the Muscoot Reservoir, before entering the New Croton Reservoir. It is filtered in Van Cortland Park in the Bronx, prior to chlorination and distribution to consumers.

Pursuant to ECL § 17-0301, DEC has promulgated water quality standards for the Middle Branch Reservoir, designating it a Class A water body. 6 N.Y.C.R.R.

§ 864.6. Class A waters are intended to be used as "a source of water supply for drinking, culinary or food processing purposes; primary and secondary contact recreation; and fishing." 6 N.Y.C.R.R. § 701.6(a). DEC water-quality standards prohibit discharges of pollutants into the Middle Branch Reservoir "in amounts that will result in growths of algae, weeds and slimes that will impair the waters for their best usages." 6 N.Y.C.R.R. § 703.2. These standards also prohibit discharges into the reservoir of "[t]aste-, color-, and odor-producing, toxic and other deleterious substances . . . in amounts that will adversely affect the taste, color or odor thereof, or impair the waters for their best usages." *Id.*

The Middle Branch, like many other reservoirs within the New York City Watershed, is "eutrophic," having excessive algae growth in the growing season because of discharges of the pollutant phosphorus into the reservoir.[2] Excessive algae growth impairs the taste and odor of reservoir water and depletes levels of dissolved oxygen in the reservoir's bottom waters, impairing aquatic life and releasing metals and phosphorus into the water.[3]

As a result of the phosphorus pollution in the Middle Branch, the reservoir fails to comply with water quality guidelines and standards established by DEC pursuant to State law and the federal Clean Water Act, 33 U.S.C. § 1251 *et seq.* The Middle Branch's drainage basin is a "phosphorus restricted basin" because phosphorus concentrations exceed DEC guidelines. *See* 10 NYCRR §§ 128-1.6(a)(80), 4.1(c)). The sources of the phosphorus pollution include upstream wastewater treatment plants, other point sources (including stormwater runoff discharged from municipal storm sewer pipes) and non-point sources, such as non-channelized stormwater runoff.[4]

The key regulatory program for restoring water quality to the Middle Branch Reservoir — the Total Maximum Daily Load ("TMDL") process — began in 1994 when DEC submitted (and EPA accepted) a list of water-quality-limited water segments within the New York City Watershed, including the Middle Branch Reservoir. In 1997, DEC developed Phase I TMDLs for the Middle Branch Reservoir based on samples of water taken in the Middle Branch between 1990 and 1994.[5] In 2000, DEC submitted, and EPA accepted, Phase II TMDLs for the Middle

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[2] New York City Department of Environmental Protection, "Proposed Phase II Phosphorus TMDL Calculations for Middle Branch Reservoir," March 1999 (DEP Middle Branch Report), at 2-3, 14.

[3] DEP Middle Branch Report, at 2; *see* Nat'l Research Council, *Watershed Management for Potable Water Supply: Assessing the New York City Strategy*, at 106-07 (2000) (hereinafter NRC Study).

[4] *See* DEP Middle Branch Report, at 22.

[5] *See* NRC Study, *supra*, at 2, 5-6, 102-05, 109. The Phase I TMDLs can be found at: http://www.epa.gov/waters/tmdldocs/NY-1997-Phosphorus-Phase%201%20NYC%20Watershed.pdf

Branch Reservoir and other City reservoirs.[6] Based on sampling of water taken from the Middle Branch between 1992 and 1996, DEC found increased phosphorus pollution of that water body and required further reductions in phosphorus loadings to the Middle Branch in the Phase II TMDLs.[7]

The construction and development of land is a major source of phosphorus and other pollutants that discharge into the Middle Branch Reservoir in stormwater runoff. "Stormwater pollution is one of the most significant sources of water pollution in the nation." *Environmental Def. Ctr., Inc. v. EPA*, 344 F.3d 832, 840 (9th Cir. 2003). According to EPA, "[u]ncontrolled storm water discharges from areas of urban development and construction activity negatively impact receiving waters by changing the physical, biological, and chemical composition of the water, resulting in an unhealthy environment for aquatic organisms, wildlife and humans," and can "severely compromise" water quality.[8]

Discharges of stormwater from construction sites include sediment, a pollutant which also serves as a carrier of other pollutants, such as nutrients (including phosphorus), metals, organic compounds, and pathogens. "It is generally acknowledged that erosion rates from construction sites are much greater than from almost any other land use."[9] Sediment loads in stormwater discharges from inadequately controlled construction sites can be typically 1,000 to 2,000 times the sediment loads discharged from undeveloped forested land.[10]

Post-construction stormwater discharges from developed areas are also a major source of pollution to the waters of the United States. "Urbanization alters the natural infiltration capability of the land and generates a host of pollutants . . . thus causing an increase in storm water runoff volumes and pollutant loadings."[11] Land development "can result in both short- and long-term adverse impacts to water quality in lakes, rivers and streams within the affected watershed by

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[6] *See* "Phase II Phosphorus Total Maximum Daily Loads for Reservoirs in the New York City Water Supply Watershed," dated June 2000 (hereinafter, Phase II TMDLs). The Phase II TMDLs can be found at: http://www.dec.ny.gov/docs/water_pdf/nycjune2000.pdf

[7] *Id.*, at 20.

[8] "National Pollutant Discharge Elimination System – Regulations for Revision of the Water Pollution Control Program Addressing Stormwater Discharges; Final Rule," 64 Fed. Reg. 68722, 68724, 68728. (Dec. 8, 1999) (hereinafter, 1999 Preamble & Rule).

[9] *Id.*

[10] EPA, "Storm Water Phase II Final Rule: Small Construction Program Overview (Fact Sheet 3.0)," EPA 833-F-00-013 (Jan. 2000), available at http://www.epa.gov/npdes/pubs/fact3-0.pdf.

[11] 1999 Preamble & Rule, 64 Fed. Reg. at 68725.

increasing the load of various pollutants in receiving water bodies, including sediments, metals, organic compounds, pathogens, and nutrients."[12] EPA has determined that urban runoff and storm sewer discharges were the second leading source of water quality impairment in estuaries and the third leading source of such impairment in lakes, ponds and reservoirs.[13]

Stormwater pollution from construction and development is of great concern for the Middle Branch Reservoir. Because of the focal role of stormwater pollution, in impairing that drinking water source, DEC determined in its Phase II TMDLs that phosphorus discharges in stormwater runoff to the Middle Branch are much greater than phosphorus discharges from sewage treatment plants, and must be reduced by 204 kilograms per year.[14]

III. Applicable Law

WIG's review of the DEIS implicates the State Environmental Quality Review Act ("SEQRA"), the Clean Water Act, and New York's water pollution control law, codified as Article 17 of the New York Environmental Conservation Law ("ECL").

A. SEQRA

Under SEQRA, the lead agency "having principal responsibility for carrying out or approving" an action regulated by SEQRA must determine if the action "may have a significant effect on the environment." ECL § 8-0111(6). If the lead agency determines that the action may have such effect, the agency issues a "positive declaration" and must prepare a draft environmental impact statement, which is subject to public comment and review before being finalized as a final environmental impact statement ("FEIS"). ECL § 8-0109(5); 6 N.Y.C.R.R. § 617.7(a)(1).

Environmental review under SEQRA must be comprehensive; it must cover all "relevant areas of environmental concern." *Har Enterprises v. Town of Brookhaven*, 74 N.Y.2d 524, 529 (1989). In the context of a development project, such as Northeast Interstate Logistics Center, in a sensitive watershed (such as the Middle Branch drainage basin), SEQRA review must thoroughly address pollution

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[12] EPA, Draft Proposed Rule for Effluent Limitations Guidelines and New Source Performance Standards for the Construction and Development Category, Docket No. 01644, at 49-50. February 12, 2002.

[13] EPA, "National Water Quality Inventory: 2000 Report at 22 & 30," EPA-841-R-02-001 (Aug. 2002), available at http://www.epa.gov/305b/2000report/chp3.pdf & http://www.epa.gov/305b/2000report/chp4.pdf.

[14] Phase II TMDLs at 20.

impacts that "might adversely affect nearby water supplies." *Inland Vale Farm Co. v. Stergianopoulis*, 65 N.Y.2d 718, 720 (1985).

When an environmental impact statement submitted by a sponsor is inadequate, the lead agency should reject it and require submission of a revised document that will be subject to public comment. *See* 6 NYCRR § 61 7.9(a)(2). *Matter of Jul-Bet Enterprises, LLC v. Town Board of Town of Riverhead*, 48 A.D.3d 567 (2d Dep't 2008) (lead agency can reject DEIS as inadequate more than 45 days after receipt of document); *Matter of Pheasant Meadow Farms, Inc. v. Town of Brookhaven*, 31 A.D.3d 770 (2d Dep't 2006) (delay in completion of DEIS or issuance of negative declaration excused for project which "presents significant environmental concerns with respect to storm water drainage").

"When an agency decides to carry out or approve an action which has been subject to an environmental impact statement," it must issue SEQRA findings showing that SEQRA's requirements have been met and that any environmental effects revealed in the review process will be "minimized or avoided to the maximum extent possible." ECL § 8-0109(8); 6 N.Y.C.R.R. § 617.11.[15] An agency's approval of an action under SEQRA requires "incorporating as conditions to the decision those mitigative measures that were identified as practicable." 6 N.Y.C.R.R. § 617.11(d). Because SEQRA requires mitigation of environmental impacts, it "is not merely a disclosure statute; it imposes far more action-forcing or substantive requirements on state and local decision makers than [the National Environmental Policy Act] imposes on their federal counterparts." *Matter of Jackson v. N.Y. State Urban Dev. Corp.*, 67 N.Y.2d. 400, 415 (1986) (internal quotations omitted).

B. <u>The Clean Water Act and ECL Article 17</u>

Under the Clean Water Act, the "primary means" for achieving water-quality standards is the National Pollutant Discharge Eliminations System ("NPDES") permitting program for discharges of pollutants by "point sources" — discrete conveyances, such as pipes carrying effluent from wastewater treatment plants and storm sewer pipes carrying polluted stormwater runoff. *See Arkansas v. Oklahoma*, 503 U.S. 91, 101 (1992); 33 U.S.C. §§ 1311(a), 1342. These permits contain "effluent limitations" that "restrict the quantities, rates, and concentrations of specified substances which are discharged from point sources." *Arkansas v. Oklahoma*, 503 U.S. at 101; *see* 33 U.S.C. § 1311.

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[15] Alternatively, the agency can disapprove the action based on adverse environmental effects disclosed during SEQRA review or on other grounds. *See, e.g., Matter of Fawn Builders, Inc. v. Planning Bd.*, 223 A.D.2d 996 (3d Dep't 1996); *Town of Henrietta v. DEC*, 76 A.D.2d 215, 226 (4th Dep't 1980) ("SEQRA is not intended to take away the jurisdiction or authority already granted" to government agencies).

When the effluent limitations on point sources alone are not sufficient to restore the quality of a waterway, the Clean Water Act requires further action. The States must identify water bodies for which the technology-based effluent limitations are insufficient to achieve standards and develop TMDLs to remedy the problem. 33 U.S.C. §§ 1313(d)(1)(A), 1313(d)(1)(C), (2); 40 C.F.R. § 130.2(e)-(i).

However, until water quality standards have been achieved, a "new source" or "new discharger," as here with Northeast Interstate Logistics Center, "from which there is or may be a discharge of pollutants [that] will cause or contribute to the violation of water quality standards," may not receive a NPDES permit authorizing such discharges.[16] 40 C.F.R. § 122.2, §§ 122.4(a), (d), (i); *Friends of Pinto Creek v. EPA*, 504 F.3d 1007, 1011-12 (9th Cir. 2007). Similarly, DEC, which administers the NPDES program in New York (called the State Pollutant Discharge Elimination System or "SPDES") and its own water pollution laws under Article 17 of the Environmental Conservation Law, prohibits discharges of pollutants that would "cause or contribute to" the violation of water quality standards. ECL §17-0811(5); SPDES GP-0-15-002. DEC requires all SPDES permits it issues to include provisions "necessary to insure compliance with water quality standards," and cannot issue permits without such provisions. 6 NYCRR §S 750-1.3(e), (f).

IV. WIG's Concerns Regarding the DEIS for Northeast Interstate Logistics Center

A. Deficiencies in the SWPPP

As discussed in the attached Technical Appendix, the Project's current design and plans for addressing water pollution are deficient and need to be significantly improved. The Project's SWPPP does not demonstrate that proposed stormwater management structures and erosion and sediment controls comply with applicable State standards and will be effective in preventing stormwater pollution of the Middle Branch Reservoir watershed.

Among other problems, the hydrologic calculations for stormwater management at the site must be completely redone with calculations for T_c values based on appropriate flow paths and the correct rainfall distribution. In addition, a significant number of site soil infiltration tests must be performed to determine whether proposed stormwater infiltration practices will be feasible and effective.

[16] An exception occurs where all existing dischargers are subject to compliance schedules to achieve water quality standards and the new discharger's pollution would not impede achievement of compliance under those schedules. 40 C.F.R. § 122.4(i). The exception does not apply to Northeast Interstate Logistics Center because existing dischargers in the Middle Branch drainage basin are not bound to compliance schedules.

In the SWPPP, essential details and specifications for proposed erosion and sediment controls are missing. Accordingly, the applicant has come well short of demonstrating compliance with State standards for such controls, which are needed to prevent pollutant discharges during construction.

B. Increases in Phosphorus Pollution in Stormwater Runoff

The Middle Branch Reservoir is already heavily polluted by phosphorus. As shown in the Technical Appendix, the Project as currently proposed would likely exacerbate the problem by causing a substantial increase of phosphorus pollution in stormwater runoff leaving the site. To mitigate this problem, any net increase in phosphorus pollution from the site should be offset by further on-site phosphorus reductions or off-site retrofit projects.

As discussed in Part III above, because the increases in pollution "will cause or contribute" to existing violations of water quality standards in the Middle Branch Reservoir, a permit that would authorize the pollution cannot be issued for the Project in its current form under the Clean Water Act or Article 17 of the New York Environmental Conservation Law without a demonstration that the Project will not cause a net increase in phosphorous discharges. The DEIS and SWPPP do not include such an analysis.

C. Wetland and Wetland Buffers

Wetlands provide flood control, wildlife habitat, and improve drinking water quality by accumulating and retaining nutrients, trapping sediments, removing and transforming human and animal wastes, and degrading certain pollutants. Any disturbance to wetlands or their adjacent areas within the Watershed is highly disfavored. The restoration or re-creation of wetlands that have been disturbed is often far less successful than anticipated. In short, development should be re-directed away from wetlands and their buffer areas.

The importance of wetlands to the protection of drinking water quality and maintenance of site hydrology is well accepted and understood. The proposed project should be redesigned so that wetlands and wetland buffers are left undisturbed.

V. Conclusion

The WIG Office appreciates this opportunity to submit these comments on the Northeast Interstate Logistics Center DEIS.

We request that, in light of the scope and scale of the deficiencies in the DEIS, the Town reject the DEIS as not adequate and require the Sponsor to submit a revised or supplemental DEIS that will be subject to further public comment.

Respectfully submitted,

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Northeast Interstate Logistics Center

Draft Environmental Impact Statement

Technical Appendix

Northeast Interstate Logistics Center
NY Route 312 & Pugsley Road
Town of Southeast, Putnam County, NY

Review of the Draft Environmental Impact Statement
Prepared by JMC, Inc. dated June 2018

By: Donald W. Lake, Jr. PE
on behalf of the Office of the Watershed Inspector General

August 23, 2018

The following comments are based on my review of the documents listed below:

a. Draft Environmental Impact Statement, June 2018, Volumes I & II; Volume II contains the DEIS Appendices without Appendix D-1.
b. Appendix D-1, Preliminary Stormwater Pollution Prevention Plan (SWPPP), prepared by JMC, Inc., dated November 6, 2017 (1,150 pages); with its own Appendices A through I.
c. DEIS Site Plan Approval Drawings C-000 through C-906, 56 sheets, dated November 6, 2017.

Background

This project proposes to construct 4 "High Cube Warehouses" (HCW) and associated infrastructure on 328 primarily wooded acres. The 4 HCWs total 1,124,575 square feet on 25.82 acres, not including roads or parking areas. Building 1 will occupy 6.0 acres, Building 2 - 3.99 acres, Building 3 - 7.42 acres, and Building 4 - 8.41 acres.

One hundred and thirty-two acres of land, or approximately 40% of the site, will be disturbed. Approximately 57.2 acres, or 17% of the site, will become impervious area. This includes 756 parking spaces for cars and 404 truck parking spaces. Water will be provided by two of the three wells on site. And a sub-surface sewage disposal system (SSDS) is proposed for each of the 4 HCW buildings.

Stormwater runoff from the proposed project will flow into the Middle Branch Reservoir, which is located approximately 3,800 feet to the southwest. According to the DEIS, site runoff will be treated by infiltration basins and detention ponds. The receiving water or Middle Branch Reservoir is already phosphorous impaired and has a total maximum daily load (TMDL).

General Comments

The narrative portions of the DEIS Executive Summary and the preliminary Stormwater Pollution Prevention Plan (SWPPP) should be revised to address the following:

1 a. A detailed construction phasing plan is not provided in the DEIS and SWPPP. In addition, the associated sequence of operations within each construction phase is missing. These required elements must be addressed.

2 b. DEIS, page I-29, states that the intent of the grading plan is to balance cuts and fills. However, neither cut nor fill calculations are presented in the DEIS or the SWPPP. This calculation is a required by the NY General Permit for Stormwater Discharges from Construction Activities, GP-0-15-002, for activities that disturb more than 5 acres of land at one time.

3 c. DEIS, pages I-12 and III.D-15, state that 0.05 acres of NYSDEC wetlands will be disturbed, while page 15 of the SWPPP says that 0.15 acres of wetland will be disturbed. This discrepancy needs to be reconciled.

4 d. DEIS, page I-12, states that 7.68 acres of DEC and Town wetland buffer will be disturbed, while 7.81 acres appear to be disturbed on pages I-27 and III.D-15, and according to page 15 of the SWPPP, 11.7 acres of wetland buffer will be disturbed. This discrepancy needs to be reconciled.

5 e. SWPPP, Preliminary Site Plan Approval Drawings, the soil boundaries from the web soil survey data must be placed on all site plan views, including the existing condition plan, proposed grading plan, and the erosion control plan.

6 f. According to the DEIS and SWPPP, there are approximately 130 total acres of woods and brush to be cleared and grubbed. This will generate a significant amount of vegetative waste (e.g. stumps). However, there is no narrative describing how this vegetative waste material is going to be handled and disposed. In addition, the location for the disposal of this material needs to be shown on the appropriate drawings. The construction phasing plan must show how the waste generated in each phase will be disposed.

7 g. DEIS, page I-25, Section 4, 1st paragraph, final sentence, following "Chapter 6" add the words "and Chapter 10", which refers to the enhanced

7 phosphorus removal criteria in the January 2015 NYS Stormwater Management Design Manual.

10 h. SWPPP, page 7, 2. remove the third bullet statement since this statement is inaccurate and does not appear in the stormwater criteria.

8 i. DEIS, page I-53, add the Office of the NYS Attorney General, Watershed Inspector General, Environmental Protection Bureau as an interested party.

Erosion & Sediment Control

11 1. SWPPP, page 38, states that all rock riprap aprons will be 10 feet by 10 feet in size. This sizing does not comply with the 2016 NYS Standards and Specifications for Erosion and Sediment Control (aka 2016 Blue Book). In addition, all rock outlet protection structures (ROP) must meet the criteria shown on page 3.39 of the 2016 Blue Book. Although this design data is shown on drawing C-905 in Detail 77, the title of the detail is missing and needs to be provided.

12 2. SWPPP, page 39, 7, states that a permanent vegetative cover must consist of 70% perennial vegetation. However, New York State requires that a permanent vegetative cover consist of at least 80% perennial vegetation. This discrepancy needs to be addressed.

13 3. SWPPP, page 40, Soil Restoration, the table that appears on page 40 should be placed on the site drawings in the Erosion & Sediment Control set.

14 4. SWPPP, page 42, the 2nd paragraph states that "denuded" surfaces that have been left for a period of 2 months must be seeded. New York State requires that all exposed areas left for over 14 days must be stabilized with seed and mulch. Due to the large exposed areas for this project, greater than 5 acres at a time, and its proximity to the Middle Branch Reservoir, this requirement needs to be tightened to 7 days. This correction needs to be made in the SWPPP and in the notes on the E&S drawings sheets C-401 to C-405.

15 5. SWPPP, page 44, a narrative must be added to this section recognizing that this project is in a phosphorous impaired watershed. The narrative needs to discuss the application of fertilizers, which are governed by the NY Nutrient Runoff Law. The project also needs to comply with the Fertilizer Application standard on page 4.21 in the 2016 Blue Book.

16 6. Sheet C-900 and SWPPP page 29, Detail 3 of the drawing shows catch basins equipped with Silt Sack to collect sediment. This practice does not meet NYS standards and must be removed. Catch Basin inserts must meet the standard for Storm Drain Inlet Protection on page 5.57 of the 2016 Blue Book.

17 7. Sheet C-900, detail 2 shows a riser and anti-vortex device for a sediment basin. This detail needs to be deleted and replaced with a full design for a sediment basin that complies with the Sediment Basin standard on page 5.19 of the 2016 Blue Book. This will also require the hydrologic analysis for the 10-year storm, since all drainage areas will exceed 5 acres. In addition, all basins will require a skimmer dewatering device designed in accordance with that standard on page 5.10 of the 2016 Blue Book.

18 8. Sheet C-900, change the title of Detail 8 to Stabilized Construction Access and make the width 24 feet instead of 20 feet to agree with the standard on page 2.30 of the 2016 Blue Book.

19 9. Sheets C-401 to C-405,
   a. Indicate the slope steepness for the cut and fill slopes (e.g. 2:1)
   b. Label and include the soil survey boundaries on all plan views.
   c. Locate all sediment traps and basins on applicable soil plan drawings and show their respective drainage areas, storage volumes, and outlet structures.
   d. Silt fence is shown right at the toe of fill slopes. Silt fencing should be moved 10 feet from the toe of slope to collect sediment and maintain its integrity.
   e. Note 5 needs to establish that a "Qualified Inspector" will be making inspections and filing their reports in accordance with NY General Permit for Stormwater Discharges from Construction Activities (GP-0-015-002). In this case, since more than 5 acres will be open at one time, this requires 2 inspections per week, separated by 2 days.
   f. Proposed stockpile and staging areas need to be designated.
   g. As noted in #5 above, change generic note 7 to delete the 14-day stabilization reference to read only "7" calendar days for this specific site.
   h. A detailed construction phasing plan is needed with appropriate sequencing within each phase. The generic narrative provided is not detailed enough to minimize potential environmental impacts from

19 large exposed areas. Cut and fill volumes for each phase also need to be provided. See NY General Permit for Stormwater Discharges from Construction Activities (GP-015-002, Part II, C.3.a).

Water Quantity

20 10. SWPPP, page 10, 12. States that the Soil Conservation Service (SCS) Type III rainfall distribution was used to calculate peak runoff values. The Type III rainfall distribution was replaced in January 2011 by the NY Natural Resources Conservation Service (NRCS), with rainfall distributions calculated from the Northeast Regional Climate Center (NRCC). This allows for a different rainfall distribution for each frequency event by importing the NRCC rainfall table into the hydrologic computer model. NRCS TR20, HydroCAD, and other models can do this. Once the computer model is run, the entire routing set can be re-run for appropriate values.

21 11. SWPPP, Appendix A. Pond Pack 3.01, for the time of concentration (T_c) calculations, the manning coefficient for sheet flow (SF) was 0.24 for all watersheds but one. Based on the existing wooded areas on site, 0.40 (woods, light, from TR55) is more appropriate. In addition, the shallow concentrated flow (SCF) used in these routings was taken as Unpaved as noted in TR55, where the only choices are Paved or Unpaved. U.S. Department of Agriculture (USDA) NRCS National Engineering Handbook (NEH) Section 4 "Hydrology" offers 6 additional land descriptions for shallow concentrated flow. To compare, the velocity vector for Unpaved is 16.1 feet per second, whereas the velocity vector for SCF in Woodland is 5.0 feet per second. The slower rate leads to a longer T_c, which reduces the existing peak discharges for all frequency events. The current T_c for all events need to be re-calculated, and the routings redone.

22 12. SWPPP, page 10, Table 1, there is a difference between these peak runoff values and the Pond Pack runoff values for the computed time interval. For example, for existing drainage area 1 (EDA-1), the 100-year peak runoff value is 192.51 cubic feet per second (cfs) in the table but 193.05 cfs on the Pond Pack output for the computed time interval. This discrepancy needs to be resolved.

23 13. SWPPP, page 1,049, some drainage area boundaries and some T_c flow paths appear to be misdrawn. The drainage area boundaries need to be drawn from the design point to catch all runoff that would flow to that point. The T_c flow

23 path is that path that is the hydrologically most distant point in the watershed. It cannot cut across contours of the same elevation. The maps supplied have no contour elevations shown. A better drainage area map needs to be provided with contours and more detailed delineated drainage area boundaries for analysis.

24 14. SWPPP, Appendix A, Pond Pack EDA analysis; I created an independent analysis for EDA-3 to compare how parameter changes affected peak discharges. I created 3 separate HydroCAD files for EDA-3 and compared the results to Table 1 on page 14 of the SWPPP for the following three storms. The results follow:

	SWPPP	H'CAD* 1	H'CAD 2	H'CAD 3
1 Year	24.92	25.21	22.49	20.27
10 Year	89.75	91.29	81.02	71.93
100 Year	225.63	230.51	204.44	176.65

* H'CAD = HydroCAD

H'CAD 1 is the existing EDA-3 with all the SWPPP parameters entered as they appear in the Bentley Pond Pack model. You can see the H'CAD values are slightly higher, but essentially agree with the SWPPP.

H'CAD 2 utilizes a Manning's coefficient of 0.4 for woodland instead of the SWPPP value of 0.24 for dense grass. It also uses the USDA NRCS NEH Section 4 overland flow velocity factor of 5 feet per second for woodland, instead of the TR55 value of 16.1 feet per second for "Unpaved" surfaces. These changes result in a longer T_c, and thus lower peak rates of discharge.

H'CAD 3 uses the changed coefficients in H'CAD 2, but now they are used with the NRCC rainfall distributions for the site instead of the outdated Soil Conservation Service Type III rainfall distribution. You can see there are significant reductions in the peak flow rates across all storms (e.g. approximately 22% for the 100-year storm).

Based on the results of this review, the hydrologic modeling should be rerun, using the appropriate coefficients and rainfall distributions. This is applicable to both the existing and the developed condition, and particular care should be taken when delineating the drainage areas and T_c flow paths.

25 15. Drawings C-301 to C-305, there are 6 infiltration basin/detention pond systems with approximately 13 outlet control structures (OCS) shown on these sheets. However, the OCS detail on sheet C-905 is generic and does not provide the level of detail required to evaluate each structure. This detail also lacks a number. This information must be provided on the drawings for all structures.

26 16. Drawing C-906, Detail 81 shows a detail for an underground detention storage facility (Stormtech Chambers MC-3500). Unfortunately, there are no details included on the grading plan (e.g. elevations) which show how this system is to be constructed. These details are needed. Also, on Drawing C-906, another OCS detail, number 82, is also generic and does not provide the level of detail required to evaluate the 13 outlet control structures proposed. This information must be provided on the drawings for all structures.

27 17. Drawing C-905, Detail 74 shows the rock emergency spillway going over the top of the pond embankment and down a 3:1 slope. These spillways need to be constructed in natural ground and strategically located so that overtopping flow will not erode the downstream slope of the dam. Additional information pertaining to the rock emergency spillway needs to be provided.

28 18. The SWPPP narrative, beginning on page 18, describes stormwater runoff flow, as it is routed through various basin systems. It describes flows as "moving slowly" over weirs from forebay to infiltration basin to detention ponds. An inspection of infiltration basin 3B-1B for example, shows no details for this weir system on the C-202 Grading Plan, the C-302 Utility Plan, or the C-906 Details. Details, both in the plan view and the cross-section, must be provided for all system components.

29 19. SWPPP, Appendix B, Proposed Hydrologic Calculations, contains 798 pages of computer printout. Pertinent summaries of key data and information should be provided such as the runoff reduction volume (RRv) and water quality volume (WQv) results for each infiltration basin. Other key data, such as peak flow rates and water surface elevations, needs to be highlighted for recognition.

30 20. SWPPP, Appendix B, page 10.199 of the computer printout shows an infiltration rate for IB 3B as 1.19 cfs. How was this determined? The

30 estimated infiltration rate was given at 2 inches per hour on page 20 of the SWPPP. I calculated 2 inches of the hydrologic soil group (HSG) "C" soil for this basin as having an infiltration rate of approximately 0.25 cfs. (Group C soils have a slow infiltration rate). This basin has a footprint of 26,862 square feet at an elevation of 640 feet. The soil depth of 2 inches occupies 4,478 cubic feet, and with a void ratio of 20%, has available storage for 896 cubic feet of water. To fill this void over an hour is to divide 896 by 3600 seconds per hour for a result of 0.25 cubic feet per second, not 1.19 cfs.

Water Quality

31 21. The SWPPP details the stormwater management system on pages 18 through 24. Six infiltration basins and one underground chamber system are proposed to remove pollutants from the stormwater runoff. However, there is no infiltration test data to support their use. The developer's engineer, JMC, assigns infiltration rates of 1 inch per hour for basins 1B-1, 1B-2, 4B, and the StormTech MC-3500 unit, and 2 inches per hour for basins 3B, 5B, and 5C. These are estimates from a May 3, 2017 field visit.

The soil survey data presented in the DEIS, Section III, makes note that the Sun, Woodbridge, and Paxton soils have slow to very slow permeability, and can have water tables within 6 inches of the ground surface. Appendix C of the SWPPP, Soil Test Data, from SEIS Consulting Engineers, dated October 1987 supports the soil survey conclusions.

Therefore, all infiltration basin locations must be validated in accordance with Appendix D of the January 2015 NYS Stormwater Management Design Manual. The testing must be performed at the specific location and at the proposed basin bottom elevation. Infiltration basin testing is often witnessed by NYC Department of Environmental Protection personnel. Confirmatory field testing is required to prove the effectiveness of infiltration basins.

32 22. I performed a preliminary pollutant load analysis (PLA) using the Simple Method and loading values provided by the East of Hudson (EOH 3/15) Watershed Corporation. The existing condition total phosphorous (TP) load was calculated to be 128.1 pounds. (The major land uses were forest and roadway.) The developed condition TP load was calculated to be 304.6 pounds for land uses of forest, impervious area and commercial open space. This is approximately 2.4 times the original amount or a 138% increase.

32 Since the final configuration of this project is incomplete, due to a lack of design details, estimates of pollutant removal are difficult to calculate. However, if the proposed stormwater treatment practices (e.g. infiltration basin) pass their feasibility tests, a PLA can be estimated. The East of Hudson Watershed Corporation has assigned a TP removal efficiency of 50% for infiltration basins. And the detention ponds shown on the Utility Drawings are "Dry" ponds, which drain empty after each event. This means there is no permanent pool established to capture pollutants. In fact, dry ponds add to the TP load leaving the site. The 2016 www.bmpdatabase.org website shows a 67% increase in TP for grass swales and a 21% increase in TP for grass strips. This is the land use condition of the bottom of a dry pond. These values average to a 44% increase in TP estimated using a dry pond.

Hypothetically, if all 304.6 pounds were treated by the infiltration basins and 50% was removed, that would leave 152.3 pounds. If this is routed through the dry detention basins and TP was increased by 44%, we would project a TP addition of 67 pounds for a total of 219.3 pounds. This is 1.7 times the existing load and the system would not be very effective at removing TP. Other design configurations should be considered.

33 23. The infiltration Basin 3B configuration transfers flow from the forebay to the detention pond over weirs at the same bottom elevations. This system will flush through during larger storm events, since these events will easily push pollutant laden water from one basin to another without any detention time for pollutant settling.

Page 6-33 of the January 2015 NYS Stormwater Management Design Manual shows the configuration for an infiltration basin with the forebay above the design high water. Note that the infiltration basin is also designed for the detention requirements, limiting discharges from the 10-year and 100-year storm. Use of this system will reduce the proposed footprint since two basins will be replaced by one basin. In addition, the outflow from the infiltration basin could be routed through a stormwater wetland which would further reduce the pollutant load prior to its entry to the natural system.

34 24. The Middle Branch Reservoir is phosphorous impaired (June 2000, New York State Department of Environmental Conservation Phase II Phosphorus Total Maximum Daily Loads for Reservoirs in the New York City Water

34 Supply Watershed (Delaware, Dutchess, Greene, Putnam, Schoharie, Sullivan, Ulster, and Westchester Counties). Table 2, column 1 on page 17 presents the calculated TMDL for total phosphorus (TP) of 949 Kg/yr. Column 2 in the table presents the available load, which is defined as the calculated TMDL minus a "margin of safety" or MOS value. For the Middle Branch Reservoir, the MOS is 14% of the calculated TMDL or 0.14 x 949 = 133 Kg/yr. Subtracting 133 Kg/year from the calculated TMDL of 949 Kg/yr = 816 Kg/yr. Column 3 presents the current total phosphorus load 1,020 Kg/yr in the Middle Branch Reservoir.

The current TP load exceeds the available load (1,020 Kg/yr – 816 Kg/yr) by 204 Kg/year. Since the current TP load exceeds the available load of the receiving reservoir, it must be reduced, as does the TP load from new construction. To determine the percent reduction needed to meet the water quality objective, the excess load is divided by the current load or 204 Kg/yr /1020 Kg/yr = .20 or 20%. To achieve a 20% reduction, the Project would need to remove an additional 25.6 pounds (128.1 lbs. x 0.2) from the current load in addition to the load created by the development after treatment. This would mean that 244.9 pounds (25.6 lbs. + 219.3 lbs.) of TP would need further reduction onsite and/or offsite in the Middle Branch Reservoir Watershed.

Summary and Conclusions

The Middle Branch Reservoir is phosphorus impaired. The current total phosphorus load already exceeds the available load by 20%. If this project is developed as planned, the post development TP load for the existing 328-acre wooded site would more than double to the reservoir, from 58 Kg/yr. to 138 Kg/yr.

The stormwater pollution prevention plan to remove phosphorus at this site is extremely deficient. As noted above, the proposed plan to use infiltration basins has not been proven feasible, as onsite infiltration testing at the basin locations is not documented in the DEIS. In addition, the hydrology analyses presented in the DEIS must be recalculated because incorrect rainfall distribution data was used to calculate peak runoff values. This information is critical to selecting and sizing stormwater treatment devices. And a detailed construction phasing plan is not provided in the DEIS. Appropriate phasing of the work, proper sequencing of construction activities, and carrying out effective erosion and sediment control practices need to be implemented to demonstrate how the phosphorus load at the site will be managed and reduced.

The proposed project also intends to eliminate between 7.68 to 11.7 acres of wetland buffer, which protect existing wetlands and helps keep TP from leaving the site.

Based on these and other deficiencies described above, the DEIS needs to be rewritten to provide the overall reduction of TP necessary to assure protection of the Middle Branch Reservoir.

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 9:10 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Building In Putnam County

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 27, 2018 9:09 AM
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Subject: FW: Building In Putnam County

Just received.
Victoria

From: Elena Tezzi <etezzi@gmail.com>
Sent: Friday, August 24, 2018 4:48 PM

To: planning@southeast-ny.gov
Subject: Building In Putnam County

To Whom it May Concern,

I have been living in Putnam County over 29 years, and I am deeply disturbed over the proposed building of a logistics center in my back yard. I moved to Southeast because of its rural beauty
1 and peacefulness. If I wanted to live near a logistics center and deal with trucks, pollution and excessive traffic, I would have stayed in the city.

I do not understand how the town of Southeast would consider putting something like this in our beautiful area. Why in the world
1 would you want to build this monstrosity in the middle of an area surrounded by private homes, schools and condominiums? That is just absurd and completely inconsiderate. I'm sure there are alternative locations that can be considered that wouldn't affect residential areas.

2 3 4
The thought of the noise and air pollution, traffic, and trucks going in and out of our area just can't happen. This is not an industrial location. We don't need this where we live. We are in a serene town known for its beauty and quietness. Our neighborhoods will be destroyed and our property value diminished if you move
5 forward with this project. **We don't want this in Southeast.**

I know I am not alone when I express my concerns and opposition to this development. I am a tax payer, a concerned citizen and a member of a great community. **Don't ruin it.**

Sincerely,
Elena M. Tezzi

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Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 9:18 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Logistics/ Pugsly Rd. Public comment

Daniel M. Richmond, Esq.
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From: Victoria Desidero <planning@southeast-ny.gov>
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Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Logistics/ Pugsly Rd. Public comment

Just received.
Victoria

From: Jerry H <uncmozo@comcast.net>
Sent: Sunday, August 26, 2018 12:17 PM

To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Northeast Logistics/ Pugsly Rd. Public comment

As a resident of the Town of Southeast, I would like to add my comments and suggestions to the DEIS for the Northeast Interstate Logistics Project. I attended the 2nd public meeting where the developer made some comments as to possible changes to the current DEIS in response to public comments made at the 1st meeting.

I would mostly like to confine my comments to the 'rotary' or traffic circle portion of section III.B Traffic DEIS.

I grew up in New Jersey, where there are many more traffic circles than there are here, they were a way if life. They can be very functional, and serve a unique purpose in moving traffic quickly through difficult situations. Locally, there is also the Annesville Circle in Peekskill, off Rt. 9, and the Bear Mtn. Circle next to the Bear Mtn. Bridge. These function very well and safely move a substantial amount of car and truck traffic with little or no delay.

The traffic study begins by stating "Extensive mitigation is proposed.... which will result in an excellent roadway system to accommodate the proposed logistics center development and existing traffic."

I do not believe the design of the proposed traffic circle will accomplish this. The developer did mention at the meeting I attended that they would 'consider' making Rt. 312 two lanes in one direction, coming out of the circle, going towards Rt. 84. This is a small step in the right direction and would eliminate a dangerous merge coming off the circle. Also, it would possibly eliminate the possibility of traffic backing up from the Rt. 84 traffic light back to the proposed circle – traffic does back up that far! But the blaring problem with this circle is **it is just plain too small**! Compared to any other functional circle, this design is undersized. The very design incorporates "a mountable section in the center island (that) would accommodate turning maneuvers from larger vehicles". They admit the circle is too small for the trucks arriving and leaving the warehouses, so the trucks must mount the center island of the circle. This is unacceptable and will cause danger, difficulty and delay in 53' trucks going around the circle. Would you want to be driving behind that truck? 1

The design must be enlarged to eliminate this 'mountable section', which will be very difficult to maintain in winter months. A larger circle will increase traffic flow, ease tension, prevent accidents and give better sight lines. Remember, this section of 312 is on a curve, with poor sight lines, and on the side of a hill. Simply compare the size of this design to the 2 local circles mentioned above, and you will understand what I am trying to convey. The developers intentional design is to slow down traffic, something most residents would not agree with at all, **traffic must flow.**

Also, I strongly believe the exit from Pugsly Road into the circle should be changed from a 'YIELD' sign to a 'STOP' sign, or flashing red light. 53 foot trucks don't yield very well, and have extended stopping distances. A truck driver, thinking he might not have to stop, suddenly sees a car coming around the bend and down the hill from Rt. 84. Now he has to 'panic stop'. Not a good situation, he (or she) should be given proper notice that they have to stop.

I also believe traffic coming up Rt. 312 from Rt. 6 should have a right lane that *doesn't enter the circle at all*. Most of this traffic has no reason for even being in the circle since they are passing by the development anyway. To add this volume to the circle for no reason makes no sense except to add danger to an already bad situation.

The taxpayer just spent millions of dollars to upgrade Rt. 312, and that money was not easy to get from the state. As it stands now the road is in very good shape, and actually a pleasure to drive on. Us taxpayers did not spend all that money so someone could come in and tear it up! If and when completed, the circle needs to be state-of-the art, large enough to handle current and future demands, and large enough to handle Special Dimensional Vehicles, as these trucks are called. This mini-circle does not meet the developers own opening statement as 'an excellent roadway system'. They are looking for the cheapest way out, irregardless of how it affects daily drivers.

2 And, as to incoming trucks keeping to a 'schedule', this is a joke. No one in the trucking industry can accurately predict when a truck will arrive at it's destination, there are just too many uncontrollable factors. They will arrive at all hours, day and night

3 In closing, I would like to state that I think the development should go through. I think of all the possible uses, it has a minimal environmental impact and does supply some jobs, although the pay is pretty low. However, if this development does go through, the town seriously needs to think about what happens when the 10 year PILOT expires. They will most likely pull up and move on, the automation systems they install will be obsolete in ten years anyway. It will be a logical business decision and they will go.

Thank you for your consideration,

Jerry Halter
Brewster Heights
23 Marlin Rd.
Brewster NY 10509
uncmozo@comcast.net

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Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 10:39 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Oppose truck logistics center - Please oppose this.

Daniel M. Richmond, Esq.
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-----Original Message-----
From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 27, 2018 10:31 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Oppose truck logistics center - Please oppose this.

Just received.
Victoria

-----Original Message-----
From: Jeff <psd.clydesdale@verizon.net>
Sent: Monday, August 27, 2018 9:52 AM
To: planning@southeast-ny.gov
Subject: Oppose truck logistics center - Please oppose this.

Dear Planning Board Members,

I just want to quickly write to express my deep concern and opposition towards this proposed logistics center. I could write or speak at length, but I will be brief instead. I will simply bullet my reasons:

1 1. Noise - over 500 trucks per day and over 100 that would arrive after hours. Many in Southeast can already hear 84 and 684. We live in the "country" and we are ruining that. Back up alarms, exhaust brakes, loud diesel engines. I hear the trucks on 684 and I am a mile away "as the crow flies".

2. Traffic- I just got back from L.A. on vacation- that place is ruined. I spoke with people who are native to the beach areas and they don't even leave town unless necessary. It took us 2hrs to go 17 miles. We are along way from that, but this is how we get there.

2 Trucks will definitely go the path of least resistance and roll into Carmel, then Brewster, on their way to 22 to pick up 684 when traffic is bad.

3. Property value - I own a unit in Hunter's Glen and a house in Southeast. I may not have bought this house if I knew I could hear 684 during rush hour in the morning and on nights where the winds are blowing. I have to shut my windows. That is not what I wanted. The same will happen to the neighboring communities of this complex. The

3 property value will be negatively effected. People complain about Costco? At least you can shop there and 500 tractor trailers don't roll through there.

I could go on, but I just got back from L.A. this morning and I wanted to get this out to you before tonight's meeting, which I plan to attend. Please take care of our community and oppose this facility.
Thank you in advance for preserving Putnam. We all know this would never get approved in a place like Somers. Let's think like northern Westchester and preserve our environment. Thanks again.

Jeff Rusinko
67 Birch Hill Rd
Brewster NY 10509

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https://www.avast.com/antivirus

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 9:20 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics Center

Daniel M. Richmond, Esq.
Partner
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 27, 2018 9:18 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics Center

Just received.
Victoria

From: MARYANN BARTOLINI <marybee1102@comcast.net>
Sent: Sunday, August 26, 2018 11:57 PM
To: planning@southeast-ny.gov
Subject: Northeast Interstate Logistics Center

Town of Southeast Planning Board

Victoria Desidero, Administrative Assistant

1

I'm a resident of the Town of Southeast in Putnam County NY. For all the reasons that have been mentioned numerous times before (truck/ school bus and car traffic congestion on 312, pollution of local well water, emissions from trucks and construction equipment), I agree with those who feel this project will be detrimental to our quality of life. 2 3

Please do NOT approve this project. The Southeast Planning Board should vote NO to approving changes required for this project to move forward. We want to retain the rural beauty here in Putnam.

MaryAnn Bartolini

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Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 9:17 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 27, 2018 9:15 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Victoria

From: njrt <njrt@comcast.net>
Sent: Saturday, August 25, 2018 6:25 PM
To: planning@southeast-ny.gov
Subject: Northeast Interstate Logistics

I would like to state that this proposal to build distribution warehouses at Pugsley Road off route 312 is the most unbelievable project idea I have ever heard. People moved up here to get away from the congestion and pollution from cities like NJ, CT, etc. We do not need it to follow us. Route 312 is a main road to the hospital. Urgent Care Center and medical building is right across from Pugsley road. School buses go up and down route 312 and it is the main road to the center of town and surrounding communities. This will be a complete disaster for all our towns-Southeast, Brewster, Carmel, Kent, Patterson, Mahopac and beyond. We must all do whatever we can to stop this development from going forth for our health and the health and well being of all our children. This project must never be allowed to come to this area. I do not believe our zoning laws would allow for any project of this size to be built here. The Planning Board and Zoning Board must put a stop to it. This is a beautiful area – do not let it be destroyed by people who do not live here nor care what happens to our towns.

Nancy Santini
3906 Buttonwood Lane
Carmel, NY

Hunter's Glen Phase V

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Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 9:10 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics

Daniel M. Richmond, Esq.
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 27, 2018 9:09 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Victoria

From: Aguiar, Juliet <jca4@westchestergov.com>
Sent: Friday, August 24, 2018 4:00 PM

To: townboard@southeast-ny.gov; planning@southeast-ny.gov
Cc: ladyejuliet <ladyejuliet@aol.com>
Subject: Northeast Interstate Logistics

Hello Chairman Thomas LaPerch –

I am writing to state my opposition to the proposed warehouse that is going to be built off of Pugsley Road. I feel a warehouse of this type is not beneficial to our area.

1 2 3
There will be huge trucks barreling through, very bright lights 24/7, and it will be a blight on the landscape.

4 There will be jobs, yes, but mostly low paying jobs.

5 There will be a tax abatement given when the owner applies for the PILOT program.

Of course, the land developer's motivation is profit. They don't care about the ultimate change to the town, the appearance of the area, noise, lights, etc.

Unless we want our area to start looking like Fishkill or Yonkers, I would appreciate it if the town officials vote no for this project.

Thank you so much for your time.

Juliet Aguiar
42 Vails Lake Shore Drive
Brewster NY 10509
(914) 486-1996 - cell

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Appendix B-115

Hudsonia
a nonprofit institute

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Biodiversity Assessment of the Proposed Northeast Interstate Logistics Center, Town of Southeast, Putnam County, New York

by Erik Kiviat PhD

Hudsonia

Prepared for the Town of Southeast Town Board

at the request of Ann Fanizzi

28 June 2018

RECEIVED
AUG 24 2018
Town of Southeast

Introduction

At the request of Ann Fanizzi, Hudsonia conducted a preliminary biodiversity assessment of the proposed Northeast Interstate Logistics Center (NILC) site on Pugsley Road, Town of Southeast, Putnam County, New York. To this end, I reviewed selected environmental documents for the proposal including relevant portions of the DEIS (JMC 2018), and visited the site on 16 May 2018. I spent six hours in the afternoon in conditions varying from cloudy with intermittent light rain to a steady rain, near-calm winds, and air temperature about 60 degrees F. In this report I comment on certain environmental features of the development proposal and the site. Many of Hudsonia's general biodiversity concerns and approaches are outlined in Kiviat & Stevens (2001).

Hudsonia is a nonprofit institute for research and education in the environmental sciences. We do not advocate for or against land use proposals. Rather we conduct scientific studies and provide information for use in the planning process.

Study Area

The site is located north of Route 312 and west of Interstate 84 both east and west of Pugsley Road and west of Fields Corner Road in the Town of Southeast, Putnam County, New York. The site encompasses ca. 327 acres of shrubland, woodland, and wetland. The wetlands include substantial portions of New York State Department of Environmental Conservation (DEC) mapped Freshwater Wetlands LC-28 and LC-18.

Comments

Bog turtle

Wetland LC-28 was identified as potential bog turtle habitat per U.S. Fish and Wildlife Service guidelines (Evans Associates 2017a), although bog turtles have not been reported from this wetland as far as I know. I spent the majority of my field visit in and near this wetland including the northern, offsite, portion of the wetland. Soils in the interior of LC-28 are mapped as Carlisle muck (Catden muck) and Palms muck (Natchaug muck) (Evans Associates 2017a). These are two of the four soils most frequently underlying bog turtle habitats in southeastern New York (Kiviat and Stevens 2001). Although I did not see strong calcicoles (plants closely associated with calcium-rich soils) such as shrubby cinquefoil (*Dasiphora fruticosa*) or grass-of-Parnassus (*Parnassia glauca*), there were weak calcicoles in the wetland including dwarf raspberry (*Rubus pubescens*), spring beauty (*Claytonia virginica*), blue vervain (*Verbena hastata*), and (reported by Evans Associates 2017a) halberd-leaved tearthumb (*Polygonum arifolium*).

Because of the size of the wetland, and the difficulty of accessing some areas such as the interior of the shrub swamp, it would be challenging to survey for bog turtles. If there's a small bog turtle population, it might take years to confirm presence. The applicant appears to be taking the approach of assuming that bog turtles are present and protecting the habitat accordingly, a strategy allowed by U.S. Fish and Wildlife Service and DEC policy.

1 Although areas bordering LC-28 are not proposed for development, the development area on the west side of Pugsley Road is upslope from the wetland. Stormwater would be discharged from the development area into LC-28 at multiple points (JMC 2018) with or without the benefit of settling ponds. Even with stormwater ponds, dissolved, colloidal, or non-miscible pollutants, including salt, clay particles, and petroleum

1 hydrocarbons, would be discharged to the wetland. This pollution would be adverse to the potential bog turtle habitat, as well as to many wetland organisms.

2 Bog Turtle Conservation Zone 2, as specified in the federal bog turtle recovery plan (Klemens 2001:59), includes the entire (potential habitat) wetland and a buffer extending at least 300 feet upland from the wetland boundary. According to the Recovery Plan, this zone should not be used for development of structures, parking areas, driveways, or sedimentation basins, and should not be subject to applications of herbicides unless herbicide use is part of a Fish and Wildlife Service approved bog turtle habitat management plan. Klemens (2001:58) further stated, "Protection of bog turtle habitat cannot be accomplished unless the groundwater recharge and supply areas that support the habitat are protected." The applicant has asserted (JMC 2018) that

3 pumping groundwater from a well in the adjacent area of wetland LC-28 will not affect the hydrology of the wetland. This claim should be evaluated by an independent expert.

Other Wetland Wildlife

4 I observed a persistently singing northern waterthrush in wetland LC-28 onsite. This is a regionally-rare breeding bird of northern affinities and may require a cool microclimate in its breeding habitat. Removal or thinning of vegetation near the wetland habitat, or reduction in the discharge of cool groundwater into the habitat during the spring breeding season could adversely affect habitat quality for northern waterthrush. Probably there are other wildlife species of conservation concern in LC-28 and other areas of the site. Inasmuch

5 as many birds, mammals, amphibians, reptiles, and insects move among multiple habitat types, often crossing roads in the process, keeping development out of LC-28 and the other wetlands does not ensure no negative impact on wildlife.

6 A recently described and named species, the Atlantic Coast leopard frog (ACLF; *Rana [Lithobates] kauffeldi*) is known from a wetland within a few miles of the NILC site. Prior to about 2014, leopard frogs in the lower Hudson Valley were believed to be southern leopard frogs; they are now known to be this "new" species (Feinberg et al. 2014; New York Natural Heritage Program unpublished data). The ACLF, due to its restricted distribution in New York (few sites in Putnam, Orange, and Richmond counties, although the species ranges from southern New England to Virginia), probably merits a Threatened Species or Endangered Species classification in New York. Some areas of the onsite wetlands may have enough seasonal standing water that

6 could support ACLF breeding. The wetlands on and adjoining the site should be visited several times during the early spring calling season of the ACLF.

Shrubland and Shrubland Wildlife

7 Despite the invasive plants, the upland shrubland habitat is evidently important habitat for shrubland breeding birds. I heard or saw eastern towhee, veery, wood thrush, northern cardinal, and common yellowthroat; all are species that nest in shrubland although the wood thrush is primarily a forest bird (and is a New York Species of Greatest Conservation Need [SGCN]). These relatively common shrubland birds may indicate the presence of rarer species that are of greater concern, including American woodcock, black-billed cuckoo, brown thrasher, blue-winged warbler, prairie warbler, and yellow-breasted chat, all of which are SGCN (NYSDEC 2015).

8 Shrubland (upland or wetland) east of the Hudson River is potential habitat for the New England cottontail, a New York State Special Concern species and SGCN which is the target of substantial conservation action (USFWS 2015). Although the DEC advocates clearcutting mature forest to create shrubland for wildlife (Kiviat 2016), mature forests are valuable for other wildlife and plants, as well as for protecting water quantity and quality (Wilder and Kiviat 2008). It makes more sense to protect existing shrubland, and to develop shrubland

8 on additional former agricultural lands (Kiviat 2016). The onsite shrubland is potential New England cottontail habitat and should be surveyed for this species by collection and genetic analysis of scats during the winter.

Among the plants colonizing bare soil where broad lanes were cleared through the shrub stands (apparently for site studies) was swamp agrimony (small-flowered agrimony, *Agrimonia parviflora*). Swamp agrimony is ranked as S3-Rare in New York (Young 2017). Although this plant is more common in the Hudson Valley than this classification implies, it requires consideration in the environmental review for the NILC proposal.

8 Prior to any further disturbance of the shrub vegetation, surveys should be conducted by independent experts for New England cottontail, breeding birds, and rare plants.

Invasive Plants

9 As is alluded in the DEIS, most of the upland area proposed for development is dominated by a dense and tall stand of autumn olive (*Elaeagnus umbellata*) with other non-native and native woody and non-woody plants. Clearing for the proposed buildings and infrastructure would require the disposal of a massive amount of non-native woody plant material. Autumn-olive is on the "Prohibited" invasive species list in New York State (NYSDEC 2014). The DEC Bureau of Invasive Species and Ecosystem Health has suggested that management and disposal of this species be addressed in the erosion and sediment control plan for the site (Willow Eyres, personal communication, 29 June 2018). Even after excavation or brush-hogging of this vegetation, roots and seeds will remain in the soil and there will be a continuing control problem. If the shrubs are treated with herbicide prior to excavation or cutting, herbicide is likely to enter the wetlands via wind drift and runoff in amounts toxic to native wetland plants and animals.

10 Knotweed (*Fallopia japonica* = *Polygonum cuspidatum*) is establishing on the town stump and log dump at the north end of wetland LC-28 and is likely to spread into the edges of that wetland and onto upland areas of the development site. The dump needs to be gated and the knotweed removed by nonchemical means (see management techniques in Travis and Kiviat 2016).

Stormwater

11 Stormwater runoff from 42 acres of the site would be conveyed into wetland LC-28. This would degrade the wetland by inputting silt, nutrients, and other pollutants. Even with a stormwater pond intercepting this runoff, pollution of the wetland would occur following a large precipitation event that exceeds the detention capacity of the pond. The extensive impervious surfaces of the proposed building complex would generate large amounts of runoff which would be difficult if not impossible to mitigate.

12 During construction, and following construction until the development of vegetation stabilizes soils, stormwater runoff exiting the site will carry substantial quantities of "silt" (fine soil materials). Traditional engineering practices, particularly the commonly used types of filter fabric siltation barrier fences, as well as staked hay bale barriers, do not effectively contain fine soil materials (Patterson 1994, Barrett et al. 1995, 1998). Moreover, siltation barriers must be designed, installed, monitored, maintained, repaired, and decommissioned properly, which I have never seen. Wetland vegetation, soils, and wildlife are generally intolerant of siltation and the plant nutrients and other pollutants carried with it.

11 Stormwater ponds themselves can disrupt a wetland. Ponds polluted with salt and petroleum hydrocarbons can attract and then poison wildlife such as frogs. Stormwater ponds within 100 feet of the wetland boundary of LC-28 would require a DEC Freshwater Wetlands permit.

Excavating stormwater ponds in the adjacent areas of wetlands, and some of the other activities proposed for the NILC project, are regulated by the Town of Southeast wetlands law (https://ecode360.com/9064518), which applies to the other wetlands bordering the proposed development area as well as to LC-28. The law emphasizes many of the important functions of wetlands for biodiversity, water quality maintenance, and other ecosystem services.

At least part of the site drains into Middle Branch Reservoir, a reservoir of the New York City water supply system. Polluted stormwater from the NILC project, especially during construction, should be a water quality concern.

Biological Surveys

Thorough biological surveys do not appear to have been conducted at the development site, save the brief descriptions in the Evans Associates reports (Evans Associates 2017a, b) and the DEIS (JMC 2018). No comprehensive list of plant species is in these documents, and there is no discussion of known or potential rare plant occurrences. Given the size of the site, the habitats present (large wetlands and extensive shrublands, in particular), and the extensive greenspace surrounding the site, I recommend that, at a minimum, a
8 comprehensive flora (botanical) survey, a breeding bird survey, and a herpetological (reptile and amphibian) survey be conducted at the appropriate seasons by independent, experienced biologists, to determine if there are species of conservation concern at the site (especially state-designated animal Species of Greatest Conservation Need and plants ranked as S1, S2, and S3 by the New York Natural Heritage Program). Putnam County is dominated by intensive land use and has diminishing biodiversity, which emphasizes the importance of identifying and conserving native biological diversity, especially those species of native wildlife and plants that are rare statewide or regionally, and this is impossible without the adequate surveys that are yet to be performed.

Apart from the bog turtle, certain of the wildlife species mentioned in the DEIS as possibly occurring on the site
8 (JMC 2018:III.G) may be significant. For example, Louisiana waterthrush (SGCN) breeds along streams and in swamps, and could occur in LC-28. Brown thrasher (SGCN) is a shrubland and woods edge bird that could breed in the upland thickets. Cooper's hawk (Special Concern) nests in woodland with sapling or pole-size trees and could breed on the site. The site should be surveyed for species such as these. Evidently no wildlife surveys were conducted for the NILC proposal.

Recommended Studies

Prior to further consideration of the NILC application, the following studies should be conducted by independent experts:

-A comprehensive botanical survey (at least all species of vascular plants on the entire property) should be performed throughout a growing season

-A complete survey of breeding birds on the entire property, emphasizing shrubland birds as well as wetland birds

-A complete survey of amphibians and reptiles on the entire property, with emphasis on species of concern including Atlantic Coast leopard frog and blue-spotted salamander

-A survey for New England cottontail

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Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 9:15 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Industrial Park on Pugsly Rd off of 312

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 27, 2018 9:15 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Industrial Park on Pugsly Rd off of 312

Just received.
Victoria

From: BARBARA <barbciero@comcast.net>
Sent: Saturday, August 25, 2018 1:07 PM

To: planning@southeast-ny.gov
Subject: Industrial Park on Pugsly Rd off of 312

I am writing about my opposition to the proposed industrial warehouses on Pugsley Rd off of Route 312 in Southeast.

When I moved to Putnam in 1988 I was happy that there was a community program for saving the open spaces in this up and coming county. Since then, the amount of construction / development has dwindled the open space. Route 312 traffic has increased such that the traffic during rush hour is increasing daily.

1 If this new development is approved, there will be constant truck traffic 2 not to mention environmental / noise pollution from the 500 plus trucks PER DAY. It will take much longer to get from the Brewster schools to the far end of 312 due to the additional traffic. Kids are already on a bus for 45 minutes from Hunters Glen to the schools. This will extend their time on the bus. 3

Obviously no one on the Board lives on the Carmel side of town. Otherwise you would have a clue on the traffic situation here.

4 Additionally, the 10 year tax break kind of defeats the purpose of adding this monstrous development.

Please DO NOT approve this development. It does not benefit the people of this county.

Barbara Ciero
1103 Nutmeg Dr.
Hunters Glen Condominiums
845-225-8078

Sent from Xfinity Connect App

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Kate Roberts

From: Daniel Richmond
Sent: Friday, August 24, 2018 1:26 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Letter re: DEIS

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
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Please consider the environment before printing this email.

From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Friday, August 24, 2018 10:15 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Letter re: DEIS

Just received.
Thanks,
Victoria

Victoria Desidero

Assistant to the Planning Board,
Architectural Review Board,
Zoning Board of Appeals and
MS4 Administrator
(845) 279-7736

From: geesewatch@aol.com <geesewatch@aol.com>
Sent: Friday, August 24, 2018 9:27 AM
To: vdesidero@southeast-ny.gov; mstancati@southeast-ny.gov
Subject: Letter re: DEIS

To: Victoria Desiderio, Administrative Assistant to Town of Southeast Planning Board
To:Michelle Stancati, Town Clerk Town of Southeast
From: Ann Fanizzi

In deliberating re: Northeast Logistics Center project, the Planning Board bears weighty responsibility for it must balance the cost v. the benefits of approving a project that through two public hearings; approximately 1000 petition signers initiated by a grassroots organization of concerned Town of Southeast residents et al, the Putnam County Committee for Responsible Development (they are but one of formal organizations and grassroots organizations that have spontaneously arisen to oppose this proposed project); approximately hundreds of letters; ads in local newspapers, have unanimously rejected the approval of this project.

1 In comments on varying aspects of the project, oral and written, the residents of the Town of Southeast have expressed the view that this project on all levels violates the spirit of the Comprehensive plan; lacks qualities that enriches and enhances the economic, social, cultural, safety, health, quality of life of their community. And isn't that the ultimate goal of development? In fact, Northeast Logistics is the very antithesis of these goals: harming and degrading the environment, 2 3
4 violating town provisions protecting treasured ridgelines with impunity; fragmenting open space habitat of flora and fauna rendering them inadequate for the species; revising zoning codes put into effect not three years ago after long 5
6 discussions; exponentially increasing vehicular use of limited roadways contrary to Federal, State and town efforts to diminish use; exposing residents of Southeast and its neighbors in Carmel, Patterson and Kent to the daily rigors imperiling life and limb of congested roads shared with vehicles, vans, school buses, trucks from Terrevest and Brewster 7
Highlands industrial and retail areas and now semitrailers and the challenge of attempting the gauntlet traversing Rte 312
8 lanes from Caremount medical west to Rte 6. In an era when we are blessed with technological advances, many of which depend on timeliness of treatment, i.e. heart attack victims must receive treatment within 6 minutes and stroke victims without three hours or automobile accident victims needing immediate transport, emergency medical personal will encounter the barrier of 24/7, 510 semitrailers utilizing the same road leading to hospital or trauma centers here in Putnam, Westchester or Danbury. Many of the above factors were enumerated in the Planning Board's justification for Positively Declaring this proposed project as containing elements considered environmentally damaging by the State Environmental Quality Review Act.

9 What benefit does this development accrue to the well being of the families of our town? How does Northeast Logistics with their worker pool of low wage, low skill employment, often part time without benefits, fit into a demographic of highly skilled, highly educated residents, 75% of which must commute to Westchester, New York and Connecticut to find employment that matches their skill set. How does a salary of $12-15 an hour sustain one of the highest property and school tax rates and housing prices in the State? Will a paltry $2 million after ten years of sliding scale in lieu of taxes be 10
sufficient in a school budget of over $98 million or the unexplained "direct or indirect" benefits of $90 million? And lastly,
11 in an era of e-commerce, Northeast Logistics utilized a NYTimes article of August 2017 as their poster child advertising the need for such facilities, an article that highlights a depressed, distressed area of the Lehigh Valley in Pennsylvania including the city of Bethlehem, replete with abandoned manufacturing plants, decrepit housing, littered roads, a population barely attaining high school certification and an unemployment long-term rate outstripping the rest of the country. According to Real Estate Investors, Senior Director, Stewart Rubin, "Once shunned older and somewhat inefficient warehouse properties situated close to or within cities are now in demand as potential Last Mile distribution centers." A footnote explains this description as shallow bay or infill warehouses." Exactly the panorama that greets visitors exiting 19 on IS 84?

12 I began these comments with reminding the Planning Board of the responsibility of balancing the costs and benefits. But there is one additional factor: how does Northeast Logistics enrich,.enhance and harmonize with county plans to establish Tilly Foster as a tourist, hospitality venue and educational institute, not a few hundred feet from Northeast Logistics buildings on Pugsley/Barrett Rds and semitrailers with their noise, lights using Rte 312? According to the

Hudson Valley Food and Beverage Alliance, "Thanks to a $1.1 million Putnam County investment, ...agricultural and culinary education programs are coming, as is a banquet facility. The farm will be pivotal in supporting the Keep Putnam Farming campaign, which works to advance agricultural literacy and promote local farms and products through instruction and training."

Who benefits? Putnam Seabury Partners who for almost thirty years have been in a quest for the holy grail of profits obtained cheaply and rejected options They have rejected former CE Bondi's offer to construct fifty homes with retail connected to Tilly Foster; they have rejected on four different occasions approvals for the construction of homes, the latest being 143 and retail, fully approved and unopposed by the residents. In 2018, they have found the holy grail in e-commerce or so they think, in available land, obtained cheaply paying only $144,000 in taxes, if that, rising rents, a road leading to the Last Mile highway of I84 and perhaps,

Planning Board and Town Board in weighing the costs and benefits must come to the conclusion that the impact of this proposed project on the life of the town and its residents is so damaging and the cost is so great that it needs to be rejected. Let us adhere to the ancient, wise adage: Do No Harm.

Please accept my appreciation for your consideration of my written comments.

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366 Allview Avenue
Brewster, NY 10509
August 24, 2018

Town of Southeast
Town Board
1360 Route 22
Brewster, NY 10509

Re: Northeast Interstate Logistics Center

Dear Chairmen Thomas LaPerch & Planning Board Members

I am writing to express my concerns about the Northeast Interstate Logistics Center project.

1 Route 312 is already a compromised road. This project will make it difficult if not impossible to travel especially at peak times and it will inhibite the mobility of emergency vehicles. 2

3 A roundabout is proposed at Route 312 and Pugsley Road. Is there an alternative route planned during construction of the roundabout?

4 This project will forever change the character of our town. This is a decision that must be scrutinized very carefully. It will endanger the welfare of our
5 citizens because of added traffic overload; increased noise, air and potential 8
water pollution, as stated by the Watershed Attorney General, and it will
9 decrease the value of our homes.
6 7

10 Removing ridgelines and altering wetlands will destroy wildlife habitat and waterways that are important to our already comprised eco system.

The ridgeline and steep slope laws were passed and put in to effect after the Highlands was built. As we all know this can be seen from many areas of our town. The Highlands is a very good example of poor planning by our
11 Southeast Planning Board under the gaze of George Rohrman. The Northeast Interstate Logistics Center will be seen from many locations as well.

12 I do believe that this will also cause a negative impact on the existing businesses in the Highlands. People will find alternative places to shop because of the difficulty in getting there because of the traffic.

I recognize that a landowner has the right to develop his property but it shouldn't be at the expense and the welfare of the community.

There is preserved open space adjacent to the proposed site, Tilly Foster Farm and the 156 acres of land that the Town of Southeast purchased for 2 million against the protocol of the Town of Southeast Open Space
13 Committee, what kind of development would compliment this? What are the alternative choices and possibilities of development for this property?

14 If the zoning change is granted will it open the door for other developers to ask for zoning changes as well?

15 This project is not in alignment with the Town of Southeast Comprehensive Plan. I do not see any attributes that this project could possibility bring to our community. Therefore I strongly urge the Planning Board members to 16 deny granting the ridgelines, steep slopes and wetland permits that are needed to move this project forward in its present form.

Thank you for your consideration.
Sincerely,

Cherie Ingraham

Janis M. Yamuder
1601 Kings Way
Carmel, New York 10512
(845) 228-5907

RECEIVED
AUG 23 2018
Town of Southeast

August 19,2018

Victoria Desidero, Administrative Assistant
Town of Southeast planning Board
1 Main Street
Brewster, New York 10509

I am writing you to consider opposing the 1.2 million Sq ft center on roughly 328 acre site between Pugsley Road and Rt 312. Northeast Interstate Logistic Center.

1 Being a daily commuter o Rt 312 I believe this project will create worsened already horrific traffic jams. It takes me at least 20 minutes
2 daily to travel less than a mile on 312 every day. It will also worsen response time in emergency situations.

3 What happened to our beautiful rural towns that all of us move here to enjoy??

You may argue it will bring revenue and more jobs to our towns, Im not
4 buying this. It has been proven over and over again that no matter how much revenue is generated, taxes never go down and job placements are
5 not for our town residents.

Please stop this proposal before it is passed and give us back our town. We support this town, we love this town, and we don't want it to change.

Sincerely,

Janis M.Yamuder

366 Allview Avenue
Brewster, NY 10509
August 27, 2018

Town of Southeast Town Board
1360 Route 22
Brewster, NY 10509

Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Re: Northeast Interstate Logistics Center

Members of Town Board and Supervisor Tony Hay
Members of Planning Board and Chairman Thomas LePerch

I am writing this letter to express my grave concern about the project known as Northeast Interstate Logistics Center, which has come before your board. It is my belief that the DEIS presented by the developer has many flaws one of many being in the traffic study and the other being in the protection of our waterways.

1 Concerning the traffic study there is no indication of peak season traffic such as the trucks needed to deliver products during Christmas and other holidays. It is a known fact that consumer purchases from Thanksgiving to Christmas is about 65% of the total year's business. It is also a time for peak traffic of residents shopping at retail stores located at the Highlands near the location of the proposed warehouses Route 312 and Pugsley Road.

2 While there was a discussion about possible products being delivered direct to consumer, which is a direct result of on line purchases. There was not a discussion or study if these warehouses were used for transporting direct to consumers of the amount of small truck traffic, FedEx and UPS that would add an enormous amount of additional traffic coming in and going out of these warehouses.

3 The second subject is the protection of our water supply. The letter that was sent from the Watershed Inspector General's review of the measures being taken and the impact of this project clearly show that pollution of water is a distinct possibility.

All of this being said and the fact that this project avoids protection of our ridgeline and needs a change in zoning in order to be able to be built, a simple answer that should be given to the developer is no to this project.

It is not acceptable.

4 I realize that their are some people who believe that a land owner should be able to develop their land in a way that maximizes the most profitably for them but that is so wrong especially in a case such this where there is such a danger to the residents of our town and other surrounding towns. The safety health and welfare of our residents should be the most important consideration when considering this application.

4 If this project were to be allowed in its present form it would be the death of our town as we know it

Sincerely,

Richard Feuerman

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 9:11 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Illogistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
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White Plains, New York 10601
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 27, 2018 9:10 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Illogistics Center

Just received.
Victoria

From: josephdob@aol.com <josephdob@aol.com>
Sent: Friday, August 24, 2018 6:36 PM
To: planning@southeast-ny.gov
Subject: Northeast Interstate Illogistics Center

I am writing to express my disapproval of the Northeast Interstate Logistics Center.
Aside from the noise and pollution it will introduce into a rural area; the traffic disruption and congestion it will cause on Rte 312 will be worse. 3
1 2
4 Rte 312 is already congested, at peak times traffic is backed up to Rte 6 and I 684. The proposed traffic signal and traffic circle will only exacerbate this. What will become of traffic during the construction phase of this project? When did a traffic circle become a means of speeding up traffic? 4
This project is poorly situated and thought out. I believe it should not be approved at that location.

Joseph Dobies
5904 Bayberry Ct
Carmel NY 10512

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Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 23, 2018 3:20 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Northeast Logistics Project

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 23, 2018 at 11:06:09 AM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Logistics Project

Just received.
Thanks,
Victoria

From: JEFFREY G GAMPINSKY <dodgersunrise3030@comcast.net>
Sent: Thursday, August 23, 2018 10:44 AM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Project

To: Town of Southeast Planning Board

1 We are 28 year Residents of Hunters Glen Condominium in the Town of Southeast. We are totally against the building of this Logistics Project. This Project will bring unbearable Traffic congestion to Route 312 from the massive amount of Trucks and Cars going in and out of this project. Please bear in mind Route 312 is a 1 lane road in each direction that has already seen an increase in traffic from homes previously build on Stoneleigh Ave in Carmel New York. You should be aware that Route 312 is a Gateway to I-84 which takes Homeowners to Connecticut, Westchester, and New York City. We use Route 312 on a regular basis to get to area shops, Doctor Visits, and Driving to the Southeast Metro North Train Station.

2 This project will also add pollution to the environment from the large trucks and additional cars to this area. It will also bring Truck and Car accidents which will increase 3 traffic delays. There is also the possibility of added crime from the workers who will be 4 in this area.

Please do not approve this massive development it will ruin this area, and totally change the rural country like living that we love. The Project is Too Big for This Area. Don't make Town of Southeast A Truck Stop.

Respectfully Submitted,

Jeffrey & Janet Gampinsky

904 Nutmeg Drive

Carmel, N.Y. 10512

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Kate Roberts

From: Daniel Richmond
Sent: Friday, August 24, 2018 1:25 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Opposition to Northeast Logistic Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Friday, August 24, 2018 12:49 PM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Opposition to Northeast Logistic Center

Just received.
Victoria

From: presstwoeighteen@aol.com <presstwoeighteen@aol.com>
Sent: Friday, August 24, 2018 12:27 PM

To: planning@southeast-ny.gov
Subject: Opposition to Northeast Logistic Center

I am writing in opposition to the truck Northeast Logistic Center proposed for the Town of Southeast and impacting the neighboring areas of Patterson, Carmel and Kent. Having 510 semitrailers on our country roads would cause traffic congestion that would seriously compromise the health and safety of our county. We do not want to compete with 510 semitrailers and the additional vehicles that are necessary for this mega business facility using the same roads that lead to hospital or trauma centers in Putnam, Westchester and Danbury when the lives of heart attack, asthma or stroke victims are at stake and time is of the essence. The health of our residents is further imperiled by the dangerous increase in pollution that these 510 huge trucks and additional vehicles would bring into our lungs and lives. The only ethical vote is to vote no to this monstrous proposal.

Jane DelBianco, Esq.
5004 Applewood Circle
Carmel, NY 10512

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August 24, 2018

Mr. Tony Hay, Southeast Town Supervisor

Re: Logistics

Dear Mr. Hay::

I read with interest the attached copy of an article by Holly Crocco in the July 18, 1918 Putnam County Press/Times. I refer to the statement regarding large trucks are not legally allowed to
1 take Route 312
East toward Route 22 one mile of Interstate-84. I spoke with Ms. Crocco and it was her understanding this was a current legality, not one that is proposed. I would appreciate if you could clarify this statement.

I have attached for your info the letter you sent the regional office two years ago and it did make a difference.

This summer the traffic with trucks 40-50 feet and some loaded with gravel has been terrible. If there is control on this route nothing is being monitored. Even the speed limit is ignored.

Jane Cypher

Jane Cypher
845-279-3257
Jcypher39@comcast.net

I have also asked the Town Board to look into this

Distribution Center Draws Concerns

By Holly Crocco – 845-628-8401

Area residents voiced concerns during the July 16 Southeast Planning Board meeting about a proposed distribution center off Route 312, which they say will bring increased traffic congestion, noise and sight pollution, and impact open space.

Putnam Seabury Partners, L.P., is seeking permission to construct Northeast Interstate Logistics Center along Pugsley Road, from Route 312 north to Barrett Road and Fields Corner Road. Plans for the 1.1 million-square-foot distribution center include four buildings that will be used by internet-based companies making deliveries.

While town code allows for a warehouse use at the site, the developer is proposing legislation that includes usage as a logistics center, including repackaging, labeling and distribution.

The project is expected to increase traffic and the presence of large trucks – up to 53 feet in length – with a predicted 255 trips in and 255 trips out of the site over the course of 24 hours.

While large trucks are only

Continued on Page 17

Distribution Center Draws Concerns

Continued from Page 1

permitted to travel one mile off Interstate-84 without consent from the town, they are currently allowed to head west on Route 312 to Route 6, and then along Route 6 to Mahopac.

Trucks are not legally allowed to take Route 312 east toward Route 22, beyond one mile.

A Hickory Hollow Lane resident criticized the draft environmental impact statement for claiming that the noise generated from the increased traffic on Pugsley Road would be about the same amount of decimals generated from the sound of traffic on I-84 and a nearby stream that branches off from the Middle Branch Croton River.

"I don't see how all these trucks going in and out of there are going to be the equivalent sound of a stream," he said.

He also said traffic on Route 312 is already backed up most hours of the day, and that adding tractor-trailers to the mix will only make the congestion worse. "These roads can't take that much more traffic," he said.

Patricia Fay of Applewood Circle asked how the facility will affect air and land pollution, expressing specific concern for well water. She also pointed out that if tractor-trailers are going to be utilizing Route 6 and heading toward Mahopac, their neighbors to the west need to be informed.

"The people of Carmel need to know about this, too," she said.

During a May Southeast Town Board meeting, Dan Richmond of Zarin & Steinmetz, Attorneys at Law, said the project will create 800 construction-related jobs, as well as 900 jobs during operation of the facility. It will contribute $110 million in economic output to the local economy during construction, and about $91 million in economic output once the center is up and running, he said.

The completed project is also expected to generate $2 million a year in tax revenue, after Payment In Lieu Of Taxes agreements are fulfilled. Currently, the property generates about $140,000 a year, said Richmond.

Rebecca Rabinowitz of Ice Pond Road said residents were promised that the town would see significant economic impacts from prior developments, such as the construction of Ace Endico, and the Home Depot complex, which has not benefitted residents.

"My property tax has never gone down," she said.

Theresa Brandon, who lives on Tonnetta Lake Way, asked the Planning Board to protect the vision of the town. "Money can't buy everything," she said. "It cannot buy our properties, our land, our beauty…"

Steven Waldinger of Shapiro Gettinger Walding and Monteleone, LLP, in Mount Kisco, has been contacted by the board of the Twin Brook Manor Homeowners Association, which is comprised of 49 residences, to look into how the facility will impact that neighborhood.

"Among other things, we are concerned about the impact of construction being so close to the residences, and steps that will be taken to mitigate any construction," he said.

Another Brewster resident said much more information is needed before the town should move forward with the project.

"The whole key to this is trying to put in a development that will benefit to the residents of this town," he said. "And, obviously, you see tonight with the turnout that the residents of this town feel that this project is no good for this town and can only hurt the values of their homes."

A site walk for town officials was scheduled for later in the week, and the public hearing was adjourned until July 23 at 7:30 p.m. at Town Hall on Route 22, when residents may again voice their comments and concerns

July 26, 2016

Mr. Tony Hay, Supervisor
Town of Southeast

Dear Mr. Hay:

I am writing you for information and perhaps direction as the State Highway Engineer informed me that the Town of Southeast and Putnam Country has control of what travels on Route 312.

We live on Route 312 directly across from Minor Road. On Thursday, July 21, 2016 at 10:00 am we once again had two oversized loads try to make it around the curve headed west coming from Route 22. The escort vehicle in front just pushed cars to the side rail and proceeded. The first load make it around the curve but there was a short time lapse before the second load came around the curve. It did not make it without taking out a large portion of the retaining wall. He had to back up and readjust before he could continue. There was an escort behind. He did damage to his load which I could not tell what it was. Could not get a license number as they are covered with wide load banners. I later learned that he had also side swiped a car somewhere in the vicinity of Route 312 and 22 and despite the escort car blowing his horn he never stopped.

This is one of many that cut through 312 to pick up 84. When in fact they could go approximately two miles south and pick up the highway. They probably don't want to deal with lights on 22. We once had a house portion slide off going around the curve and close calls when they came through with the parts to the windmills. This is the residential half of 312 and there should be no reason why they should be allowed on this road.

The state indicated they would send an engineer around to look at the wall but as usual that will likely end in nothing. Perhaps they will give us a light at Minor Road – I believe they do control them.

Who can you direct me to that would have information as to what may be considered to stop the cutoff.

Jane Cypher
772 Route 312
Brewster, NY 10509
845-279-3257
Jcypher39@comcast.net

Town of Southeast

1360 Route 22
Brewster, New York 10509
Tel. (845) 279-5345
Fax (845) 278-2453
Email townboard@southeast-ny.gov

Supervisor
Tony Hay

Town Board
Edwin Alvarez
Robert Cullen
Lynne A. Eckardt
Elizabeth Hudak

Town Attorney
Willis Stephens, Jr.

July 28, 2016

NYS DOT
4 Burnett Blvd.
Poughkeepsie, NY 12603

Attn: Mr. Todd Westhuis
Regional Director

Dear Mr. Westhuis,

It has come to the attention of the Town, see attached letter, that there is a traffic situation at the intersection of Minor Road and Route 312 in the Town of Southeast.

Over the years there have been numerous incidents at this intersection. There has been at least one death that I am personally aware of and numerous accidents as well as what is described in Ms. Cypher's letter. It appears that some vehicles that should take a longer more secure route have opted to take a short cut and have cut short the angle to make a successful turn with a "wide load". Permitting wide-load vehicles to travel on Route 312 is creating a very dangerous situation for property owners as well as other vehicles traveling on Route 312. I have also attached aerial photos of the area in question

By copy of this letter, I am requesting a meeting with you and/or engineers from the NYSDOT to discuss this situation as well as other issues that the Town is encountering on Route 22; I will do that in a future correspondence.

I look forward to a future dialog with then NYSDOT on this situation.

Sincerely,

Tony Hay
Supervisor

Attachment s

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 4:57 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Opposition to Logistics Center

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 27, 2018 at 3:42:43 PM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Opposition to Logistics Center

Just received.
Victoria

-----Original Message-----
From: Jane Delbianco <janedelbianco@aol.com>
Sent: Monday, August 27, 2018 3:32 PM
To: planning@southeast-ny.gov
Subject: Opposition to Logistics Center

1 I was recently informed that the lawyer hired by the Hunter Glen's master board has been negotiating with Seabury Partners concerning their proposed truck facility. This news is shocking to me since this does not represent the vast majority of home owners who vehemently oppose this facility in its entirety and have spoken up against it at planning board meetings and have written to the planning board expressing their opposition.

Hunters Glen residents would welcome responsible development from Seabury Partners Such as the residential community proposal I believe they previously had gotten approval for and was virtually unopposed.

It is hard to imagine how such an unsuitable proposal, in so many ways, has gotten this far. And how could Hunter Glen's master board and lawyer think to negotiate with this developer about this truck facility after hearing so many of its residents speak against it at the planning board public hearings.

Jane DelBianco, Esq.
5004 Applewood Circle
Carmel, NY 10512

Sent from my iPhone

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https://www.avast.com/antivirus

RECEIVED
AUG 27 2018

AUG. 20, 2018
STEPHEN MCPARTLAND
4704 APPLEWOOD CIRCLE
CARMEL, N.Y. 10512

ATTENTION: TO WHOM IT MAY CONCERN.

I am writing to voice my opinion about the planning of the logistics center. I am strongly against this. First of all I had move up here over 5 years ago. I have moved here from lower Westchester and have worked in the streets of the Bronx for over 25 years. I moved to CARMEL to get away from city life and to have a much better quality of life. I came here because of the beauty, cleanliness, quietness, friendliness, wildlife and the escape of city life.

1 This project goes through, it will destroy my quality of life and my purpose of moving here. The traffic will be a nightmare. AT certain times there's already

2 heavy traffic on 312 & R76 and this will provide much more traffic. A traffic circle will not provide help,

3 it may reduce accidents. but there will be plenty of accidents happening when this will go through and the police and sheriffs department will have there hands full. They say it will bring jobs to the

4 area but they are low paying jobs and over 90% of employees will be from out-of-town. Thats alot of people from not around here with alot of them not respecting our hometown with speeding, driving reckless especially with alot of traffic and lets not forget out of towners don't think twice about throwing their garbage

out of their cars. Plus all the truck drivers who sometimes have to push to make their schedules and workloads tend to pick up food and drive and eat while driving and have their garbage in their cabs and are not dumping while driving on the highway so when they are pulling off the higway onto the ramps and driving on our streets, now they have the time to dump their garbage onto our streets now they are moving at a slower speed and wooded areas. ALso you have to be aware this huge project is going to be a lot of construction and dump trucks. These dump trucks would usually
5 have timed dump loads and have to meet a certain number for payments and they will drive through side streets to avoid traffic if they have to and with schools on Rt. 312 + also FAIR St., there should be much concern. We don't need to have an accident with a loaded dump truck with a car pool of children
5 going or departing from SCHOOL. These dump trucks could possibly use these routes to get on 84 from exit 18 or Rt. 22 to get to 684 depending on traffic reports and where they are unloading their trucks. Remember a dump truck is not going to be able to stop right away especially if they are speeding and a loaded dump truck will take a few hundred feet before they come to stop which will be too late if some one suddenly pulls out of the SCHOOL with children or stops suddenly to pull into the school. PLEASE TAKE THIS INTO CONSIDERATION FOR SAFETY AND LIVES SAKE.

RESPECTFULLY SUBMITTED

Pound Ridge
Veterinary Center

RECEIVED
AUG 27 2018
Town of Southeast

August 19, 2018

Victoria Desidero, Administrative Assistant
Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Re: Northeast Logistics Distribution Center

For the past 16+ years, I and my wife have lived in the Hunters Glen complex. We were drawn to this community for the ease of access to the thruway, train stations, golf course (Centennial Golf Club), medical care, as well as shopping opportunities on Independence Way. We decided to move further from my place of work because of these amenities as well as the cost of housing compared to Westchester County.

In reviewing all the information made available on the proposed project off Pugsley Road and during the open Planning Board meetings I must state my opposition to this project. I had initially thought that increasing business in the area as well as the increased tax revenues that would be generated would be good for the community.

1 As it turns out, the business generated is not one that would increase revenues for local businesses and the tax revenues are not what I would have expected based on deferments and credits. 2
3 Additionally, any tax revenues that could be generated could easily be negated from the loss of property values (loss of quality of life) in the area surrounding the proposed development.

4 A major concern of mine is the increased traffic patterns that would be incurred. I travel Route 6 and 312 daily during my job commute and for shopping on Independence Way as well as for my medical care at Care Mount Medical. After the public presentations, I came away convinced that
4 major traffic issues would ensue, congesting an already busy area! The roundabout envisioned doesn't appear to me to be a solution to the problem as was presented as major fill and landscaping would be required.....there just doesn't seem to be enough room for an adequate roundabout to be constructed. 5

6 Based on the maps provided, one of the buildings would be located just a few hundred yards from my back yard. I am very concerned about both noise pollution from the trucks and warehouses unless deflecting sound barriers are also planned around the property. As it is, we can hear the traffic on I-84 and there is every reason to believe the noise pollution would be just as bad, if not worse, from this proposed distribution center.

7 In summary, I hope the Planning Board and the Board of Supervisors will reject this proposed development that would result in more traffic (and longer commute times), more noise and stress,
7 less green space, and a lower quality of life for those us in Southeast.

Respectfully,

Laurel Kaddatz DVM
6101 Bayberry Court
Carmel, NY 10512

c: Hon. MaryEllen Odell, Putnam County Executive
Senator Terrence Murphy, New York State Senate
Legislator Paul E. Jonke, 6th Legislative District Putnam County

from Patricia Durkowski
2406 Marhingale Dr
Carmel NY 10512
Hunters Glen Condos

RECEIVED
AUG 27 2018
Town of Southeast

To: Town of Southeast Planning Board
1 Man St
Brewster NY 10509

Please let this letter be notice that I am against the rezoning of the property off of Rte 312 & Pugsley Rd owned by Putnam Seabury Partners LP.

There are so many reasons we should not allow this project to go through. Here are some: not in any particular order.

1 1) the noise & pollution level of 510 trucks daily | 2
3 | 2) Proximity to Hunters Glen Condo complex
3) The amount of trucks in & out daily 510 is
4 the number we heard will only impact the all
Ready packed roadways
4) the added stress of the fire dept & police
5 if there should be a fire the fire dept would not
be able to handle it and all that debris
in the air will end up in our backyard, not alone
the pollution it would cause.
5) the noise from the trucks backing up & banging
1 against the loading docks. This is a 24hr
operation.

I think it should be left zoned as residential & have houses built instead.

Sincerely
Patricia Durkowski

Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 3:39 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Letter in opposition to the Truck Logistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Monday, August 27, 2018 3:18 PM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Letter in opposition to the Truck Logistics Center

Just received.
Victoria

From: user100723@aol.com <user100723@aol.com>
Sent: Monday, August 27, 2018 3:11 PM

To: planning@southeast-ny.gov
Subject: Letter in opposition to the Truck Logistics Center

To the Southeast Planning Board,

I am writing in opposition to the Truck Logistics Center proposed by Putnam Seabury. My opposition is based on these major concerns:

T TRAFFIC – The addition of 500+ trucks and hundreds of cars (warehouse employees) coming and going 24 hours a day will undoubtedly create terrible traffic jams from Pugsley Road to Route 6 and west towards Carmel every day of the week. 1

2 That the proposed road changes, including the Roundabout on Route 212, will somehow decrease traffic, is a total fantasy. These roads are, especially during rush 3 hour, already crowded. What is going to happen when emergency vehicles have to get to the hospital quickly when there is a traffic jam? Someone could die in the ambulance just waiting to get through the traffic! Not would this only be a human tragedy, the Town of Southeast could be sued for letting this situation happen because of poor planning.

4 In addition, the traffic would also affect school buses that must go through the area to bring students to school and to their homes. We are always talking how children are our future most important asset. How are we showing this when the school bus rides take twice as long because of the traffic jams?

I ask the Board to stop looking at so called traffic "studies" given to them by Seabury that show only a slight increase in traffic. Figures can be juggled very easily to show a desired outcome. I know about this since I was a sales manager before I retired and had to show positive results in sales. The best thing to do is use good old American common sense. Look at the roads the traffic will affect and imagine up to 500+ trucks and hundreds of additional cars coming and going at all hours of the day and night.

1 The only conclusion you will reach is that the additional traffic will create one big parking lot!

2. NOISE – Because of the additional traffic, including 500+ trucks, the noise in the area 5

6 will greatly increase. Since the proposed warehouses will be open 24 hours a day, 7 days a week, the truck noise will be heard all night by those who live in the vicinity. These people may not be able to see the trucks but they will certainly hear the noises they make. Imagine you are next to a truck in slowing moving traffic. One truck makes a lot of noise. Now, multiply this by ten or twenty fold and imagine the noise then! Again, use your common sense, not figures supplied by Seabury. Remember, once the warehouses are there, there is no going back.

Though there are more reasons I am against the proposed warehouses, the two major reasons for me are traffic and noise. I encourage the Planning Board to use their common sense and to not approve the proposal. Remember, once the warehouses are there, there is no going back.

Frank Billack

5004 Applewood Circle

Carmel, NY 10512

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Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 3:08 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Northeast Logistics Distribution Center

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <planning@southeast-ny.gov>
> **Date:** August 27, 2018 at 3:02:48 PM EDT
> **To:** Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: Northeast Logistics Distribution Center**
>
> Just received.
> Victoria
>
> **From:** Salvatore Gambino <salgambino1@gmail.com>
> **Sent:** Monday, August 27, 2018 2:47 PM
> **To:** planning@southeast-ny.gov
> **Subject:** Northeast Logistics Distribution Center
>
> To the Southeast Planning Board,
> We are residents of Hunters Glen, located on Fair Street in the Town of Southeast. We have been following the news coverage regarding the above referenced project. We are writing to express our opposition to this project. We have always been and are proponents and supporters of sensible commercial development in Southeast and Putnam County. We have been supporters of past and current hotel projects, retail development such as Patterson Crossing and other such projects and sensible housing development.
>
> The Northeast Logistics Distribution Center, in our opinion, is in no way sensible as presented. We do not believe this project will benefit the residents of Southeast in any way. Clogged roadways, traffic, 1

2 environmental pollution, are not what we need. These costs are far from offset by any tax benefit that will be generated. This project does not appear to have any redeeming value to the citizens of our community. | 3

We hope you will not approve this.

Respectfully,
Salvatore and Rose Gambino
1901 Nutmeg Drive, Carmel NY 10512

Sender notified by
Mailtrack

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Kate Roberts

From: Daniel Richmond
Sent: Monday, August 27, 2018 2:10 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Attn Victoria Desidero Logistics

Sent from my iPhone

Begin forwarded message:

From: Victoria Desidero <planning@southeast-ny.gov>
Date: August 27, 2018 at 2:06:12 PM EDT
To: Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
Cc: 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
Subject: FW: Attn Victoria Desidero Logistics

Just received.
Victoria

-----Original Message-----
From: Christine Capuano <redcycle62@gmail.com>
Sent: Monday, August 27, 2018 1:09 PM
To: planning@southeast-ny.gov
Cc: Tony Hay <thay@southeast-ny.gov>
Subject: Attn Victoria Desidero Logistics

Just a few more comments regarding why you should not grant this zoning variance First, you should read the letter written by Challenge Armstrong in the Letters to Editor of the August 29 Edition of The Putnam County Times..this sums up the reasons against this project very well Secondly, When I moved here from Queens we were led to believe this was watershed country and thus development of this size and type would not happen. This is DRINKING WATER..do you see a warehouse and distribution center near the Delaware Water Gap..?I don't think so. 1
Thirdly, The State of NY denied their request for an exit off I84 directly into their complex because they were wise enough to know this would create huge traffic jams. 2
And lastly, this land was zoned as it is now for a reason...it is not suited for such a radical change Please listen to THE PEOPLE WHO LIVE HERE AND WILL BE AFFECTED SO NEGATIVELY if you vote this change. 3 Remember, if our property taxes fall because of this, less revenue for the town. 4
Christine Capuano

Sent from my iPad=

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https://www.avast.com/antivirus

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, August 28, 2018 9:31 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Truck Logistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, August 28, 2018 9:11 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Truck Logistics Center

Just received.
Victoria

From: Barbara Mundy <barbara.l.mundy@gmail.com>
Sent: Monday, August 27, 2018 5:40 PM

To: planning@southeast-ny.gov
Subject: Truck Logististics Center

Good Afternoon,

My husband and I recently moved to this area from downstate NY. The primary reason was to live in a rural area and distant ourselves from the traffic and noise in the downstate area. Imagine our dismay and frustration upon learning about the Truck Logistics Center.

This information makes us question the boards committment to preserve the beauty and peaceful nature of this community and our decision to move here,

We are asking that you do not proceed with the Truck Logostics Center.

Respectfully,

Robert and Barbara Mundy
802 Chestnut Dr
Carmel, NY 10512
631.901.7317

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, August 28, 2018 9:32 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Logistics Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, New York 10601
Tel.: (914) 682-7800
Fax: (914) 683-5490
dmrichmond@zarin-steinmetz.com
www.zarin-steinmetz.com
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, August 28, 2018 9:12 AM
To: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Logistics Center

Forgot to cc again! Sorry

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, August 28, 2018 9:09 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca (eric.larca@yahoo.com) <eric.larca@yahoo.com>; Jack Gress (jackgress@verizon.net) <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord (jlord@southeast-ny.gov) <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens (wstep68534@aol.com)

<wstep68534@aol.com>
Subject: FW: Northeast Logistics Center

Just received.
Victoria

From: Kathie Franco <katef343@yahoo.com>
Sent: Monday, August 27, 2018 4:14 PM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Center

I am writing this letter in hopes that you will vote against the proposed Northeast Logistics Center on Pugsley Road.

This project is so bad for our community I don't even know where to begin. To even consider putting that type of development on that property is irresponsible at best. There is already way too much traffic on Rte. 312, as anyone who regularly travels it can attest to. For us residents to have to deal with 500 (!!) tractor trailers on that road on any given day, is beyond imagination. Couple this with the proposed shopping center or whatever that was previously approved just past the light for 684, and nobody will ever be able to go anywhere on 312. 1

What about the effect of all the diesel or gas fumes that will be coming from the multiple trucks going in and out of that property? Rte. 312 is not designed to handle that much traffic regardless of any improvements that are made, least of all a round about. How many trucks will be coming off 84 at one time and creating a nightmare waiting to get to Pugsley Road. We are trying to preserve what is left of the "country" in this county and have something left to pass down to our children. What about all the wildlife that lives on that property? Nobody may think that is important but many of us do. 2 3 4 5

Please listen to the voice of the residents who are asking for this project to be rejected. We are not against development on that property, just something that is much less damaging to the surroundings and a little less traffic impacting. This type of project does not belong back on a country road.

Thank You,
Kathie Franco

Virus-free. www.avg.com

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, August 28, 2018 10:42 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW:

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

ZARIN & STEINMETZ
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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, August 28, 2018 10:41 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW:

Just received.
Victoria

From: Jon Scalzitti <jon.scalzitti@gmail.com>
Sent: Tuesday, August 28, 2018 10:25 AM
To: planning@southeast-ny.gov

Cc: townboard@southeast-ny.gov
Subject:

Town of Southeast Town Board & Planning Board,

The proposal of the warehouse project is completely detrimental to us as residents and our town as a whole. I do not agree with the plan rezoning at this location. Low skill level jobs which will provide little economic growth to the people who live here. Taxes which we will never see in our pockets. The safety of our children would be jeopardized with poor air quality across the street from George Fisher Middle School. The safety of our children travelling on Route 312 to Brewster schools with a roundabout and tractor trailers is also jeopardized. The traffic is already congested on a daily basis making it difficult to travel. Imagine 500+ tractor trailers and potentially 600+ additional cars and a roundabout is our solution? That does not seem rational. How will our emergency responders be able to safely respond to emergency situations in this area with this astronomical increase in traffic? The upkeep to our local, residential roads would be monumental. We live in a residential area not an industrial town. In the event of a fire at the warehouses, can our volunteers handle a fire of this industrial sized capacity let alone if we can produce the amount of water that would be needed to contain it? If the warehouses contain hazardous materials, many families would need to evacuate to avoid noxious fumes. The amount of noise and light pollution would be horrendous, especially with idling engines. The warehouses by Stewart Airport are still mostly unleased. We are willing to destroy the land to build something that has nothing in it. I strongly disagree with zoning changes that were put in place to protect our ridgelines for this proposal or any proposal that impedes on this hereafter. As you are quite aware, our watershed could be significantly impacted if this propsal is approved as well. Our homes, our neighbors, our community do not deserve this. The prices of our homes will be incredibly reduced with this proposal. Hard working familes will suffer. Our community will suffer. I hope you can understand that my voice as well as countless others in our community who disagree with this proposal should be heard. The effects of this proposal coming to fruition would be atrocious to the residents of our community.

Sincerely,
Jon Scalzitti

Virus-free. www.avast.com

August 28, 2018

Thomas LaPerch, Chairman
Town of Southeast Planning Board
1360 Route 22
Brewster, NY 10509

Re: Northeast Interstate Logistics Center

Dear Mr. LaPerch and Planning Board Members,

I am writing to you as a homeowner (and Treasurer on the Board) of Twinbrook Manor. I have lived in this community for 16 years, and grew up in Dutchess County. As many residents have written, spoken and expressed their concerns via petition or other means, I also would like to detail my deep concerns regarding this proposal.

I am a member of Gen X – I do not fear growth or technology and I embrace and enjoy many of the benefits of an e-commerce society. I appreciate and understand that this land developer has a right to use and profit off the property he/she has held for years. However, like many others – I do not understand the rationale of placing this proposed logistics center right in the heart of residential property. Given the loss of so much retail business in recent years in ours, and surrounding counties, there are thousands/millions of square feet of deteriorating buildings in commercial zoning readily available. Town boards continue to approve plaza construction and new build without regard to repurposing/reuse of these other facilities. I am aware of two large properties in Westchester where companies have moved out of owned space not too long ago, which have fairly easy access on/off the highway, which merely sit idle with no plans for rebuilding. 1

As noted above, I live in Twinbrook and would be one of the homeowners most directly impacted by this project. Our Board President issued a letter on behalf of our 41 homeowners, which expresses our many concerns about this proposal – the likely significant impact this will have on the market value of our homes, the impact to our standard of living – from noise, to air pollution, to lighting, to potential harm to our well water, increased danger from fire and/plastics or other hazards burning, higher likelihood for vermin and disease (as I would expect food will be part of shipments) - and the overall major impact placing a 24x7 operation will have on our community. The "benefit" that keeps being claimed that this will bring workers in without an increased need for social services is laughable – while perhaps this will bring in a transient group of individuals (as the salary will not support their ability to live in this county) that will not bring school age children into the area, they will increase the need for social services (police presence, fire, EMS, etc.). I would ask that the Board review other communities that had large influxes of warehouse personnel/truck drivers brought into an area – to ascertain what the overall impact has been to the area. We live right across the street from a Carmel middle school, has an impact analysis been performed, given its close proximity? 2 3 4 5 6 6 8 9

While those of us that live in Twinbrook, Hunters' Glen, Pugsley, and in/around Fair Street are most impacted by this proposal, and we ask that you please take every consideration that has been made to mitigate the impact to our communities as much as possible IF this project does ever get approved.

However, there are many broader impacts to the county, not just to those that live close by. As others have mentioned, this project will have serious impact on the following:

- Traffic on Route 312 – even with the latest statement by Putnam Seabury that they will ensure it is widened to two lanes in and out of the Pugsley intersection – this will not mitigate all the concerns that have been raised. This will impact the businesses on Independence Way and will have impact to MKMG. It will also increase the likelihood of severe accidents on Rt. 312 as a 10 11

11 result of introducing that many trucks into such cramped space. I would also expect much faster deterioration of the roadway and impacts to the Rt. 84 overpass. 12

13 • Increased traffic on Rt. 84 and Rt. 684 – these roads are already over-congested during commute and off peak times. The backups experienced going to/from Danbury will become the same reality for those of us that come to/from Westchester into Putnam. I drive this commute every day- a route that should take 35 minutes, already takes an hour. There are claims the reason this is such prime property is its proximity to the airports and highways – there is no question this increased truck traffic will impact these state roads (and I have heard nothing to address this). 13

14 • Trucks will proceed out towards Fields Corners Road and out to Exit 18 if that roadway is not blocked. Additionally, even if you "prohibit" commercial traffic from exiting out that way, if you allow residential traffic on a road that was previously almost impassible, it will have major impact to Fair Street traffic – up into Patterson (Route 311) and down towards Twinbrook, the middle school, and Hunters Glen. We already require a town Sheriff to direct traffic every morning – additional traffic will be dangerous for school children and those of us that need to turn out of our driveway to commute to work each day.

15 • Quality of life – a 24x7 trucking / warehouse operation is not the type of high paying jobs that makes sense to bring into Putnam county. Why is the board even considering an option for 24x7?

16 • Based on the discussion at the meeting on 8/27, it does not even sound as though this developer has a tenant to fill this location. Are we really considering allowing this environmental destruction if there is not even a tenant that has agreed to a contract to move into this location? I will also say, I do not believe this to be true - this developer must be getting a monetary backing to cover all these legal fees, costs for these studies, giving away property, etc. The community has a right to know whom their likely new neighbors will be; and whether they will be around to fix all the problems that will be caused.

I appreciate hearing some of the thoughtful questions raised by the Board at the meeting on 8/27. Even though we do hear some compromise through Putnam Seabury's attorney, I have not heard the main issues being addressed to satisfaction. Mr. LaPerch has continued to emphasize that "SOMETHING" is coming into this location, and I think the community understands that. While it often feels as though we are being threatened to accept this because otherwise – we may get 140 homes and some commercial space in that area – I do not think that is an likely reality. If this developer has had that approval for years, why have we seen no ground broken? To build homes, they need to have some assurance they will be sold – and I do not see 140 new homes will have a quick / easy market.; but if they do – wonderful – we will embrace our new neighbors that will come to this community with similar goals and ideals as those before and just like us – those that want peace and community – not truck pollution and congestion.

I realize it is your duty to review the DEIS and go through the SEQRA process – please do so with the diligence needed in such a large scale project and keep the homeowners and taxpayers in mind -- and reject this proposal.

Sincerely,

Alison Yara
105 Twinbrook Court, Carmel NY 10512

Letter to the Town of Southeast Planning Board:

RE: Interstate Logistics Development Proposal

Chairman La Perch and honorable board members,

I have waited until the commencement of the August 27th meeting to submit my written comments in order to do so after hearing everything the PB had to say on the DEIS approval for this detrimental project.

Before I address my concerns, I'd like to speak to Chairman La Perch's repeated comment that "there's something coming" on that land, like it or not. First, I'd like to say that it doesn't necessarily have to be so since that land should be protected for water purity if not for quality of life reasons, and its proximity to protected lands (such as Tilly Foster Farm) make it an ideal parcel for preservation. I myself own property within a short distance of the Middlebranch reservoir and I am restricted without compensation in property uses; I see no reason that Putnam Seabury cannot be similarly restricted. We cannot all get rich from our land ownership.

However, if it must be developed, there's no reason on earth to preclude a project that respects the character and limited infrastructure of the immediate vicinity as well as protecting the property values and enjoyment of area residents. There are numerous projects that would suit. The problem lies with this particular developer.

Putnam Seabury has a long history of proposed development with this parcel. More than ten years ago he was given an opportunity that not many developers are ever offered—to develop the land in such a way as to have minimal impact on the watershed, community, traffic—in short, everything. The project enjoyed approval by then-county executive, Bob Bondi, PC Coalition of Open Space, CWCWC, Riverkeeper, et al. Everyone was happy about the project and were ready to stand down and allow the development to move ahead forthwith. The proposal was to scale down the 143 moderately priced homes that were being sought by the developer in favor of 50 high-end equestrian properties plus a small retail center and a veterinarian's office. Mr. Bondi even offered to connect riding trails to the Tilly Foster Farm. At that time, the housing market was red-hot, even for luxury properties. Homes were being purchased sight unseen. The five-acre properties would have sold quickly. Putnam Seabury would have made a robust profit, the county would have benefitted from the revenue of horse boarding at the farm, the community would have benefitted by largely preserving the land, and their property values would not only have been unharmed but would in fact go up.

Putnam Seabury declined to pursue the project as such. I can only assume the profit margin wasn't healthy enough. Rampant greed appears to be the issue here. Or perhaps it is a lack of development funds. Either way, it spells trouble for our town.

1 During the July 9th public hearing of the Southeast Planning Board, it was mentioned by Mr. Richman, attorney for Putnam Seabury, that the most traveled part of the road by trucks would be from Pugsley Road to Route 6 and west toward Mahopac. I'd like to know, first, if this is actually the case. No mention has been made of it since by any members of the board except in passing when discussing the traffic in general.

If it is true, surely anyone who travels Route 6 in this specific area that bridges Southeast and Carmel would immediately know that this part of the road may be the most congested leg in the region because of its very proximity to two towns and an interstate exit as well as the only route from this side of Southeast/Carmel to the hospital. In the case of emergency vehicles that
1 need to get through Route 6 traffic where time is of the essence and someone's life hangs in the balance, how can we reconcile that necessity with giant tractor-trailers clogging the roadway at all hours of the day and night?

Route 6 is even more challenged and limited an infrastructure than Route 312. It is already at or beyond full capacity during peak hours. What it could be like with so many added large trucks is truly horrific to contemplate. When there is traffic on the interstate or on 312, Route 6 backs up very quickly. Add to that, the traffic coming west from the village of Brewster and Danbury or
1 northern Westchester and it is very bad. Accidents are frequent at the intersection of Routes 312 and 6 and that's without giant tractor-trailers complicating the situation. It will cause bottleneck traffic at three points: coming from 312 and turning right; going west from Route 6 past 312; and turning onto 312 from Route 6 going east.

There are also numerous homes along that corridor, both on Tilly Foster Road, Old Route 6, Root Avenue, and farther down on John Simpson Road. If this is a 24-hour operation, noise from trucks all night will be more than problematic and will suppress property values even further than they currently are in this immediate area. These large diesel trucks will be crossing the bridge that goes directly over the reservoir, a bridge I might add, that would be inordinately difficult to widen. The last time the bridge was expanded, the project took the better part of three years of roadwork, longer than it took to erect one of the new WTC towers.

2 In addition, nothing whatsoever has been mentioned about the displaced wildlife. With all of the disturbance engendered from both the building of the structures, road alterations, etc., plus once the buildings are operational, the added people, cars, and noise will combine to displace the animals that are part of this habitat. This wildlife, some of which are endangered,
2 need an uninterrupted corridor so they do not end up as roadkill and cause auto accidents as well.

Putnam Seabury has had more than ample time to develop this tract of land and chose for decades to just sit on it. Until now when he/they propose this monstrous project that will have so many negative ripple effects. This egregious proposal will destroy residents' quality of life | 3
and cause so many issues for the town, all while not even contributing the paltry amount of
4 taxes the property will generate since the developer is seeking a ten-year deferment under the Pilot program. Moreover, the developer is using his/their approval for 143 homes over our heads, threatening to develop that plan instead if the logistics warehouse complex is not approved. Personally speaking, I'd much rather have the additional homes and schoolchildren rather than tractor-trailers ruining our air, water, and peace.

It is up to the officials to be good stewards of our land and look out for our best interests to intervene and just say no to this project. We in Southeast have already borne much of the commercial development that generates tax revenue not for our town but for the county as a whole. It's time for developers to either move on to other regions or commit to smart, sustainable, and character-enhancing projects for our community.

Lisa Aurello
14 Old Route 6
Brewster, NY 10509-2003
845-278-8735

Environmental Protection

Vincent Sapienza P.E.
Acting Commissioner

Paul V. Rush, P.E.
Deputy Commissioner
Bureau of Water Supply
prush@dep.nyc.gov

465 Columbus Avenue
Valhalla, NY 10595

T: (845) 340-7800
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August 28, 2018

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

Re: **Northeast Interstate Logistic Center DEIS**
Pugsley Road
Town of Southeast, Putnam County, NY
Tax map #: 45.-1-4, 5, 8, 12 & 13
DEP Log#: 1997-MB-0246-SQ.2

Dear Mr. LaPerch and Members of the Planning Board:

The New York City Department of Environmental Protection (DEP) has reviewed the following documents for the above captioned project: 1) DEIS, accepted June 14, 2018, prepared by JMC Site Development Consultants, LLC., and 2) preliminary site plans prepared by JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC, last revised June 8, 2018.

Based upon the review of the documents received, DEP has a number of concerns about potential adverse water quality impacts resulting from the project. First, the potential for turbidity and increased pollutant loading associated with the increased rate and volume of stormwater runoff during and after construction, and the disturbance of steep slopes and wetland buffers. In particular, DEP is concerned about the project site constraints and limited ability to effectively manage and treat stormwater runoff by the preferred method of infiltration including the shallow groundwater condition that is exhibited on the site and which strictly prohibits the installation of infiltration practices. Further, there is a lack of information regarding mitigation of groundwater and stormwater impacts, construction sequencing and various other items detailed below. The comments are listed in accordance with the DEIS Chapters and are not listed in DEP's order of priority.

DEP respectfully submits the following for the Board's consideration:

A. Executive Summary Overview

1 1. The DEIS discusses the concept of maintaining 80% open space on the project site. This statement is misleading as only 195 acres of the site's approximately 328 acres, a little more than half, will remain undisturbed. This is due primarily to the presence of NYS-regulated freshwater wetlands on site that are protected and unbuildable. More importantly, the resultant percentage of property is designated as

1 "green" following disturbance/construction does not include any mention of conservation easements or other legally binding measures to ensure that open spaces remain "green."

2 2. DEP is not in agreement with the statement that "the Project" "…meets the regulations of the NYCDEP." In fact, the DEIS fails to demonstrate that the Project's may comply with DEP's Stormwater Pollution Prevention Plan (SWPPP) requirements.

3 3. The DEIS claims minimal impacts to the watershed, yet the document suggests otherwise. One of the goals of the SWPPP is to maintain pre-development hydrology patterns to the extent practical. The drastic increase of impervious surface in large discrete areas will significantly alter on-site hydrology, as shown in the post-development drainage maps. The result is a radical departure from the preexisting condition resulting in potentially adverse impacts to each wetland - overloading runoff to certain wetlands while decreasing surface flow to others. In addition, given the significant change from pasture and woodlands to paved surfaces coupled with the one million square footage of the proposed buildings, potentially adverse impacts such as thermal discharges to cold water fish habitat and increased pollutant loading are not satisfactorily, if at all, presented nor mitigated.

4 4. Table 1.1 of the executive summary indicates use of Nationwide Permit 39 for the proposed 0.05-acre wetland impact. Pursuant to General Condition 22 of the NWPs, NWP 39 is not authorized in designated critical resource waters, which includes all waters in the East of Hudson Watershed (General Regional Condition G-F).

III.B. Traffic

5 5. The conceptual roundabout and traffic signalized road improvement plans presented do not accurately depict the amounts of disturbance associated with either construction option. For instance, in order to incorporate the roundabout, a hillside cut and significant grading would be involved to allow for a level traffic circle. The on-site soils exhibit high groundwater that may result in seeps to the roadway surface thereby presenting a potential erosion and sedimentation hazard and surface water impact due to rilling and the inability to stabilize permanently. Moreover, the conceptual plans do no show the location of any areas for the treatment of stormwater runoff, as required.

6 6. The proposed intersection is in very close proximity to both a watercourse and NYS FWW LC-28. As you know, DEP regulates impervious surfaces within limiting distances of watercourses and NYS regulated wetlands. The addition of a roundabout is considered the construction of a new road per Section 18-39(a) (6) of the Watershed Regulations and as such would require a variance from Section 18-39.

7 7. Additional offsite improvements are mentioned at NYS Route 312 and near I-84. These improvements are not shown in detail nor is a discussion presented. Further, any road improvements will require the treatment of stormwater runoff. This information must be included in a revised DEIS/SEIS and circulated for review.

III.D Surface Water and Wetlands

8 8. Almost 8 acres of wetland buffer disturbance is in no way considered a minor encroachment. A total of 2.44 acres of NYS and Town and 5.37 acres of Town-only regulated buffer buffers are listed as being disturbed. The EIS should specifically break down the total area of wetland buffer impact for each of the six wetlands on site.

9 9. Mitigation for the wetland encroachment at the Barrett Road crossing will be provided through restoration of the upper portion of wetland 4, but provides no indication of the size of the restoration area. The size of the restoration area should be provided, and its location should be included on the landscaping plans or on a separate restoration plan.

10 10. Part of the mitigation for the wetland encroachment at Barrett Road entails soil sterilization via solarization and replanting of sterilized soils with plugs of native sedges. A planting plan for this mitigation area should also be provided for review.

11 11. Page D-38 states that "wetland buffer impacts will be mitigated through extensive wetland plantings in the stormwater management basins." However, the landscaping plans show only seeding for the basins. A detailed plant list should be provided.

12 12. Mitigation for the proposed action is misleading. Very few green infrastructure techniques or measures are actually proposed and some practices such as rain gardens, may not be appropriate for the proposed development. Alternatives that address commercial development, such as the use of a green roof, should be considered.

III.E Geology, Soils and Topography

13 13. The results of soil testing completed in March 2018 revealed marginal soils which may not be entirely suitable for subsurface sewage treatment. In particular, the proposed septic areas of Buildings #1 and #2 have some sub-areas with failing, or near failing percolation rates, as well as depth to groundwater seepages of between two and four feet from grade. In fact, several percolation tests showed rates of 120 min/inch; note that the slowest soil percolation rate acceptable is 60 minutes/inch. While options to mitigate these soil conditions are available (e.g. curtain drains), the presence of groundwater less than 30 inches from grade will require testing for several months prior to approval. Given the marginal soil conditions, the applicant has not fully analyzed all potential impacts that subsurface sewage treatment systems pose to groundwater. Additional soil testing should be performed to be verify that suitable soils exist in these areas.

14 14. DEP witnessed soils testing at the project site and extremely shallow seasonal groundwater was observed throughout the project site. The proposed method to treat stormwater runoff from the approximately 60-acres of new impervious surface is infiltration. The on-site soil conditions do not support this treatment practice. As such, the project sponsor has failed to demonstrate that the proposed method of treatment is feasible and can support this level of development.

III.G Vegetation and Wildlife

15 15. The DEIS states that Northern Long-eared Bat habitat will be unaffected as no tree cutting will occur from June 1-July 31 during pup rearing time. Current NYSDEC policies extend further protection of Northern Long-eared Bat habitat when tree cutting is proposed to occur April 1-October 31 and within 5 miles of a hibernaculum. For projects requiring tree removal to convert forest habitat to another land use that are within 5 miles of an occupied hibernaculum or 150' of a documented summer occurrence, a permit may be required. Please refer to current requirements regarding a disturbance permit here: http://www.dec.ny.gov/animals/106090.html.

16 16. Page III.G-16 refers the NYSDEC letter in Appendix I-2. The DEIS should also mention the potential need for an endangered species permit for tree removal. Permit staff should be contacted to provide appropriate site review regarding the potential requirement for a permit and this information should be part of the EIS.

17 17. The relationship between vegetation and wildlife impacts is not well discussed. The relative impacts not only to wildlife listed in this section, but to pollinators as well, is not discussed in relation to the reduction of habitats. As habitats of various types are diminished by development, wildlife become more concentrated in smaller areas which, in turn, causes other types of conflicts, such as vehicle accidents, herbivory of landscaping plants, etc. A revised DEIS should discuss the effect of habitat loss and the benefit, if any, of the connectivity of retained habitats and whether the planned re-vegetation will provide beneficial habitat for any wildlife.

III.J Utilities

18 18. Page III.J-5 of the DEIS indicates that each building septic absorption field will have a capacity of 5,000 gpd; however, on the drawings, the septic areas are depicted with design flows of between 2,700 and 3,200 gpd. Given the marginal soil conditions, the applicant must ascertain that adequate space exists to accommodate these proposed subsurface systems at the expected flow rates. This review should be performed and presented during the SEQRA review process.

Appendix G-1

19 19. Appendix G of the DEIS describes "Wetland 6" as having suitable vegetation and hydrology for bog turtle habitat based on a Phase 1 bog turtle habitat survey that was completed. A copy of the Phase 1 survey information should be submitted to involved agencies for review.

20 20. It is recommended that protective measures be implemented such as double row silt fencing along the edge of Wetland 6, to keep turtles from entering work areas. While the document states that direct impacts to Bog Turtle habitat have been completely avoided it should be noted that bog turtles may travel in uplands that are adjacent to wetland habitat to relocate to new areas. Additional protective measures can include working in the winter season when bog turtles are hibernating.

DEIS Preliminary Site Plan Approval Drawings

21 21. The site plans show a future driveway access to a parcel to be donated to Putnam County adjacent to the intersection of Pugsley Road and NYS Route 312. Neither the DEIS or site plans clarify how this road will be installed given the existing grades. Additionally, the DEIS should indicate if traffic from this driveway has been included in the traffic analysis. The driveway appears to serve a building on the future Putnam County property. No information such as location and utilities (water, sanitary) have been included in the DEIS. The relationship should be thoroughly discussed, presented and circulated for review in a SEIS.

22 22. With regard to the following plan sheets: Landscaping (C-501 to C-505), Erosion Control (E-401 to E-405) and Details (C-900, Tree Protection (6) and C-903 Planting and Staking Details (55-58)), seed mix contents are not listed on any of these drawings and do not provide sufficient guidance for stabilization. The project sponsor is urged to provide complete species lists for the following along with planting and staking details for other vegetation:

- Native Steep Slope Mix with Annual Ryegrass
- NYSDEC Stormwater Basin Mix #1
- NYSDEC Stormwater Basin Mix #2

23 23. The site plans provided do not demonstrate that adequate phasing has been achieved through a balanced erosion and soil control plan to minimize the potential impacts to land and water. A cut and fill balance must be provided to realistically show that the project can be built and remain under the NYSDEC five (5) acres maximum clearing limit at any one time.

24 24. Experience has shown that hay bales do not filter stormwater but rather cause the stormwater to flow around the hay bales resulting in additional erosion and sedimentation. This note must be revised in accordance with the practices included in the *New York Standard Standards and Specification for Erosion and Sediment Control.*

25 25. The plan set did not include a floor plan layout of the warehouse building(s). It is understood that the buildings are speculative and no tenant has been identified, yet refrigeration and fire suppression are mentioned. Typically, discharges from floors are considered industrial waste and cannot be connected to the stormwater management facilities. Additional information regarding the primary mechanism for containing and removing liquid waste collected in any proposed floor drain system should be discussed in detail in a revised DEIS.

26 26. At this stage of the SEQRA review, an opportunity exits to amend the method of stormwater treatment, reduce impervious surfaces and avoid earthwork on slopes in excess of 20%.

Thank you for the opportunity to provide comments. You may reach the undersigned at cgarcia@dep.nyc.gov or (914) 749-5302 with any questions or if you care to discuss the matter further.

Sincerely,

Cynthia Garcia

Cynthia Garcia, Supervisor
SEQRA Coordination Section

X: A. Dangler, USACOE
J. Petronella, NYSDEC
M. Budzinksi, P.E. PCDH
D. Richmond, Zarin & Steinmetz
JMC Planning, Site Development Consultants, LLC

8/26/18

To : Southeast Planning Board

Please accept this as my letter of opposition to the Northeast Logistics Distribution Center.

Original date: 7/23/18,

Made as statement at Southeast Planning Board Public Hearing.

I am Michael Catalano, President, Board of Directors, Hunters Glen Master Association.

H Glen is a 31 year old private condominium community with 382 homes, approximately 1100 residents.

Adjacent, on Fair St, to Twin Brook Manor & across from Misty Hills Condo, & HHW Middle School.

We are gravely concerned of the immense scope of this project, in such close proximity to our long-established community. We already face traffic & congestion problems that grow with each day.

Along With, Now: the pending threats & negative impacts to our :

- Quality of life & property values.
- Safety of children (& adults !) on buses and in cars on RT 312 & Fair Street + adjoining roads..
- EMS vehicles on main access routes to Putnam Hospital via Stoneleigh Ave.
- Health concerns from emissions & potential hazardous runoff from hundreds of construction & delivery vehicles and the resultant pollution : sight, noise & environmental.
- Dramatic, long term impact & intrusion on our privacy & natural surroundings, the main reason most of us sought out this specific location.
- The severe effect on flora & fauna.
- Last, but surely not Least: The potential harm to wetlands & the groundwater supply / wells of Hunters Glen, which are immediately adjacent to this projects boundary.

I do not speak for every resident, but have directly heard from scores of outraged owners asking: "How can something SO LARGE, SO CLOSE, have gotten SO FAR"?

I would ask for additional hearings to address the outpouring of concerns & to better inform the taxpayers of this once tranquil area.

Thank you.

Michael Catalano
2503 Morgan Drive
Carmel NY 10512

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, August 28, 2018 3:01 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Logistics Distribution Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, August 28, 2018 2:56 PM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Logistics Distribution Center

Just received.
Victoria

From: ToniaOR <toniaorny@gmail.com>
Sent: Tuesday, August 28, 2018 2:33 PM

To: planning@southeast-ny.gov
Subject: Northeast Logistics Distribution Center

Hello,

As a nearby resident of Hunters Glen, please register my diasapproval of the NLDC being built so nearby our condo development and the thoroughfare of 312. We prefer not to have the light pollution (in our dark, country nights) or the extra traffic along what is a bus route for my daughter's school and other schools. 1 2
You may feel our condo development residents have been appeased by minor changes to the plan, but these concessions are not enough. Do not assume the Hunters Glen Board truly represents the residents' best interests in this, if you are led to believe that little tweak are sufficient.
3 Please do not green light a plan that does not significantly help our community with significant and well paid jobs or by large tax revenues and which could bring down our homes' values with the noise, light, 24 hour operation, and ridge line disruption. Please have this zoning for housing only! 4 5 6 1 7 8 8

Tonia Olsoe-Rubeo
Applewood Circle, Hunters Glen
Carmel, NY

Virus-free. www.avast.com

Kate Roberts

From: Daniel Richmond
Sent: Wednesday, August 29, 2018 12:36 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Logistics

Daniel M. Richmond, Esq.
Partner
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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Wednesday, August 29, 2018 12:32 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Logistics

Just received.
Victoria

From: Christine Capuano <redcycle62@gmail.com>
Sent: Wednesday, August 29, 2018 12:10 PM
To: planning@southeast-ny.gov

Cc: townboard@southeast-ny.gov
Subject: Logistics

I attended Monday'nights Plannnng Board Meeting and listened to the comments made by board members. Since this is the last time public comments would be heard I have several of my own in response to the comments made

1 Logistics offered to have loading docks facing the opposite side of the present facing my complex, Hunters Glen, and planting trees to buffer noise. I take issue with that solutiion. I lived 5 miles from Laguardia Airport and even with the noise of the Whitestone Bridge which was 3 blocks from my home I could hear the planes running their engines overnight. I am a quarter of a mile away and doubt this will solve the problem. At night noise travels very far. As for the trees, by the time they grow large enough to buffer the noise or hide these warehouses from view, It will be many years.

2 I would like to hear from the Fire Department directly at the next meeting as from what I read, there isnt enough water to fight a fire of this size. Think the Gap warehouses in Fishkill which are not even near a residential area.

3 As for traffic, I do not think adding an extra lane or roundabout will solve the problem (some board members agreed with me) As it is now if there is an accident on 312 its not pretty., but the road usually is closed for an hour or two. Can you imagine if a semi is involved? We will probably go no where for a very long time.. And has a study been done as to the effect of 500 heavy trucks going in and out daily 25/7 on our roads? Will we be repairing them every two years or sooner? 5

4

6 Has anybody done research as to how this will affect our school children going to and from school? The board said that building 140 homes would generate more traffic. I find that hard to believe s traffic would be staggered not 24/7. If I had to be stuck in traffic, would rather be in back of a car than several Semis. And please dont forget not only semis but employees who work there would be entering 24/7. 7

8 No one addressed the tax benefit of 140 homes paying taxes now vs. 10 years from now with Logistics..Adding school children ? kids would not be going to the schools all at once and some people elect not to have kids. and as I mentioned before, the school population is declining in Putnam from what I read.

9 Can we hear from some health officials as to the effect of diesel fumes, extra car traffic on people who have asthma or other respatory illlnesses?

so I am saying that your biggest concerns are the negative effects on the enviorment and traffic should be investigated thoroughly and the results be concrete .

10 My last question is I am wondering why we even have zoning laws if they can be changed to suit any developer? It seems to me that when we have a zoning law for a particular parcel it is because a piece of land is suited for just a certain kind of development. Again I urge you to reject this project...build the homes if this land has to be developed.

Christine Capuano

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Notes

S James V. Scomillio
3802 Buttonwood Ln
Carmel, NY 10512-2625

To the
Town of Southeast
Planning Board

1 The Seabury Partners
Project does not
belong in our community.
a NO vote is the
only vote.
Thank you
James Scomillio

Steve & Susan Elias

2601 Morgan Drive

Carmel, NY 10512

August 22, 2018

Town of Southeast

Planning Board

1360 Route 22

Brewster, NY 10509

Gentlemen:

As Carmel residents since 2004, we would like to voice our strenuous opposition to the proposed Interstate Logistics Center, being planned for the site on Pugsley Road. We feel this project is
1 completely oversized for the area and will have permanent and irreversible negative impacts on the

quality of life, health, safety, traffic, and home values to the surrounding residents and to the Town at large. Furthermore, the always claimed huge tax windfalls to the Town usually never materialize, or they get lost in the increased police, fire, EMS, or other "needed budgets". On the negative side, the project will alter, by the findings of your own Board, the community character, two ridgelines on the property, encroachment on NYS DEC wetlands and Town regulated wetland and stream buffers, will impact several different species of flora and fauna, and may allow for over 500 truck trips per day, with needed 24 hour access and complete night lighting.

The proposed 500 plus truck trips furthermore, cannot possibly be regulated to 21 per hour for 24 hours, more likely they will be batched in the active arrival hours of from 6 am to 10 am, or the departure hours of 3 pm to 7 pm, despite the well

intentioned proposals of the polished and savvy
10 advisors to the developer. And when the resulting morning and evening traffic is congested, where will be the remedy? Who will answer? The primary access to Interstate 84 for most of Carmel residents is on Rt 312 right past the proposed site. The traffic
12 circle proposed (the Round a Bout) is claimed to be effective in managing the flow, but once the project is approved, who is the judge? Will they do it over if it proves to be a classic and daily bottle neck? The developer and his/ her professional advisors and array of consultants obviously would rather build this project because it is more profitable and easier than designing, building, then selling the 154 or so homes that were previously approved for the site.

13 One of the many beautiful and desirable features of our Town is the historic Tilly Foster Farm. A pleasant reminder of the rural past, Tilly Foster adjoins the proposed Logistics Center site. On my

passing it twice a day, I am reminded of the horse country of Lexington, Kentucky or Ocala, Florida. It will likely receive the most impact from the constant noise, pollution, lighting, and ground water harm the project will generate. The nearby residents of Hunters Glen and Twin Brook Manor, both quiet, immaculate family oriented enclaves, will also bear the brunt of the adverse effects of this project on their quality of life, property values , and the safety of their families, versus what gains? What advantages? Will the development guarantee taxes will be capped at the current levels due to the stated "no new children" and the claimed huge financial benefits to the Town and the County? No we didn't think so,,,,,

And lastly, at the developer's presentation at the last Open meeting at the Town Hall on July 23rd, they claimed and assured the residents that the 53 foot long semi-trailer 18 wheelers that would make

the 500 daily trips into or out of the center 24 hours of the day 7 days a week, would be the newest, most quiet, most advanced rigs on the Road, equipped with the latest energy efficient features and ecologically sensitive diesel engines, if not by golly all ELECTRIC motors. I am surprised they didn't have Elon Musk in person to show the new prototype. One of the residents actually commented in her allowed remarks, yes and who will police those trucks that are 25 years old and spewing diesel fumes and leaking oil, when they somehow make a delivery? Its too late then, the project is built, disrupted the quality of life, stalled traffic, and enriched who? Not the Town or County residents we are sure.

We urge the Board to turn down the requested zoning change which would effectively prevent this project from being constructed. The elected officials of the Town and County are expected to act in the

best interests of the residents. How is this one million plus square foot project in the best interests of the Town and residents of Southeast?

Sincerely,

Steve and Susan Elias

PS Who knew, when, on about June 15, 1954, President Eisenhower signed the Interstate Highway Act in the Oval Office, surrounded by the top executives from the concrete, paving, trucking , and distribution industries, that a half century later this planned regional spur, Interstate 84, would be a realistic alternative for shipments to avoid the

George Washington Bridge and getting stuck on the Cross Bronx Expressway, now this awful project,,,,,,

August 28, 2018

Dear Planning Board Members:

Although I do not live near the proposed Northeast Logistics site, I am a Southeast taxpayer and traveled to work on RT 312 for 9 years.

1

To say that this proposal will be damaging to the community is an understatement. There are many concerns such as: How will this massive proposal impact the police & fire departments? The projected 500 + daily trucks will spew exhaust fumes over the area especially in cold weather when trucks have to idle to warm up. 2

3 Trees & foliage is a nice idea but what happens in winter when there are no leaves – sound travels a great distance especially at night. 600 feet, even 1,500 feet from the residential areas is not adequate. Many of these condo owners have invested their life savings. Values will be negatively impacted. 4

5 For years the exit from CareMount Medical (aka Mt. Kisco Medical) has been difficult. It will be very unsafe to even attempt a left hand turn from the site. Please remember that the Urgent Care unit is located there and a necessity for the community.

6 Many from out of town drawn by low paying jobs may augment their income with crime or drugs.

7 What happens to lovely Tilly Foster Farm, something we fought so hard for? The farm and rural life will be blighted. If Rt. 312 is widened how much more will be taken away from the farm?

8 A roundabout is very frightening. I don't want to jockey for space with huge trucks – they will win every time.

9 We seniors in Putnam County may not live out the 10 years to see any tax relief. Please consider us who struggle daily to live in a very expensive area.

This is not the project we want for our lovely Putnam County. What I envision is a hotel / conference / retreat center with greens and lovely acreage for weddings, special events, celebrations, business meetings and retreats where the grounds and buildings will enhance the area, not destroy it. A facility such as this has been needed for some time in Putnam. Why can't we reach out for this?

Let's not turn "Putnam County, where the country begins" to "Putnam County where the country ends".

Thank you for your time – please remember that your decisions will impact many generations in the years to come. Let's not let dollar signs get in the way but take control of our destiny and strive for something to be proud of.

Sincerely,

Susan Rebentisch 845-27-5254 sreb22@comcast.net
20 Farm Lake Ct.
Carmel, NY 10512

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 3
21 South Putt Corners Road, New Paltz, NY 12561-1620
P: (845) 256-3054 | F: (845) 255-4659
www.dec.ny.gov

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

August 27, 2018

Victoria Desidero, Administrative Assistant
Town of Southeast Planning Board
1 Main Street
Brewster, NY 10509

Re: Northeast Interstate Logistics Center
Town of Southeast, Putnam County
CH# 7706
SEQR DEIS and Jurisdictional Comments

Dear Ms. Desidero,

The Department of Environmental Conservation (DEC or Department) has reviewed the Town of Southeast Planning Board's State Environmental Quality Review Act (SEQR) Positive Declaration, Notice of Completion of Draft Environmental Impact Statement (DEIS), and Notice of SEQR, Subdivision, and Wetland Permit Public Hearings materials for the above-referenced project. The proposal involves construction of the Northeast Interstate Logistics Center, a complex of four buildings totaling over 1.1 million square feet of floor area with parking, traffic improvements, utilities, and accessory improvements at a 328-acre site located at NYS Route 312 and Pugsley Road in the Town of Southeast, Putnam County. The project area also directly borders the Town of Patterson. The Department has no objection to the Town of Southeast Planning Board serving as Lead Agency for this project.

As noted in the DEIS, this site was previously reviewed and approved as Campus at Fields Corner development. DEC issued to Putnam Seabury Partners, L.P. an individual State Pollutant Discharge Elimination System (SPDES) permit for sanitary sewage discharge and a Water Supply permit for three wells on-site. Reference is made below to these permits.

Based upon our review of the Positive Declaration and DEIS received by DEC June 20, 2018, we offer the following comments:

STATE POLLUTANT DISCHARGE ELIMINATION SYSTEM (SPDES) - SANITARY

1 The proposed project would utilize subsurface disposal systems (SSDS) for sanitary sewage disposal. One SSDS would be proposed for each of the four buildings, with estimated design flows of 17,000 gallons per day per tank. Sewage effluent discharges of 1,000 gallons per day or greater to groundwater are regulated under Article 17 of the Environmental Conservation Law and a SPDES permit would be required for these disposal systems.

2 Please note that any other potential discharges associated with the project which require coverage under a SPDES permit (such as that described in the below Water Withdrawal section, regarding possible water withdrawal-related industrial discharges) and that, pursuant to 6 NYCRR Section 750-1.6(f), a permit for a system serving more than one separately owned property can only be issued to a government agency, municipality, or sewage works corporation formed pursuant to Article 10 of the Transportation Corporations Law.

3 The project area, as noted in the DEIS, is the location of the former development proposal of the "Campus at Field Corners." A SPDES permit (SPDES ID# NY0259314, DEC ID# 3-3730-00155/00003) was issued to Putnam Seabury Partners LP for this former proposal, and is currently active until December 31, 2020. Since Campus at Field Corners will not be constructed, and the newly proposed logistics center requires its own SPDES permits, this permit should be discontinued. By copy of this letter, Putnam Seabury Partners LP is advised to submit a letter requesting discontinuance of the SPDES permit NY0259314. This letter should be sent to the Regional Permit Administrator, 21 South Putt Corners Road, New Paltz NY 12561. Please note that if this permit is not discontinued by December 31, SPDES permit fees will continue to be assessed for the following calendar year.

For more information and instructions on how to apply for a SPDES permit, the project sponsor can visit the DEC website at http://www.dec.ny.gov/permits/6054.html.

WATER WITHDRAWAL

4 The DEIS indicates that existing wells would be utilized to supply the logistics center with potable water. The potable water demand for the proposed project is estimated to be 78,000 gallons per day. Please note, water withdrawal systems *with the pump capacity to withdraw* 100,000 gallons per day or more of water are regulated under 6 NYCRR Part 601. The Groundwater section states that the total demonstrated yield of the wells, which is typically less than the pump capacity, is 288 gallons per minute or 414,720 gallons per day, and therefore a Water Withdrawal permit from DEC is required. For more information, the project sponsor can visit the DEC website at http://www.dec.ny.gov/lands/55509.html.

5 Please note that the Utilities section states that the applicant will be requesting that DEC rescind the Water Supply permit issued to the former project sponsor. The former Water Supply permit, now a Water Withdrawal Public permit, expired in 2015. So no action would be required as it is no longer an active permit.

6 The plan sheet C302, UTILITIES PLAN B, shows a proposed water treatment building, but there does not appear to be any discussion of it in the Utilities section of the DEIS. Please note that if chlorine treatment is proposed, the site will likely need a Hazardous Material Bulk Storage registration for the storage tank. In addition, any filter backwash contaminated with chlorine could be considered an industrial pollutant. If discharged, either directly or through one of the proposed sanitary systems, an industrial SPDES

6 permit may be required. The EIS must identify the means of treatment and address these additional potential environmental impacts, if applicable.

FRESHWATER WETLANDS

Portions of the overall project site are near or within Freshwater Wetland LC-18 (Class I). A Freshwater Wetlands permit is required for any physical disturbance within these boundaries or within the 100-foot adjacent area, and based on the materials provided, a Freshwater Wetlands permit will be required for the proposed project.

7 The DEIS notes that the proposed project would permanently impact 0.05 acres of DEC wetland LC-18, as well as 2.44 acres of its 100-foot adjacent area. Appendix D-2 recognizes that the previous wetland delineation for this site, validated by DEC staff in 2007, is now expired. Thus, these impact area calculations are based on a wetland boundary which has not been validated by DEC Habitat staff. If the wetland boundary must be revised as part of the validation process, the impact areas would have to be recalculated.

8 Please note that as depicted in the DEIS, these wetland and wetland adjacent area disturbances would be incompatible with the wetland and its functions, and may not be capable of meeting permit issuance standards. Measures to avoid and/or further minimize these disturbances must be considered. Class I wetlands are afforded the highest protection and most activities that cannot avoid a loss in wetland benefits would not meet permit issuance standards. DEC recommends that all disturbances be eliminated that are not associated with the use or modification of existing features, such as the Barrett Road crossing or the lines to the existing well. Encroachment to allow new construction, such as buildings or associated stormwater treatment, will be more difficult to justify as unavoidable.

For more information or questions about the wetland boundary validation process, please contact Kelly Mckean of the Region 3 Bureau of Habitat at Kelly.mckean@dec.ny.gov or 845-256-3087.

STATE-LISTED SPECIES

DEC has reviewed the State's Natural Heritage records. We have determined that the site is located within or near record(s) of the following state-listed species:

9

Name	Status
Northern long-eared bat (*Myotis septentrionalis*)	Threatened

A permit is required for the incidental taking of any species listed as "endangered" or "threatened", which can include removal of habitat.

10 The DEIS notes that to avoid impacts to this species, tree cutting would be avoided during the period of June 1 through July 31. However, please note, tree removal associated with this project should occur within a time of the year work window of November 1 through March 31 to avoid direct adverse impacts to Northern-long eared bat. If tree clearing cannot be completed within this acceptable time of year restriction, further review will be

10 required. For more information, guidance is available on the Department website at http://www.dec.ny.gov/animals/106090.html.

11 The absence of data does not necessarily mean that other rare or state-listed species, natural communities or significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

AIR RESOURCES

12 The Utilities section states that the buildings will be heated by natural gas. If the project includes installation of boilers with total capacity greater than ten million British Thermal Units per hour or addition of boilers such that the total exceeds that threshold, then an air facility registration or permit may be required.

PROTECTION OF WATERS

The following stream(s)/pond(s)/waterbody(ies) is(are) located within or near the site you indicated:

13

Name	Class	DEC Water Index Number	Status
Tribs of Middle Branch Reservoir and subtribs	C	H-31-P44-23-P59-6-P62-3	Non-protected

A Protection of Waters permit is required to physically disturb the bed or banks (up to 50 feet from stream) of any streams identified above as "protected." A permit is not required to disturb the bed or banks of "non-protected" streams.

If a permit is not required, please note, however, you are still responsible for ensuring that work shall not pollute any stream or waterbody. Care shall be taken to stabilize any disturbed areas promptly after construction, and all necessary precautions shall be taken to prevent contamination of the stream or waterbody by silt, sediment, fuels, solvents, lubricants, or any other pollutant associated with the project.

WATER QUALITY CERTIFICATION

14 If the US Army Corps of Engineers requires a permit pursuant to Section 404 of the Clean Water Act, then a Section 401 Water Quality Certification will be required. Issuance of these certifications is delegated in New York State to DEC. If the project qualifies for a Nationwide Permit, it may be eligible for coverage under DEC's Blanket Water Quality Certification. Coverage under the blanket requires compliance with all conditions in the blanket for the corresponding Nationwide Permit. A copy of the current blanket for the 2017 Nationwide Permits is available on the DEC website at: http://www.dec.ny.gov/docs/permits_ej_operations_pdf/wqcnwp2017.pdf.

SPDES – STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITY

15 As the overall project will disturb over 5000 square feet or more of land within the NYC Department of Environmental Protection Watershed, the project sponsor must obtain coverage under the current SPDES General Permit for Stormwater Discharge from Construction Activity (GP-0-15-002), and a Stormwater Pollution Prevention Plan (SWPPP) must be developed which conforms to requirements of the General Permit. Authorization for coverage under this SPDES General Permit is not granted until the Department issues all other necessary DEC permits.

The site is within a Municipal Separate Storm Sewer System (MS4) community, so the SWPPP must be reviewed and accepted by the municipality, and the MS4 Acceptance Form submitted with the SWPPP and the application for coverage, in accordance with the application instructions.

CULTURAL RESOURCES

16 As the DEIS recognizes, the statewide inventory of archaeological resources maintained by the New York State Museum and the New York State Office of Parks, Recreation, and Historic Preservation indicates that the project is located within an area considered to be sensitive with regard to archaeological resources. The determination of the project's potential effect on architectural and/or historic resources from the State Historic Preservation Office (SHPO) will be required to be submitted as part of the DEC permit process. For more information, please visit the SHPO website at http://www.nysparks.com/shpo/.

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION (NYCDEP)

The project site is located within the NYCDEP watershed. Please contact NYCDEP directly about any jurisdiction they may have.

OTHER

17 Other permits from this Department or other agencies may be required for projects conducted on this property now or in the future. Also, regulations applicable to the location subject to this determination occasionally are revised and you should, therefore, verify the need for permits if your project is delayed or postponed. This determination regarding the need for permits will remain effective for a maximum of one year unless you are otherwise notified. More information about DEC permits may be found at our website, www.dec.ny.gov, under "Regulatory" then "Permits and Licenses." Application forms may be downloaded at http://www.dec.ny.gov/permits/6081.html.

Applications for all DEC permits required for the project must be submitted simultaneously or the applicant must satisfy the Department that there is reason to not do so. Please note that this will be a major action pursuant to Uniform Procedures and a minimum 30-day public comment period will be required once the DEC applications are deemed complete.

Re: Northeast Interstate Logistics Center
CH #7706
SEQR DEIS and Jurisdictional Comments

August 27, 2018

Please contact this office if you have questions regarding the above information. Thank you.

Sincerely,

Chris Lang
Division of Environmental Permits
Region 3, Telephone No. (845) 256-3096

cc: Bruce Oberfest, Putnam Seabury Partners, LP

ecc: Joseph Sarchino, RLA, JMC
Kelly Mckean, DEC Bureau of Habitat
DEC R3 Bureau of Wildlife
Putnam County Dept. of Health
Brian Orzel, US Army Corps of Engineers
Maria Tupper-Goebel, NYC DEP
Aparna Roy, NYSDEC Division of Water
George Sweikert, NYSDEC Division of Air Resources
Town of Southeast
Town of Patterson

PLANNING BOARD
TOWN OF SOUTHEAST, NEW YORK
----------X

NORTHEAST INTERSTATE LOGISTICS, 51 PUGSLEY ROAD
REVIEW OF AN APPLICATION FOR FINAL SUBDIVISION
APPROVAL OF A LOT LINE ADJUSTMENT AND DISCUSSION OF
PLANNING BOARD COMMENTS ON THE DRAFT ENVIRONMENTAL
IMPACT STATEMENT

----------X

August 27, 2018
Town of Southeast Town Hall
1360 Route 22
Brewster, New York 10509
7:36 p.m.

BEFORE:
THOMAS LaPERCH, Chair
JACK GRESS, Member
ERIC LARCA, Member
MIKE HECHT, Member
DAVID RUSH, Member
ERIC CYPRUS, Member
DANIEL E. ARMSTRONG, Member

PRESENT:
ASHLEY LEY, Town Planner
VICTORIA DESIDERO, Board Secretary
WILLIS H. STEPHENS, ESQ., Town Attorney

FOR THE APPLICANT:
DANIEL M. RICHMOND, ESQ.
KATE ROBERTS, ESQ.
Zarin & Steinmetz
81 Main Street
White Plains, New York 10601

Ilana Michael Nathanson, Court Reporter

NORTHEAST INTERSTATE LOGISTICS

MR. LaPERCH: The second one is Northeast Interstate Logistic lot line adjustment.

Ashley, how do you want to hear this? Do you want to have the applicant explain what's going on here, or we do it, or how --

MS. LEY: So I spoke to the applicant last week, and I was going to recommend that they give a brief presentation to discuss anything that's changed since the last time they gave a presentation before the board, but not to give a full -- not to redo the previous --

MR. RICHMOND: Ashley, this is just on the lot line adjustment.

MR. LaPERCH: Yes.

MS. LEY: So for this one, the only changes that were made to the plat since the last time they were before the board is there was a correction on the tax map ID number.

MR. LaPERCH: Right. So we have new numbers. Right.

MS. LEY: And then there's a recommendation that they add a note to the plat, which hasn't -- which will be provided in the next submission when they submit for final,

NORTHEAST INTERSTATE LOGISTICS

that will clarify that no buildings can be constructed on the --

MR. LaPERCH: Well, let's -- let's -- we have a packed house here, and they're probably saying, what are you talking about? So let's, kind of, just revisit this issue in a bigger conversation. Okay. I don't need a whole dog and pony, but I just --

MR. RICHMOND: Do you want us to put up a slide?

MR. LaPERCH: I would like a slide, because there's not going to be any -- the public's here. And let's just, kind of, make sure they understand what we're doing.

MR. RICHMOND: Yes.

MR. LaPERCH: Thank you.

We're live now with the stenographer; correct? Thank you. Okay. Thank you.

MR. RICHMOND: Mr. Chair, would you like us to explain? How do you want to --

MR. LaPERCH: No. What you're going to do is to the board. There's no public comment. But we're talking about the project, and I want to make sure they understand what we're talking

1 NORTHEAST INTERSTATE LOGISTICS
2 about for this particular issue.
3 MR. RICHMOND: Right.
4 MR. LaPERCH: Thank you.
5 MR. RICHMOND: So, Mr. LaPerch, members of
6 the board, as you will recall, my name is Dan
7 Richmond, and I'm with the law firm Zarin &
8 Steinmetz. With me this evening are Bob Peake
9 and Rich Pearson from John Meyer Consulting,
10 the project's engineering and planning
11 consultants.
12 As we've developed the -- the advanced
13 consideration of the logistics center, as you
14 know, we are discussing with the New York State
15 Department of Transportation significant major
16 improvements at the intersection of Route 312
17 and Pugsley Road, including potentially a
18 roundabout or a signalization. And in
19 discussions with them, they've indicated that
20 we should -- that part of the project would
21 require us to donate or to give to Department
22 of -- offer to Department of Transportation
23 certain property for road improvements. To
24 that, these road improvements would only happen
25 if the project happens. If the project doesn't

NORTHEAST INTERSTATE LOGISTICS

happen, nothing will ha --

(Cell-phone interruption.)

MR. ARMSTRONG: I'm sorry. I thought I had it shut off.

MR. RICHMOND: No problem.

MR. ARMSTRONG: Sorry.

MR. RICHMOND: So what we have -- what we are requesting from the board is permission for a lot line adjustment, basically to shift the existing boundaries of the property so that we can offer this property to the Department of Transportation. They indicated that they need this done now.

It's a lengthy process. Again, if this logistics center doesn't happen, this wouldn't come to pass. But if the logistics center does come to pass, well, in order to keep the project on track, we request that the board does this now. It doesn't commit the board to any course of action.

I'm happy to answer any questions your board may have. Again, the comment that Ashley, your town planner, has noted is that we are seeking your town attorney's advice on

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language that would be put on the plat to indicate that this lot is not for development, only in connection with road improvements.

MR. LaPERCH: Right.

MR. RICHMOND: Not for any other use.

MR. LaPERCH: It would be creating a nonconforming lot.

MR. RICHMOND: It would be a nonconforming lot, but it wouldn't be -- there's no building that would ever be built on it. It would only be used for road improvements.

MS. LEY: And it would only be temporarily a nonconforming lot, because, essentially, it would be merged with the DOT right of way.

MR. RICHMOND: Exactly.

MS. LEY: And it would no longer be a lot at all.

MR. LaPERCH: You're doing this -- because I was at the meetings with the DOT with you -- because of the timeline associated with the approvals. Granting it gets -- it goes to Albany for approval. It's typically eight months to a year.

MR. RICHMOND: Right. And they indicated

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that process can't even begin until this lot -- (Indiscernible)

MR. LaPERCH: Right. Exactly. So you're trying to get ahead of it.

MR. RICHMOND: Just trying to keep the process moving.

MR. LaPERCH: Once again, the project is not approved, it goes away.

MR. RICHMOND: Correct.

MR. LaPERCH: Thank you. I just wanted to make sure everybody was aware of that. Okay.

Mr. Gress, any questions for the applicant regarding this?

MR. GRESS: I have no questions.

MR. LaPERCH: Thank you.

Mr. Larca?

MR. LARCA: Yeah. I have a question.

So we're moving the lot line from there to -- over. Does that change the zoning of that land?

MR. RICHMOND: No.

MR. LARCA: No. Okay. No other questions.

MR. LaPERCH: Thank you.

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Mr. Hecht?

MR. HECHT: No questions.

MR. LaPERCH: Thank you.

Mr. Armstrong?

MR. ARMSTRONG: Yeah. You're calling -- this has been called a lot line adjustment and a subdivision. What is it?

MS. LEY: Well, the way that the town treats lot line adjustments is as a subdivision, because a new plat needs to be filed.

MR. RICHMOND: In most munic -- I mean, I would say in many municipalities, if not most, a lot line adjustment is an administrative action that does go before the planning board.

MR. ARMSTRONG: Well, I think we used to do that on a regular basis. But we've gotten a little more tight, I think, on that.

MR. RICHMOND: So now it's before your board.

MR. ARMSTRONG: I'm just saying, my issue is that you're creating a nonconforming lot without a variance. I understand -- I understand the purpose. I understand where

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it's going. I understand all of that. But I'm just saying, I find it -- I don't understand how we can have that authority, to create a lot for some -- for a future purpose. We understand that. But how can you create a lot that does not conform to the current zoning? That's number one.

Number two, and possibly more significant, any action on this site, which obviously has a -- has created a certain degree of interest to the community, does any action on this -- and this is not your -- this is not a question for you. Does any action on this site that -- indicate that the board might be willing to approve the things that need to be done here to have this development happy, that we are prejudicing ourselves? And I'm not a lawyer, but I've been at this for a while. And I'm just saying, does that prejudice the town's case?

In other words, we're saying, okay. We haven't -- we don't have the zoning. We haven't finished the environmental review process. We certainly haven't done the site

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plan. And here we are, adjusting lot lines or doing -- creating nonconforming subdivisions, in my opinion, and -- and this has no status.

MR. RICHMOND: So --

MR. ARMSTRONG: Does that -- does that -- let's say -- and now you guys have been -- I'm not positive, but you guys have done pretty well in court with the town. So I'm saying: Does that prejudice the town's case? If they -- let's say, who knows where this is going.

MR. RICHMOND: Not at all, Mr. Armstrong.

MR. ARMSTRONG: Okay.

MR. RICHMOND: Again -- because, again, I think what you're talking about is something we addressed in our cover letter to your board, that you have segmentation. That's the -- that's what it's called under SEQRA, is -- if you're trying to make a project -- two concerns of segmentation is, A, that you're trying to cut apart a project so that its impacts don't require an environmental impact statement. We're here tonight because we did an environmental impact statement. So the main

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concern of segmentation isn't there.

The other concern you have is: Does this commit your board irrevocably to approving the logistics center? Absolutely not. Again, we all understand that you're reviewing a DEIS. I think the bulk of this meeting tonight and our interaction with you tonight will be about the substance of the DEIS. So this -- again, this is just to keep the process going. And everyone understands, as Mr. LaPerch said, that if the logistics center doesn't go forward, this lot won't -- you know, would not have any other use.

MR. ARMSTRONG: But what will happen to -- let's say this doesn't happen. The whole thing doesn't happen. What happens to the lot?

MR. RICHMOND: Well, again, so that's exactly the note that Mr. -- you know, we've been talking about with AKRF and was discussed at your last --

MR. ARMSTRONG: I understand. Nothing can be built on it. I read that. I understand.

MR. RICHMOND: Right.

MR. ARMSTRONG: But I'm just saying: This

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is my opinion only. I don't know who else will agree, but I'm saying that this indicates that this board may be -- is -- is really, seriously assuming that this is going to happen.

MR. RICHMOND: Well, I hope it would show that the board is open to the project and is keeping an --

MR. ARMSTRONG: Absolutely.

MR. RICHMOND: -- open mind and is interested in keeping --

MR. ARMSTRONG: We're still reviewing. We're in the process of SEQRA. No decisions have been made. I'm just -- I'm saying: Does it prejudice us to say, well, you know, we gave you the -- we gave you the lot.

MR. LaPERCH: Dan -- Dan --

MR. ARMSTRONG: Yes?

MR. LaPERCH: That's -- they're at risk here financially for anything they're doing here.

MR. RICHMOND: Right.

MR. LaPERCH: So that's your own decision, whether you're being prejudice by allowing this action to look --

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2 MR. ARMSTRONG: It's not --
3 (Indiscernible.)
4 MR. RICHMOND: I'd like to respond. I'd
5 like to respond to this, because I think,
6 actually, the prejudice would be contrary.
7 The board doesn't show this -- I think it
8 shows a disposition against the project,
9 because it isn't giving it a fair chance to be
10 reviewed. Because again, this whole project
11 needs, including this proposed --
12 MR. ARMSTRONG: Okay. So you did -- so
13 you just said that this action has
14 significance. You just said that. You just
15 said that this action has significance.
16 MR. RICHMOND: It has significance. It
17 enables the project to keep processing. Yes.
18 MR. ARMSTRONG: But this could be done
19 later, after you've done the zoning.
20 MR. RICHMOND: No. But then again --
21 because again, A, the zoning is irrelevant to
22 this, because this is for a road improvement
23 for the Department of Transportation. It has
24 nothing to do with that. And again, it's -- as
25 it was explained at the meeting with the

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Department of Transportation that Mr. LaPerch and AKRF were at, that we -- if you put this off to later, at the very end of the project, it delays the project by almost a year.

MR. ARMSTRONG: I never -- I didn't -- I never said that. I didn't say that.

MR. RICHMOND: No. No. I'm saying it. I'm saying DOT said that, because DOT said that their process is -- it takes about 8 to 12 months to get this done. And they will not do this until this lot line is adjusted.

MR. ARMSTRONG: What's the day you're going to break ground on this project?

MR. RICHMOND: I have no idea because --

MR. ARMSTRONG: I rest my case. I rest my case. So -- so -- so the time frame is irrelevant. It's irrelevant, because you don't need this to be done today. And I'm saying --

MR. RICHMOND: We do need it to get the review process done. I mean, I said that -- the reason I don't know when ground is broken is because we're in a review process for the main thing, which is the logistics center here.

MR. ARMSTRONG: Okay. Thank you. I

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appreciate your efforts. Thank you.

MR. LaPERCH: Thank you, Mr. Armstrong.

Mr. Cyprus?

MR. CYPRUS: We made some comment like -- I forget exactly how we worded it, but let's say the project doesn't go forward. This lot stays? The lot line stays where it is today and stays as non-buildable?

MS. LEY: It would, until they -- if the logistics center does not get approved and this lot is created, I would expect the applicant will come back to have the lot line adjusted again or eliminated, in which case, that lot will become part of the larger lot again.

MR. LaPERCH: Thank you.

Any other questions, Mr. Cyprus?

MR. CYPRUS: No.

MR. LaPERCH: Mr. Rush?

MR. RUSH: My question is really for the DOT. Why would they work on this project or this -- this aspect of the starting of this process without an approval for the project?

MR. RICHMOND: Well, it's part of their review process. Again, they can't approve it

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2 -- again, under SEQRA, no involved agency,
3 including Department of Transportation, can act
4 on this property, can issue an approval on this
5 project, until after the conclusion, after this
6 board issues SEQRA findings.
7 But all boards, you know, all involved
8 agencies -- we're working with the Department
9 of Environmental Protection. We're working
10 with the New York State Department of
11 Environmental Conservation. All these
12 agencies, I think, you would want and expect to
13 be engaged in this project and to be issuing
14 substantive comment now.
15 MR. RUSH: No, I don't deny that we want
16 them involved. I'm just curious if they would
17 be involved at this stage in the game --
18 MR. RICHMOND: But this is the --
19 (Indiscernible.)
20 MR. RUSH: The criticality of what you're
21 trying to propose seems like, you know, it
22 might be something that -- you know, say, why
23 am I going to waste my time until everything
24 gets set up?
25 MR. RICHMOND: No. I think, again, I

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mean, that's just not the way coordinator review works. Again, for example, that's the same way you're going to say the Department of Environmental Protection and Environmental Conservation wouldn't have comments on our stormwater management until after your review. That's just -- again, the idea is for all the agencies -- we're doing a coordinator review. We expect them all to issue comments on the DEIS so that we're all on the same page.

MR. RUSH: Okay. Thank you.

MR. LaPERCH: Yes, Mike.

MR. HECHT: Just want to get on the record: I think Mr. Armstrong makes a very compelling point. It does seem a little strange that we are trying to advance, kind of, artificial time frames. Why not let the timing just proceed in the manner -- I mean, it's almost like a special use case. I just -- you know, hearing him speak about it, it does, kind of, make me wonder why, necessarily, we want to try to grease the skids up front and do the timeline down the road without just naturally letting things evolve. That's just --

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MR. RICHMOND: I would say this is part of the natural evolution of the project. Again, this is still --

MR. HECHT: The natural evolution of the project though would be to go through the reviews. And we don't necessarily have to get them -- I know it's -- the only reason we want to get them on board now is because they're saying it could take up to a year. But, I mean, that's, kind of --

MR. RICHMOND: But you want -- I would expect the lead agency, this planning board, would want Department of Transportation to have the review process going on now.

MR. HECHT: I do, but I don't want to necessarily move it. I don't necessarily want to take actions so far in advance when, to his point, certain things have not been predetermined. I just -- it's just my thought is that, you know, we're taking -- we are taking a set of actions well in advance.

MR. LaPERCH: In my -- my opinion, and maybe I'm wrong here, but this action is going to trigger responses that you have to figure

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out whether this property works and what -- and then there might be more property needed to advance whatever they need to do with that.

They might -- you might -- you're going to get feedback on what you're doing; right?

MR. RICHMOND: That's the idea, is we're supposed to get feedback.

MR. HECHT: We could do that down the -- we could let it play out the way it -- you know, just, to me, it seems like --

MR. RICHMOND: But it can't play out unless this happens. That's -- I mean, if you want this to play out, if you want the review process to play out, again, DOT needs to get engaged and needs to do now what they're saying is for their review process to play out so that they can be a part of the process.

They just need to do this. I don't know why. It's a bureaucratic, you know, thing on their part, that they say they can't start, really, their review of this until it's formally subdivided, until it's formally created as a separate lot.

MR. HECHT: I don't know. I just think it

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does have some kind of, you know -- (Indiscernible) -- as to -- I don't want to say prejudicial, but it does, kind of, seem like we're taking an action, kind of, well in advance for this.

MR. RICHMOND: I guess I disagree. I mean, I think, again, this is part of the review process that DOT, as an important involved agency, are -- is saying they need taken so that they can advance their review of the project.

MR. LaPERCH: Yes, Eric?

MR. LARCA: Ashley, does doing this affect the review of what that intersection becomes?

MS. LEY: No. So if you were to grant this lot line adjustment, it would in no way commit you to any of the mitigation measures proposed as part of the Northeast Interstate Logistics project or approving that project at all. It just creates a lot that -- for the sole purpose of future traffic improvements. And they designed the lot to be large enough so that whether DOT says you need a traffic light or DOT says you need a roundabout, that size

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lot can accommodate it. But it doesn't commit the town or the DOT to any of the mitigation or the project.

MR. LARCA: Dan, is your concern that this creates legal trouble for us?

MR. ARMSTRONG: I have two concerns. Number one: We don't even know that the Department of Transportation has accepted this design, that it needs this land.

Have they accepted the design?

MR. RUSH: No. It's still --

MR. ARMSTRONG: So then -- so you're -- you're giving them then --

MR. RICHMOND: But that's the whole point. They're saying they need this in order to have the review process go forward.

MR. ARMSTRONG: That's not the question. That's not the question. The question is not that they need this land. If they approve the design --

MR. RICHMOND: And that's not --

MR. ARMSTRONG: Because they haven't approved the design.

MR. RICHMOND: They're not going to do

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their review to say which design works until they know that there's land available --

MR. ARMSTRONG: Oh, come on.

MR. RICHMOND: -- so that they can do it.

MR. ARMSTRONG: Dedication of land happens after approvals in many cases. As part of -- it's a condition. It can be made a condition, that you have to get dedication of this land in order to make this project work.

MS. LEY: So the issue is: With the dedication of this land, in terms of their timeline, the process of getting land dedicated to DOT goes to a different department in DOT than the department that's reviewing the traffic mitigation measures.

MR. ARMSTRONG: I can deal with that one. Sure.

MS. LEY: That's what the lengthy part of the process is.

MR. ARMSTRONG: Okay. Let me --

MR. RICHMOND: To Ashley's point: We can't be involved with the subdivision while DOT is reviewing the project. DOT needs to know, you know, that there is this land right

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now so they can review the project. Again, it's just to promote the review process. But -- (Indiscernible) -- review, Mr. Armstrong. I'm not sure what your concern is.

MR. ARMSTRONG: I'm concerned that we've got the cart before the horse. And the other thing that I'm concerned with is that this could lead to litigation somewhere down the road and -- this whole thing, if it doesn't -- you don't get the zoning. Whatever. Who knows? Who knows? So the result is that then you'd have to say -- you can say to the court, well, gee whiz. And I shouldn't be playing lawyer, but I -- Will's not here.

So I -- if you talk to the judge, well, you know, the town already dedicated -- they already gave us a subdivision for this land for the improvement to the street. That indicates -- that indicates -- that indicates that the town is on board.

MR. RICHMOND: I think the record is -- just to make the record absolutely clear: We have a court reporter here taking my remarks, making it absolutely clear that we have no

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expectation that this is committing the -- the board to the logistics center. This is just to keep the review process on track. You want the Department of Transportation to be able to review this.

Again, I mean, if it's your goal to, you know, set up roadblocks in front of this project, I think that --

MR. ARMSTRONG: Please don't say that to me. Please don't say that to me. Please --

MR. LaPERCH: Mr. Larca, do you have any questions? Do you have any follow-up questions?

MR. LARCA: Well, Dan, I think the concern is the legality of this. It's a shame that Will's not here.

MR. LaPERCH: He did comment that he would allow us to move forward on this. He was okay with this legal approach.

MS. LEY: Yes. That was addressed at an earlier meeting, where Will weighed in that he felt that -- (Indiscernible) -- creating a nonconforming lot for the sole purpose for dedicating it to the DOT was --

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MR. ARMSTRONG: He did. I couldn't find it in the minutes, but he did say it. Yes, I agree. Yes, he did. And I'm not going to go against the town attorney, but I'm still raising the issue, because I'm here as a planner. I'm not a lawyer. I'm not an environmentalist.

MR. LaPERCH: All right. Once again, before you go, the action before the board here tonight is regarding the SEQRA process. We're not approving lot lines with the action here. Let's be clear of the action here.

It's the environmental review we're doing, Dan. Okay. We're not approving -- (Indiscernible) -- what's approved for the lot line. It's the environmental issues associated with the lot.

MR. ARMSTRONG: You know, sometimes we have to go back to basics. It's a subdivision of a lot. And we're creating a lot that is nonconforming for a purpose which may never happen, and we're making a commitment beyond what -- we just don't have enough in front of us.

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We're not at that point where we should make that commitment because -- and I don't -- I mean, whatever the state wants -- listen, this project, assuming it all happens, it's going to take years, or you may decide not to do it anyway. I mean, that's happening all along 312. We've got projects approved all the time, and they don't get done.

So it's not -- it's not a question of if you need to do this immediately. The -- the state can do its review later.

MR. LaPERCH: Mr. Pearson? (Indiscernible.)

MR. CYPRUS: Can I just -- Tom, your point was just we're not actually doing the lot line adjustment; right? Is that what your comment was to Dan?

MR. LaPERCH: Yes.

MR. ARMSTRONG: We're not doing it tonight?

MR. CYPRUS: No.

MR. LARCA: Ashley, what would be the next steps?

MS. LEY: So --

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MR. ARMSTRONG: What's the resolution tonight?

MS. LEY: The resolution that's before you tonight is the negative declaration on the lot line adjustment. And then they would file for final subdivision approval for the lot line and come back at a later meeting for that vote.

MR. LaPERCH: Right. There's no action here other than SEQRA.

MR. ARMSTRONG: So the lot line is not going to be -- this is in anticipation of a proposal to adjust the -- or a actual formal proposal to move the line?

MR. CYPRUS: The vote tonight is on -- (Indiscernible) -- lot line adjustment. Assuming that goes forward, then in a future meeting, we'll vote on that lot line.

MR. ARMSTRONG: I'll still say that it's an indication that we're on board with this development.

MR. LaPERCH: Okay. I think we've heard enough. Okay.

There's -- I'm going to make a motion to issue a negative declaration under SEQRA for

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the Northeast Interstate Logistics lot line adjustment application here. And I'll make that motion.

Do I have a second?

MR. GRESS: I'll second it.

MR. LaPERCH: Second by Mr. Gress.

Let's do a roll call. Mr. Gress, how do you vote?

MR. GRESS: Yes.

MR. LaPERCH: Mr. Larca?

MR. LARCA: Yes.

MR. LaPERCH: Mr. Hecht?

MR. HECHT: No.

MR. LaPERCH: Mr. Armstrong?

MR. ARMSTRONG: Abstain.

MR. LaPERCH: Why? You got to -- why?

MR. ARMSTRONG: What's that?

MR. LaPERCH: Why?

MR. ARMSTRONG: Why? Because I -- I think that the -- that this action would prejudice -- (Indiscernible.)

MR. LaPERCH: I don't think you can -- either yes or no. I understand you don't -- if you do no, that's fine.

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MR. ARMSTRONG: You're saying that I --

MR. LaPERCH: I'm stating I'm not sure that --

MR. ARMSTRONG: That's not an option, you're saying?

MS. DESIDERO: You usually have to state a reason that you're abstaining before you --

MR. ARMSTRONG: I just said it. I just -- I believe that -- I believe that it might prejudice the future actions of this board --

MS. DESIDERO: Is that a reason to abstain?

MR. ARMSTRONG: -- or prejudice --

MR. LaPERCH: All right. Fair enough. Fair enough.

Mr. Cyprus?

MR. CYPRUS: Yes.

MR. LaPERCH: Mr. Rush?

MR. RUSH: No.

MR. LaPERCH: LaPerch votes yes. Vote passes, okay, for the environmental review issue here. Okay.

You have to come back to us for the lot line adjustment. All right. Here we go. All

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right.

The second -- number three on this: Northeast Interstate Logistics, 51 Pugsley Road. As I stated earlier in the meeting, it's that -- tonight is the opportunity for the planning board only to make their comments and questions to the applicant for the record.

And we'll -- then the applicant will include them in the response for the final FEIS; correct?

MR. RICHMOND: Yes. We have a court reporter taking all the planning board comments this evening.

MR. LaPERCH: Okay. So at this point, once again, this is -- this is just the planning board.

We've -- just for acknowledgment, Victoria, how many letters did we get regarding this project so far? Just to, kind of, give --

MS. DESIDERO: Our last count, which was at 3:00 this afternoon, we had about 135 letters and emails.

MR. LaPERCH: And every town board member -- town planning board member has

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received every single one of them and everything else that is associated with the project. So we're, I believe, well-informed about concerns here.

And any other questions related from the board here, that would be incorporated into their response; correct, Ashley? Is this -- okay.

We're going to start with Mr. Gress. Would you like to start off the evening with your comments or questions to the applicant that he can -- (Indiscernible.)

MS. LEY: They were going to give a presentation.

MR. LaPERCH: You want to do it again?

MR. RICHMOND: Well, I was going to -- (Indiscernible.)

MR. GRESS: You want to go first? Be my guest.

MR. RICHMOND: Well, it's up to you.

MR. LaPERCH: Your -- absolutely. Let's walk through it one more time.

MR. RICHMOND: I'm not going to go through the entire process again. Just talking with

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your planner, we thought it might be helpful if we explained.

Again, as I said at the beginning of this process, we looked forward to the public comment, because the public comment is what helps make this -- comments from the involved agencies, outside comment helps make this a better project. It's already having that effect.

We're going to give a brief powerpoint just to show you the revisions we've already made based on the comments. We've heard, for example, concerns about traffic. And as Rich Pearson will explain, we're already proposing to make the road from the intersection of Pugsley and 312 to Independent Way two lanes in each direction, which will, again, improve traffic conditions above what we're already proposed.

We've also heard concerns, for example, about noise. And in response to that, in response to comments from the town board, other members, we have flipped two of the buildings so that the loading docks face away from the

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nearest residences who are well over a quarter-mile away from the project, in any event.

We have also, in response to projects -- again, we've heard comments about buffering for neighboring -- for our neighbors. We've committed -- and then we were showing two significant no-build areas on the project. We've heard comments on lighting. We're proposing lowering the lighting by ten feet and considering the motion detectors.

So again, we look forward to these comments. We've already reached out to the -- to the community. We've had a very constructive meeting with the Hunters Glen condominium board. We look forward to hearing your board's comments this evening.

I'd like to hand it over to Rich again to show you what we've been talking about.

MR. LaPERCH: Thank you.

MR. PEARSON: Good evening. Rich Pearson with JMC.

As Dan mentioned, we have been making several changes to the plan which are different

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than what was in the DEIS, and that's in response to comments that we've heard from the boards as well as the public.

First change we've made is Building 1.

MR. LaPERCH: Excuse me, Rich.

MR. PEARSON: Yes?

MR. LaPERCH: Lynne, can you do me a favor: Can you dim the lights? (Indiscernible.)

MR. LARCA: I think they're over here.

MS. DESIDERO: They're both.

MR. LaPERCH: How's that?

AUDIENCE SPEAKER: Better.

MR. LaPERCH: Thank you.

MR. PEARSON: Okay. For orientation, 312 is here. Interstate 84 is here. Pugsley Road is here, and Barrett Road is here.

So Buildings 1 and 2 previously had the loading activities on this side, on the west side of both of the buildings. And in response to comments about ways to further mitigate any impacts from Hunters Glen development, we have flipped the buildings' loading areas. So Building 1 loading is now here, and Building 2

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loading is here. So potential noise impacts will be mitigated by the buildings themselves in this area.

We also have proposed, not in the DEIS, but in response --

MR. LaPERCH: Sorry. Keep going.

MR. PEARSON: Okay. In response to concerns about possible site lighting impacts, we have recently proposed -- we have not yet submitted it -- to lower the lights from 30 feet to 20 feet. The -- and those are perimeter parking lights. And around the building itself, especially along the west side, its primarily wall pack units that are mounted on the buildings themselves rather than on light standards. The wall packs are at a height of 16 feet.

And then another recent change that we're going to implement is to have the lighting on the west side of all four buildings be on motion detectors so that they would typically be at 30 percent of full brightness. And then if a vehicle comes through the area, it would increase to the full brightness for up to five

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minutes after the vehicle is there. When the vehicle is no longer detected, it would go back down to 30 percent of the original proposed lighting levels. All of our site lighting complies with dark sky compliance and the town regulations.

We also proposed on this plan to have potential no-build areas; this area here, Lot 4, this area up here. For reference, this is Hunters Glen, which is approximately 1425 feet from both Buildings 4 and Buildings 3. So this entire area here would be a no-build area. So there would be no future buildings in that area.

The third location for that potential no-build area is through this area. This is Fields Corner Road. It's essentially an extension of Pugsley Road where the road changes names at Barrett Road. So these areas total approximately 135 acres that would not have buildings ever as part of this application.

We've also been looking into shifting Building 4. This building here is currently

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proposed at about 600 feet from Hunters Glen. And there was a question about our ability to -- excuse me. Thank you. Twin Brooks Manor -- and so about the ability to shift that building away. We are looking into that.

Part of that would involve -- depending on the option -- privatization of Barrett Road, which is part of our application at this time. So if that were private, it could facilitate further spacing from Twin Brooks. So I believe that's it relative to the site plan at this time.

And with the next slide, as we've discussed, is we are working with the New York State Department of Transportation, and we're advancing both the alternative for a conventional roundabout, a modern roundabout here. This is Pugsley Road, and this is 312, and this is the I-84 eastbound ramps. For this area, we're also looking at a conventional traffic signal and turn lanes.

The difference between the DEIS and even the last meeting is: In the DEIS, we proposed to have one lane in each direction on 312

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between Pugsley Road and the ramps on both alternatives. When we came back to you at the last meeting, we had said that we were now going to be providing two eastbound lanes from Pugsley Road toward the ramps. An additional substantial improvement that the developer is now willing to make is to have two lanes in each direction; so not only the eastbound direction but the westbound direction, where we would have -- anybody destined to our site would essentially have the one dedicated lane to accommodate our traffic and have that off the road, per se, of existing traffic.

Similarly, in the eastbound direction, our traffic destined to 84 would be in the left lane and would continue on to the existing dual left-turn lane here. But then this would also help during all hours of the day for -- (Indiscernible) -- extends beyond the existing widened section here into the existing one-lane section. We would now be providing two lanes: one for people destined to 84 eastbound, and the other for people continuing through on 312 or going up Independent Way.

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MR. LaPERCH: Rich, while you're there, can you just point out for us and the public that -- the last topic, where that land is that you're --

MR. PEARSON: Yes. That -- that land is right in this area here. So this would be primarily for the roundabout. Depending on this alternative, some of that land may be used depending on the ultimate alignment.

And then just one additional point relative to the dedication to DOT is: It involves primarily the subdivision aspect of the project, where our project could not -- once we enter the land dedication process with the New York State Department of Transportation, even though we're giving them the land, it takes up to eight months to a year. And we cannot have an active subdivision process going on with the town during the same time that DOT is reviewing a land dedication. So that's the difference. It relates to the subdivision as also part of their review.

But they are currently reviewing our application. We've received their comments,

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and we're continuing to discuss their comments, and we'll be responding.

MR. LaPERCH: Okay. Thank you.

You finished, Dan?

MR. RICHMOND: Yes. Thank you.

MR. LaPERCH: All right. Lights back on, if you don't mind.

While we get the lights back on, I think it's important -- once again, there's no public comment here, but there's a good crowd here. And I think you need to understand where we are in the process.

And, Ashley, can you just, kind of, give a sense of where we are in the process, because we're still -- we're still in the beginning stages here in some ways.

MS. LEY: So where we are in the process is we're getting to the end of the public comment period on the draft environmental impact statement. The public hearing or the public comment period opened in early June, and it is set to close on August 31st. So if you have any additional comments that you'd like to submit to the town, they're due by August 31st.

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Once the public comment period is closed, the applicant will go back and prepare what's known as a final environmental impact statement. That will address all of the -- the substantive comments that have been raised during the public comment period. It will -- they will have to do some additional studies and analysis based on those comments. They may make some project modifications as a result of the public comments. And once they've completed their final environmental impact statement, they will submit it to the planning board for review.

As lead agency, the final environmental impact statement is the planning board's document. So they will be making revisions to that document to make sure that they agree with all of the analysis and conclusions that are provided in the final environmental impact statement. Once the planning board is satisfied with that document, they will accept it as complete, and then there is a minimum ten-day waiting period before a finding statement can be adopted.

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There were some comments from the watershed inspector general about the -- wanting additional time to review the stormwater pollution prevention plan that's going to be included with this final environmental impact statement. A preliminary SWPPP was included with the draft, and we expect there to be a full SWPPP included with the final.

MR. LaPERCH: SWPPP -- tell them what a SWPPP is.

MS. LEY: Stormwater pollution prevention plan. And the -- they requested additional time before the planning board adopts the findings statement. And they've also requested that a second public hearing or another -- a new public hearing be held on the final environmental impact statement. So that is something that's been requested and the board will consider.

MR. LaPERCH: And then?

MS. LEY: And then, once that process has ended, the planning board will consider the adoption of a finding statement or statement of

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findings, and that would conclude the SEQRA process.

Once the SEQRA process is finished, this project would then go to the town board, who would have their own public hearing on the proposed zoning. If the town board adopts the zoning, the applicant would then come back to the planning board for site plan and conditional use permit approval. And during that process, the project would also be referred to the architecture review board for their review and approval.

MR. LaPERCH: So they've got a ways to go.

MS. LEY: It's a fairly lengthy process, and they're, sort of, in the middle at this point.

MR. LaPERCH: Fair enough. Thank you. Okay.

No other questions or any presentations from the applicant at this point?

Is that -- do you need --

MS. DESIDERO: I was asking the lovely lady from NYSEG if she wants to meet me in the back, so she doesn't have to sit through --

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MR. LaPERCH: Oh, okay.

MS. DESIDERO: -- all of this.

MR. LaPERCH: Okay. Thank you -- (Indiscernible) -- unless you're enjoying this.

Mr. Gress, please start the evening off with comments -- regarding your comments.

MR. GRESS: Okay. Let me start off by stating that I've been in favor of the Seabury project with the homes. I'm in favor of the logistics project. I believe that the property owner has the right to go ahead and develop his land as he sees fit. However, with all of the comments that we've gotten from the public, I think that many of these issues must be addressed.

As far as process moving forward, Seabury has made some changes which have been done official as far as the noise, the emissions, the lighting. I am concerned about things with the 24/7 operation and, of course, the water quality for the drinking water and testing. I'm sure that all these problems can be resolved. I don't think there's going to be

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any problem.

3 I believe the traffic is the major issue. (Indiscernible.)

MR. LaPERCH: Please, please, please, if you're going to make a comment, I'm going to ask you to leave. This is our time to talk. You had yours, and you're going to get another shot too. So please let him finish and hear his comments, like them or not. He has the right to speak without being heckled. Thank you.

4 MR. GRESS: I personally believe that the best solution would have been a new entrance to 84 on Simpson Road. I understand it has been denied. I believe it would have improved the traffic flow on 312 as it is now. I think there would have been more traffic flow up through the new entrance. I would hope that it's something that could be readdressed again.

5 The gate at Fields Lane -- I'm not in favor of a gate blocking off the road. I have no objection to restricting commercial traffic into Patterson, but I think blocking that road off for residential use coming down to 312 not

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5 necessary.

6 If 312 is the only way, I'm not in favor of a roundabout. I have not been since day one. I believe the traffic light is the better solution. I believe, and I have that written here, both -- two lanes, east and west, from Independent Way to Pugsley, but I see they have agreed to do that. 7

7 I believe it also would be necessary to run two lanes on Route 312, east and west, down to Route 6 from Pugsley and connect with the proposal which was made by Crossroads. Crossroads had originally proposed to put two lanes coming up from Route 6 so they have a four-lane road. And I think it would be definitely an advantage to have two lanes in that direction.

8 The ultimate solution, of course, is going to be a four-lane overpass over Route 84. I believe a two-lane overpass over 84 would restrict the traffic flow to the point where it would just back up for miles. I don't know if the money has to be paid for by the developer, the property owner, if the state would support

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8 part of that. You know, it's something that, probably, we should have had a bond issue on before for previous projects that were done, but it was never addressed, to my knowledge. It may have been.

9 I firmly believe that all property owners, when they're doing a development, should follow existing zoning and existing comprehensive plan. OP-3 did not allow warehouses. OP-1 and OP-2 allowed warehouses. I know that you want to get a change for a logistic center. And you have your definition for it, but I believe it's a warehouse. And, of course, you're going to have to address that to the town board. But if we are not going to be able to make certain corrections to this project on the traffic, I would not be in favor of allowing warehouses to go up.

I'd say put up 150 homes. I really would like to wait until Seabury responds to all of the comments from the public and from the planning board before we address any other issues.

10 As far as the ridgeline is concerned, I

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10 have no -- no problems with the ridgeline. I have no problems with the view. I went up on Sunset, and I went up my son's house, out the second window, and looked down. It looks beautiful. I don't mind looking at a Home Depot or a commercial building.

11 As far as the PILOT program is concerned, I'm in favor of the PILOT program. I believe in abatement. I think it encourages business to develop. And if we do not allow this here PILOT program to go forward, many businesses would not succeed in developing their projects. It would just be too costly.

After the ten-year project -- I mean, we're talking about probably four phases. After the fourth phase, it might be 30 years from now before we see a completion. And then we have an increase in funds coming into the tax base. It would be money going to the school board with our schoolchildren. Other than maybe a few employees who might have moved in to the area -- but it would be a lot more beneficial to the town than the 150 homes and the tax burden and cost to the school.

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Thank you, Mr. Chairman.

MR. LaPERCH: Thank you. Well done, Jack. Thanks for your comments. Okay. Once again, the applicant does not have to respond. Okay. So if you're expecting an answer, they don't have to give it.

MS. LEY: Not today. It will be in the --

MR. LaPERCH: Right.

MS. LEY: -- final --

MR. RICHMOND: FEIS. (Indiscernible.)

MR. LaPERCH: Okay.

MR. LARCA: Can we ask questions, Tom?

MR. LaPERCH: You're asking questions. He does not -- does not have to answer them tonight.

MR. LARCA: Okay.

MR. LaPERCH: But he will answer them in -- in the document.

MR. LARCA: Got it.

MR. LaPERCH: Okay. You can do whatever you want, but he doesn't have to.

MR. LARCA: Got it.

MR. LaPERCH: Just rules of engagement.

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2 MR. LARCA: Okay. So --
3 MR. LaPERCH: Mr. Larca.
4 MR. LARCA: So some of the comments are
5 questions that I have. So, Dan, I'm curious to
6 know if a Jake brake or engine braking can be
7 prohibited in this area. I understand it can.
8 I'm not sure if you've looked into that.
9 I would -- I'm curious to know about
10 back-up alarms. I know a lot of residents
11 complained about. And I tried to do some
12 research on it, and it said that -- research
13 that I found said that it was limited to
14 tractor trailers and construction trucks, but
15 not 18-wheelers. So if you could look into
16 that and respond to that.
17 We -- I'm glad that you've done two lanes
18 from Pugsley to the intersection at 84 on both
19 directions. I agree with Jack and would like
20 to see two lanes all the way to down Route 6 as
21 well.
22 In terms of the layout of the buildings,
23 you know, we talked when we were on site. I
24 don't -- I still don't understand why there's
25 four buildings in this proposal for a logistics

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15 center. I mean, even some of the examples that you shared with us in the prior slide, the smaller building, much smaller than Gap, was half a million square feet. So I'm not sure why you have four separate buildings here split up.

What I'd like to see, as you discussed and we discussed, is Buildings 3 and 4 combined and pushed away from Twin Brooks. And again, I don't know why Buildings 1 and 2 are separate. I know the lot line is in between Buildings 1 and 2. And I don't know if you have to answer

16 this in the FEIS, but I'm curious to know if you get the -- the use approved but not the zoning change, will you abandon Building 1 and move forward with this project on a smaller scale?

In terms of the zoning, I was very

17 disappointed when reading the DEIS, because it does quote in here that in addition to the traditional warehouses and light manufacturing functions that are permitted -- and to Jack's point -- he and I compared notes. There is not -- warehouses are not permitted, and it's

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2 17 misleading.
3 I'm hoping you can answer this question.
4 What is your timeline for the FEIS, potential?
5 MR. RICHMOND: I think, you know, I -- you
6 know, I have to go back and talk to our
7 consultant. I'd hesitate to put it on a time
8 frame.
9 We want to deal with the comments. We've
10 gotten a lot of comments from the public, from
11 involved agencies, from -- and we're expecting
12 comments this evening. It's -- you know, it's
13 a serious process. I think, you know, it will
14 take us, you know, couple -- you know, at least
15 several weeks, you know, to do an FEIS, if not
16 more.
17 MR. LARCA: Okay. The water tower, which
18 I know has been brought up, in reading the
19 DEIS, I noticed it's 270,000 gallons proposed.
20 18 I did a simple Google search for water towers,
21 and the 250,000-gallon is 48 feet tall. And I
22 was wondering if that's what you're proposing,
23 because I think you may need a variance for
24 that. And I was curious to see if you would be
25 applying for that.

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2 I want to know if you would consider a
3 19 cost expenditure share for Pugsley Road
4 maintenance. I want to know if you've done a
5 different traffic analysis, separate from
6 20 Synchro. I think the -- a gentleman had asked
7 that at the last meeting, and I don't remember
8 reading it in here.
9 And I know you've been -- (Indiscernible)
10 -- the property. And I think one of the
11 biggest issues with this project is that you
12 21 don't have a tenant; so everything is
13 hypothetical. So I'm curious to know if you've
14 been talking to any potential tenants and what
15 that would look like.
16 I read the DOT notes, and this -- the
17 watershed note, which was pretty --
18 (Indiscernible.) So I'm looking forward to
19 hearing -- forward to getting your responses on
20 that. But that's -- that's all I have for
21 tonight.
22 MR. LaPERCH: Thank you. Great questions.
23 Thank you.
24 Mr. Hecht.
25 MR. HECHT: Just a quick question, and you

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2 don't have to necessarily answer it now. But
3 by widening those two lanes going from Pugsley
4 back to 84 now, how are you going to address
5 cars coming in and out of that glass building
6 at Mount Kisco Medical? Because now they're
7 22 going to be dumped on to two lanes of traffic,
8 and they're just -- I don't know how that's
9 going to work, because it's almost impossible
10 to get out of there any time of the day in one
11 lane of traffic. I don't know if that's just
12 something that -- I know you widened it, but
13 I'm thinking address how that impacts Mount
14 Kisco Medical Group. They do have that
15 driveway out.
16 MR. RICHMOND: Okay.
17 MR. HECHT: The other question I had
18 before I just make my comments is: I'm
19 assuming you've run a gazillion scenarios in
20 terms of profitability and making this work.
21 Has any of them addressed not being 24/7 at
22 23 this point? In terms of running overnight, is
23 there any thought to having set hours where
24 you're not actually -- (Indiscernible) -- 10:00
25 at night? I'm not sure if that's been run into

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2 23 the modeling or if you're, kind of, just
3 assuming a 24/7 operation.
4 MR. RICHMOND: You know, I hear you, and
5 that's certainly something we can respond to in
6 the FEIS.
7 MR. HECHT: My issue with this project
8 from day one has been, I think, the traffic. I
9 am not sold at this point. I'm not convinced
10 that we have addressed anything from a traffic
11 24 stand -- it's still a grave concern of mine,
12 what we're going to, basically, unleash on that
13 road, 312, which is already problematic in the
14 last, you know, ten years or so. I just don't
15 feel comfortable right now with the traffic
16 scenario.
17 I also, kind of -- you know, in favor of
18 some of the comments about quality of life, I
19 25 know, you know, people move to Brewster for a
20 different quality of life, and I just -- that
21 concerns me as well. The traffic is really my
22 major concern.
23 And my request to my fellow planning board
24 members is: The only thing that we have
25 potentially to protect our citizens is the

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conditional use permit. And I'd like to potentially see some framework around that conditional use permit for things like -- I don't agree that we should leave that back road open to Fair Street. I think that should have a fire gate. Fire departments could cut the locks at any time if they have to get through. I'm not putting my confidence in truck drivers that they're not going to sneak out the back.

26

I'm also not for widening the lanes down to Route 6. And, you know, if we're going to do this, we're going to create our own traffic. I think it should be going out on 84. We shouldn't be making it easier for tractor trailers to go scooting down to Route 6 and then running through Carmel. I don't think that's fair, as a neighbor, to the Town of Carmel.

27

I am also in favor of restrictions. I've done a lot of research. There's plenty of logistics centers, warehouses, whatever you want to call them, that do not run overnight, that shut down on a certain time frame, so you don't have trucks coming in and out during the

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2 28 overnight hours. I'm not sold on the traffic,
3 certainly. I'm in agreement with Mr. Gress on
4 29 that. I just don't know, at this point,
5 whether that's going to work or what that's
6 going to do.
7 I definitely have a lot of concerns, and
8 hopefully, to his point, once we get some
9 comments and feedback not only from our
10 comments but from the residents in terms of
11 what their concerns are, maybe I can make a
12 better decision at some point. But right now,
13 I'm kind of concerned.
14 MR. LaPERCH: Thank you for your comments.
15 Mr. Armstrong, please.
16 MR. ARMSTRONG: Okay. I have about a
17 four-page draft that I'm not going to read
18 tonight. I'm going to submit it in writing to
19 the board. So anyway -- but I will -- let me
20 just highlight it.
21 And I just want -- I just want to make a
22 clarification: I served -- I've been on this
23 board now for a little over 20 years, and I've
24 served on two -- at least two zoning
25 committees, zoning revisions to the zoning

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ordinance, and at least two comprehensive plan committees. And I've really -- I've tried my entire career to be very even-handed. And I won't go into the details, but I'm just saying, development can go in many directions. And development can always be improved. And usually the planning board and the public bring to light certain things that the developer and the property owner may not have ever thought of. And that's -- and that's the way the system works. And I don't vote based on how many people are in the audience saying vote for it or don't vote for it. That's not the way I operate. I just want to get that clear.

I think the major -- the biggest issue, and it's going to grow, is the traffic on 312. I really believe that it's long overdue. And I'm sorry that -- as having served on two comprehensive planning committees and two zoning ordinance committees at least, that I probably should have -- it should have come up. 312 has outlived -- the way it is now has outlived its functionality. And that -- think about this: How many projects and sites are

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2 already approved on 312 or in the vicinity of
3 312 that are not contributing traffic yet?
4 So what we see, aside from the numbers --
5 I understand the numbers. But I'm saying the
6 reality of 312 is not today, because there's so
7 30 much that has not yet developed and so much
8 potential. And we have no control over
9 Connecticut, Patterson, Carmel. We have no
10 control over it. 312 is a -- is a very --
11 (Indiscernible) -- more or less, east-west
12 link, and it's just going to get more traffic.
13 And there's no -- there's not even a question
14 about it.
15 So whatever this development is, whatever
16 it generates, it's just going to -- is going to
17 contribute to it, and that's the way it is.
18 And we created -- I guess, at least half the
19 members on this board contributed to the
20 so-called problem. So by -- by -- in the
21 comprehensive plan, laying the groundwork for
22 rezonings, intensifications, whatever. So
23 that's that.
24 30 But I think the time has come for the
25 town, through the comprehensive plan process,

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30 to look at 312, and that property owners and developers along 312 should be contributing, not just to fix their situation, their access, but the whole thing. It really is overdue.

31 The other thing is that with regard to the -- the impact of these buildings. There's no way that these buildings can be screened. I mean, it's just not realistic. And I know -- I know you have listed how many trees you're going to put in and how many shrubs, 601 or something. I just hope that the -- that the plan for the -- for the screening is really geared to where the most visibility is from off site. That -- that's the key, so that people don't have to see it all the time, during the day, anyway.

32 The other thing is with regard to lighting. I've been trying -- an advocate for quite a while on this board that -- and I understand you've taken -- you've taken it into account from the public, that lighting should be off at night, and there's no real reason for it to be on all night with motion detectors and timers. And for -- and safety -- you can

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2 have -- you can issue gate -- gate keys so that
3 only people who belong on the site can get in.
4 32 Give them a card for the gate and -- a card,
5 and the lights are off otherwise. There's no
6 need for it. It's a waste of energy, and it's
7 a -- and I won't go into details right now, but
8 it does work.
9 I have no -- I didn't really -- really
10 find clearly -- maybe I just missed it. Okay.
11 It was too much -- that without ever -- without
12 the planning board taking any action, the town
13 board taking any action, the developing
14 potential with the residential and the
15 commercial that is already unlooked is going
16 to -- is going to increase traffic
17 considerably. I don't know -- I think one of
18 33 your figures said it was even going to be more
19 than this would be for the development. Is
20 that -- am I right on that?
21 So, in other words, folks, what's already
22 on the books, what's approved would -- would
23 contribute possibly more traffic than what
24 they're proposing. So -- so we need -- we
25 really have to look at this very, very

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factually and not emotionally. And I know that's difficult.

The rest of my comments, I'll put in writing. But, anyway -- and I appreciate your efforts and appreciate the efforts of the public and the property owners.

MR. LaPERCH: Thank you, Dan. Well-said.

Mr. Cyprus, please.

MR. CYPRUS: Tom, I'm also working on written comments that I'll submit.

MR. LaPERCH: Okay.

(Indiscernible.)

MR. CYPRUS: I'll focus on the highlights.

MR. LaPERCH: Thank you.

34 MR. CYPRUS: One quick question, and if you can, just -- you mentioned the two lanes now, tonight. Would that require any more land movement, or everything's --

MR. PEARSON: It may or may not, depending on the alignment. If it does require dedication, we don't need to do a subdivision for that portion of the overall site that's east of Pugsley Road. The subdivision relates to the parcels west of Pugsley Road. So that

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2 would not be a DOT process.
3 35 MR. CYPRUS: So traffic, obviously, is,
4 you know, I think, most of our biggest concern.
5 And I have a couple of questions. Some I'll
6 probably direct to you, Ashley, and then some
7 will be general. But we were going to do our
8 own traffic study. Where is that at, or when
9 is that going to happen or --
10 MS. LEY: So AKRF did provide substantive
11 comments on the applicant's traffic study, and
12 we did go out and spot check some of the
13 intersections. And so those comments had been
14 provided to the planning board around
15 July 23rd.
16 MR. CYPRUS: Okay. I thought we were
17 doing a full one on our own. Is that not --
18 MS. LEY: No. We're not doing a full
19 separate, but we are checking all of them, and
20 we're checking all their numbers and spot
21 checking -- (Indiscernible.)
22 MR. LARCA: Don't we have to do another
23 traffic analysis at -- when school's in
24 session? Wasn't that in the AKRF's notes?
25 MS. LEY: They will go out and do those

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2 additional counts, and when we will review
3 them.
4 MR. LARCA: We review -- review those?
5 MS. LEY: Yes, as part of the FEIS review.
6 MR. CYPRUS: I think in the DEIS it said
7 36 that the proposal at that time would grade that
8 as a C. Do we know what that road is graded at
9 today?
10 MS. LEY: No, not offhand, but --
11 MR. CYPRUS: I'm curious what grade --
12 what grade is unacceptable. You know, like, do
13 we just grade roads, and we grade them? Or,
14 you know, is a C unacceptable? Is a D
15 unacceptable? At what point does -- is the
16 proposal not good enough?
17 MS. LEY: So the way the traffic analysis
18 works is we first establish the existing
19 conditions -- (Indiscernible) -- and we grade
20 it on a scale of A to F. Just like in school,
21 A is the best, and F is failing. Then they
22 provide a no-build analysis. And that's where
23 they look at all the projects that have already
24 been approved in the area and then also a
25 background growth factor, and they apply that

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to the existing conditions. And that then generates a grade for that intersection, if the -- if -- you know, in the future, without the proposed project.

Then, on top of that, they applied the proposed project and the traffic that would be generated by the proposed project. And again, the intersection's graded from A to F. And they grade not just the intersection, but each approach to that intersection. And what you look at for the impact is what the changes are between the proposed project and the no-build.

So if they are showing an intersection approach that goes from C in a future without the proposed project to a D in the future with the proposed project, then that would be an impact that would need to be mitigated. And so then they also show the traffic intersection with their mitigation measures. And then the goal is to have the mitigation bring that -- that level of service back up to what it would be in the future without the proposed project, if not better.

MR. CYPRUS: Is it a goal, or it has to be

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met?

MS. LEY: So it -- that's up for the planning board's consideration. Is it -- to mitigate the impact, they have to bring it back up to what the future without the proposed project would be. And then it's the planning board's consideration whether or not -- if they're not able to do that, then that's an impact that cannot be mitigated, and that's something that the planning board can weigh against whether or not they choose to approve a project.

MR. CYPRUS: The -- and nothing very specific here, but the watershed inspector general's comments, I guess, were, to be blunt, very concerning. That -- they were a little harsh. I don't know what to suggest. That's not my thing. But, you know, I'm hoping that in the FEIS you can find a way to keep them happy, because, obviously, that's important.

Ridgeline -- and I'm sorry, Ashley. And I ask this every time we talk about a ridgeline. But, you know, there's been a lot of public comment about the ridgeline. And I think I

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always ask you this question because I always, maybe, expect that our ridgeline code is a little more cut and dry than it is. But, I mean, is it really as simple as it's up to us to say, you know, they mitigated it to -- I think it's the maximum extent possible? So there's no -- there's no firm guidelines in that?

MS. LEY: So the only firm guideline in the ridgeline protection is the -- to loss of trees. There's a ratio of trees that can be lost within the ridgeline. And their proposal, because it's mostly behind those farm fields, is not eliminating a number of trees that would be -- (Indiscernible.)

MR. CYPRUS: Right. Yeah. (Indiscernible.)

MS. LEY: So then the rest of it is to the maximum -- maximum extent practicable that they need to avoid impact to the -- (Indiscernible) -- off site locations. So in this case, they've taken the approach of removing the top of the ridgeline so they can set the buildings lower. So the impact for the planning board to

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consider is whether or not the -- if it would be better to preserve the ridgeline at a higher level, but then you can see the buildings more, or to, basically, remove the top of the ridgeline.

MR. CYPRUS: Maybe it's inappropriate because it's not for this project, but in your experience, do other towns have more specific ridgeline restrictions, or is it -- or is it more like that, where, you know, you just, kind of, weigh the pros and cons to each one?

MS. LEY: I mean, New York State -- (Indiscernible) -- so every town can be a little bit different. I have to get back to you.

MR. CYPRUS: Yeah. That's fine.

Next one was on HazMat. So we've had some -- you know, there's a lot of comments about hazardous materials -- (Indiscernible) -- I think you guys said that you wouldn't store hazardous materials.

Hazardous materials or HazMat covers a lot of stuff, even things that I don't think any of us would consider hazardous. Amazon, for

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37 example, considers things like perfume and lithium batteries hazardous. And I would imagine -- (Indiscernible.) I would think at some point we should articulate exactly what -- (Indiscernible) -- codes, you know, are allowed and aren't and what you'll be having, just so we don't end up in the future, you know, something that you're thinking hazardous is one thing and the public's thinking it's something else.

Noise. Is that something else, Ashley, that you might do a counter-study to or -- or just comments on -- on their study, because, again, the public comments -- they're not necessarily engineers, but, you know, they seem to dispute some of the noise figures.

MS. LEY: We did provide pretty extensive substantive comments on their noise analysis that we would expect to be in the FEIS. We could go out and do some additional testing on our -- independent testing that the board desires.

MR. CYPRUS: Okay. Those are more of the general ones, not specifically. So, obviously, 38

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38 Hunters Glen, Twin Brooks -- (Indiscernible.) I clearly understand that. I'm sure you've got it, but we really need to make sure we see a lot more visuals from those two neighborhoods.

39 The stormwater management at Twin Brook, I think it might have been in the lawyer's letter, but it's come up a couple of times. It is very close. If there's some way we can move that away, I think that would create some more natural buffer.

40 And I think some of this is probably similar to what Eric said, but if -- you know, if we can get rid of Barrett Road -- or I think you discussed privatizing it. I'm even saying get rid of it. Is there a way to shift both buildings away or even combine Buildings 3 and 4 into one building, something like that? Just, you know, anything we can do to get away from those communities, I think, would be great. And that's it for now.

MR. LaPERCH: Good. Thank you for your comments. Appreciate it.

Mr. Rush.

MR. RUSH: So I just further want to thank

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all the other board members for their thoughtful comments. I'll keep it short, since you've probably heard pretty much everything.

I wanted to start by saying I know that our comprehensive plan didn't quite, you know, estimate -- (Indiscernible) -- from its overall perspective. So that's something that, you know, has concerned me from the get-go, is that piece. The 3D studies that you did were very helpful. And I think I want to echo my fellow board member in saying that visuals are going to be very important. So as you develop, that
41 is something that, I think, we definitely need to see because, you know, members of the planning board and the public are trying to make everything as good as it can be, whether we feel one way or another, if we have any judgment.

The environmental impact, as you heard
42 from all of us -- (Indiscernible) -- big concern. The traffic is huge. And I think that those are the biggest hurdles that I personally see.

43 And I'd also -- you know, the buildings

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2 have always been a little bit odd for me, the
3 number of them or the way they are -- I don't
4 43 know how the site fully functions from a, you
5 know, mile above view. So maybe you can drill
6 into that and show us, and maybe you'll
7 discover something that might unlock a solution
8 that might be more beneficial. I don't know.
9 That's it.
10 MR. LaPERCH: Thank you. Okay.
11 Finally, I'm not going to -- I think my
12 board did a pretty good job covering all of the
13 hot button issues that I was going to speak of.
14 I just have a couple of my own personal
15 questions.
16 I was part of every discussion at DOT with
17 the applicant and the town planner and the
18 traffic consultants. I still think there needs
19 to be a hard look at two issues: First,
20 they -- they said that an exit off 84 was not
21 44 possible, but I didn't get a good answer of why
22 and who makes that decision. Because when an
23 application in another area -- that was
24 Legoland. The DOT and everybody worked towards
25 trying to work the traffic issue. So I think I

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44 need a better answer of why we can't get an exit off of 84. Okay.

45 The second part of the traffic issue on 312 -- I know you're doing two lanes both ways. But we had discussed about bringing the trucks in earlier off of 312 into Pugsley Road, but you couldn't do it because of the wetland issue. And I don't think that wetland study was advanced to the point where there -- we truly understood that we couldn't do it. You just -- your consultants said that, you know, there could be habitat in there. I don't think there was a drill down far enough to say, maybe we can do it. And then that would mitigate more traffic off of that, take it in earlier. Okay. So I'd like those two issues revisited.

46 I'd also like to understand, has the fire department commented on this to the level of our safety concerns here? Is there special equipment needed? I really didn't see anything. Maybe I missed it. My apologies. But didn't get a good, you know, feedback from our first responders, police. Okay. I need to understand that. That's key, because a lot of

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2 the comments we're here for is the health and
3 46 safety issues. Okay. So we need to revisit
4 that.
5 As -- (Indiscernible) -- as part of our
6 planning board, our board's aware of the -- you
7 know, there's an application we'll be reviewing
8 shortly -- this is public information here --
9 about the Mount Kisco Medical Group building
10 that we're trying -- we're revisiting bringing
11 that traffic out the back. Okay. So it has
12 nothing to do with the application. But
13 they're aware of it, that there's a problem
14 there. And we're going to do that. So we're
15 working. The town board's doing a great job
16 working towards a solution of taking that
17 issue, kind of, mitigating it somewhat. Okay.
18 The other thing I thought was a vague
19 answer to me was that -- listen, my opinion,
20 something's going there. We got to get a good
21 handle on it. Something's got to be built
22 there. The impacts, I believe, of the housing
23 47 is going to be more. But if they don't do the
24 housing, but they continue down a path of the
25 commercial, the applicant said at one point

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47 they could do 2.5 million square feet of potential under the current zoning. That's almost double -- two and a half times what they're doing now. And I didn't think that was a proper answer. I don't think that's real. I think there's a number there less than that, and I think I'd like to see what that real number is under the current zoning, just so we understand what the level playing field is here; that if you don't get your change of zoning here, you have the ability to build your houses with the commercial. But if you don't want to go down that path, you still have -- the current zoning allows you to do certain things. And I think that 2.5 was thrown out there. I'd like a better understanding so I can compare apples to apples. Okay.

48 The other thing I didn't get a clear understanding on was -- this was stated in the public, that this is -- the applicant is under a court-ordered stipulation under agreement with the Town, and I'd like it understand what the end game is on that if this -- you don't perform by the end date of 2020. All right.

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2 48 You don't have to answer that, but I need to
3 understand what that means. Okay.
4 So that's the extent of my comments. But
5 I will tell you that our consultants, myself,
6 and everybody on this board has been all in,
7 understand it. We're getting your comments,
8 and we hear you. You can hear by the sounds
9 from the -- comments from the board. We
10 understand the issues here. But this applicant
11 has a right to build something. Something's
12 going to be there. So let's try to do
13 something smart here and make sure we, you
14 know, do it the right way, please. And like I
15 said last week, told you, we got a long way to
16 go here. We got more comment period coming.
17 So I appreciate you letting everybody talk.
18 Thank you very much. It was very civil. I
19 appreciate that.
20 This applicant's got a ton of work to do.
21 Okay. And he's going to come back at some
22 point and show us how he responded to all our
23 inquiries and to our satisfaction. And then we
24 will look at it, as Ashley said, and make a
25 decision on the SEQRA process. Did he -- this

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applicant answer to our satisfaction? And we'll keep pressing until we get good answers. We may not like the answers, but he answered it. Then our elected officials will have the opportunity to review it again and then make the hard decision on the zoning. Okay.

So we got a path we're heading down here. But we've done, I believe, a very good job. You can see this passion on this board, and we've done a lot of soul-searching. And I appreciate -- we get everything you send. I'm telling you, Victoria sends out every day. So we are aware of every single comment we get, and we've taken it apart. And everyone hit on issues that you wrote about.

So please bear with us. We're trying to do a good job on both sides to be fair for the applicant. And we live in this town a long time. We want to do the right thing. Something's coming there, so I just want to make sure that what comes there makes sense and we can deal with it. Okay.

So without further ado, I'd like to end this subject.

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And, Applicant, any comments?

MR. RICHMOND: No. Thank you very much, Mr. Chair, members of the board. These have been very helpful comments.

MR. LaPERCH: Thank you very much.

(Time noted: 8:50 p.m.)

1
2 C E R T I F I C A T E
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4
5 I, ILANA M. NATHANSON, a Certified Court
6 Reporter and Notary Public of the State of New York,
7 do hereby certify that the transcript of the
8 foregoing proceedings, taken at the time and place
9 aforesaid, is a true and correct transcription of my
10 shorthand notes.
11
12
13
14 Ilana Nathanson
15 ILANA M. NATHANSON
16
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Kate Roberts

From: Daniel Richmond
Sent: Thursday, August 30, 2018 8:43 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: Fwd: Proposed Distribution Center on Rte 312

Sent from my iPhone

Begin forwarded message:

> **From:** Victoria Desidero <planning@southeast-ny.gov>
> **Date:** August 30, 2018 at 8:37:06 AM EDT
> **To:** Town Board <townboard@southeast-ny.gov>, Ashley Ley <aley@akrf.com>, Cathy Chiudina <cchiudina@southeast-ny.gov>, David Rush <drush@Environetics-ny.com>, Elizabeth Hudak <elizabeth.hudak@gmail.com>, Eric Cyprus <ecyprus@gmail.com>, Eric Larca <eric.larca@yahoo.com>, Jack Gress <jackgress@verizon.net>, Joe Dillon <jdillon@nlja.com>, John Lord <jlord@southeast-ny.gov>, Lynne Eckardt <Lynne.Eckardt@gmail.com>, <planning@southeast-ny.gov>, Steve Coleman <Steve.Coleman8@verizon.net>, Sybil Higgins <shiggins@nlja.com>, <thehechtfamily@comcast.net>, Tom Fenton <tfenton@nlja.com>, Tom LaPerch <TLaPerch@HLCommercialGroup.com>, Will Stephens <wstep68534@aol.com>
> **Cc:** 'Daniel Richmond' <dmrichmond@zarin-steinmetz.com>
> **Subject: FW: Proposed Distribution Center on Rte 312**
>
> Just received.
> Victoria
>
> -----Original Message-----
> From: Julie Kuklevsky <JKumbers@aol.com>
> Sent: Wednesday, August 29, 2018 11:17 PM
> To: planning@southeast-ny.gov
> Subject: Proposed Distribution Center on Rte 312
>
> I am writing to let you know that I vehemently disapprove of the huge distribution center proposed on Rte 312 in Southeast. Please don't let the town down by approving this monstrous project.
> Sincerely,
> Julie C Kuklevsky
> Brewster, New York
>
> Sent from my iPad
>
> ---
> This email has been checked for viruses by Avast antivirus software.
> https://www.avast.com/antivirus

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 11:47 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics Questions

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Tuesday, September 4, 2018 11:45 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics Questions

Just received.
Thank you.
Cathy Chiudina
For:

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,
Zoning Board of Appeals and
MS4 Administrator
(845) 279-7736

From: Lynne Eckardt <lynne.eckardt@gmail.com>
Sent: Friday, August 31, 2018 11:17 AM
To: Victoria Desidero <vdesidero@southeast-ny.gov>
Cc: Tom LaPerch <tlaperch@hlcommercialgroup.com>; tony Hay <thay@southeast-ny.gov>; Ashley Ley <ALey@akrf.com>
Subject: Northeast Interstate Logistics Questions

To the Planning Board,

Please have the applicant include the following answers in the FEIS:

TRAFFIC:
I asked these questions at the Public Hearing on July 9, 2018:

1 Terravest Senior Housing:
As far as traffic counts; was consideration given to the Senior Housing at Terravest where there will be 60 3-Bedroom Houses? If not, these traffic counts should be included in the FEIS.

Hotel/Senior Housing, Carmel Route 6:
There was an approved 123 room hotel (2007- Staybridge) as well as 137 approved units of senior housing, retail and office space along Route 6 just east of Putnam Plaza. Were these projects considered in traffic studies? If not, these should be included in the FEIS.

2 **WATER TANK:**
1) A conceptual rendering of the water tank should be provided.

2) Please indicate in a rendering how far it will be from Pugsley Road and Barrett Road.

3) While the ARB will make recommendations on color please indicate what will be proposed.

3 **WELL TESTING:**
GROUNDWATER III.F:
Well tests haven't been done since 1992 and 2004

Unless there has been water quality testing more recently testing should be done again.

4 **HAZARDOUS MATERIALS:**
1) There should be a list of materials that are too hazardous to store.

2) Will fertilizer be considered a 'hazardous material'?

5 **NORTHERN LONG-EARED BAT:**
Conflicting data.

On at least three seperate occasions the applicant was asked about tree removal and the Northern Long Eared Bat. The applicant remained confident that their data stating: '...potential roost trees must not be cut down during the bat's pup rearing months (June 1 through July 31)' was correct (III.G-1, III.G-2, III.G-8, III.G17).

5 The DEC has since corrected this data indicating that tree removal should only occur between November 1 and March 31. Will the applicant ensure that this and all other natural resource data in the FEIS is correct?

OPEN SPACE/BARRETT ROAD:

6 The applicant is now talking about possible conservation easements. While this is laudable and open space conservation is always important, this space can not be visually enjoyed by the public without Barrett Road remaining a town road and thus open to the pubic. Barrett Road is a lovely walk 'ending' by an old bridge on Beaver Brook. With cooperation from another neighbor it might be possible to connect this walk to Tilly Foster. This would be a great asset to Southeast's trailways.

7 It is also concerning that we will be giving away an asset if we decommission Barrett Road- without compensation. Putnam County has been able to acquire five acres from the applicant yet the town walks away with little but headaches, including a PILOT program cutting Southeast, County and School tax dollars by a third. 8

7 1) Will the applicant compensate the Town of Southeast if Barrett Road becomes private?

2) If so, who will determine a price?

9 3) If the remaining open space is put into conservation easements does the applicant expect tax breaks?

HISTORIC ROUTES:

10 It's important to note that both Pugsley and Barrett Roads appear on the 1867 F.W. Beers map. Both roads are important to Southeast's history. In fact, a W.C. Pugsley and a J.T. Barrett are listed on the map as is 'Barrett Ridge'.

The historic nature of these roads is yet another reason to leave Pugsley open to traffic and Barrett open for walking. The history of Southeast is rich and while development is expected it is not always necessary to completely change the surrounding area.

PUGSLEY ROAD:

It is imperative to keep Pugsley Road open.

11 If the applicant wants to close Pugsley they need to determine the following:

1) How much will a gate delay emergency access?

2) What entities will have gate keys or access to the Knox Boxes to open the gate?

3) Will there still be turn-arounds on both sides of the gate? While the DEIS shows both Patterson and Southeast with turnarounds this was unclear at the last Planning Board meeting.

4) Will these turnarounds be large enough to accommodate oversized tractor trailers?

5) When a downed tree, power line or a bad accident blocks Route 312 will the proposed gate be opened? Who will have the authority to open it? Can this be done expeditiously?

6) Can a strong curve to the right from the warehouses dissuade large truck traffic from making a left on Pugsley Road?

AUTOMATION IN WAREHOUSES/LOGISTICS CENTERS:

(These questions were asked on August 3, 2018 they are added here so that my questions are consolidated)

12 1) What are the employment projections if all four warehouses are fully automated (using 2018 standards). While I realize that the degree of automation will vary I would like an estimate using the 'most' automated estimate.

13 2) Since the salaries might change from the original warehouse estimates. Could you please provide a range of compensation?

14 3) In addition, it is becoming common for warehouses to have retail pick-up and/or drop-off space attached. The project now calls for around 20,000 square feet of retail. Is a 'pick-up/drop-off' option a possibility and is this included in traffic calculations?

15 **LIGHTING:**
While lowering the outdoor lighting fixtures will be helpful it's important to note that two buildings will be located on the ridgeline thus all night lighting will illuminate the previous dark sky.

1) is there a better lighting remedy to ensure Southeast's night sky remains dark?

16 **RIDGELINES:**
As per our Town Planner:

'The FEIS should consider an alternative that shifts the buildings so that the peaks of the ridgelines could be preserved'.

17 **PILOT PROGRAM:**
From the DEIS the applicant writes:
1-3 "Feasibility: The proposed logistic center use is economically feasible and of sufficient size to pay for the on-site and off-site infrastructure requirements without public assistance."

Couldn't a PILOT program be considered 'public assistance' as the owners of record will not be paying the full amount or their fair share to Southeast, Putnam County and the Brewster Central School District?

18 **RURAL CHARACTER:**
From the DEIS:

1-5 "Maintenance of Rural Character: The project is consistent with the rural character of Southeast. The buildings are up and away from Route 312 and virtually invisible from any location in the Town and along I-84. Along Route 312, the property would remain visually rural and rustic. Moreover, the Applicant will offer several acres at the Route 312/Pugsley intersection to Putnam County for inclusion in the Tilly Foster Farms project, further enhancing the rural character along Route 312 and assuring the protection of the Town's aesthetics."
We now know that the buildings will be visible from Maple Road, the Rail Trail and other areas of Southeast and Carmel. This should be corrected in the FEIS.

From the DEIS:
I-23 The project will not result in any significant adverse visual impacts.

The DEIS considers seven (7) off-site vantage point locations in order to comprehensively assess the views of the proposed project. The seven vantage point locations include:

- I-84
- Route 312
- Twin Brook Manor
- Maple Road
- Putnam Trailway
- Sunset Drive

• Garrity Road

18 This is simply not true. Especially when you consider that the Rail Trail and Maple Road are used recreationally. I believe that the project will also be visible from parts of Carmel and Drewville Road in Southeast. Photo simulations (Leaves on/Leaves off) should be provided from all sites that will be able to see the buildings.

Thank you in advance for including answers to these questions or corrections in the Final Environmental Impact Statement.

Sincerely,

Lynne Eckardt

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August 22, 2018

To Whom It May Concern,

1 We are residents of Putnam County for many years. We moved to Hunter's Glen because it's a beautiful residential area. You can image how we felt when we heard about the proposed logistics center being built right behind us. The trucks, pollution and excessive traffic would ruin 1
1 our neighborhoods, not to mention its value. **We do not and cannot let this happen.**

3 1 2

We can't believe the town of Southeast would consider building this in our area. We are surrounded by private homes, schools and communities. It's not meant for industrial buildings. Just the thought of it infuriates us as citizens of this town and as tax payers.

We ask that you reconsider this proposal and find an alternative solution that does not
4 impact our neighborhoods. We do not need this where we live, nor do we want it. The beauty and quietness is what draws people here. We want to feel safe and not deal with the 24/7 disruption that 5
will occur with a massive logistics center. **We don't want this in our neighborhood!**

I know other residents expressed their concerns and frustration over this proposed construction. I hope you will be considerate of us who are here and appreciate the beauty, cleanliness, safety and quietness that Southeast has to offer. We are tax payers who love living here. We ask you -- **please don't take that away from us!**

Sincerely,

Cynthia Trybulski 201 Chestnut Dr. Carmel, NY 10512

1. Cynthia Trybulski
2. Cecelia Carlson 105 Chestnut Dr. Carmel, NY 10512
3. MARIE PARESI 206 Chestnut Dr Carmel N.Y 10512
4. [illegible] 204 " " "
5. Jane Eisermann 203 Chestnut Dr NY 10512
6. Denise Pirondi 405 Chestnut Drive
7. Linda Toscano 406 Chestnut Dr. Carmel NY 10512
8. John E. Osterhout 407 Chestnut Dr. Carmel, NY 10512
9. Julia Frenell 302 Chestnut Dr. Carmel NY 10512
10. Elena Lezzi 404 Chestnut Dr Carmel, NY 10512
11. Christina Barton 303 Chestnut Drive Carmel, NY 10512
12. Janetann Comiskey 3506 Morgan Dr. Carmel, NY 10512

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 11:43 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: orthLetter re: Northeast Insterstate Logistics

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <vdesidero@southeast-ny.gov>
Sent: Tuesday, September 4, 2018 11:37 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: orthLetter re: Northeast Insterstate Logistics

Just received.
Thank you.
Cathy Chiudina
For:

Victoria Desidero
Assistant to the Planning Board,
Architectural Review Board,
Zoning Board of Appeals and
MS4 Administrator
(845) 279-7736

From: geesewatch@aol.com <geesewatch@aol.com>
Sent: Friday, August 31, 2018 7:20 AM
To: geesewatch@aol.com; mstancati@southeast-ny.gov; vdesidero@southeast-ny.gov
Subject: orthLetter re: Northeast Insterstate Logistics

To: vdesidero, Administrative Assistant, Town of Southeast Planning Board
mstancati, Town Clerk, Town of Southeast

I am submitting a second comment letter re: proposed Northeast Interstate Logistics Center. At the onset, I wish to thank the members of the Planning Board for their thoughtful and often penetrating examination of this project's innumerable natural and man-made constraints for development.

Constraints confront development often evidenced by the natural features of the parcel or those of man's own creation. NIL exhibits features of both such constraints. The Watershed Inspector General, Riverkeeper and Hudsonia and even some residents have exhaustively commented on these constraints, foremost of which is its impact on the Middle Branch Reservoir, a phosphorus impaired water body and the extraordinary increase of TMDL produced by the 52 acres of imperious surfaces reserved for vehicle and semi-trailer parking. I will not reprise their expert report but simply to note that these highly respected government agencies and organizations have found not only this constraint to development but effect on wetland and wetland buffers. Such consequential effects on the environment should not be dismissed especially in an era when man's deleterious impact on environment is being felt in one's daily life.

As a resident of the Town of Southeast and a frequent driver on Rte 312 and Rte 6, I have found the man-made constraints to the furtherance of this development, insurmountable and not remedied by engineer's tool box of roundabouts, signalization, widening or other efforts to somehow redesign a road to meet the requirements of a warehouse project that itself is non-conforming to the area's parcels of a farm, shopping center and medical
1 facility. Nowhere is this constraint more apparent and nowhere is the ineffectual efforts of NIH engineers to overcome the real constraint than the two-lane overpass leading to I84 west. As you are more than well aware, this man-made constraint has been the single most responsible factor provoking the unanimous opposition of residents of the Town of Southeast, Carmel and Patterson.

I will not reprise their comments but will add one more. The Insurance Institute for Highway Safety reported 2016 rates of accidents and fatalities principally involving vehicles and trucks. I have included the url of this report which should give anyone pause, in considering this project a "clean commercial enhancing the health, safety and economic well-being of the residents of the town." https://www.iihs.org/iihs/topics/t/large-trucks/fatalityfacts/large-trucks.

We are heirs of road designers that in earlier decades transformed rural roads into highways not calculating the effect of such fateful
2 decisions. Route 312 is the artery leading to I84 east and west, thereby creating a scenario whereby any accident event on I84 will domino effect on Rte 312. Daily. we have been visited with reports of such accidents involving multiple cars and those between cars and trucks. That occurrence can only exponentially increase as 510 NIH semi-trailers make their entrance into I84. Trucks account for 500,000 accidents in the United States with a loss of 5,000 lives.

Nor can we discount the effect of 510 semi-trailers vying for space on the entire Rte 312 corridor with vehicles, school buses,
3 ambulances, police cruisers and trucks from other areas of Rte 312, whose companies also depend on truck traffic i.e. Ace Endico presently expanding its facilities; Unilock, Tractor Supply and those of Home Depot, Kohl's, Marshalls on Brewster Highlands. Although defeated, in 2017, there were plans to establish Morrow Crane not a mile distant. And there are For Sale signs presaging further development peppering the corridor. Those involved in the revision of the Comprehensive Plan recognized that

the intensification of development projects along this corridor would strain the infrastructure and produce unnecessary hardship for residents and therefore attempted to tamp down development by adopting the RC code.

The cost of these natural and man-made constraints so outweigh the benefit of $2 million taxes and the trifling promise of 600 low skilled, low paying jobs, themselves vulnerable to the introduction of automation/ robotics into the warehouse/logistics centers and with it the illusionary promise of long-term employment. This prediction was confirmed in a Hudson Valley Economic Development conference topic: Hudson Valley Visionaries: A Look into the Future of Commercial Real Estate." And I quote: "Whether transforming old shopping malls and corporate parks into mixed use developments or dealing with earth-shattering impacts from new technologies such as autonomous vehicles and use of robotics in warehousing, the Hudson Valley's commercial real estate is changing."

4 And lastly, we often wonder at what has been described as "the tipping point" when change becomes manifest and tranformative for the worse or the better. The residents of this community have intuitively recognized that the approval of the Northeast Interstate Logistics, is such a tipping point when daily and even hourly conditions will become intolerable and town and quality of life transformative. In response, from all quarters of the Town of Southeast, almost unanimous opposition has arisen. And they look to their representatives - appointed and elected - to do their sworn duty and not dismiss or discount these very real constraints in the name of economic development.

Sincerely,
Ann Fanizzi, Resident, Hunters Glen

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Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 11:43 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: August 27th 2018 Meeting Re: Proposed Distribution Center

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, September 4, 2018 11:41 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: August 27th 2018 Meeting Re: Proposed Distribution Center

Just received.
Thank you.
Cathy Chiudina

For:
Victoria Desidero
Town of Southeast

-----Original Message-----
From: Diana <dee919@aol.com>
Sent: Friday, August 31, 2018 8:53 AM
To: planning@southeast-ny.gov
Subject: August 27th 2018 Meeting Re: Proposed Distribution Center

As new residents at The Retreat in Carmel, we are concerned about the proposed Distribution Center. We chose Carmel as it seemed to be a pleasant and quiet community. We attended your Planning Board meeting on the above date and would like to offer our opinion on this matter.

The following are our main concerns:

1 1) The Distribution Center will dramatically increase the traffic on Rt. 312.

2) We have observed congestion during morning and evening rush hour. A Distribution Center would significantly increase congestion.

2 3) Presently, we have observed that the majority of traffic consists of passenger vehicles. The addition of a large volume of commercial traffic would greatly effect the quality of life for residents as the noise volume would increase and

3 air quality would decrease significantly.

4 4) The traffic on Route 6 between Route 312 and Gleneida Avenue would increase dramatically. It would have the greatest negative impact at the intersection of Gleneida Avenue and Route 6, which is already very congested with existing traffic.

We hope the Planning Board will seriously consider our concerns. We would like to keep the existing residential atmosphere which we have come to enjoy.

Sincerely,
George and Diana Thomas

Sent from my iPad

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Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 11:55 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logisitics

Daniel M. Richmond, Esq.
Partner
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Sent: Tuesday, September 4, 2018 11:54 AM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logisitics

Just received.
Thank you.
Cathy Chiudina
For:
Victoria Desidero
Town of Southeast

From: hopimimi@aol.com <hopimimi@aol.com>
Sent: Friday, August 31, 2018 2:39 PM
To: planning@southeast-ny.gov
Cc: townboard@southeast-ny.gov
Subject: Northeast Interstate Logisitics

August 31, 2018

Southeast Planning Board

One Main Street

Brewster, NY 10509

planning@southeast-ny.gov

Dear Board Members,

I am writing to express my major concerns over the proposed Northeast Logistics Center.

After years of prudent vigilance in keeping our local environment as pollution free as possible by introducing hazardous-free businesses with low traffic, noise and visual impact, we are now exposed to a project that can destroy our water, air, noise, and the beauty of our town.

1 The NYS Attorney General letter from Aug. 23, 2018 rightly indicates a large possible increase in the already polluted Middlebranch Reservoir which feeds into the major source of NY City drinking water. With my expertise in over 30 years of landscaping, which includes water runoff mitigation for NYC and others, I can attest that the current Logistics Center's
2 proposal is woefully inadequate to protect both the Reservoir system and our own watershed, thus impacting home owners with wells.

I urge the Planning Board to reject this giant project.

3 In addition, as a three times cancer survivor, losing a lung and living under constant medical supervision, my concern over our air quality is primary. Like me, there are hundreds of other senior citizens who are suffering from pulmonary disorders. We moved from the cities to the country because of and for better air quality. Please, don't take this away from us.

3 Emissions of 510 trucks on daily basis is not a joke. Did anybody perform air quality tests of the area before and after the introduction of Home Depot and the rest?

4 Traffic on 312 is another issue. A big one. All that's needed is for one truck to get stuck anywhere on 312 to disturb the life of many many residents. It will affect the shopping at Kohl's and all the other stores. The alternative option of diverting the traffic onto route 6, going through the village, is totally unacceptable. And don't expect NY State to fix the roads. We already have had enough bad experiences with them regarding the current conditions of our roads.

As of now, I see on a daily basis too many 53-foot long trailers driving on route 22, into Turks Hill and Deans Corner, all to avoid the traffic on 684. None of these roads are suitable for such heavy use.

Although I sympathize with the land owner, he was already approved by the town, after Langley negotiations, to build 124 residential houses in that location. His inability to sell those houses should not be the sole responsibility of the town. Southeast is a place most suitable for raising young families, not a hub for a major trucking company.

5 In summary, the current proposed Center is much too large. It should be scaled back to no more than 15% of land use. And much lower numbers of trucks should be allowed to use our roads.

The town of Southeast is most suitable for young families and raising children in a country setting. It is not meant to be a truck depot just because of the convenient access to 684.

Sincerely,

Miriam Yekutiel

53 Panorama Drive

Brewster, NY 10509

cc. Supervisor Tony Hay
Town Board of Southeast
Southeast Town Hall
1360 Route 22
Brewster, New York 10509

townboard@southeast-ny.gov

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Bradley D. Schwartz, Ph.D.
80 Seven Oaks Lane
Brewster, NY 10509

August 30, 2018

Planning Board
Town of Southeast
One Main Street
Brewster, NY 10509

Dear Planning Board Members:

I attended the public hearings for the proposed Northeast Interstate Logistics Center on July 9 and July 23 and the discussion of this project at the Planning Board regular meeting on August 27. The representatives of Putnam-Seabury Partners gave clear presentations of the project's scope and benefits. There is a growing need for distribution centers, but they are inappropriate for the Town of Southeast. I reached this conclusion after considering the Draft Environmental Impact Statement (DEIS) and the many thoughtful comments and questions from town residents and members of the Planning Board. The cost to our community would outweigh the benefits of this project.

The major benefits of the proposed logistics center would be more real estate taxes, money for the local economy, and jobs created. The taxes may be impressive by
1 themselves, but they would be a very small fraction of our school, town, and county budgets. The New York State tax cap has been very effective at controlling increases in these budgets, somewhat relieving the need to increase tax revenues. Likewise,
2 the number of new jobs is impressive, but these jobs would be primarily filled by low skilled workers who are not local residents. These out-of-town workers would spend their earnings where they live, which would not contribute to our local economy. To obtain these minimal benefits, our town's residents would have to
3 contend with significantly increased vehicle traffic. This additional traffic would cause more travel delays in an already congested area of town, degraded air quality, 4
5 and increased noise.

Vehicle traffic on local and major roads in the Town of Southeast has continually increased over the 35 years I have lived here, particularly during the last five or so years. The increased traffic and resulting congestion and delays are largely the result of external developments, not anything done in our town. More people are
3 driving through Southeast to get to and from work elsewhere and for other events. Whereas these external developments are likely to continue and further increase traffic, it is unwise to permit any development in our town that would add to the problem without providing a worthwhile benefit to the residents.

Access to the proposed logistics center would be from Pugsley Road at Route 312, a
6 sloped, winding road with a single lane in each direction. Vehicles traveling to and from this facility would use the Exit 19 interchange on Route 84 and drive through

6 the major intersection at Independence Way, the entrance to the Highlands shopping center and Southeast train station, that is already congested at many times during the day. The project plans that were presented will not mitigate the increased vehicle traffic, particularly truck traffic. One such proposal is to add one lane in each direction on Route 312 from Pugsley Road to the Independence Way intersection. This does not address the added traffic through this already busy intersection and on the bridge over Route 84. The computer simulation of smooth vehicle flow through a traffic circle on Route 312 at Pugsley Road is a fantasy.

7 Anyone who has used a roundabout with heavy traffic knows that this will not happen. The proposed changes to Route 312 disregard the fact that high vehicle volumes will create unavoidable congestion, disruptions, and delays that will be suffered primarily by town residents.

8 I know senior citizens who avoid some roads in our town because of the hazards. If the traffic worsens at the Route 312 – Route 84 interchange, it is likely that some seniors and younger people as well will no longer shop at the Highlands retail center. People who now use the medical facilities on Route 312 may decide to go elsewhere.

Town residents complained for many years about traffic problems on Route 22. New York State finally made improvements at the Milltown Road and Route 312 intersections. This eased the congestion, but there are still backups during the morning and evening rush. We should learn from this history and not allow a project that will put over 500 tractor-trailer trucks daily on a local road.

9 If the town permits the Northeast Interstate Logistics Center, we will have little if any control over the consequences. For example, the developer has repeatedly stated that most truck traffic will occur at off-peak hours. The town would have no recourse if peak truck traffic actually occurs during rush hours. Like many Southeast residents, at my house I can hear trucks driving on Routes 684 and 84 from before dawn until late at night. These trucks and others traveling throughout our town frequently use Jake brakes to slow their vehicles. A Jake brake (Jacobs

10 Vehicle Systems) operates by using the engine as a compressor, which emits a loud noise from the exhaust. As these are legal devices, the town would be hard-pressed to restrict their use or to enforce any regulation.

Thank you for your careful review of the DEIS and the residents' comments about the proposal.

Sincerely,

Bradley D. Schwartz

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 11:52 AM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Comments on Proposed Logistics Center
Attachments: Logistics Center.pages

Daniel M. Richmond, Esq.
Partner
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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, September 4, 2018 11:50 AM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Comments on Proposed Logistics Center

Just received.
Thank you.
Cathy Chiudina
For:

Victoria Desidero
Town of Southeast

From: Mary Schwartz <voxsys@comcast.net>
Sent: Friday, August 31, 2018 11:21 AM
To: planning@southeast-ny.gov
Subject: Comments on Proposed Logistics Center

Please find the attached file with my comments. In case there is a problem reading the file, I am adding it to the text of this email. Thank you. Mary
~~~~~~~

Mary T. Schwartz
80 Seven Oaks Lane
Brewster, NY 10509
voxsys@comcast.net

Planning Board
Town of Southeast
One Main Street
Brewster, NY 10509

Dear Planning Board Members:

1 I am very concerned about the choice of location for the proposed logistics center. The area already suffers from traffic congestion much of the day. The additional load of tractor trailers coming and going from a large distribution center will make the area a place to avoid for those of us who can avoid it. Unfortunately, many Southeast residents must drive through this area and avoidance is not an option.

2 I understand there are proposals to widen roads and add a traffic circle, but this does not completely solve the problem as traffic coming from the south or going north on Route 84 must cross a bridge that is unlikely to be widened because of the considerable cost involved.

3 I can't help but wonder what the economic impact might be on the stores and restaurants that are located in the Highlands Shopping Center and the difficulties patients trying to reach CareMount or AON will encounter. Also, I am concerned about the possible need for 5
4 emergency vehicles traveling from the Brewster schools to Putnam Hospital, when time is of the essence.

There are many other problems with this proposal that concern me and, while I imagine some of my concerns can be addressed, I do not think these traffic problems are solvable and they are what most concern me.

Sincerely,

Mary T. Schwartz

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~~~~~~~

August 31, 2018

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

Re: North East Interstate Logistics Center
Draft Environmental Impact Statement

Dear Mr. La Perch:

Having read the DEIS from the applicant and attended the public meetings related to the Northeast Interstate Logistics Center (NILC),I would like to make some comments and then ask some clarification questions. I will try not to be repetitive with comments you have already received.

An overall observation is that the DEIS is not consistent in the way it addresses the issues or results, on some occasions presenting the impact as a net benefit e.g., tax benefit, while in others presenting the impact as a delta to the approved plan e.g., traffic. The treatment of all the items should be consistent. Also, the case is built at end of game. The impact at the intermediate stages of the project, as well as the way the costs and benefits flow is very important and should be rendered explicit. I will elaborate later.

The applicant states that the proposal is the only viable alternative since the previously approved plan and the Mixed Use Development alternative are not economically feasible. In addition, the applicant also states that the current proposal is non-competitive and thus requires the use of the PILOT program and assistance from the Putnam County Industrial Development Agency (IDA).

1 • Is the project still feasible without either the Pilot program or IDA assistance?
2 • Is the timing of the above approvals significant to the feasibility of the project?
3 • Can a copy of the requests to the PILOT program and Putnam county IDA be added to the documentation?
4 • What kind of assurances can be provided that the required funding to complete the project is/will be available?
5 • Can you commit that no further concessions/assistance will be requested from the town/county/state?

6 One of the stated benefits of the proposed plan versus other alternatives is that 80% of the site will be left as open space (264 acres). However, the marketing materials for the project as represented by CBRE (the largest commercial real state services and investment firm in the world), offer the Northeast International Logistic Center as an "Industrial Development Opportunity; 4 buildings. 1.1M sf and 250 acres". This seems to contradict the statement

6 made by the applicant, giving the impression that longer term there is no intention to maintain the 265 acres as open space.

- What is the applicant's vision for the site?
- 7 Can you include the full marketing pitch/statements being presented by CBRE to prospective clients?
- Can you share the list of potential tenants?

8 The economic impact was assessed at end state. However, as stated by the applicant the tax benefits realize in full in year eleven after completion of building 4, with no benefits in year one. Also the portrayed economic benefit to the community is not realized in full until building 4 is operational. On the other hand, the impact to the community in terms of construction, traffic, pollution and property values are felt in year one.

- 9 Can you break down the project by year starting in year zero? To include:
  - Construction timetable: roads, infrastructure, round-about, buildings
  - 10 Tax cash flow tied to above
  - Construction impact: $110.6M of output / $45,5M of wages and 818 jobs
  - 11 Operations impact: $91.6M of output / $32.4 of wages and 919 jobs
    - Was the impact of automation on jobs accounted for in the out years?
- 12 The economic impact was modeled using IMPLAN which is well accepted in the industry. However, only the bottom line results are presented.
  - Can you provide the assumptions used to model these results?

13 It is well documented in the industry that warehouse projects are detrimental to the property values of the adjacent communities. This impact was not included in the analysis.

- What will be the impact to property values in the adjacent communities?
- How will this decline translate into reduced property taxes for the town?

14 The impact to traffic was modeled at end state also, after the round-about and all buildings are completed and the site is fully operational, which might be the best case scenario. The different stages of the project, per the time tables requested above, will create different scenarios as construction, roads, infrastructure and other factors affect the prevalent conditions. Also, the impact excludes the impact of other developments already approved. 15

16

Traffic was analyzed, only at the proposed round-about, using Synchro software. While Synchro is well established as a construction scheduling and project management software in the industry, it is not considered a leading traffic modeling tool. The analysis should be completed using an industry leading software like SUMO. The modeling should include the following considerations to get a representative result:

- What is the traffic impact at the the key stages of the project (worst case scenario)?
- Impact of commerce seasonality, e.g., Black Friday, Christmas
- The traffic modeling as presented is incomplete, as it only looked at the one intersection and only at a subset of the traffic load. The modeling, at the different points of the project, should include in addition to the used truck traffic:
    - The traffic lights at International Boulevard, exit 19, Independent Way and Route 6. It should also include the Caremount and Prospect Hill intersections. The impact of the Caremount traffic going to Independent Way should also be considered.
    - As requested by the City of Patterson, the traffic on Fair street should also be studied.
    - The expected flow of box trucks in and out of the facility.
    - The construction flow at the appropriate stages of the project.
    - The employee traffic.
    - The applicant is making provisions for retail space, which is likely to include drop off/pick up. What are the expected traffic volumes?
    - The volumes associated with approved projects e.g., Crossroad 312, 123 rooms Hotel/124 units assisted care facility,Gateway Summit, The Fairways...
    - Assumption of a 65-70 ft long truck in the modeling.
    - Slower speed of the trucks in the round-about.
    - Snow, Icy conditions.

17

The construction of the round-about will create major disruption in the 312 and Pugsley intersection. Also, as designed, the applicant states that it will not accommodate larger vehicles, which will be required to “mount” the round-about. In addition, 312 has a slope which makes it tricky to navigate in icy conditions.

- When will the construction of the round-about happen and for how long?
- What is the required road closure, traffic diversion and mitigation plan during construction?
- Have the surrounding towns and emergency services been informed of this disruption and mitigation plan?
- What are these larger vehicles, their expected routes and numbers?
- Should the round-about be designed to be the appropriate size?
- Will the larger vehicles have the radius to turn into Pugsley from 312 southbound?
- Will the round-about increase the slope of the approach? Will it make it more difficult for vehicles stopped when yielding at the entrance of the round-about to regain traction in icy conditions?

17
- How will the exit slope affect the ability of empty trucks to exit in icy conditions?

18 While the current road infrastructure is essentially safe, there are still a sizable number of accidents, of which a significant number are associated with wet, snowy and icy conditions (expected to continue). The additional truck traffic will increase the number and severity of these accidents:
- What is the expected increase in accidents and its impact on traffic (longer disruptions) and local services (greater severity)?

19 The applicant is requesting the privatization of Bartlett Road. Since Pugsley/Fields Corner will be closed to through traffic, the only users of Pugsley will be NILC.
- Should Pugsley also be privatized, thus transferring the road maintenance responsibilities to NILC?

20 In terms of Community Services, the applicant states that the additional revenue from the PILOT program would offset the impacts from the project. Given the increase in traffic, transient driver population, employees, employees relocating into the district, etc., an increase in traffic accidents, industrial accidents, spills, students and other situations requiring the response from Community Services is inevitable.
- Will the increase in revenue offset the additional services required? Does the timing of the revenue match the need for services?
- The applicant states no Hazmat materials in the facilities; What will be/will not be allowed? How will this be controlled and monitored? (500+ trailers a day will make this challenging).
- What are the measures to prevent fires? Can you deal with plastic fires?
- What will be the additional road maintenance expenses?

21 The flow of trucks and the associated drivers will create its own challenges. Has the applicant made provisions to deal with this, namely: overnight accommodations, restroom and similar services, food services, truck repair services, refueling, etc.

22 The applicant states that there will be no significant adverse impact to air quality from the traffic of 500+ trucks. However, the applicant arrives at this conclusion not by using empirical evidence or modeling, but by not doing any analysis since in their estimation no screening criteria is triggered by the project. Large diesel trucks are known to be a major source of pollution and they are at their worst during deceleration, traveling at low speeds, idling and accelerating, which are the exact conditions the trucks will encounter when traveling to and from the highway. Further analysis should be completed:
- Inclusion of sensitive receptors: Caremount (hospital), Tilly Foster Farm (park) and the residences in Twin Brooks, Hunter's Glen and in Fields Corner road.
- Use a Dispersion Model to understand the flow and concentration of pollutants.
- The intersections should be considered at the LOS derived from the new traffic modeling mentioned prior. The SUMO modeling can also provide the pollutants generated by the traffic.

The applicant also states that there are no significant noise impacts and that the only mitigation required are mufflers during construction. This assertion was made by looking at the impact of construction, off-site traffic, on-site traffic and operations in isolation using independent assumptions.

23
- The construction analysis was based only on construction noise, excluding operational and construction traffic. While this could arguably be true during the construction of Bldg 1 and 2, it is not a valid assumption for the construction of Bldg 3 and 4 (closest to the receptors).
- The off-site traffic analysis uses passenger car equivalents (PCE) calculated using the TNM model at four segments. Using table III.L-10b as representative, the first three segments relate to flow from US-6 to Pugsley are not relevant since the applicant stated that there would no truck traffic in those segments.
  - Relevant segments that should be used are: Pugsley from 312 to NILC, both I-84 exit ramps and their approaches.
  - For the 312 segment between Pugsly and I-84, the table shows 40 trucks in the no build case, which sounds very high (the number of large trucks should be zero given the 1 mile travel limit). Also the increment in number of trucks in the build stage of 7 seems understated, a later table states 28.
  - If we do a quick analysis (which needs to be refined) of Pugsly between 312 and NILC when the road is closed (worst case) and assume a car volume of one (zero would result in infinity) for the build case and 600 cars (300 employees during shift change) and 28 trucks would result in a dBA Increase of 33 versus 0.6 used to make the no noise impact assertion.
  - The impact of all the segments is additive and should be modeled using a model like the afore mentioned TNM.
- The noise impact of construction, off-site traffic, on-site traffic and operations are cumulative and should be modeled taking into account the receptor positions and meteorological conditions.

In general the environmental impact is described and mitigation actions defined, e.g., traffic lanes will be repainted, construction vehicles will have mufflers, lights will point down, there is no impact on noise levels... Is the applicant prepared/willing to commit to maintaining the assertions made in the DEIS, for example:

24
- 80% of the site will always remain as open space – with the corresponding zoning change.

25
- Will maintain a Level of Service (LOS) “B” at all relevant intersections.

26
- The noise level at the test point will stay within the current levels.

27
- Air quality will not be impacted.

28
- The applicant assumes sole responsibility and liability when a spill into the watershed occurs.

29
- The applicant commits to cover the cost of any unanticipated services increase
- ...

I believe (hope) that the board will make its decision based on the pros and cons of the project; answers to the questions above will bring additional clarity to the facts. Also, 31
30 consideration should be given to the unintended consequences of the project, namely: impact to sales/employment in Highlands; Caremount reaction (urgent care); viability of Tilly Foster
32 Farm as open space, tourist and hospitality venue, and education facility, (now next to an industrial site); the permanent change to the culture and character of the town/county... | 33

You have a tall task in front of you, glad to offer any clarifications.

Sincerely,

Carlos Passi
144 Fields Corner Road
Carmel, NY 10512

54 Enoch Crosby Road
Brewster, NY 10509

August 30, 2018

Town of Southeast Planning Board
One Main Street
Brewster, NY 10509

RE: DEIS Northeast Logistics Center

Dear Planning Board Members:

1 1. The developer states in the Full Environmental Assessment Form (see below text) that land zoned OP-3 includes Warehouse use. The town's Commercial Zoning Schedule, 12-01-2015 does NOT show Warehouse as a Permitted Principal Use; Permitted Accessory Use; Special Permit Use; or Conditional Use. Does *Warehouse* need to be a permitted use in OP-3, before adding *Logistic Centers* to our Zoning Code?

Vol. II—Appendices
Appendix I-I a
Full Environmental Assessment Form

Page attached between Page 1 and Page 2 states the following:

Lot #

1 2 3 4 5

Approximate Acreage

77. 16 91. 19 71. 74 25. 27 57. 28

Total Acres 322.64
Lot #1 contains Warehouse #1 and Warehouse #2.
Lot #2 contains Warehouse #3, and Lot # 3 contains Warehouse #4.
Lot 4 is to remain undeveloped, and Lot 5 contains two wells to serve the proposed project.

The entire site is zoned OP-3 "Office Park OP-3 District" with the exception of three parcels zoned RC "Rural Commercial District". A proposed Zoning Map change would rezone the one RC parcel on the west side of Pugsley Road to OP-3.

1 **A zoning text amendment is proposed to permit a new "logistics center" conditional use within the OP-3 district, which district already includes a warehouse use.**

2 2. Building 1 and Building 3 are to be built on a ridgeline. What color will the buildings be? How many years after the landscaping installed, will it take for the plantings to conceal the buildings? Will there be an irrigation system installed for the plantings?

3 3. A table included in the power point presentation (see below) given at the Public Hearing states that the total daily amount of truck trips (tractor-trailer) would be (+/-) 510. In the Full Environmental Assessment Form on Page 7 the number of tractor/trailer trips a day stated is (+/-) 720. What is the correct figure? Also stated in the Full Environmental Assessment form is that the peak truck traffic will be in the evening. The chart below shows the peak time for truck trips is 10am to 3pm. What is the correct information?

Time Period	Hours	Truck Trips/Hour	Total Truck Trips
7:00 AM – 10:00 AM	3	12.7	38 (19 Trucks)
10:00 AM – 3:00 PM	5	50	250 (125 Trucks)
3:00 PM – 6:00 PM	3	11.3	34 (17 Trucks)
6:00 PM – 8:00 PM	2	28	56 (28 Trucks)
8:00 PM – 7:00 AM	11	12	132 (66 Trucks)
Total	**24**	**21.3**	**510 (255 Trucks)**

4 4. What is the total daily number of all traffic that will be generated by this project, both during the construction phase and the gradual increase of traffic after each warehouse is completed? I would like the figures broken out for Box Trucks; automobiles; Vans; tractor-trailers and any other vehicle I have not listed above.

5 5. A 269,000-gallon water storage tank is proposed for the site. How tall is the water tank? What color is the tank? Will the tank be buried in the ground? Is there a landscaping plan proposed to conceal the tank?

6 6. How long will it take for the roundabout, to be built? What measures will be taken to mitigate commuter and other traffic during the construction of the road improvements to Route 312?

7 7. What is the sequence and time frame of the build out/construction of each warehouse? Will the excavation be done for all four warehouses at once or would each individual warehouse be built entirely as a separate project?

6 8. Will all the traffic improvements to Pugsley Rd and Route 312 be done prior to the construction of the warehouses? How long will it take for all of the traffic improvements to be completed?

8 9. The developer has asked for Barrett Road to be deeded to them by the town of Southeast. If Barrett Rd is deeded to the developer by the town, will the town be compensated for the road? What would the compensation be?

9 10. Implementation of the PILOT Program would decrease the total of Brewster Fire taxes paid to the Brewster Fire Department, generated by the new building, for a period of ten years for each building. Is special equipment required by the Brewster Fire Department to fight fires at the proposed Northeast Logistics Center? If yes, what would that equipment be? How much would the equipment cost? Would the developer pay for the initial purchase of the equipment?

10 In closing I would like to mention that the Town of Southeast updated their Comprehensive Plan (http://southeast-ny.gov/DocumentCenter/View/102/2014-Adopted-Comprehensive-Plan-PDF?bidId=) in 2014. The following text is taken from Section 5: Land Use Community, Character, and Zoning:
5-6

FUTURE LAND USE

Figure 5-2 illustrates future land uses based on the existing Zoning Map and proposed changes to commercial development patterns (described below in "Zoning" and in Sections 6 and 7). The areas of particular interest to the Town with respect to future development are described below.

RURAL COMMERCIAL DISTRICTS

Following the adoption of the 2002 Comprehensive Plan, the Town implemented a new "Rural Commercial" (RC) Zoning District at key entry points into the Town and specific parcels of notable rural character. Uses to be permitted in this new district recognize the importance of visual character, and could be linked to Hudson Valley tourist-oriented development. To further the tourism oriented uses recommended in the 2002 Comprehensive Plan, this Comprehensive Plan Update recommends revisiting the permitted principal and special permit uses in the RC Zoning District. Additional uses that could be considered are craft workshops, agricultural tourism based businesses, and performing arts or other arts based uses.

Our town purchased 156.18 acres of land with our Open Space funding in 2007. This property is located next to the land zoned RC that the applicant would like to have changed to OP-3 Zoning. Changing the zoning to OP-3 would not be in the spirit of the Comprehensive Plan. The project now before you would change the character of our town forever. 11

Thank you for taking the time to read my comments and questions.

Best,

Cathy Croft

Aug 29, 2018

Thomas LaPerch, Chairman
Town of Southeast Planning Board
1360 Route 22
Brewster, NY 10509

RE: Northeast Interstate Logistic Center

Dear Mr. LaPerch and Planning Board Members,

I have lived in Putnam County (Putnam Valley, Carmel, Patterson, and Southeast) for the last 27 years and have watch it change its shape. From a youthful perspective, we wished for more shops and places to eat. Many of the places we went to changed hands year after year. As I have grown and am starting a family of my own, my perspective has changed. My concerns are no longer what new store is coming in as much as how safe is the neighborhood I want my children to grow up in. This probably aligns with why my parents decided to move to Putnam County from New York City. This view is very common in many of the other residents who have voiced their concerns. When compared to the surrounding counties, Putnam is unique. The lack of shops and the natural beauty is a big attraction to many who are tired of their homes surrounded by concrete and noise. Commercialization of areas are known to destroy the rest and relaxation many of us desire after a long day's work. If compared against those commercialized areas where the community was sold on tax relief, the communities have an increase in the crime rate and a lower level of education in residents with low to low-mid income ranges. Mahopac, Carmel, and Brewster schools have been known to be of the tops schools for education. Students who graduate go on to four year colleges and post graduate studies. Those same students return to Putnam County to find a place for their families because they value the quality of education provided with the hope that same serene/safe place is where their children will grow.

While I have heard the argument is that no additional children will be added to the schools, which is hard to believe, the impact from the proposed logistics center (warehouse) places many safety concerns to our children. The concerns I raise are the following:

1 1) The four logistic centers are roughly 1,300 feet from Carmel's only middle school: George Fischer Middle School where children attend from grades 5 to 8. If all four logistics centers were to have a fire, similar to the length the one at the GAP facilities in Fishkill had, the children at the school would be in immediate danger. The surrounding fire departments do not have the amount of water or resources needed to put out a fire of that size and as far as I know, it's prohibited to take water from the reservoir. I am not sure if there would be enough water in the reservoir to extinguish (not including how flammable the material is in the warehouses).

2 2) Do we know exactly what would be stored in the warehouses? I understand nothing hazardous however I read in one of the documents submitted that there will be the use of refrigerators. What will be stored in the warehouse? Will there be food on this site for sale? I would imagine this will attract many wild life to the facility. What steps will be taken to ensure any endangered animals or any animal are not harmed by the attraction? What steps are being taken to ensure any endangered animal is not harmed?

3 3) New York State requires all sex offenders to be 1,000 feet from any school. While the logistics center's property is just outside that limit and the logistics centers are not residential houses, how are we ensuring that the employees selected to drive the trucks and to work the facilities are not sex offenders? As soon to be mother, this is terrifies me.

4 4) In many of the meetings, the concern of traffic on Fair Street was raised. I am friends with the family who lost their child from a hit and run on Fair Street many years ago. The scares from losing a child was very traumatic and unimaginable. The family remembers their son/brother every day. The little boy never made it to school age when he was killed. What precautions are we putting in place to make sure the influx of traffic from residents who are going to use back roads to get to work instead of the highway or residents who are going to use back roads to stay away from the traffic from the entrance/exit of the logistics center?

5 5) From an already polluted world we live in, what recycling steps will be taken by the warehouses? Recycling cardboard is easy. What will be done with all of the Freon from all of the refrigerators and other special recycling that we as residents need to pay to remove? I would imagine the business would dispose of it, however where? Are they going to use our recycling centers that are already very limited in space? Will they have all of the garbage and recyclables carted out of Putnam County? What precautionary actions will be taken to mitigate the impact to the environment if any of the Freon or special recyclables or any of the garbage touches the reservoirs? I know that the buildings are set back however there is a considerable amount of wetlands in between that can help travel the waste.

6 6) With the increase traffic and weight on RT312, other than widening the roads and adding a potential round-about, what other infrastructure improvements will be made? The overpass of i84 does not look like it can hold the capacity of 500 trucks (daily) for very long. Who will be responsible for that improvement? If not a requirement now, the residents who promised this tax break will never see it as it will have to go to roads the logistics centers are destroying.

7 7) When there are severe or major winter storms or other natural catastrophes and New York State declares a state of emergency, where will all of the trucks go? They currently line i84 exits however with the influx of 500 from this proposed logistics center, will they have enough to store all 500 on site or will they line RT312, idling fumes into atmosphere?

8 8) While much of the discussions have been on large trucks, will there be smaller trucks riding the local back roads as well to make local deliveries?

9 9) While the construction of the logistics centers is the primary purpose of the meetings, I am to understand there might not be a tenant yet. How will all the concerns being raised by residents be enforced? If and after the planning board and the town agrees, what measures will be taken to make sure everything discussed – the tenant now and in the future agree to follow?

10 10) I have attended the meetings in July and August regarding the proposed plans for the Northeast Interstate Logistic Center. After each of these meetings, more and more questions seem to come from many of the great points being discussed. One last point that I can't seem to understand is, we have 2 sites 3 exits south of us on i684 that have large facilities that can certainly handle what is being proposed, have they been considered as an option? IBM has (I believe I count 4 buildings) sitting on a ridgeline (as I drive down i684 everyday) and Pepsi has more just south of there. To the best of my knowledge, all of these properties are vacant as I can easily get a table to eat in the town of Somers, whereas before it was impossible. The

10 applicant states there are no other options, are you sure? Does Southeast really need to destroy its natural beauty when there is available space elsewhere?

Mr. LaPerch and Planning Board Members, I ask you to thoroughly review all that is in front of you and make a decision to decline moving this application for the Northeast Interstate Logistic Center forward on grounds that its scale is too large for the area and the impacts out way the benefits. If the property owners wants to add residential houses, please encourage them to do so. I'd and I'm sure many others would welcome families to the neighborhood than a logistics center.

Thank you for taking the time to read my concerns. I look forward to the next disclosure.

Kind regards,

Patricia Ann Yara
105 Twin Brook Court, Carmel, NY 10512
&
2 Towners Farm Lane, Patterson, NY 12563

August 31, 2018

From: Robert Zubrycki
41 Cooledge Drive
Brewster, NY 10509
279-7424
fiddlebobz@aol.com

Town of Southeast Planning Board
One Main Street
Brewster, NY 10509

RE: DEIS Northeast Logistics Center

Dear Planning Board Members:

As a Putnam County native and a resident of the Town of Southeast since 1999, I strongly urge you to vote against the Northeast Logistics Center. This type of development does not fit in with our desire to protect our rural character and ridgelines, as I believe are stated in our Comprehensive Plan and in Town Regulations.

A few questions:

1 • Is there any plan to remediate the extra noise that will come from I84 due to this increased traffic, especially trucks down-shifting or accelerating due to the hills around exit 19? The neighborhoods surrounding this corridor are already suffering as traffic grows, this will only magnify the problem.

2 • Who will be responsible for enforcing regulations regarding idling trucks and lighting? Our Town of Southeast enforcement officers are already stretched thin. Lighting at the Highlands has gotten worse. (Some downward directed fixtures now are directed straight out.) Who will show up at night in the heat of summer or in the dead of winter to see if trucks are idling to run AC or heat? And will a fine actually deter this problem? We already have too many air quality alert days, and light pollution impacts thousands of residents as well as wildlife.

I have many more concerns that mirror what others have already addressed. I believe that allowing this project in the Town of Southeast will negatively affect our quality of life, as well as property values, this is not the type of development we should be encouraging.

Thank you for your consideration.

Sincerely,
Robert Zubrycki, Violinist
Board of Directors, Town of Southeast Cultural Arts Coalition
Board of Directors, Putnam County Economic Development Corporation
Past Chairman: Lake Tonetta Advisory Committee

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 3:51 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: NIL

Daniel M. Richmond, Esq.
Partner
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Please consider the environment before printing this email.

From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, September 4, 2018 3:49 PM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: NIL

Just received.
Thank you.
Cathy Chiudina
For:
Victoria Desidero

Town of Southeast

From: Eric Larca <eric.larca@yahoo.com>
Sent: Monday, September 03, 2018 10:45 AM
To: Victoria Desidero <planning@southeast-ny.gov>
Subject: Fw: NIL

Please use this Copy, I had a typo...

Victoria,

Please include my comments below as part of the DEIS review.

Thank you,

As a follow up to comments of my fellow board members, the community and myself, I would like to formalize what I am looking for in terms of specific responses in the FEIS.

1 • Jake Brake/Engine brake – Can this be limited in the area surrounding this project?

2 • Backup Alarm – Are all 18-wheelers equipped with back up alarms?

3 • Truck Route – Can a truck route be established so that all semi's leaving the site are forced to make a left on Route 312 and avoid Route 6 entirely?

4 • The FEIS should include specific restrictions to parking overnight on the property. Per AKRF memo, please also include the length of time trucks and trailers will be located onsite.

5 • Traffic – I think it's imperative that the mitigation of Route 312 results in better intersection grading then what currently exists. i.e. some of these intersections are listed as a D or F. If the planned mitigation only maintains an almost failing grade, I would deem that as unacceptable. I would like to see 2 lanes from Route 6 all the way to the westbound entrance of Interstate 84. I understand the replacement of the bridge would be an immense cost and potentially not feasible, however it still needs to be looked at.

6 • I'm not sold on closing the entrance to Fields Corner Rd. I would like you to explore installing a traffic bar for height restrictions (similar to the parking lot where Gaetano's pizza is located.) This would allow vehicles and emergency responders to pass and would limit most commercial traffic. I would also be in favor of some sort of speed bump/hump between the logistics center entrance and the private homes on Fields Corner Rd.

7 • While I agree traffic circles are safer and more efficient for many reasons, I don't like the design of this roundabout which includes a stop light. Also, I agree with the DOT comments that large trucks don't fare well in roundabouts.

8 • Please provide a proposal for employee shift times for the Planning Board to consider.

9 • Please provide additional view sheds:

- Hunters Glen
- Centennial Golf Course
- Tilly Foster Farm

10 • I still don't understand the need for 4 separate buildings, multiple tenants could occupy a single building. As I mentioned in my comments, I would like to see Barrett road de-mapped and buildings 3 & 4 combined to move the corner of building 4 an additional 580 feet away from Twin Brooks. I would also like buildings 1 & 2 combined and shifted further away from Tilly Foster Farm.

11 • In your presentation you calculate that the full assessed amount will be equal to ~$2m in annual tax revenue (I understand this is without the PILOT program). Can you please provide the assessed value you used for this evaluation? Can you also explain how you came up with that figure and what comps were used in determining the assessment?

12 • You claim > 600 onsite jobs will be created by this project. Can you confirm if that figure is based off of square footage of the buildings? If so, also provide comps to similar operations and their employment figures. (# of employees, broken out by full and part time as well as average salary).

13 • The DEIS calls for a 269,000 gallon water tank to be used in case of a fire. A simple google search shows that the dimensions of a 250,000 gallon water storage tank is ~33' x 48'. Will you be using a similar model? What will be the dimensions? Will you require a variance from the Zoning Board?

14 • There were additional concerns from volunteer fire fighters who claim that 269,000 gallons of water would not be sufficient for a development of this size. Please confirm if that statement is true.

15 • Please provide comments from the Brewster, Patterson and Carmel fire departments as part of the FEIS. As this facility would be larger than anything around, it's imperative that the fire districts confirm they have adequate equipment.

16 • **Please remove the following comment and any similar comments from the DEIS completely. "*In addition to the traditional warehouse and light manufacturing functions that are already permitted under the Town's Zoning Code*" This is completely false as warehouses are not listed in the OP3 district.**

17 • I suggest you have a cost expenditure share in the maintenance of Pugsley Rd. Since this road is not currently maintained by the town in the winter months and isn't paved, this will eventually become a financial burden on the town that would offset town tax revenues. With all the large trucks on the road, it's reasonable to estimate this road will have a shorter lifespan.

In addition to the above concerns, I fully expect that the 112 comments in AKRF's memo, 26 comments in the DEP Memo, 34 comments in the Watershed memo, DEC comments, Town of Patterson comments, all additional comments made by the planning board members and any legitimate comments/concerns from the many community members who wrote in or spoke publically, to be addresses thoroughly.

Thank you,

Eric J. Larca

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Daniel E. Armstrong
September 6, 2018

Page 1

The proposed Zoning Ordinance amendment is the key element in the entire application!

Without the zoning amendment everything else is academic, ie., it has no meaning or relevance. This property owner, all be it a corporation or partnership certainly has all the same rights as all of us who as individuals or owners by whatever definition to be treated the same way when coming before this Board or any other Town agency!

We are all participating in a review process which has taken place in one form or other over a long period of time with changing Town priorities, changing zoning ordinance and master plan goals and restrictions.

It is not a prefect process but it does in all its forms give property owners and all residents an opportunity, to express their opinions and give input. I am avoiding the use of the word "concerned" because all of us want the "best" living and economic ship Town can provide!

Page 2

The _____ Northeast Logistics Center proposed zoning ordinance amendment, subdivision proposal and development of the site must be judged on their zoning conformances, short comings as well as their merits! The review process must result in a compatible site development with the least feasible impacts, including Traffic and other environmental considerations.

Now to my observations (some)

1 The environmental impacts on quality of water, flora and fanna are all very clearly defined and must be followed by both the applicant and the Town.

2 Traffic—Route 312 is and has been for some time under development and redevelopment pressure! (volume) the traffic generated both by commercial and residential users of Rte. 312 have been growing for over 20 years. I have actively participated in the updating of the last two Comprehensive plans as well as the resulting changes to the zoning ordinance and other related updating of local regulations.

Page 3

Both documents attempted to balance the residential mix of housing opportunities and commercial development—with some success. But I think both documents need work along with
2 a republication of the fiction and potential of Rte. 312.

Ridgeline Development, Screening and lighting

3 All development changes the visual impact of a given side, ridge lines must be very carefully evaluated and impacts must be kept to the minimum. Screening has a different goal than landscaping and is not “beautification” its goal is to minimize the visibility “from ___side to side” of any new structures!

4 Lighting may be the most significant of the impacts from offsite! The need for lighting in unquestionable—it’s the intensity and hours its on is the big questions. Automatic shut off and on, devices restrict its impact at time when it provides no useful benefit, times, motion detectors, careful focusing and other systems can make lighting useful but sufficient!

Page 4

2 In conclusion this site just as with every other underdeveloped or underdeveloped site in our Town will continue to be under pressure for new unanticipated uses and development. Due to our geographic location, and its crossroad(s) status Rte. 84, Rte. 684, Rte. 22, Rte. 6, Rte. 7 and ____ North, we must continue to deal wisely with our own development and accept the fact that no matter how restrictive we may be with our Town, development, traffic is coming here in volumes which we will have to be prepared to deal with!

At the minimum I suggest that a Master Plan be developed for Rte. 312 so that a coordinated improvement plan can be considered and developed and adopted. The current placement approach on a development/site fix is not good planning.

Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 3:36 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, September 4, 2018 3:33 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Thank you.
Cathy Chiudina
For:
Victoria Desidero
Town of Southeast

From: Don <donaldmcalpin@aol.com>
Sent: Saturday, September 01, 2018 8:50 AM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Northeast Interstate Logistics

To the Southeast Planning Board:

My wife and are strongly against the Northeast Interstate Logistics warehouses proposed near Route 312 and Interstate 84. My wife and I have lived in the Town of Southeast for 26+ years and have seen it change from a once beautiful town with many open spaces to a more congested and developed area.

1 We are very concerned about the additional traffic on Route 312, particularly the heavy volume of very large trucks which will have a negative impact on the already over utilized infrastructure. Trucks entering and exiting the area multiple times a day will only create more traffic, noise 2 and air pollution 3.

4 We do not believe the taxes collected from this project will offset the tremendous costs to upgrade and improve the current infrastructure and roads. There will also be an additional burden on emergency responders, particularly our all volunteer fire department. 5

6 We need to keep the dwindling open space we have now in this area. We don't need to build on every available open space. We grew up on Long Island and we know how unchecked retail/commercial expansion can negatively affect a community.

We have already seen more than our fair share of open spaces become concrete.

Regards,
Donald and Donna McAlpin
9 Spring Knolls Road
Brewster, NY

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Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 12:24 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics

Daniel M. Richmond, Esq.
Partner
LEED Accredited Professional

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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, September 4, 2018 12:23 PM
To: Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Thank you.
Cathy Chiudina
For:
Victoria Desidero
Town of Southeast

From: Vikki Rogers <vikkirogers@gmail.com>
Sent: Friday, August 31, 2018 10:48 PM
To: Planning@southeast-ny.gov; Townboard@southeast-ny.gov
Subject: Northeast Interstate Logistics

To Whom it May Concern:

1 I am writing to express my strong opposition to the Interstate Logistics Project. Southeast does need growth that attracts families, builds community and enhances quality of life. This project is not the direction our community should seek growth and it should be voted against.

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Kate Roberts

From: Daniel Richmond
Sent: Tuesday, September 04, 2018 12:18 PM
To: Kate Roberts
Cc: Tracy Russo
Subject: FW: Northeast Interstate Logistics

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Partner
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From: Victoria Desidero <planning@southeast-ny.gov>
Sent: Tuesday, September 4, 2018 12:16 PM
To: Town Board <townboard@southeast-ny.gov>; Ashley Ley <aley@akrf.com>; Cathy Chiudina <cchiudina@southeast-ny.gov>; David Rush <drush@Environetics-ny.com>; Elizabeth Hudak <elizabeth.hudak@gmail.com>; Eric Cyprus <ecyprus@gmail.com>; Eric Larca <eric.larca@yahoo.com>; Jack Gress <jackgress@verizon.net>; Joe Dillon <jdillon@nlja.com>; John Lord <jlord@southeast-ny.gov>; Lynne Eckardt <Lynne.Eckardt@gmail.com>; planning@southeast-ny.gov; Steve Coleman <Steve.Coleman8@verizon.net>; Sybil Higgins <shiggins@nlja.com>; thehechtfamily@comcast.net; Tom Fenton <tfenton@nlja.com>; Tom LaPerch <TLaPerch@HLCommercialGroup.com>; Will Stephens <wstep68534@aol.com>
Cc: Daniel Richmond <dmrichmond@zarin-steinmetz.com>
Subject: FW: Northeast Interstate Logistics

Just received.
Thank you.
Cathy Chiudina
For:
Victoria Desidero

Town of Southeast

From: John Lord <john.jlintl@gmail.com>
Sent: Friday, August 31, 2018 10:35 PM
To: Victoria Desidero <planning@southeast-ny.gov>
Subject: Northeast Interstate Logistics

The applicant has stated that Barrett Road is a dead end road and is looking to have the road privatized.

1 I believe that Barrett Road does not dead end at the end of the applicant's property but continues to be a Town of Southeast right of way all the way to Simpson Road.

To be certain of the status of the road I respectfully request that the applicant arrange for a Title Search.

John Lord
861 Drewville Road
Brewster, NY 10509

a

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JAMES BRYAN BACON, ESQ., P.C.
Attorney and Counselor at Law
P.O. Box 575
New Paltz, New York 12561
(845) 419-2338

August 31, 2018

Chairman Thomas LaPerch
Planning Board of the Town of Southeast
1360 Rt. 22
Southeast, NY 10509

Re: Comments on Northeast Logistics DEIS

Dear Chairman LaPerch and Members of the Board,

Please consider the following comments submitted on behalf of Ann Fanizzi and Ricky Feuerman on the Northeast Interstate Logistics Center (project) proposed by Putnam Seabury Partners, (Applicant), consisting of four warehouses totaling 1,125,000 square feet with potentially 22,500 sq. ft. of retail space located at Route 312 and Pugsley Road.

1 As discussed below, the project does not conform with the Town's zoning code as warehouses are not permitted in the RC or OP-3 zones. And, pursuant to the Comprehensive Plan (CP), the Town Board specifically adopted the RC zone to diminish traffic congestion because the bridge on Rt. 312 crossing Rt. 84 is inadequate to handle traffic volumes.

2 However, the project will further congest the Rt. 312/Rt. 84 intersection and exacerbate the existing bottleneck conditions placing the public safety at further risk.

Further, as noted by the Watershed Inspector General (WIG) and the New York City Department of Environmental Protection, (DEP), the project's stormwater and subsurface sewage treatment systems are not feasible due to high groundwater and poorly drained soils.

I. BACKGROUND

A mixed development at the project was first reviewed and approved by the Town in the 1990s.

The 1990s saw a huge increase in development and traffic in the Town causing the Town to engage in a years-long process to adopt a Comprehensive

Plan (CP). Public hearings were held in 2001 and culminating in the adoption of the CP on June 20, 2002.

A primary purpose of the CP was "to reduce the overall development level within the Town to be consistent with the Town's rural character watershed protection efforts." *Id.*

Importantly, the new Rural Commercial (RC) zones reduced the potential of intense development that would exacerbate traffic congestion:

3

> The Comprehensive Plan includes recommendations to adjust permitted uses within the commercial zoning districts to reflect community character and water quality objectives. … Certain of the Office Park (OP) zoning districts would be rezoned to a new "Rural Commercial" zoning districts to encourage less intense, but certainly of equal or high value, commercial uses such as corporate retreats, bed & breakfast or inn, or horse farms. These uses would be more consistent with the community's rural character, especially at these important gateway locations. From an environmental impact perspective, less intense commercial uses would likely result in fewer impacts from traffic and greater protection of water quality as impervious surface areas would be minimized.

The Town then rezoned most of the project site to RC.

In 2014, the Town updated its CP. Resident responses to surveys and CP committee members recommended maintaining the RC zones. The 2014 CP states:

> The intent of this [RC] rezoning should be maintained, in that the Zoning Map and Code should encourage uses that would maintain and enhance the parcels' scenic qualities and rural character.

2014 CP at 7-3.

And, contrary to the Applicant's statements in the DEIS, the updated CP singled out the project site stating the area's RC zoning should remain:

4

> **Route 312 west of Pugsley Road contains parcels with significant visual appeal and the previous rezoning of this property should be maintained**

Emphasis added - Town of Southeast Comprehensive Plan, adopted August 21, 2014 at 7-4.

In fact, rather than promoting a new intensive use, the CP recommends expanding the RC zone for uses that minimize parking and sewage discharge:

> The Town should examine its commercially zoned districts with respect to both community character, and economic/fiscal development. These districts should be evaluated to determine how well they serve the purpose of enhancing community character in the neighborhood business districts, the gateways to the communities, and along the highways. The list of allowable uses in each district should be evaluated for possible inclusion of "environmentally friendly" uses that do not generate large amounts of wastewater or that require large impervious surfaces.

Id.

And, the updated CP directs the Town to:

> Ensure that all local laws, including the zoning code and subdivision regulations, are consistent with the recommendations contained in this Comprehensive Plan and are adequately enforced.

4

Id. at 5-23, "Implementation Actions."

Finally, if the Town were to amend the Code, the CP directs the Town to "put a greater emphasis on… mitigation of potential impact of a particular use (e.g. traffic)." CP 5-24.

Following adoption of the 2002 CP, the Southeast Planning Board, (PB), revisited the project and issued Final Subdivision and Resubdivision Conditional Plat Approval March 28, 2005. Attachment 1. This approval noted that the project had been downscaled to eliminate the earlier proposed 237,000 sq. ft. of office/commercial use. *Id.* at page 5, ¶6.

Thereafter, a lawsuit brought by the Applicant ended in a negotiated settlement where the project's local permit approvals would expire on December 31, 2020 and the Applicant would be due the return of certain fees that were paid to the Town. See Attachment 2.

Apparently due to unfavorable market conditions, the Applicant has determined to proceed with a new development plan.

The Applicant has submitted a petition requesting that the Town amend its zoning code to include a new definition of a warehouse and proposes four warehouses totaling 1,125,000 sq. ft.

The PB has taken the lead in assessing environmental impacts as the parties understand that nothing in the prior stipulation requires either the Planning Board to approve a new project or the Town to amend its zoning code to allow a new warehouse use.

II. INCOMPATIBILITY WITH THE COMPREHENSIVE PLAN

Zoning laws must be "in accordance with a comprehensive plan." Town Law §263; Town Law 272-a(11). Indeed:

> Underlying the entire concept of zoning is the assumption that zoning can be a vital tool for maintaining a civilized form of existence only if we employ the insights and the learning of the philosopher, the city planner, the economist, the sociologist, the public health expert and all the other professions concerned with urban problems.
>
> This fundamental conception of zoning has been present from its inception. The almost universal statutory requirement that zoning conform to a "well-considered plan" or "comprehensive plan" is a reflection of that view. (See Standard State Zoning Enabling Act, U. S. Dept. of Commerce [1926].) The thought behind the requirement is that consideration must be given to the needs of the community as a whole. In exercising their zoning powers, the local authorities must act for the benefit of the community as a whole following a calm and deliberate consideration of the alternatives, and not because of the whims of either an articulate minority or even majority of the community.
>
> ***
>
> 5 Exercise of the legislative power to zone should be governed by rules and standards as clearly defined as possible, so that it cannot operate in an arbitrary and discriminatory fashion, and will actually be directed to the health, safety, welfare and morals of the community. The more clarity and specificity required in the articulation of the premises upon which a particular zoning regulation is based, the more effectively will courts be able to review the regulation, declaring it ultra vires if it is not in reality "in accordance with a comprehensive plan."

Udell v Haas, 21 NY2d 463, 469-470 (1968); (See also *Asian Ams. for Equality v Koch*, 72 NY2d 121 at 131 [1988]).

6 As above, the Town rezoned the project site from OP to RC specifically to "permit commercial development that has a smaller impact on environmental systems and the traffic network." (See updated CP adopted August 21, 2014, Section 5: Land Use, Community Character, and Zoning at page 5-21.

However, the Applicant proposes just the opposite.

Rather than smaller environmental and traffic impacts, these impacts are magnified. The Applicant proposes 4 warehouses generating 720± truck trips a day with 57 acres of impervious surfaces. See EAF at D.2j(2) and D.2(e)(i).

7 Truck traffic will overburden the already congested bottleneck caused by the undersized bridge over Rt. 84.

Regarding environmental impacts, 57 acres of impervious surfaces will produce significant amounts of stormwater. One inch of rain falling on one acre of land equals about 27,154 gallons of water and weighs about 113 tons.[1] Therefore, for a one inch storm, the project's 57 acres would discharge over 1 ½ million gallons of water weighing 6441 tons.

Both DEP[2] and the WIG[3] have submitted technical comments identifying the project's environmental constraints including poorly drained soils and a high water table.

DEP stated:

> DEP witnessed soils testing at the project site and extremely shallow seasonal groundwater was observed throughout the project site. The proposed method to treat stormwater runoff from the approximately

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[1] https://water.usgs.gov/edu/earthrain.html.

[2] See for example DEP comments, ¶14, on the DEIS of 8/28/18; "DEP witnessed soils testing at the project site and extremely shallow seasonal groundwater was observed throughout the project site. The proposed method to treat stormwater runoff from the approximately 60-acres of new impervious surface is infiltration. The on-site soil conditions do not support this treatment practice. As such, the project sponsor has failed to demonstrate that the proposed method of treatment is feasible and can support this level of development."

[3] The WIG reviewed the project's stormwater plans as so deficient that it stated:

> "We request that, in light of the scope and scale of the deficiencies in the DEIS, the Town reject the DEIS as not adequate and require the Sponsor to submit a revised or supplemental DEIS that will be subject to further public comment."

> 60-acres of new impervious surface is infiltration. The on-site soil conditions do not support this treatment practice. As such, the project sponsor has failed to demonstrate that the proposed method of treatment is feasible and can support this level of development.

See NYCDEP comments at ¶14 8/28/18.

Similarly, the WIG identified the project's stormwater plans as so deficient that:

> We request that, in light of the scope and scale of the deficiencies in the DEIS, the Town reject the DEIS as not adequate and require the Sponsor to submit a revised or supplemental DEIS that will be subject to further public comment.

8

We note that the Town Planner, Ashley Leigh has emailed the WIG for clarification and apparently has agreed to extend the comment period on a forthcoming FEIS to 45 days.

This would be a blatant violation of the State Environmental Quality Review Act (SEQRA).

More than 20 years ago the Legislature enacted SEQRA, and by so doing formally recognized that environmental concerns should take their proper place alongside economic interests in the land use decision-making processes of State and local agencies (see, ECL 8-0103 [7]; 6 N.Y.CRR 617.1 [d]). To insure that this laudable goal would be accomplished, the Legislature created an elaborate procedural framework requiring parties to consider the environmental ramifications of their actions "[a]s early as possible" (ECL 8-0109 [4]) and to "the fullest extent possible" (ECL 8-0103 [6]). The mandate that agencies implement SEQRA's procedural mechanisms to the "fullest extent possible" reflects the Legislature's view that the substance of SEQRA cannot be achieved without its procedure, and that departures from SEQRA's procedural mechanisms thwart the purposes of the statute. Thus it is clear that strict, not substantial, compliance is required. (See *King v. Saratoga County Board Of Supervisors*, 89 NY2d 341, 347-348, (1996).

8

SEQRA is clear that where a DEIS is determined to be seriously deficient in scope, that the cure is a Supplemental EIS, not simply extending a comment period on a FEIS.

Indeed, the critical comment opportunity for the public is on the *draft* environmental impact statement. For that reason, it is illegitimate to include an initial analysis on issues previously identified in the Scope. As the Court of

8 Appeals has made clear, the opportunity to comment on an FEIS cannot fulfill the pivotal role of the comment period on a DEIS or SEIS.

Thus, the omission of a required item from a draft EIS cannot be cured simply by including the item in the final EIS. (See *Webster Associates v. Town of Webster*, 59 NY2d 220, 228, 464 N.Y.S.2d 431 (1983) (emphasis added). Indeed, "[a] key element in the environmental review process is the public review and comments on the [Draft Environmental Impact Statement] (*Coalition for Responsible Planning v Koch*, 148 AD2d 230, 234, *lv denied* 75 NY2d 704) so as to draw "on the reservoir of public information and expertise which SEQRA intends to tap" (*Matter of Rye Town/King Civic Assn. v Town of Rye*, 82 AD2d 474, 482, *lv dismissed* 56 NY2d 985).

8 The Board allowing the Applicant to include entirely new information in a FEIS purporting to mitigate significant adverse impacts is a SEQRA violation which subverts the public review and comment process. (See also *Merson* v *McNally*, 90 NY2d 742 [1997]; bilateral negotiations conducted outside of public review regarding mitigating significant impacts is contrary to SEQRA.)

8 It is apparent from the WIG and DEP comments that the project will need to be redesigned due to the site's development limitations.

Further, while the Applicant proffers a new definition for a "logistic center," the use is essentially a warehouse.[4]

In fact, the Applicant's Traffic study states "the buildings have been analyzed based on standard warehouse space." Page 4, Expanded Environmental Assessment by JMC dated November 6, 2017.

Yet again, warehouses are prohibited in the RC and OP-3 zones.

The only real difference between a warehouse and the Applicant's proposed definition is permitting retail sales of up to 2% of the total floor area of the use. 11/6/17 Petition to Rezone ¶24.

Thus, the Applicant would be permitted 22,500 sq. ft. of retail use, an area notably larger than the 15,000 sq. ft. Value Village store located in Brewster Towne Square on Rt. 22.

[4] "Logistics Centers are essentially distribution centers, which in addition to traditional storage functions, also have a number of additional valuable services including handling, shipment, consolidation and repackaging." PB 5/14/18 minutes page 14 of 22.

9 Retail use generates the highest traffic of any use. For that reason, the Applicant should revise its traffic study to include the traffic generated by 22,500 sq. ft. of retail use associated with a distribution center.

Additionally, we note the Hudsonia report which recommended that the following studies be conducted by independent experts:

-A comprehensive botanical survey (at least all species of vascular plants on the entire property) should be performed throughout a growing season

-A complete survey of breeding birds on the entire property, emphasizing shrubland birds as well as wetland birds

-A complete survey of amphibians and reptiles on the entire property, with emphasis on species of concern including Atlantic Coast leopard frog and blue-spotted salamander

-A survey for New England cottontail

In sum, the Town specifically adopted the RC zones to reduce traffic and the intensity of commercial use.

This project does the opposite.

And, the DEIS is so deficient that the WIG has called for a supplemental EIS and DEP has advised the project's entire stormwater design is fatally flawed due to the site's high groundwater. Under these circumstances SEQRA requires the production of an SEIS, otherwise the Applicant's redesigned project would be insulated from the substantive sections of SEQRA which allow the public to comment on a proposal and require the Applicant to respond formally in an FEIS before the lead agency can issue its Findings.

10 Finally, we note the comments of Planning Board member Jack Gress on August 27, 2018 stating "I'm in favor of the project." While statements for and against a project are typical in the public domain, a different standard applies for Planning Board members. As the Attorney General (Informal Opinion No. 2002-9) has noted: a public official must avoid circumstances that compromise his or her ability to make impartial decisions solely in the public interest. See *Matter of Tuxedo Conservation & Taxpayers Ass'n v Town Bd*, 69 AD2d 320 (2d Dep't 1979); Op. Atty. Gen. (Inf.) No. 97-5; Op. Atty. Gen. (Inf.) No. 88-60. "Even the appearance of impropriety should be avoided in order to maintain public confidence in government." Op. Atty. Gen. (Inf.) No. 97-5. "Tuxedo made clear that recusal is required if the facts show that a board member's interest in a matter under review 'is a personal or private one, not such an interest as he has in

common with all other citizens or owners of property.'" You may imagine the Applicant's reaction had one Board member stated on August 27, 2018 to the audience "I am against this project." The public record shows that Mr. Gress formed a favorable opinion of the project and its predecessor project prior to joining the Planning Board regarding which may compromise his impartiality. Thus, we request that the Board consider the matter of recusal.

Respectfully submitted,

James Bacon

TOWN OF SOUTHEAST, NY
PLANNING BOARD RESOLUTION:
FINAL SUBDIVISION AND RESUBDIVISION
PLAT CONDITIONAL APPROVAL

INTRODUCED BY: La Porch DATE: March 28, 2005
SECONDED BY: Armstrong

WHEREAS, Putnam Seabury Partners, L.P. (the "Applicant"), is the owner of premises located in the northwestern corner of the Town of Southeast, near the intersection of Route 312 and Pugsley Road, which is Tax Map Nos. 45-1-4, 45-1-5, 45-1-8, 45-1-12, and 45-1–13 (the "Subject Premises"); and

WHEREAS, on or about January 1990, following extensive review under the State Environmental Quality Review Act ("SEQRA"), including the preparation of a Generic Environmental Impact Study, the Town Board of the Town of Southeast approved the rezoning of the Subject Premises to OP-3, which zoning expressly permits, inter alia, residential development of up to approximately 360 units and represents a hybrid zoning classification unique to the Town of Southeast; and

WHEREAS, on or about October 1994, following additional, extensive site specific environmental review under SEQRA, including the preparation of a project specific Environmental Impact Statement, the Planning Board completed its SEQRA review of the proposed Phase I of the Applicant's project, known as Campus at Fields Corner (the "Campus Project"), which then contemplated the creation of 257 attached townhouses, 70 single-family homes (327 total residential units) and approximately 237,000 square feet of office space on land consisting of 185.23 acres of the 327 acre Subject Premises, and issued a positive SEQRA Findings Statement, declaring that the project avoided and minimized adverse environmental impacts to the maximum extent practicable and that adverse environmental impacts would be avoided or minimized to the maximum extent practicable by the incorporation of practicable mitigation measures; and

WHEREAS, the Applicant, on or about October 25, 2000, and as revised on December 18, 2000, submitted Overall Site Layout and Overall Development plans in accordance with Section 138-24.1.B(2) of Town Code, reflecting the Applicant's reduction of the proposed overall residential density of its project from its originally proposed 327 units to 143 single-family homes units; and

WHEREAS, the Applicant received "Overall Development Plan" (Drawing ODP-1; dated November 17, 1999) approval for the Subject Premises from the Planning Board on January 8, 2001 pursuant to Section 138-24.1 of the Town Code; and,

WHEREAS, on or about January 8, 2001, the Planning Board adopted a Resolution reflecting that it had "compared the potential significant adverse impacts from the Revised Project with those from the original Project" and determined that "there are no new significant adverse environmental impacts from the proposed revisions to the Project, or newly discovered information or changes in circumstances related to the project so as to require supplementary review" under SEQRA; and

WHEREAS, by Resolution dated January 8, 2001, the Planning Board determined that Putnam Seabury's application for the mixed use development in the OP-3 Zoning District was complete, and granted the Campus Project Overall Development Plan Approval in accordance with Section 138.24 of the Town Code; and

WHEREAS, the Applicant submitted an application to the Planning Board for Planned Subdivision Plat (Article VIII of Chapter 138, "Zoning," of the Town Code) approval for the Subject Premises on June 29, 2001; and

WHEREAS, the Planning Board issued its written recommendation to the Town Board on August 27, 2001 recommending that the Town Board authorize the Planning Board to review a planned subdivision plat to

permit construction of 143 single-family homes within the same limits of disturbance identified for the originally proposed 327 units of single- and multi-family dwellings and approved by the New York City Department of Environmental Protection ("DEP") as part of the Stormwater Pollution Prevention Plan for the proposed Campus at Fields Corner residential subdivision Project (the "Proposed Project"); and

WHEREAS, the Town Board, after due consideration of plans and reports filed with the application for Planned Subdivision Plat approval and after making its own SEQRA Findings that there would be no significant adverse environmental impacts associated with the Planned Subdivision Plat, adopted a resolution dated September 25, 2003, authorizing the Planning Board to review a Planned Subdivision Plat application for the Subject Premises; and

WHEREAS, the Town Board's Resolution authorizing the Planning Board to review the Planned Subdivision Plat application affirms that the Overall Development Plan approval issued by the Planning Board on January 8, 2001 is tantamount to preliminary subdivision approval for a property located in the OP-3 Zoning District (pursuant to Section138-24.1 of the Town Code); and

WHEREAS, in the Stipulation of Settlement of October 17, 2003 (the "Stipulation of Settlement"), the Applicant agreed to provide land to the Town not to exceed ten (10) acres, either for recreational purposes or other governmental purposes, on the parcel indicated as Area 4 on the "Overall Development Plan;" and

WHEREAS, the Applicant submitted an application for Final Plat approval in connection with the overall subdivision of the Campus property pursuant to Section 123-31 of the Town Code and the Resubdivision of Lots 1A and 1B for residential lots pursuant to Section 138-24.1.C and Section 123-31 of the Town Code; and

WHEREAS, the Planning Board reviewed the Applicant's application for Final Subdivision Plat approval to subdivide Tax Map Nos. 45-1-4, 45-1-5, 45-1-8, 45-1-12, and 45-1-13 into five (5) lots and to define areas to be developed for residential and commercial purposes within the Proposed Project and the Applicant's application for the Resubdivision of Lots 1A and 1B into 143 residential single-family house lots and associated common and open-space areas to construct the residential portion of the Proposed Project, consistent with the "Overall Development Plan," which the Planning Board approved on January 8, 2001; and

WHEREAS, by Resolutions dated April 12, 2004, the Planning Board conditionally approved the Subdivision and Resubdivision Plats for the Subject Premises; and

WHEREAS, Section 123-17 of the Town Code of the Town of Southeast, entitled "Modifications," authorizes the Planning Board to approve modifications to the location or design of required improvements to subdivision plats, provided that such modifications are within the spirit and intent of the Planning Board's original approval and do not extend to the waiver or substantial alteration of the functions of any improvements required by the Board; and

WHEREAS, the Resolutions conditionally approving the Final Subdivision and Resubdivision Plats for the Campus Project required specifically that all changes or modifications to the Final Plats made in response to compliance with the conditions of the Conditional Final Approval be reviewed by the Town Engineer, who could require the Applicant to present such changes to the Planning Board prior to having the Final Plat signed by the duly authorized officer of the Planning Board if such changes constitute a substantial alteration to the Final Plat; and

WHEREAS, notwithstanding his determination that the changes to the Final Subdivision and Resubdivision Plats do not waive or substantially alter the functions of any improvements required by the Board, the Town Engineer has requested that the Applicant present such changes to Planning Board; and

WHEREAS, the Planning Board is empowered under Section 123-52 of the Town Code to grant waivers where it finds that extraordinary hardships or practical difficulties may result from strict compliance with

the Town Code provisions on subdivisions provided that the specific criteria set forth in Section 123-52 have been met; and

WHEREAS, the Applicant has diligently worked to satisfy the conditions set forth in the Planning Board's Resolution granting the Final Subdivision and Resubdivision Plat Conditional Approval, including by assiduously pursuing various permits and approvals before various local, State, and federal agencies, including, but not limited to, the Town Board of the Town of Southeast, the Town of Southeast Conservation Commission, the Town of Southeast Architectural Review Board, Putnam County Department of Health, the DEP, the New York State Department of Environmental Conservation ("DEC"), the New York State Department of Health, the New York State Department of Transportation, and the United States Army Corp of Engineers (the "Other Involved Agencies"); and

WHEREAS, as the result of the Applicant's efforts to satisfy the requirements of the Planning Board and the Other Involved Agencies, various changes have been made to the Final Subdivision and Resubdivision Plats, which the Planning Board must approve, including:

1. In response to comments by the DEC concerning the buffer area protecting an unnamed stream that flows along the southeasterly portion of the Project property line, the property originally designated as lot 89 on Road C-4 of the Resubdivision Plat was moved to a location between the properties designated as lots 45 and 47 on Road B-1 on the original Resubdivision Plat, and the setback for the home to be located on the property originally designated as lot 90 was shifted to the west;

2. As a consequence of the movement of the property originally designated as lot 89, the lot lines of the properties originally designated as lots 45, 46, 47, 88, 90, 91, 92, 94, 95, 97, and 98 on the Ressubdivision Plat have been shifted; and

3. In response to comments from the DEP, a stormwater management basin to be located south of the road designated as Road C on the original Resubdivision Plat was reconfigured to increase the volume of the proposed wet pond, in order to ensure adequate capacity to preserve water quality through settling and pollutant removal, as well as for stormwater detention.

4. As a consequence of the reconfiguration of the stormwater management basin to be located south of Road C, the property originally designated as lot 86 was relocated from the end of Road C to the west side of Road C, between the properties originally designated as lots 68 and 71, and the area of the former location of lot 86 was split between lots 85 and 87. Additionally, the lot lines of the properties originally designated as lots 71 and 72 on the original Ressubdivision Plat have been shifted to accommodate the new location of the former lot 86.

5. In response to the Planning Board's requirement that the Project roads be reconfigured as per the plans and drawings submitted with the Final Subdivision Plat application (specifically, Drawing SL, "Overall Layout Plan," Drawing SG, "Overall Grading Plan," Drawing SU, "Overall Utility Plan," and Drawing SL-4, "Layout Plan") to allow for a school bus to turn around, the Applicant has developed a ninety-foot (90') diameter cul-de-sac at the intersection of Barrett Road and the road originally designated as Road "D"; and

WHEREAS, following discussion with the Town of Southeast Fire Inspector and the Town of Southeast Historic Sites Commission, by Resolution dated January 20, 2005, the Town Board of the Town of Southeast approved the following names of roads or streets for use at the Campus Project, which are the surnames of Revolutionary War Soldiers who lived and served in the Town of Southeast:

Campus at Fields Corner
Final Subdivision and Resubdivision
Plat Conditional Approval

Former Designation	Re-designation
Road A	Howes Road
Road B	Sears Road
Road C	Wooster Road
Road D	Tone Road
Road A-1	Bradshaw Close
Road A-2	Parrish Court
Road A-3	Reynolds Close
Road A-4	Bouton Court
Road A-5	Hartwell Close
Road A-6	Hall Court
Road B-1	Seeley Court
Road B-2	Barber Close
Road B-3	Higgins Close
Road C-1	Baker Court
Road C-2	Briggs Court
Road C-3	Birdsall Court
Road C-4	Morehouse Court
Road C-5	Rockwell Court

; and

WHEREAS, by Resolution dated February 14, 2005, the Planning Board granted minor subdivision approval to the Applicant, as shown on the drawing dated January 5, 2005, entitled "Final Subdivision Plat II of the Campus at Fields Corner," to: (i) subdivide Parcel 3A, an approximately 12.3 acre site into two lots, so as to separate land offered to the Town for municipal recreational purposes (Lot 3A-1) from the property upon which the water pump to serve the Campus Subdivision will be located (Lot 3A-2); and (ii) create subdivided Lots 4B-1 and 4B-2, both approximately 0.7 acres, to create a one-hundred foot (100') radius protection area around two production wells, which will serve the Campus Subdivision; and

WHEREAS, in addition to its agreement to provide the Town with land not to exceed ten (10) acres for recreational purposes or other governmental purposes, the Applicant agreed to pay $858,000.00 in recreation fees; and

WHEREAS, the Planning Board, except as otherwise set forth herein, hereby adopts and incorporates by reference the findings, conditions, and requirements made and set forth in its Resolutions, dated April 12, 2004, granting the Applicant Final Subdivision and Resubdivision Plat Conditional Approval; and

WHEREAS, in addition to the drawings submitted in connection with the Planning Board's grant of Final Subdivision and Resubdivision Plat Conditional Approval, the Planning Board is in receipt of the following drawings, prepared by Badey & Watson, Surveying and Engineering, PC or John Meyer Consulting, PC:

Drawing No.	Drawing Title	Last Revised
SB-16424_RO3	Final Subdivision Plat –The Campus at Field Corners	3/16/2005
SB16424A_RO3 (Sheet 1 of 1)	Final Subdivision Plat of Lots 1A & 1B –The Campus at Field Corners	3/22/2005
SB16424A_RO3 (Sheet 1 of 1)	Final Subdivision Plat of Lots 1A & 1B –The Campus at Field Corners	3/22/2005
SB16424A_RO3 (Sheet 1 of 1)	Final Subdivision Plat of Lots 1A & 1B –The Campus at Field Corners	3/22/2005
SB16424A_RO3 (Sheet 1 of 1)	Final Subdivision Plat of Lots 1A & 1B –The Campus at Field Corners	3/22/2005
SB16424A_RO3 (Sheet 1 of 1)	Final Subdivision Plat of Lots 1A & 1B –The Campus at Field Corners	3/22/2005

Drawing No.	Drawing Title	Last Revised
SB16424A_RO3 (Sheet 1 of 1)	Final Subdivision Plat of Lots 1A & 1B –The Campus at Field Corners	3/22/2005

; and

WHEREAS, the Planning Board has reviewed said drawings in addition to reports and correspondence filed with those drawings and has caused the same to be reviewed by its consultants; and

WHEREAS, the Planning Board has determined on the basis of its own review and the review comments received from its consultants that the drawings and reports and other information submitted by the applicant are in substantial compliance with Chapter 123, "Subdivision of Land," (specifically Sections 123-13.C and 123-31) and Chapter 138, "Zoning," of the Town of Southeast Code; and

WHEREAS, pursuant to Section 123-13.F(1) of Town Code, the Planning Board has determined that the Final Subdivision and Resubdivision Plats, as amended, are in substantial agreement with the Overall Development Plan, which serves as the Preliminary Plat for applications within the OP-3 Zoning District, approved on January 8, 2001, that the Plat includes modifications in accordance with the Overall Development Plan approval, and that any modifications were made at the specific request of the Planning Board and the Other Involved Agencies and in response to additional public comment during hearings held, including before the Town Board for other permits and approvals, and are made with the intent to improve the overall design and layout of the subdivision and/or to further minimize any environmental impacts; and

WHEREAS, the Planning Board, in its Resolution approving the Overall Development Plan and again in its Resolutions dated April 12, 2004, has confirmed that the requirements of SEQRA have been met and that proposed mitigation measures will avoid significant adverse environmental impacts to the maximum extent practicable; and

WHEREAS, the mitigation measures identified during the SEQRA process have been integrated into the Proposed Project plans and/or the conditions of this Resolution and that any impacts associated with the mitigation measures have been evaluated as part of the overall SEQRA review of the Proposed Project; and

WHEREAS, the Planning Board's Resolutions dated April 12, 2004 recognize that the overall project under review poses fewer impacts than the plan shown in Overall Development Plan, approved January 8, 2001, since the application does not include the originally contemplated 237,000 square feet of office/commercial development; and

WHEREAS, the Planning Board has considered the potential environmental impacts associated with changes made by the Applicant to the Final Subdivision and Resubdivision Plats and has determined that these changes do not have the potential to cause any new significant environmental impacts that have not already been studied and mitigated and that no supplemental environmental review is required; and

WHEREAS, the public has been provided ample opportunity to comment on the Project, including at hearings before the Planning Board, as well as the Town Board, which held duly noticed public hearings on the Project on November 15, 2001, December 20, 2001, and January 17, 2002, respectively;

NOW, THEREFORE, be it

RESOLVED, that the Planning Board has determined on the basis of its own review and the review comments that it has received from its consultants that there are no new significant adverse environmental impacts associated with the Final Subdivision and Resubdivision Plats, as amended, or newly discovered information or changes in circumstances related to the Proposed Project since the Project received Overall Development Plan or Preliminary Plat approval from the Planning Board on January 8, 2001, that would require supplementary environmental review; that all environmental impacts related to the Proposed Project have been satisfactorily addressed and mitigation measures identified within the SEQRA review conducted

for the Proposed Project; and that there are no significant changes that will affect the quality of the environment in a significant manner or to a significant extent not already considered in previous environmental studies; and

BE IT FURTHER RESOLVED, that pursuant to Section 123-31.F(1) of the Town Code of the Town of Southeast, the Planning Board waives the requirement for a public hearing on the Final Subdivision and Resubdivision Plats, as amended, because the Final Subdivision and Resubdivision Plats are in substantial agreement with the Overall Development Plan approved by the Planning Board on January 8, 2001, which serves as the Preliminary Plat for development within the OP-3 Zoning District, and that any modifications made were in accordance with the approval granted for the Overall Development Plan; and

BE IT FURTHER RESOLVED, that, pursuant to Section 123-52 of the Town Code of the Town of Southeast, the Planning Board finds that extraordinary hardships and practical difficulties would result from strict compliance with Town Code provisions on subdivisions; and

BE IT FURTHER RESOLVED, that the Planning Board finds, following the specific criteria set forth in Section 123-52, that:

(1) The granting of the waiver will not have an adverse effect on adjacent property or on the public health or safety, and is sought in accordance with the implementation of the Overall Plan for Campus at Fields Corner Project, the Stipulation of Settlement and the regulatory criteria of reviewing agencies.

(2) The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not generally applicable to other land in the area. The changes made to the Final Subdivision and Resubdivision Plat, which the Planning Board conditionally approved, are the result of the Applicant's diligent efforts to accommodate the concerns and requirements of the Planning Board and the Other Involved Agencies.

(3) Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the subdivider would result, as distinguished from a mere inconvenience, if the strict letter of this chapter is carried out. The proposed action is sought in order to satisfy the conditions of the Planning Board's Conditional Final Approvals. In receiving the Conditional Final Subdivision and Resubdivision Approval, the Applicant provided all required information in Section 123 of the Town Code with respect to the overall subdivision. Providing this information again would create a particular hardship to the Applicant.

(4) The waiver will not in any manner vary the provision of the Zoning Ordinance or the intent of the Comprehensive Plan or Official Map. The Final Subdivision and Resubdivision Plat, as amended, are in compliance with the provisions of the Zoning Ordinance and the Comprehensive Plan; and

BE IT FURTHER RESOLVED, that the Planning Board does hereby grant the above requested waivers; and

BE IT FURTHER RESOLVED, that pursuant to the authority vested in the Planning Board by Chapter 123, "Subdivision of Land," and Chapter 138, "Zoning," of the Town Code, the Planning Board hereby grants Final Subdivision and Resubdivision Plat Conditional Approval for the Proposed Project, as defined above, subject to all conditions set forth in the April 12, 2004 Resolutions granting Final Subdivision and Resubdivision Plat Conditional Approval, which are incorporated by reference into this Resolution in full, excepting as specifically modified herein. For purposes of compliance, these conditions, and any other conditions identified in the environmental review of the Proposed Action, shall be enforceable by the Town of Southeast in accordance with the Town Code of the Town of Southeast; and

Campus at Fields Corner
Final Subdivision and Resubdivision
Plat Conditional Approval

BE IT FURTHER RESOLVED, that the Applicant shall submit revised Final Subdivision and Resubdivision Plat drawings, as amended, for the signature of the duly authorized officer of the Planning Board within one-hundred and eighty (180) days of the date of this Conditional Final Approval, unless such time period is otherwise extended by the Planning Board, to show compliance with all conditions of this approval; and

BE IT FURTHER RESOLVED, that the Applicant shall file the signed approved Final Subdivision and Resubdivision Plats, as amended, with the County Clerk within sixty (60) days of the date upon which such Final Plats are signed by the duly authorized officer of the Planning Board or such Final Plats shall be considered null and void. The Applicant shall provide the Town of Southeast with five (5) copies of the filed plat.

UPON ROLL CALL VOTE:

G. Rohrman, Chairman	Yes	D. Rush, Vice Chairman	Yes
C. Tessmer, Boardmember	Yes	D. Armstrong, Boardmember	Yes
P. Wissel, Boardmember	Yes	M. Manteo, Boardmember	Yes
T. LaPerch, Boardmember	Yes		

The resolution was passed by a vote of 7 to 0, with 0 abstentions.

George J. Rohrman

George J. Rohrman, Chairman
Southeast Planning Board

SUPREME COURT OF THE STATE OF NEW YORK
COUNTY OF WESTCHESTER

----------x

PUTNAM SEABURY PARTNERS, L.P.,

Plaintiff,

- against -

THE TOWN OF SOUTHEAST, THE TOWN OF SOUTHEAST TOWN BOARD and THE PLANNING BOARD OF THE TOWN OF SOUTHEAST,

Defendants.

----------x

Index No. 09-13084

COMPLIANCE PART

Assigned Judge:
Hon. Joan B. Lefkowitz

STIPULATION OF SETTLEMENT

WHEREAS, the Town of Southeast Planning Board (the "Planning Board") conferred Final Subdivision and Resubdivision Plat Conditional Approval (the "Plat Approval") to Putnam Seabury Partners, L.P., for property designated as tax parcels 45-1-4, 45-1-5, 45-1-8, 45-1-12, and 45-1-13 in the Town of Southeast, New York (the "Campus Property") on or about June 8, 2006; and

WHEREAS, the Plat Approval included, *inter alia*, a 143-unit Campus at Field Corners Subdivision Project (the "Campus Project"); and

WHEREAS, as a condition precedent to Plat Approval, and in anticipation of the construction of the Campus Project, Plaintiff was required to provide Defendants with: (a) $855,000.00 in Inspection Fees; and (ii) $858,000.00 in Recreation Fees; and

WHEREAS, Defendants acknowledge receipt from Plaintiff of the required Inspection Fees and Recreation Fees; and

WHEREAS, Plaintiff was also required to provide Defendants with a seventeen million dollar ($17,000,000.00) security bond in connection with the construction of the Campus Project infrastructure (the "Performance Bond"); and

WHEREAS, Plaintiff filed the plats that were the subject of the Plat Approvals in the Office of the Putnam County Clerk on or about June 8, 2006 (the "Campus Subdivision Plats"); and

WHEREAS, unprecedented economic circumstances prevented the commencement of construction of the Campus Project following the filing of the Campus Subdivision Plats; and

WHEREAS, the Parties had varying perspectives regarding the handling, maintenance and use of Inspection Fees, Recreation Fees, and the Performance Bond during the time that Plaintiff was unable to implement the Campus Project; and

WHEREAS, Plaintiff commenced the subject suit by serving and filing a Summons and Complaint on or about June 5, 2009, seeking relief, including, but not limited to: (i) compelling Defendants to refund the Inspection Fees and Recreation Fees to Plaintiff; and (ii) declaring that the absence of a Performance Bond for the Campus Project will not affect the filed Plat; and

WHEREAS, Defendants served an Answer to the Complaint and interposed a Counterclaim on or about July 1, 2009; and

WHEREAS, Plaintiff served an Answer to Defendants' Counterclaim on or about July 6, 2009; and

WHEREAS, following discovery and Plaintiff's filing of a Motion for Summary Judgment, the Parties desire to amicably settle the instant Action; and

WHEREAS, the Town has reviewed the terms of the Stipulation pursuant to the New York State Environmental Quality Review Act ("SEQRA"), and has found that this Stipulation poses no potential significant adverse environmental impacts; and

WHEREAS, the Parties agree to the dismissal of the instant litigation, without prejudice, subject to the terms and conditions herein, including, but not limited to, the Court's ordering of Plaintiff's right to revive this suit pursuant to Paragraphs 5 and 11 of this Stipulation without regard to any potential defense that such suit is not timely; and

WHEREAS, each Party represents that the person signing on behalf of the respective entities is duly authorized to execute this Agreement on behalf of such entities; and

WHEREAS, each Party represents for itself that all necessary corporate, administrative and internal legal actions to duly approve the making and performance of this Stipulation have been taken and that no further corporate, administrative or other internal approval is necessary,

NOW, THEREFORE, IT IS HEREBY STIPULATED AND AGREED, by and among the undersigned Parties, in consideration of the mutual promises contained herein, that:

1. Defendants acknowledge and recognize that up and until December 31, 2020, Plaintiff has vested rights to the Campus Subdivision Plats, which entitle it to implement, construct and otherwise effectuate all plans shown thereon, including, but not limited to, the Campus Project (the "Vesting Period"). During the Vesting Period, Defendants, together with their agencies, agents, or employees, shall take any and all actions necessary to maintain the Campus Subdivision Plats, including, but not limited to, issuing any and all necessary extensions of any and all permits or approvals previously issued by Defendants, including, but not limited to, such as the Town Freshwater Wetland Permit, Town Architectural Review Board approval, Town Board consent to

formation of Water Works and Sewer Works Corporations, and the Town Board's approval of street names for the Project. During the Vesting Period, neither Defendants nor any of their agencies, agents, or employees shall take any action that would in any way compromise, diminish, or in any way detract from the Campus Subdivision Plats. All Town of Southeast ("Town") local laws, ordinances, and enactments, and all other Town zoning, planning, environmental rules, requirements or regulations, which are in effect at the time of the filing of the Campus Subdivision Plats, shall remain applicable to said Plats throughout the Vesting Period. Any action(s) by Defendants at any time that in any way compromises, diminishes, or in any way detracts from the Campus Subdivision Plats shall obligate Defendants to return the Inspection Fees and Recreation Fees to Plaintiff.

2. Plaintiff shall not be required to post a Performance Bond until such time as it applies for a Building Permit in connection with the Campus Project and/or provides Defendants with thirty (30) days written notice that it intends to commence construction of the infrastructure for the Campus Project ("Notice of Construction"). At such time as Plaintiff is required to post a Performance Bond, such Bond shall be in the amount of seventeen million dollars ($17,000,000.00), which amount shall not be adjusted for inflation.

3. Plaintiff shall not be required to provide the Town with any additional Inspection Fees or Recreation Fees for the Campus Project.

4. No earlier than December 31, 2014, Plaintiff may exercise a right to abandon, vacate and/or terminate the Campus Subdivision Plat ("Plaintiff's Option to Terminate"). Within sixty (60) days of their receipt of written notice of the exercise of Plaintiff's Option to Terminate, Defendants shall be required to return the Inspection Fees to Plaintiff.

5. Until the earlier of either (i) Notice of Construction, or (ii) the expiration of the Vesting Period, Plaintiff shall have the right to revive, recommence and/or re-initiate the instant

action in the event that the assessed values established in connection with the Campus Property, including all portions thereof, is/are greater than eighty-five percent (85%) of the assessed values in connection with said Property for tax year 2010 (State, County, Town, and School). In the event that Plaintiff exercises its right to revive this suit pursuant to this Paragraph, Defendants shall not be permitted to raise or benefit from any defense or claim that such suit is not timely or contravenes any potentially applicable statute of limitations. It is understood and agreed that Paragraphs 1 and 2 of this Stipulation shall survive in full force and effect any exercise by Plaintiff of its right to revive this suit under this Paragraph.

6. The agreements, terms, covenants and conditions of this Stipulation shall run with the Campus Property and Campus Project, and, to the fullest extent permitted by law and equity, shall be binding upon and shall inure to the benefit of the Parties, their respective successors, heirs, legal representatives, and/or assigns.

7. This Stipulation may be executed in counterparts, and shall be fully enforceable against each Party as if all Parties had signed the same document.

8. Upon the execution of the Stipulation by both Parties, either Party may file this Stipulation in Court, and the instant action shall be dismissed without prejudice, subject to the terms and conditions of this Stipulation, including, but not limited to, Paragraphs 5 and 11 herein.

9. This Stipulation shall be binding upon and shall inure to the benefit of the Parties and their successors and assigns as permitted in this Stipulation.

10. This Stipulation shall be interpreted, construed, applied and enforced in accordance with the laws of the State of New York.

11. Nothing herein shall prevent either Party from availing itself of any available legal or equitable remedy in connection with any violation of this Stipulation, including, but not

limited to, reviving this suit. In the event that either Party revives this suit pursuant to this Paragraph, the other Party shall not be permitted to raise or benefit from any defense or claim that such suit is not timely or contravenes any potentially applicable statute of limitations.

12. If any provision of this Stipulation is held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect the remainder of such provision or any other provisions hereof.

Dated: White Plains, New York
December 10th, 2010

WILLIS H. STEPHENS, JR., ESQ.

By: _____
WILLIS H. STEPHENS, JR., ESQ.
328 Clock Tower Commons
Brewster, NY 10509
(845) 279-4226
Attorneys for Defendants

ZARIN & STEINMETZ

By: _____
MICHAEL D. ZARIN, ESQ.
81 Main Street, Suite 415
White Plains, New York 10601
(914) 682-7800
Attorneys for Plaintiff

SO ORDERED:

(s) HON. JOAN B. LEFKOWITZ

_____
HON.

Dec 21, 2010

Victoria Desidero

From: Dalia Clarke [redacted]
Sent: Tuesday, July 10, 2018 12:45 PM
To: planning@southeast-ny.gov
Subject: Logistics center

Hi Victoria,

My name is Dalia Valdajevaite, I own [redacted].

I attended last nights board meeting and wanted to ask the following questions.

1 | 1) is this project already approved and will the building (construction) be going forward? If not yet approved will there be a public vote?

2 | 2) will there be a fueling station in this facility (diesel / gas)?

3 | 3) where will the facility get their electricity from? Will they have their own grid designated just for them or will they be on hunters Glen's grid?

4 | 4) could there be further building added at a future date?

Kind regards, Dalia

RECEIVED
JUL 10 2018
Town of Southeast

Victoria Desidero

From: CLAUDIA ZSEVC [redacted]
Sent: Sunday, July 29, 2018 4:37 PM
To: planning@southeast-ny.gov
Subject: Northeast Interstate Logistics

I am writing to add my comments to the growing number of residents that are against the planning board even considering this logistics project. Our road system is already overcrowded. The new senior housing on the horrendous looking hill added hundreds more cars to the small one lane road that circles our town. This company should be looking at the GAP property in Fishkill because it is obvious that large warehouse is underutilized and could easy handle additional trucks AND it is not near any housing AND it is on the corner of 4+ lane highways on Rt9 and Rt84. The planning board should also recommend that this company look at the East Fishkill old IBM location which is for sale, is not near any homes AND is on the corner of Lime Kiln Rd and Rt 84, again 4+ lane entrance and exit. The SMALL extra tax income will not offset the number of people who will move out of the area and the amount that the home values will decrease. Do you really want a lot of empty homes like we are already seeing too many empty storefronts ? The planning board needs to listen to the residents. It is not that we don't accept change, but the change needs to be in the best interest of the community.

Regards,

Claudia Zsevc

[redacted]

RECEIVED
JUL 30 2018
Town of Southeast

RECEIVED
JUL 12 2018
Town of Southeast

Chairman Thomas LaPerch
Southeast Planning Board
1 Main Street
Brewster, NY 10509

Dear Mr LaPerch,

This is one of several concerns I have regarding the proposed Northeast Logistics Center on Pugsly Road.

The traffic resulting from this facility is not only inappropriate for our community, it will be added frustration to anyone coming and going, commuting to work as well as interfere with the mobility of school busses, shoppers, access to medical facilities, and the ability for emergency vehicles (ambulances, fire, and police) to get to and from their destinations.

1 COMMUNTING: 684, 312, 22, and 84 are already congested. Although many improvements have been made, commuters find traveling frustrating as it is. Add 53' tracker trainers to this would negatively contribute to this situation. While it has been said the trucks will be traveling only 1 mile on 312 to 84, and not use 312 to get to Rte 22 and 684, few believe the trucks will not seek alternate routes in order to go North and South.

2 SHOPPING will become difficult. While Ms Maher (Putnam County Chamber of Commerce) suggests these truckers may "shop and dine here," these huge vehicles are unlikely to do that. Most truckers look for convenience stores and rest stops (Loves, as an example) that are easy for them to enter and exit. They also sleep in their vehicles eliminating the need for lodging.

3 More, the increased traffic conditions will only frustrate residents who shop in our area. They will likely plan to shop elsewhere. Danbury, for example, would be an option for those living in the Milltown area. Other areas would seek alternatives to dealing with anything in and around Southeast.

4 LIVING WITH TRUCKS is a concern. Trucks of this size are not cars. They start slowly when they are stopped at lights or intersections. They also do not turn easily. Our calculations reveal 550 trucks in 24 hours to be 1 truck every 3 minutes. In the best scenerio, an image of several trucks (1 every 3 minutes) at the I intersection of 84 and 312 (Home Depot) will further disrupt the already congested situation there. Adde to this, the winding sections of 312 and 22 to go North or South to 684, will choke movement in all directions.

5 SCHOOL BUSSES will have to accommodate for these delays and added traffic conditions. The estimate is for 24 hours per day. Changing times for schools in order to plan around truck-traffic would not make a difference. As a result, school children would have to wake earlier and get home later to accommodate traffic situations.

6 EMERGENCY VEHICLES, such as fire, ambulances, and police would find getting to their destinations much more difficult.

7 MEDICAL FACULTIES: The CareMount medical building is right at the Highlands intersection. People in need of emergency care, or even simple medical needs already find this intersection to be a problem. As stated above, added truck traffic would increase the difficultly of people getting to their destinations for their medical needs.

4 550 TRUCKS PER DAY. The above comments assume 550 is evenly distributed over a 24 hour period. However, if night truck-traffic is lighter than day truck-traffic, the negative conditions above would only be increased.

Sincerely,

Stefani Gosselink

[redacted]

Victoria Desidero

From: Irene DeFelice [redacted]
Sent: Wednesday, August 22, 2018 12:05 AM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Distribution Center Project

Dear Sir/Madam:

I own a property at [redacted], Carmel, NY. I feel that the proposed project will increase the traffic 1 and noise level 2 in this peaceful community. I am also concerned that our property values will drop. 3

Please reject this proposal.

Thank you.

Irene DeFelice
[redacted]
Carmel, NY 10512
[redacted]

RECEIVED
AUG 22 2018
Town of Southeast

RECEIVED
JUL 27 2018
Town of Southeast

July 24, 2018

Ms. Victoria Desidero
Administrative Assistant
Town of Southeast Planning Board
1 Main Street
Brewster, New York 10509

Christine Caso
[redacted]

Dear Ms. Desidero,

I am writing to express my concern about the rezoning of commercial land to accommodate the Northeast Interstate Logistics Center, planned for construction at Route 312 and Pugsley Road in Brewster, NY. If approved, this project is going to affect my life on a daily basis as a current resident of Applewood Circle in Hunter's Glenn. This mammoth project of more than one million square feet of warehouse space is literally going to be in my backyard. I wonder if you or anyone else on the Planning Board would be open to the construction and operation of the Northeast Interstate Logistics Center in your backyard.

1 I moved to Putnam County in 1996 and purchased a home in Hunter's Glenn two years ago. I grew up watching the foliage turn from green to a kaleidoscope of colors each Fall. Upon completion of this project the falling of the leaves each year will reveal the sight of a sprawling industrial site, not to mention the noise, light, and air pollution that a 24 X 7 operation receiving hundreds of trucks daily will bring to our Town. Right now I sometimes hear the faint noise of trucks passing on I-84 from my house when the wind blows just right. Should this project be approved, the noise is only going to get worse - much worse - once the area is cleared of trees and the Northeast Interstate Logistics Center is up and running. My neighbors and I will be subjected to the loud, unpleasant noise of 500 trucks coming and going daily, 24 hours a day, and seven days a week. This is not what I signed up for when I moved into Hunter's Glen.

2 3 4

5 The excessive number of trucks that will be operating behind my house 24/7 will also bring more pollution. This project will be located near a reservoir that needs to be surrounded by trees so that nature can naturally protect the soil and filter the diesel pollutants that are going to be spewing into the air, keeping them from getting into the New York City water supply system. The fewer trees that surround the reservoirs the greater the chances that diesel pollution from all the trucks using this facility will make its way into the nearby Middle Brach Reservoir, which will negatively impact local wildlife and New York City's drinking water.

6 Traffic in the area of 312 is also going to get worse. The constant truck traffic and employee vehicles entering and leaving the Distribution center are going to add more congestion to an already busy Route 312. It's already challenging trying to pull out of the Park and Ride and

6 adjacent Medical building safely with oncoming traffic. I remember last year when a truck broke down at the intersection of Route 6 and John Simpson Road at the beginning of the rush hour. It took me almost an hour to get from I-84 to my home in Hunter's Glenn. The truck closed off
7 John Simpson Road because it broke down in the middle of the intersection, leaking fuel or other pollutants right next to the Middle Branch Reservoir. The incident required a massive clean-up which took the Department of Environmental Conservation hours to clean as traffic got worse and worse. Completion of this project will increase the risk of similar incidents many times over. This is unacceptable to me, and should be unacceptable to the Town of Southeast.

8 Of course, there are also wildlife that would be displaced if the rezoning takes place, including endangered Bog Turtles and the Northern Long-eared Bats, which will have a greater chance of becoming extinct in order to accommodate this project. I also can't help but wonder how approval of this project would impact the substantial County investment in the Tilly Foster
9 Farm, which is located immediately adjacent to the site, if this proposed project is approved and comes to fruition. Have these issues this been given consideration?

10 What bothers me most is that this project has proceeded so far in apparent secret, without input from Town residents, particularly those of us from Hunter's Glenn and others who will be negatively impacted by this project should it become a reality.

I am quite dismayed that the developer's website for this project is already offering "Design Build/Build to Suit Site available for lease," further stating that "The four buildings are available for lease with space ranging from 173,775 SF up to 366,404 SF. The NILC is currently going through a coordinated approval process and will be the largest availability of prime distribution space in the northern suburbs of New York City." The document may be found at the following link for your reference:
http://images1.loopnet.com/d2/ithXNyaWmGYiw6iPu4fkZePOvbBUV3p76FJLMAQHF3k/document.pdf

I am sorry to say that after reading this document it seems to indicate that approval of this project is a mere formality. I sincerely hope that this is not the case, and that the Town of Southeast Planning Board shall be willing to hear, and give consideration to, the valid concerns of the citizens of Southeast before granting approval of the rezoning that will allow this project to proceed.

Sincerely,

Christine Caso

Christine Caso

August 28, 2018

Town of Southeast Planning Board
Attn: Victoria Desidero
1 Main Street
Brewster, NY 10509

Dear Planning Board,

I'm writing to express my concerns of the proposed Northeast Interstate Logistics Center.

1 My first concern is the proposed traffic circle. I feel it would add significant traffic delays, especially with tractor trailer trucks traveling that area of route 312 all day long. When there is an accident on route 6 heading towards Carmel/Mahopac, major traffic jams occur in both directions of route 312, this is also true with power outages, such as the traffic light at the intersection of Route 6 & Simpson Road. Adding the traffic circle and the added multiple tractor trailers would make traffic jams an absolute nightmare.

2 My second concern is that the Northeast Interstate Logistic center would be behind our unit in Hunters Glen[redacted]. I will hear trucks 24 hours a day. I enjoy sitting on my back deck listening to the birds, I don't want to have to listen to trucks. In addition to the added noise, I would see the lights of the building, especially in the winter. This would also affect the resale value. I have circled our end unit in the photo below. 3

4

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Town of Southeast

I am NOT in favor of this project. I hope you will vote NO on this project and leave the Town of Southeast the quiet and tranquil way it is and meant to be.

Thank you for your time.

Regards,
Stacy Bisio

July 30, 2018

Dear Members of the Planning Board,

Please do not approve of the
1 Distribution Center, The traffic will cause
me to come home late from school, taking
time out of my afternoon. Also, I love
2 my gorgeous town. The fresh air, trees and
3 grass thrive here. But, when we build the
Distribution Center some of that will
be distroyed. Please Make a better decision by
putting something less harmful in Southeast.

Sincerley,
Vanessa Mazzei

Southeast

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AUG - 6 2018
Town of Southeast

Stefani Gosselink

[redacted]

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JUL 20 2018
Town of Southeast

Thomas LaPerch-Chairman Planning Board

1 Main Street

Brewster, NY 10509

Dear Mr. Chairman,

I belong to a group of citizens in the Milltown area. I shared with them some elements of the Northeast Logistics Center. Below are responses taken directly from the website.

Sincerely, Stefani Gosselink

Sarah Gannon, Corner Pond New Fairfield · 5h ago

1 Well done!! Sure sounds like a nightmare for the already crowded Route 312.

Brendan Harris, Putnam Lake · 36m ago

2 Double!!!! That is I insane. It almost comical to imagine those trucks on rt 6 in Carmel. 22 during rush hour is a parking lot. With these trucks you will never be able to make a left again into any of the stores. I can see road rage increasing dramatically.

CS Code, Aunt Hack Elmcrest Drive · Jul 8

I get the News times and missed this. Can you elaborate some details. What company, where? I tried to google-nothing concrete. TIA

Lynn Lepler, Milltown Road · Jul 8

Serious underestimation of traffic. There are no tenants , impossible intersection

Brendan Harris, Putnam Lake · Jul 8

2 I go to Home Depot all the time. Traffic can be horrible over there not to mention in Carmel or on rt 22. Add 500 plus tractor trailers and no ones driving anywhere. This could be a real mess.

Diane Granville, Putnam Lake · Jul 8

This is the first I'm hearing about it. Where can I get more information?

Brendan Harris, Putnam Lake · Jul 9

3 They can tell the truck drivers not to go left. In the end they are going to do whatever they want and it probably going to be what ever easiest. Not to mention the 84 intersection with 312 and Home Depot is going to be awful. God help you if you need to go into Caremount medical which is right after that intersection. They need to really plan that intersection if they approve this.

Brendan Harris, Putnam Lake · 3d ago

2 OMG our local roads can't handle those trucks. Traffic will be horrific not to mention those oversized trucks will have a hard time making some of the turns. Rt 312, rt 22, rt 6 in Carmel already back up all of the time with current traffic.

Larry Martinez, Putnam Lake · 6d ago

3 I agree with Brendan, the drivers will end up going wherever they want to go. A perfect example is recent increase in very large trucks travelling East Branch

4 Road and the use of the "Jake Brake" which is super loud.

David Buckner
[redacted]
Brewster, NY 10509

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SEP - 4 2018
Town of Southeast

Plannng Board of Towneast

August 29, 2018

To the Members of the Planning Board,

I left the public meeting of the Planning Board strongly opposed to the Distribution Center proposed by Seacrest Development.

1 Implausible claims by the developers that there would be only minimal air and
2 noise pollution, water usage, increased traffic, and burden on the school system 5
4 were not credible to me. That these statements could be made in light of the
number of heavy truck transits, water drinking, toilet flushing, washing, and child 5
bearing by a huge number (800) of employees who would be inclined to live
close to their place of work seemed disingenuous.

6 The gentleman representing an economic development organization all the way
from Goshen stood up to give his endorsement (one of two) to the project. I
wondered why he was there and how it was any of his concern. Was his
presence there solicited or hired by the developer?

The notion of tax relief was introduced as usual. I realize that this is not the only
factor in determining what our taxes would be. Diminished taxes from any
source other than because of decreased real estate values are yet to be seen. I
would like to see these claims of tax reduction substantiated by some statistical
7 evidence to the point of why this influx of new taxes is not offset by the increased
need for services such as police and fire personnel, school use, infrastructure,
and perhaps more.

8 How did the idea of a ten-year graduated tax relief program on behalf of the
Developer come to be proposed? Was this brought forth by their legal team? Do 8
we really need to offer inducements to bring their operation into our community?

9 A professional firefighter spoke convincingly from his own experience about the effect of additional congestion on Route 312 and Pugsley Rd on the ability of emergency personnel to respond in event of emergency. Are we willing to risk this?

10 Mr. LaPerch explained to us in attendance that the role of the Panning Board was simply to see that protocols were followed correctly. Public opinion was solicited, however, and I would like to know how much weight this actually carries when it comes to actual recommendations and decisions. Members of the Planning Board are appointed rather than elected and it would seem they are not obliged to represent us in terms of the majority opinion. I would like to believe that public sentiment and opinion play a major role, if not THE major role in these situations.

Would someone please explain to me how this really works in practice with the Planning and Town Boards and in their interrelationship.

In closing, I ask the Planning and Town Boards to please forego this seeming opportunity and wait for a more appropriate type of development.

Thank you.

Sincerely,

David Buckner

David Buckner

[redacted]

Brewster

Beth Mazzei
[redacted]

July 30, 2018

To all members of the Planning Board,

1 I am writing to express my strong opposition to the Logistics Center. This project will result in significant, adverse impacts to our community and it's character. I am not in favor of zoning 2 amendments and the modification of ridgelines within the Ridgeline Protection Overlay District. 3
4 I am deeply concerned about the significant impact on traffic that would arise as a result of 510 semi-trailer truck trips per day as well as over 600 employees commuting to work. The area around Route 312 is already congested. Efforts to avoid this area would result in the further congestion of our village roads.

1 I implore the members of the board to think collaboratively and creatively with Putnam Seabury to come up with a less harmful use of the land. I am not willing to forfeit the current quality of life that we embrace in the town of Southeast for a mere two million dollars a year (approximately 2%) in tax revenues. Please vote against the construction of 57 acres of pervious surface, air pollution, noise pollution, and traffic hazards. Please listen to the points raised by our community members at the public hearings. Please vote against the Southeast Logistics Center.

Sincerely,

Beth Mazzei

Beth Mazzei

RECEIVED
AUG - 6 2018
Town of Southeast

Victoria Desidero

From: Christine Capuano [redacted]
Sent: Friday, July 06, 2018 5:17 PM
To: planning@southeast-ny.gov
Cc: townboard@southeast-ny.gov
Subject: Northeast interstate Logistics

1

I will not be able to attend the meeting regarding a zoning change for the above project but I strongly oppose this zoning
2 change First of all why do we even have zoning laws if they can be changed with the stroke of a pen and the promise of lower taxes which has never happened with Home Depot and Kohl's Has anybody done an enviormental study as to the effect if over 200 diesel trucks driving in and out every day. This is watershed country and I find it hard to believe that the Middlebranch Reservior wouldn't be affected from this project which sits high above it. 3
4 The beautiful Tilly Foster Farm will hear the noise pollution at night as I will as my condocomplex faces this land high above.
5 How long will it take us to go to Caremount to see our doctors off Rt 312? To shop at Kohl's and Home Depot? 6
This is not the place to put a commercial structure of this size.
2 I don't for a minute think this will reduce or lower our taxes. It never does...in fact they will have to go up for building new roads and the roundabout, increased police and fire department, new street lights and they will get generous tax breaks. Wish I could get a tax abatement for moving to Southeast. 7
This development screams NO on so many levels. Don't change our zoning laws in exchange for bare tree ridges, noise and air pollution and traffic jams vote no on zoning change Christine Capuano
8 9 10 11

Sent from my iPad=

RECEIVED
JUL - 9 2018
Town of Southeast

Victoria Desidero

From: Jeff Castellano [redacted]
Sent: Sunday, August 26, 2018 11:43 PM
To: planning@southeast-ny.gov
Subject: Pending Application for Logistics Center (PLEASE READ!)

Southeast Planning Board:

As you approach your decision on whether to approve the application for the new logistics center off Route 312 in Southeast, I felt compelled to share how much is at stake for me and my family.

While there are many residents who strongly oppose the logistics center, I doubt any of them will be impacted by your decision as directly as I will. I live in Twin Brook Manor, in unit 406, with my wife and two daughters, Olivia, who is starting first grade at JFK Elementary School, and Brittany, who is in pre-school at Creative Kids in the Lakeview Shopping Center. Unit 406 is on the Eastern side of Twin Brook Manor, directly abutting the proposed logistics center site. The other Twin Brook Manor buildings will be impacted, surely, but Building 4 (and specifically, where my unit is located, on the Southeastern end) will undoubtedly be most affected (in terms of light and noise pollution, especially).

As you think about that, consider that property values in Twin Brook Manor have been very slow to rebound since the recession. I purchased my unit in May 2010 for $272k; I'd be lucky to get $250k for it now. I don't hold the Town of Southeast responsible for that, or the Planning Board -- it's just the market. But as a 34-year-old homeowner, I was hoping the residence would have at least retained its value over the past 8+ years, if not appreciate by a small percentage. No such luck, I guess.

The logistics center has the potential to further damage the value of my unit, destroying much of the equity I'm clinging to. Now, I know there are risks associated with real estate, and my ability to tolerate that risk is not your concern. HOWEVER, if the Planning Board approves the logistics center application in the near future, it is going to put me in an unthinkable bind. I am currently in contract to purchase a piece of property in Brewster, at 160 Guinea Road, and my builder, Westchester Modular Homes, has been coordinating with you and the Building Department on my building permit application over the summer. Some of you may be familiar with this application. I have a lot of time and money invested in the potential move and construction project (which will bring more tax revenue to the Town, by the way); it's too late to back out now. But, I keep asking myself, if the logistics center project is approved, ***how the hell am I going to sell my townhouse? Am I going to have to take a loss? Are my family and I really going to have to dig deeper into our (not so deep) pockets, at a time when I thought our financial situation would start to stabilize?*** (Note that we began searching for building lots in Brewster in October 2017, before the logistics center was on anyone's radar).

Please understand that I don't hold the Town responsible for my situation or potential situation. This is life. I get it. But as you all discuss the application a final time, and as you prepare to sign the application (or not), perhaps you will think of my young family. If you approve the logistics center application, I simply don't know how we would absorb that decision. It could very well force us to abandon our "forever home" that we are trying to build on Guinea Road after only a few years. It would hurt. It would hurt pretty bad. Think about that, and think about how you'd feel if it were you were at the mercy of the Planning Board's decision instead of me.

Thank you.

Jeffrey Castellano
[redacted]

RECEIVED
AUG 27 2018
Town of Southeast

Victoria Desidero

From: Bern Brandon [redacted]
Sent: Wednesday, August 22, 2018 1:24 AM
To: townboard@southeast-ny.gov; planning@southeast-ny.gov
Subject: Northeast Interstate Logistics

Mr. Thomas LaPerch, Chairman

Town of Southeast Planning Board

1 Main Street

Brewster, New York

RECEIVED
AUG 22 2018
Town of Southeast

cc: Town of Southeast Board

Dear. Mr LaPerch,

I am writing in opposition to the proposed Northeast Interstate Logistics Project in the Town of Southeast.

1 I live about 1 mile from the site and I am very concerned about the air, water (2), and light pollution (3) that I believe this will
1 bring. 550 truck trips per day are going to have a serious negative impact on the air quality. Diesel fumes have been shown to be carcinogenic, as well as causing significant asthma and COPD. The trucks will also cause substantial noise. The builders state they will have trucks travel mostly off-peak. As someone living nearby, that is not reassuring! I don't 4
want to be hearing diesel trucks gearing up and down at all hours. The disruption of the ridge-line will affect local water
5 quality. I also have concern about inevitable oil and diesel gas leaks from >250 trucks and other vehicles leaking into the water supply. The light pollution is also very concerning. Even with downward facing lights, an industrial complex of that 3
size will produce substantial light pollution.

I do not believe that this project is appropriate for our town, or for that location. I do not think that the project should get any zone changes, or ultimately should get approval.

Thank you.

Sincerely,

Dr. Bernadette Brandon

Skip to main content

Appendix B-177

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- Membership

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STOP THE LOGISTICS PROJECT - LET'S RETAIN THE RURAL CHARACTER OF OUR COMMUNITY

1K supporters

Reasons for signing

See why other supporters are signing, why this petition is important to them, and share your reason for signing (this will mean a lot to the starter of the petition).

Thanks for adding your voice.

Appendix B-177

Lauren Smith
2 weeks ago
I dont want more traffic then we have now! This is in the heart of our homes!

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Kimberly Gaunt
2 weeks ago
We need to maintain the integrity of our community!

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melissa johnson
2 weeks ago
Our community does not need this! Stop this right now!!

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Appendix B-177

Thanks for adding your voice.

Michael Douglas
2 weeks ago
I just moved to Carmel and did not move to have to deal with this kind of nonsense!!!!

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Janice Arndt
3 weeks ago
Don't need any more "Urban Sprawl"!!!

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Appendix B-177

Daniel Barker
4 weeks ago
These trucks are going to take shortcuts through residential neighborhoods as trucks do today. Ever notice the inordinate amount of truck traffic on residential Doansburg Road? Tractor-trailers going south on Route 22 will avoid the steep climb on 22 south of Haviland Hollow road and… Read more

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Kerry Tarantino
4 weeks ago
Because a 10 year tax abatement is too long to deal with the issues it will cause.

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Appendix B-177

maddie sanchez
4 weeks ago
I agree with all the reasons it should NOT be approved. Additionally, it will bring more unknown strange individuals closer to my daughter's school on 312. I really don't think we want any of that near our schools.

-
- 2

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Linda Olsen
1 month ago
This is a commercial project and all around it is residential houses. It will cause such problems with traffic and the sale of our homes and the quality of our air. Also what would happen if there is a fire at the space like the fire that happened in Fishkill. There are so many homes that can be… Read more

-
- 2

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Appendix B-177

Linda Olsen
1 month ago
This is a commercial project and all around it is residential houses. It will cause such problems with traffic and the sale of our homes and the quality of our air. Also what would happen if there is a fire at the space like the fire that happened in Fishkill. There are so many homes that can be… Read more

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Carmen L. Guzman
1 month ago
This project is too huge, too destructive to this community and not profitable. IT DOES NOT BELONG HERE !!!

-
- 1

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MARK FARRELL
1 month ago
They are out of their minds thinking about doing this to our beautiful town

-
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George Downes
1 month ago
This is a huge project, this will create even more traffic in a already congested area. Fair street is already a well traveled road and a residential area.. 84 is loaded with better options that wouldn't create a problem as much as this would.

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Appendix B-177

Mary Schwartz
1 month ago
The huge increase in traffic will make the area inaccessible to residents and hurt the businesses that are located in the area. The wages will not be enough for the employees to live in this area. This project provides very little benefit to the residents of Southeast.

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Danielle Bastone
1 month ago
Our town does not need more congestion, pollution, and dangerous roundabouts. No, no, NO!!!

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Rob LoAlbo
1 month ago
New business is good but smaller businesses are better. What's even better? A community college. Establishing one in Putnam County would keep taxpayer money in the county instead of losing it to surrounding schools in other counties.

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walter banfield
Aug 6, 2018
Walter Banfield

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Marcia Boyle
Aug 5, 2018
We do not need minimum wage jobs. We need jobs that will replace the ones lost when IBM and Pepsi moved out of Somers. This will cause massive traffic congestion with no benefits to the area.

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Appendix B-177

Stephen Mcpartland
Aug 5, 2018
I strongly agree with everything everyone has said and if the board stills approves after all of our voices being heard, then they don't care about the town and all they care about is selfishness, greed and power. Ruin our town to glorify themselves.

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Debra Appleby
Aug 5, 2018
I hate to see more congestion, broken promises by big corporations and the destruction of neighborhoods.

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Appendix B-177

Katherine Dwyer
Aug 5, 2018
This is outrageous and… Read more

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Gisele Cott
Aug 5, 2018
I'm signing because of the impact of this building

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Thanks for adding your voice.

Appendix B-177

Gina occhigrossi
Aug 4, 2018
I am 100% against this project for the town of Southeast

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Thanks for adding your voice.

Nancy Andry
Aug 4, 2018
Enough is enough we do not need this leave green spaces for our children to grow up in

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Catherine Grace
Aug 4, 2018
Please, please do not destroy the character, beauty, sacredness of our rural lands. This is yet another "project" that brings in monies for the wealthy at the cost of those with less. Don't do it.

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Appendix B-177

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Kenneth Tullipano
Aug 4, 2018
This project will destroy the quality of life in our community and must not be allowed to advance.

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Blanche Quealy
Aug 3, 2018
Blanche Quealy

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Appendix B-177

Thanks for adding your voice.

Jamie Militana
Aug 3, 2018
To help my best friend!

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Stefani GOSSELINK
Aug 3, 2018
Estimates for the number of trucks will double—DOUBLE—at holiday season. Yet the developers presented a smooth and graceful view of traffic at the "round about." I own and operate a business in this town. Already, one of my students had to leave due to the traffic on 84 in CT. How will… Read more

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Appendix B-177

Gwyneth Blackwell
Aug 3, 2018
We can't afford anymore traffic.

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Peter Jung
Aug 3, 2018
Let's keep the Hudson Valley rural and beautiful. It's better for the economy, too!

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Appendix B-177

Larrry Holden
Aug 3, 2018
I hate traffic,pollution,tractor trailers and I love Southeast.
I'm convinced this will ruin the town.
It's a disgrace.

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Chris Faiella
Aug 3, 2018
I moved up here from NYC to get away from this type of congestion and pollution. It is an infringement on our quality of life all in the name of greed. The roads can't even handle the everyday traffic that is here now, let alone that many trucks. And for ten years they have a tax abatement ,who is… Read more

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Kristal Castellano
Aug 2, 2018
This project will negatively impact the quality of life in the area and is not suited for an already congested community. Stop the sprawl, preserve what is left.

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Thanks for adding your voice.

dawn pascale-whitehead
Aug 2, 2018
Angie Pascale signs

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Kristina Verde
Aug 2, 2018
I live in patterson ny

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Appendix B-177

Cathy Engel
Aug 2, 2018
I want to retain its rural character. Otherwise, I wouldn't have moved up here 16+ years ago.

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Christine Cataldo
Aug 2, 2018
Christine Cataldo

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Appendix B-177

Jessica Cruz-Sullivan
Aug 2, 2018
This will literally be in my friends backyard. This is not healthy and not really safe. It will also disturb many families who are trying to just be peaceful at home.

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vanessa pagan
Aug 2, 2018
This will destroy my friends home

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Appendix B-177

Diane Bugliarelli
Aug 2, 2018
I do not want this project to ruin our rural area and cause further traffic problems

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Irene Vaught
Aug 2, 2018
This gets a big NO from me. Unfortunately, the prevalent feelings of the time encourage $$ over decency , now even more than ever.

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Appendix B-177

Susan Berman
Aug 2, 2018
This will destroy the peace and tranquility of our community and will not benefit US. The noise, disturbance, air quality, etc will be overwhelming. I believe that property value will fall. Who wants to live in an area like that? Certainly not me!

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Eugene Duffy
Aug 1, 2018
I am opposed to this project based on proximity to where I live, Hunters Glen, and the negative environmental impact on the area. Traffic, Air & Noise Pollution.....Safety

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Appendix B-177

Roger Mogan
Aug 1, 2018
I am signing this petition because I do not want our town to become like Long Island, and I see what has happened to Fishkill where I was raised.
Keep our town and county green!!!

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Jeanne Henry
Aug 1, 2018
No more zoning changes. The congestion and noise level on route 312 would be an injustice to our town

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Appendix B-177

Anne M. Rubeo
Aug 1, 2018
The massive traffic congestion will be horrendous. At the present time traffic coming on Rte 6 into Carmel Rte 52 is very heavy . This will only make it worse.

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Patricia D'Aliso
Aug 1, 2018
Area is already too congested. Won't help the community.

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Appendix B-177

Steven Schmitz
Aug 1, 2018
I don't want this junk in my backyard

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john card
Aug 1, 2018
It's not needed .If we build anything it should be is larger school being that the community keeps growing

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Appendix B-177

Christine Zirkelbach
Aug 1, 2018
We do not need a project that grants a tax abatement for 10 years, for mainly $15 an hour jobs.

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Salvatore Gambino
Aug 1, 2018
This will be disastrous to our community. Traffic congestion, pollution, noise.

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Mia Serraino
Aug 1, 2018
This area cannot handle the amount of traffic this will generate

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Appendix B-177

Sean Deans
Aug 1, 2018
312 is already congested enough, this will make it unbearable. Anyone who's ever tried to make a left off Pugsley road would know how impossible it is with that blind turn. Now we'll have 500 tractor trailer's a day trying to do just that. This is a terrible Idea.

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Thanks for adding your voice.

Jacqueline Rodriguez Gallagher
Aug 1, 2018
I'm signing this because we have too much traffic in those areas stated. Also, it will visually affect this beautiful area and since there doesn't appear to be an economic benefit, it's not appropriate

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Appendix B-177

Valerie Sikora
Aug 1, 2018
The traffic on 312 is already enough. This doesn't need to be in our backyard.

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Laurel Kaddatz
Aug 1, 2018
I don't want to lose the character of our neighborhood.

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Eileen Logiudice
Aug 1, 2018
I work on independence way and it's slready a bad intersection I can't imagine adding more traffic to this small area.

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Appendix B-177

Thanks for adding your voice.

ANN PETRELLI
Aug 1, 2018
ANN PETRELLI CARMEL,NY

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Thanks for adding your voice.

tracy turk
Aug 1, 2018
tracy turk

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Thanks for adding your voice.

charlie romanelli

Appendix B-177

Aug 1, 2018
I want to keep our rural standing.

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Thanks for adding your voice.

Kim Chukwuemeka
Jul 31, 2018
This can not happen as it will forever change our community

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Thanks for adding your voice.

Mary Grgecic
Jul 31, 2018
I work and shop in Brewster, and my mother lives in Brewster. Route 312 is already congested. This hub will deter people from shopping on 312 because they will want to avoid the congestion and trucks. Pollution, congestion, and probably no jobs. Bad move.

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Appendix B-177

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Kimberly Sonnberger
Jul 31, 2018
Our roads cannot handle this, a roundabout will not ease any congestion that this property would cause.

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Amanda Scalzitti
Jul 31, 2018
Thank you for creating this petition. We need to preserve our community and our neighborhoods. Noise, pollution and traffic are just a few of the very many negative impacts this project would impose. It's egregious that this project was even proposed for our community in the first place… Read more

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Appendix B-177

Erin Moran
Jul 31, 2018
This does offer anything to community.

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Michelle Cottle
Jul 31, 2018
This plan takes more from the community than it offers. I do not want this here.

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Appendix B-177

Dalia Clarke
Jul 31, 2018
I am against this project, the traffic, the pollution and distruction of wet lands and wild life is awful.

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Kathie Franco
Jul 31, 2018
We don't need something like this in our rural area. 312 is busy enough as this will make it horrible. Listen to the residents and please do what they want. This is not Route 9 and we don't want it to become that.

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Appendix B-177

Philip Gorski
Jul 31, 2018
Outrageous and unnecessary in this location!

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Sharon Decoursey
Jul 31, 2018
This is not the business we need here! Two lane 84 and the exit for 684 can not handle what we have now. Commuters will be forced to drive through local towns to find other avenues to local highways. These towns and their residents are already complaining about through traffic.

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Ann Fanizzi
Jul 31, 2018
Community character means a great deal to me. Let's keep it the county where the country begins.

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Appendix B-177

Donna O'Reilly
Jul 31, 2018
The venue proposed for a project of this magnitude could not be more inappropriate and misplaced. These warehouses belong in an industrial park, not in a pastoral residential setting. Property values surrounding this disaster will plummet not to mention the impossibility of resale.

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Paula Bryan
Jul 31, 2018
Only a fool would think this is an appropriate place for a massive warehouse like this. There are abandoned commercial properties throughout Putnam county the developer could sink money into. Why destroy land? Why destroy an ecosystem? In 20 years is this warehouse going to be vacant?

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Appendix B-177

mary mccabe
Jul 31, 2018
there is too much congestion on 312 now and access to caremount medical with an urgent care facility would be effected by this proposal not to forget the school buses too.

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Eileen Fallon
Jul 31, 2018
I have several concerns. Like most, I am concerned about traffic, pollution and the loss of the country feel & beauty of this space.

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Appendix B-177

Kristi Oakes
Jul 31, 2018
Fair St houses 2 schools, one on either side of Fields Corners Rd that is seasonally connected to Rte 312. I'm not willing to risk bus safety for the sake of tax dollars that the Town of Southeast.

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English (United States)

Michele Stancati

From: Catherine Harrington <cathiedh4@gmail.com>
Sent: Friday, August 17, 2018 7:41 PM
To: townboard@southeast-ny.gov
Subject: Interstate Logistics Center Proposed for 312:

Hello!

I am a resident of Southeast. I travel Route 312 frequently and I often use the Caremount Facilities at this intersection as well as go to the Highlands Shopping Center.

1 The proposed Logistic center will seriously impact the safety of the community and anyone who travels within the I 84 and 312 intersection. It is already highly congested and difficult to navigate at times without the amount of traffic it will bring. Many people using the urgent care facility may be anxious or distracted. Making the turn into or out of Caremount's building can be risky at best, due to the current amount of traffic and sight lines. 2

3 I also oppose the additional wear and tear on our local roads!!!!! They are in terrible shape already!

4 The visibility of these buildings from the road will add to the ugly look of the shopping center.

Please do not consider this as a place for this center!

Catherine Harrington
17 Seven Oaks Lane
Brewster, NY, 10509

Victoria Desidero

From: Michele Stancati <mstancati@southeast-ny.gov>
Sent: Friday, September 14, 2018 10:26 AM
To: 'Victoria Desidero'
Subject: FW: NE Logistics

Don't think you have this.

-----Original Message-----
From: Alice Brandon <alibq@comcast.net>
Sent: Friday, August 24, 2018 11:11 PM
To: townboard@southeast-ny.gov
Subject: NE Logistics

Good Day,

I am writing to express my deep consternation and ardent opposition to the proposed NE Logistics Project on Pugsley Road in Southeast. As a lifelong resident of Southeast I am very familiar and accustomed to traveling Route 312 and Route 6. I grew up within a mile of the proposed site. It is insanity to think that a project such as this would bring added value to our community in comparison to the extreme damage that the project would cause.

1 2 3 4 5 7

There will be destruction of our fragile ecosystem, water pollution, air pollution, noise pollution, light pollution
6 deforesting, and ridge line ruination. In addition, there will be monumental traffic problems. Envision school buses
8 caught in traffic every day, full of young children sucking in the pollution of diesel fumes let out by the 500 trucks that are predicted to travel the raids each and every day! Envision the loss of business each and every day to the Higglands 9
10 Plaza because who would want to wait in traffic when you can shop elsewhere? Envision the accidents- the roll overs, sleepy drivers, emergency vehicles attempting to navigate the already crowded roads. Presently, traffic in 312 and route 6 us challenging- envision 500 more trucks a day!!! Envision the shifting, grinding, gears, the smell of diesel. We know that the quality of our air is directly related to our health. Every stage of our lives- from infancy to our death we rely on 3
clean air. Isn't clean air and water worth preserving?

I can't imagine that you, as elected officials would consider this project for a measly $200,000. 00 in projected taxes per year.
Please, please, weigh the risk versus the reward, and choose instead to protect our community-our air quality, our water quality, and our quiet enjoyment as residents of Southeast.

Humbly submitted,
Alice Brandon

Sent from my iPhone

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

Michele Stancati

From: Chelsea Laber <chelseala@pcom.edu>
Sent: Wednesday, August 22, 2018 10:38 PM
To: townboard@southeast-ny.gov

Dear. Mr LaPerch,

I am writing in opposition to the proposed Northeast Interstate Logistics Project in the Town of Southeast.

My family and I live about 5 miles from the site and I am very concerned about the air, water, and light pollution that I believe this will bring. Over 500 truck trips per day are going to have a serious negative impact on the air and water quality in our community. The community will be subjected to unnecessary levels of diesel fumes which have been shown to be very bad for your health. The trucks will also lead to increase noise, especially on off peak hours when residents are hoping to rest.

I believe this project will negatively impact the Southeast life that residents know and love, and deserve to keep.

Thank you.

Sincerely,

Dr. Chelsea Laber

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SEP 14 2018
Town of Southeast

Rec'd from Town Clerk via e-mail