

# Northeast Interstate Logistics Center

Town of Southeast, New York

Planning Board Meeting

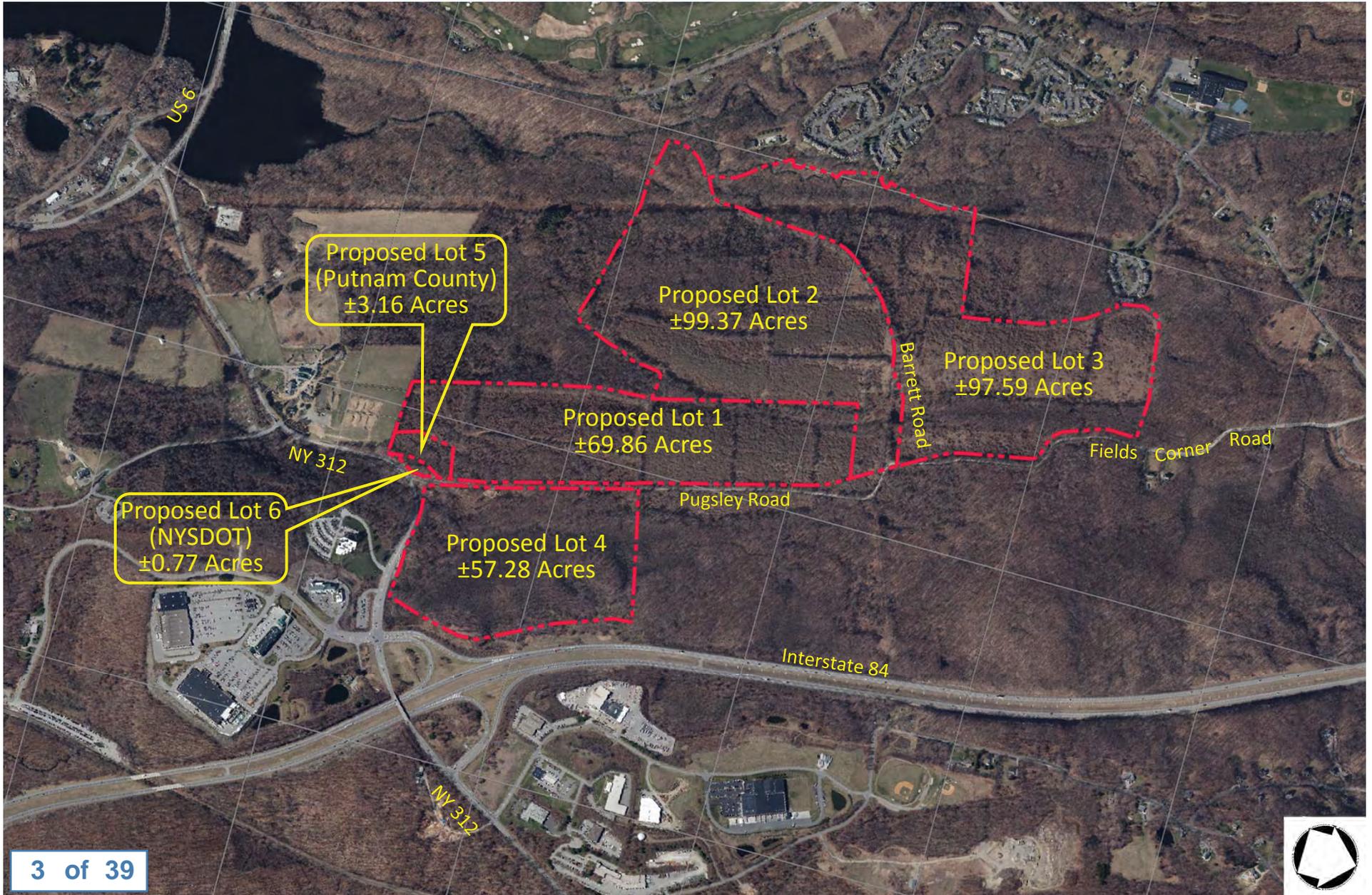
July 9, 2018

## KEY PROJECT BENEFITS

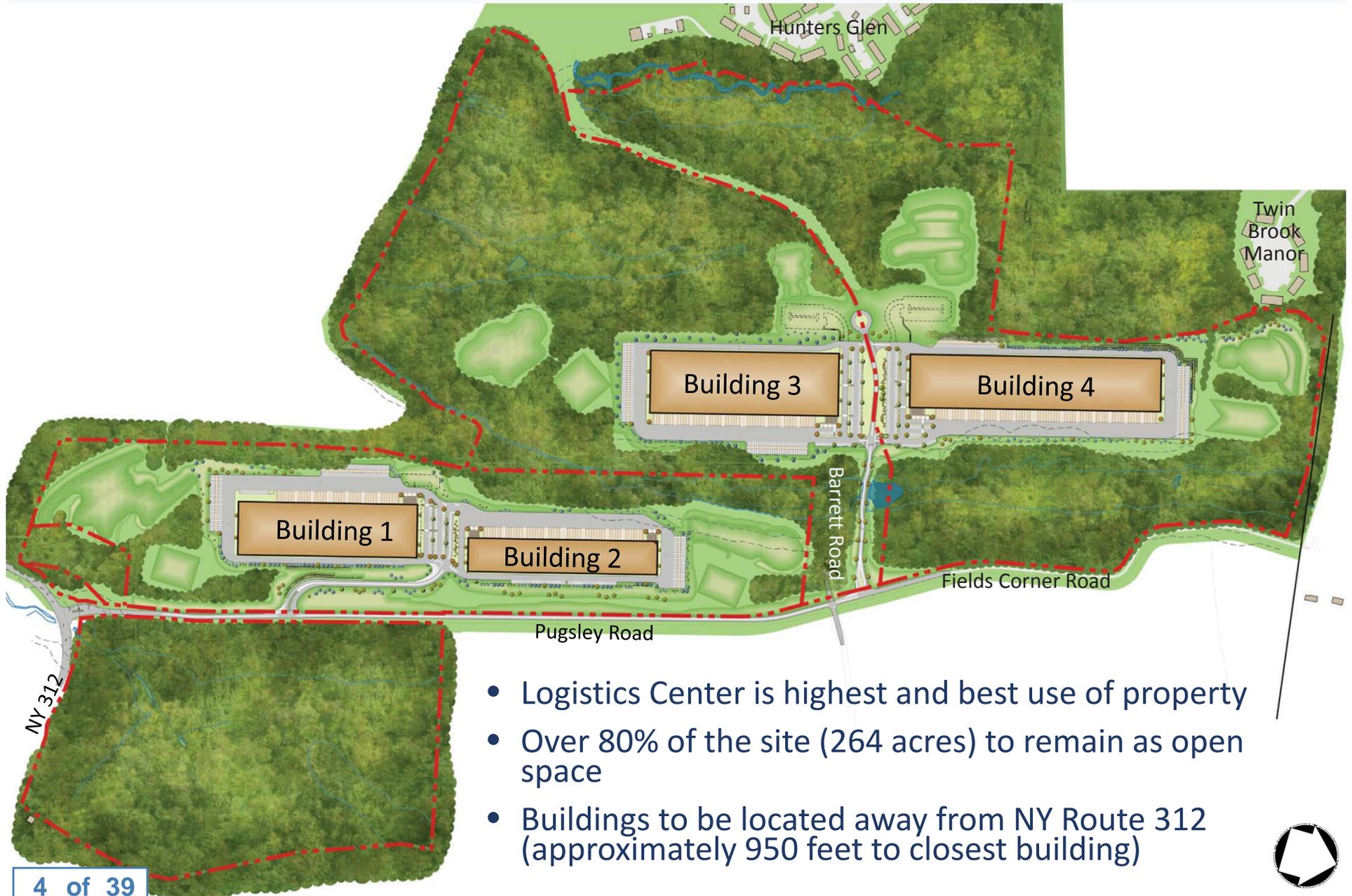


- Modern 1,125,000 sf logistics center with **strong market demand**-responsive to e-commerce and evolving needs of the economy
- **Economic development engine** creating 818 construction jobs, 919 jobs from operations and an annual economic output of over \$90,000,000
- Significant new local tax generator with **no new school children** and limited needs of local services
- Over **80%** of the 328 acre property retained as **open space** to preserve rural character

# PROPOSED PROPERTY LOTS



# OVERALL DEVELOPMENT PLAN



## REQUESTED PLANNING BOARD ACTIONS

- Site Plan Approval
- Conditional Use Permit
- Subdivision Approval
- Minor Subdivision Approval/Lot Line Adjustment
- Local Wetland Permit
- Waiver of Manufactured Slopes/Retaining Walls

- Zoning Text and Map Amendments
  - Define “logistics center” under Section 138-4(b)
  - Allow logistics centers as a Conditional Use in the Town, allowable only on lots of at least 25 acres and subject to prescribed Design Guidelines
  - Make logistics centers a permitted Conditional Use in the OP-3 District
  - Rezone tax lot Section 45, Block 1, Lot 4 from RC to the OP-3 District, leaving frontage along NY Route 312 in RC District
- Privatization of Barrett Road
- Pugsley Road NYSDOT Access Highway Support Letter from Town

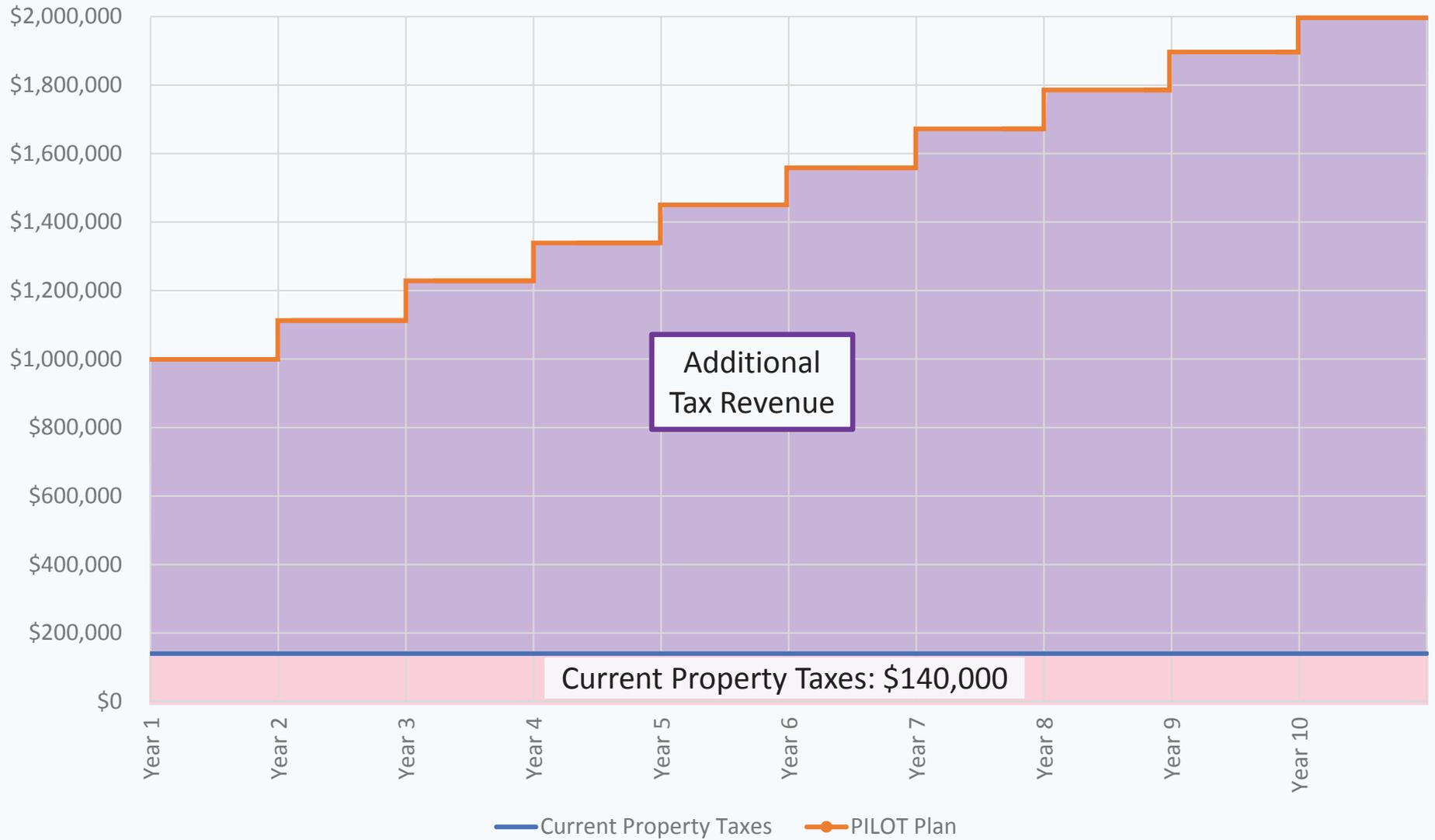
- Phillips Preiss used an IMPLAN model to estimate economic benefits of the proposed project
- Construction Phase
  - \$110 million of economic output to local economy
  - 818 jobs over course of construction
- Operations Phase
  - \$91 million of annual economic output to local economy
  - 919 jobs (665 direct jobs from operation of proposed facility)

## LOCAL TAX IMPACTS

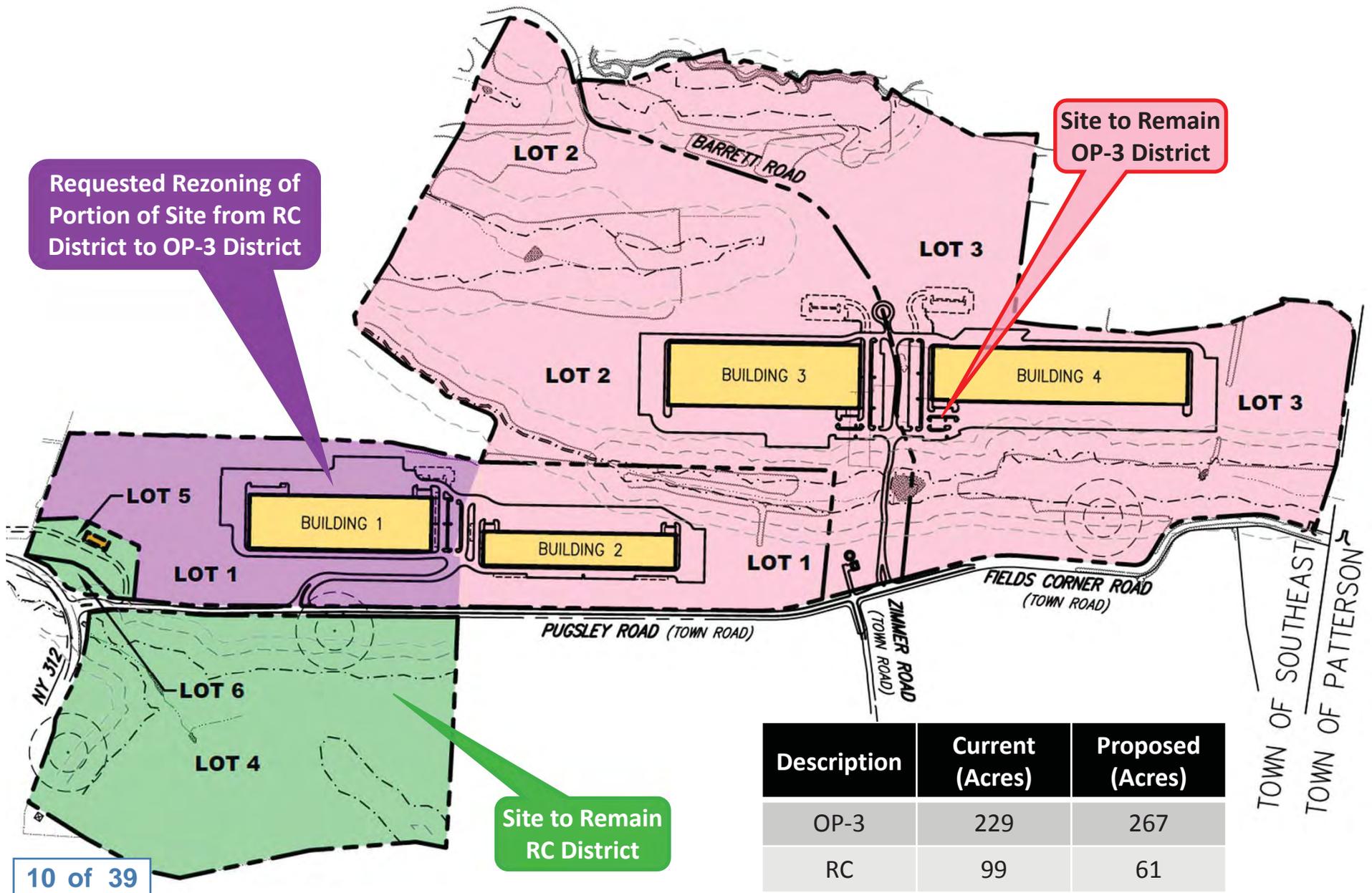
- Generates **significant new taxes** with phased development stepping to an estimated \$2,000,000 over ten years
- Generates substantial tax revenue for school district with **no new school children**
- **Minimal demand for municipal services** assuring favorable local fiscal impact

# PAYMENT IN LIEU OF TAX PROGRAM (PILOT) PLAN

## Example PILOT Plan Comparison



# OP-3 REZONING – SITE PLAN OVERLAY



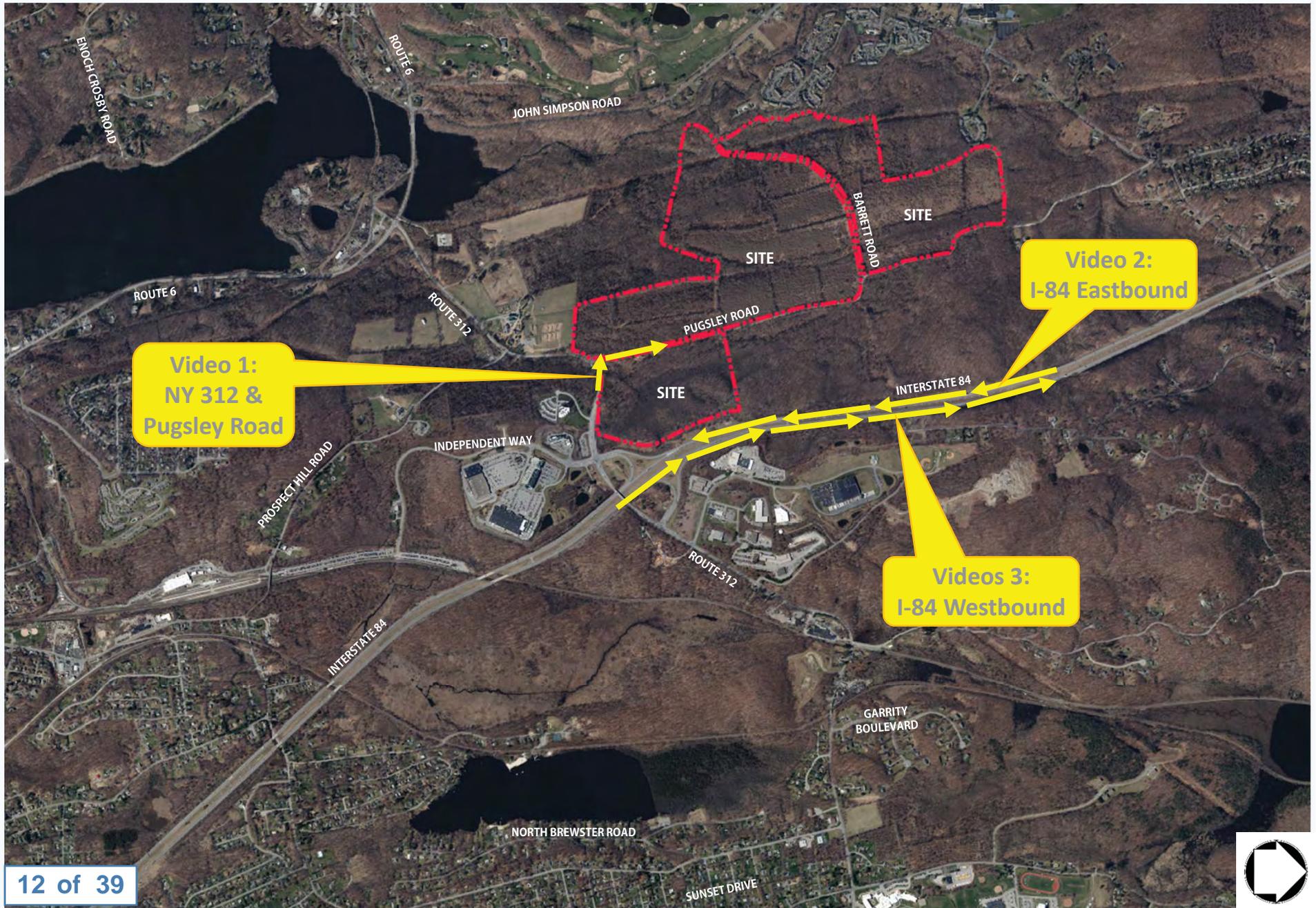
Description	Current (Acres)	Proposed (Acres)
OP-3	229	267
RC	99	61



Designed to Implement Zoning Code's Ridgeline Protection Provision's Goal of Avoiding 'to the Maximum Extent Practicable' Off-Site Visibility Above Ridgeline

- Lower upper portion (peak) of ridgeline
  - Balances cuts and fills on site
  - Development is designed to reduce visibility to maximum extent practical
  - Proposed Buildings are within former meadow/farm field areas
- Trees
  - Permitted to remove 10 trees per 1/4 acre
  - Ridgeline A – Proposed removal of 2.9 trees per 1/4 acre
  - Ridgeline B – Proposed removal of 1.4 trees per 1/4 acre
- Proposed Landscaping
  - 604 trees proposed (475 evergreen and 129 deciduous)
  - 1,360 shrubs
- Building coloring to blend into the surroundings
- Dark sky compliant lighting

# KEY MAP FOR VIDEOS



# VIDEO NO. 1 – NY 312 & PUGSLEY ROAD – LEAVES OFF



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# VIDEO NO. 2 – INTERSTATE 84 EASTBOUND – LEAVES OFF



## VIDEO NO. 2 – INTERSTATE 84 EASTBOUND – LEAVES OFF



# VIDEO NO. 3 – INTERSTATE 84 WESTBOUND – LEAVES OFF



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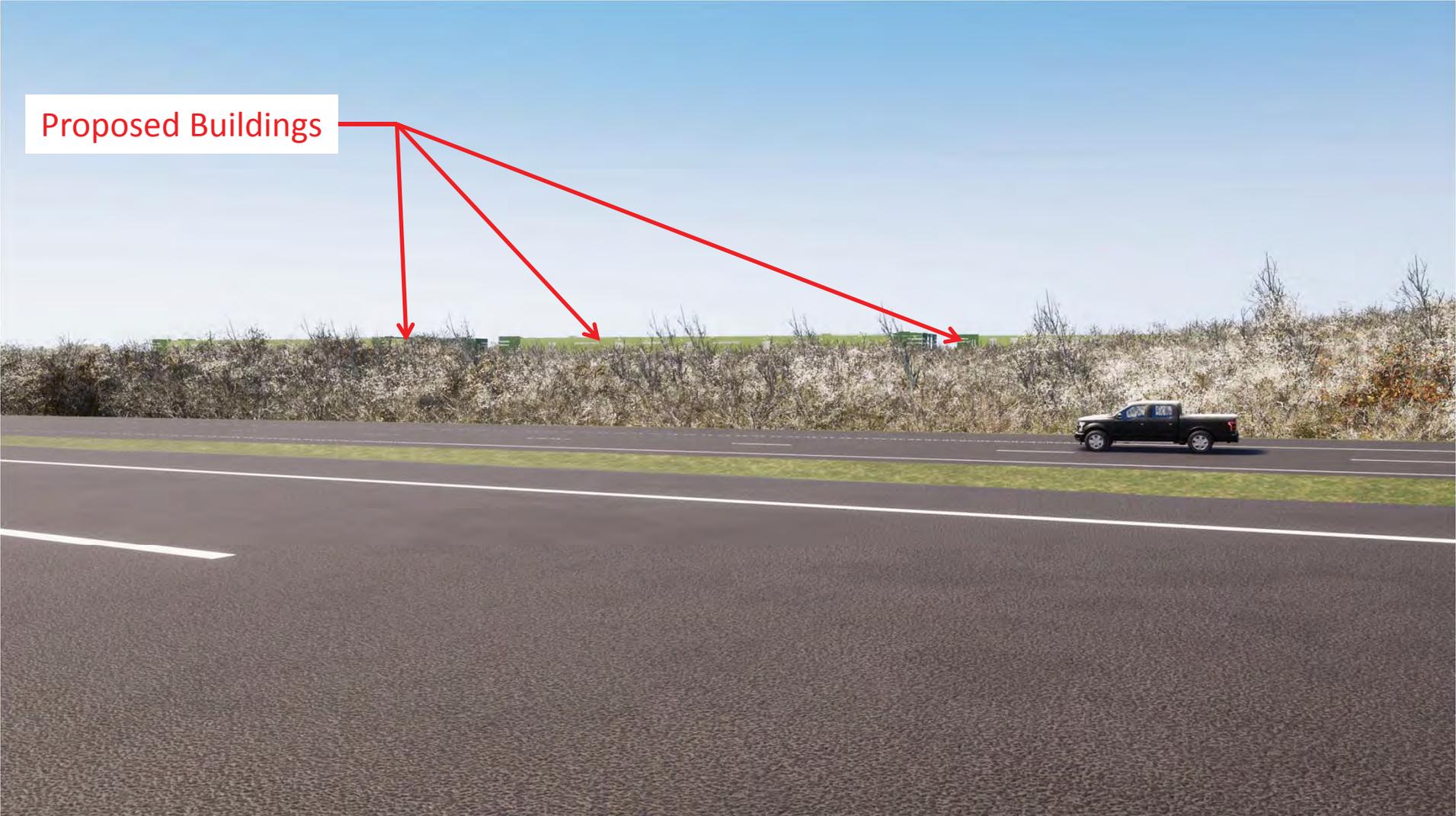
# VIDEO NO. 3 – INTERSTATE 84 WESTBOUND – LEAVES ON



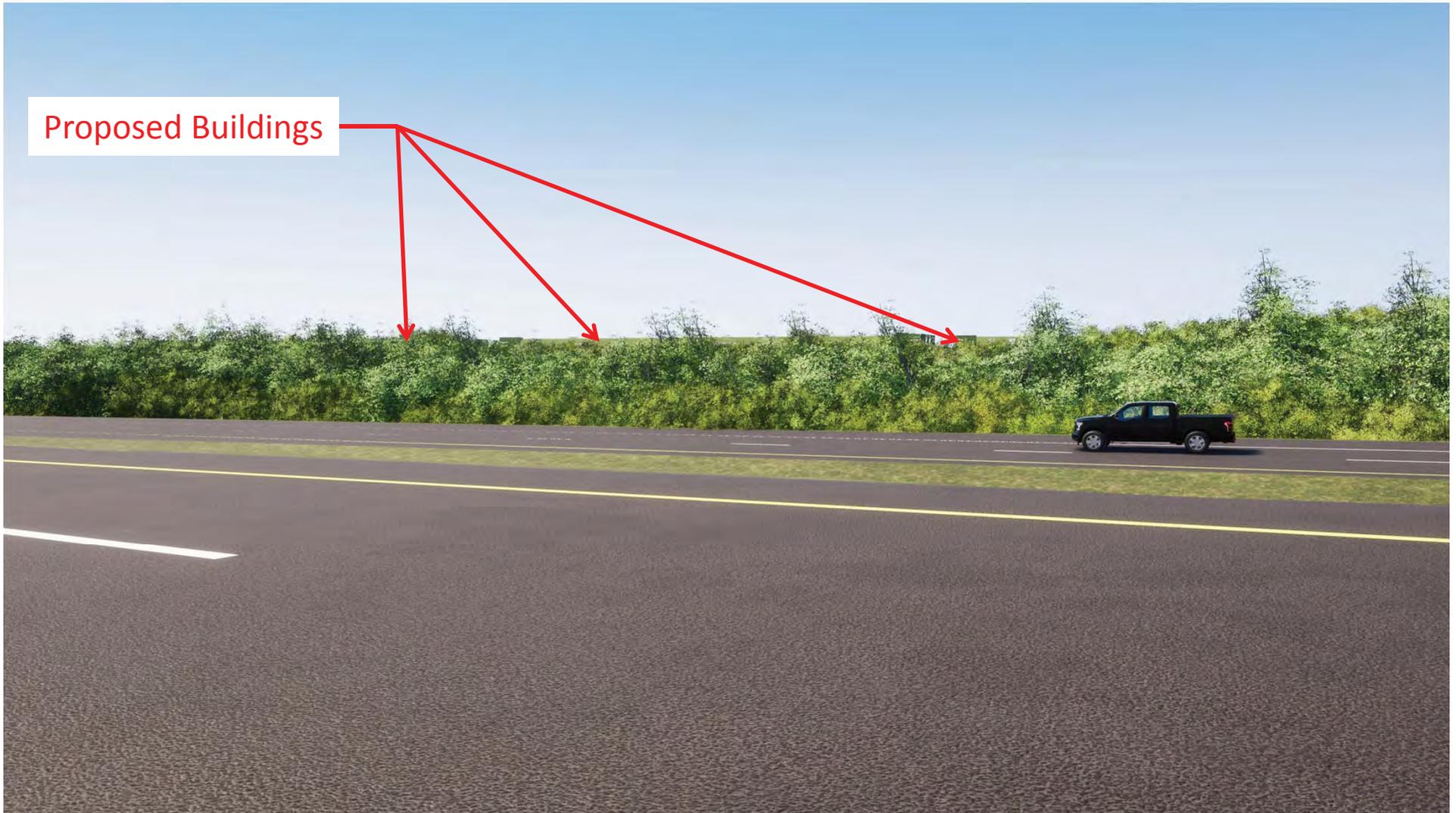
# PERSPECTIVE NO. 4 – VIEW FROM INTERSTATE 84 WESTBOUND



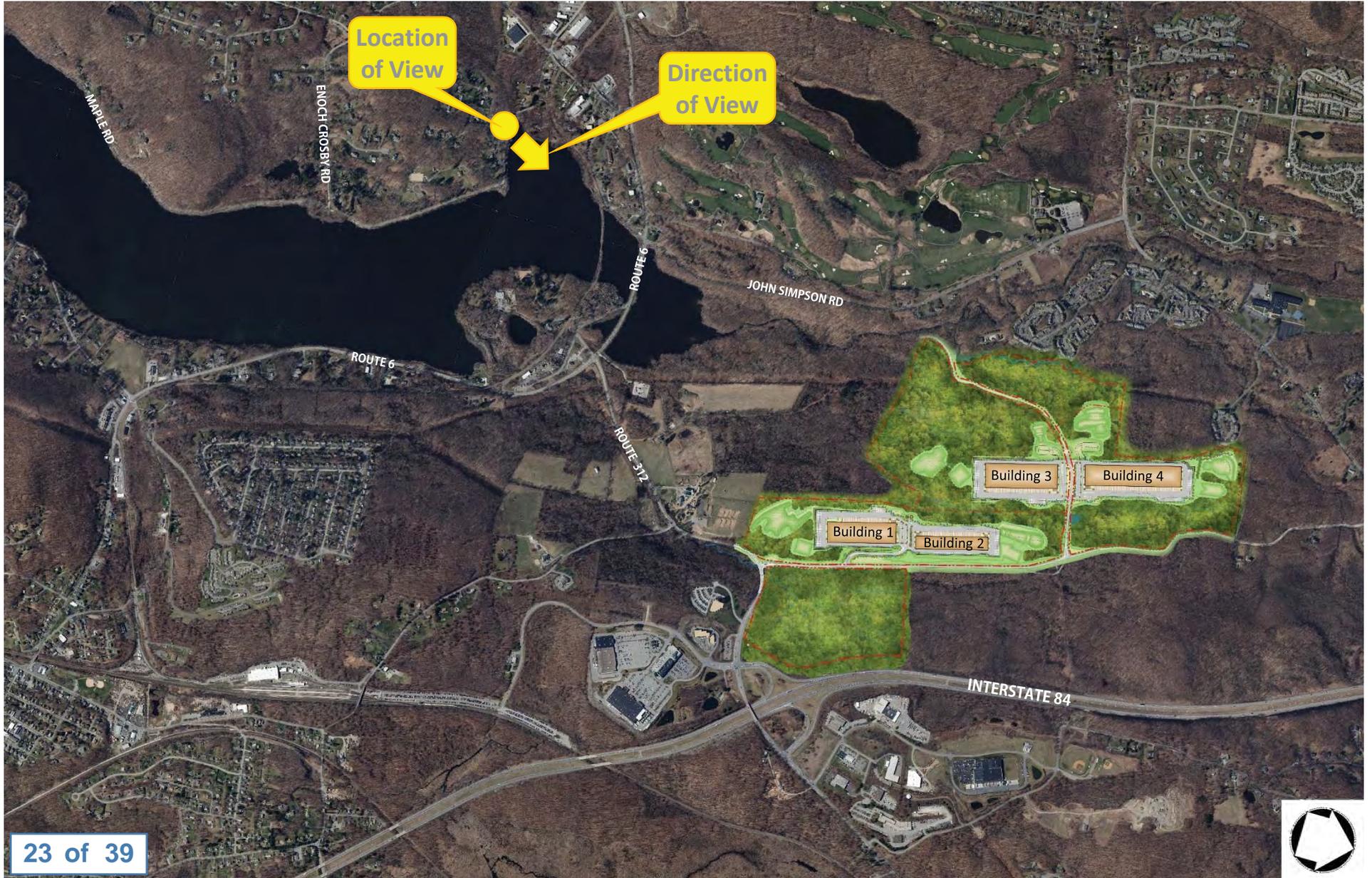
**PERSPECTIVE NO. 4 – VIEW FROM INTERSTATE 84  
WESTBOUND  
– LEAVES OFF**



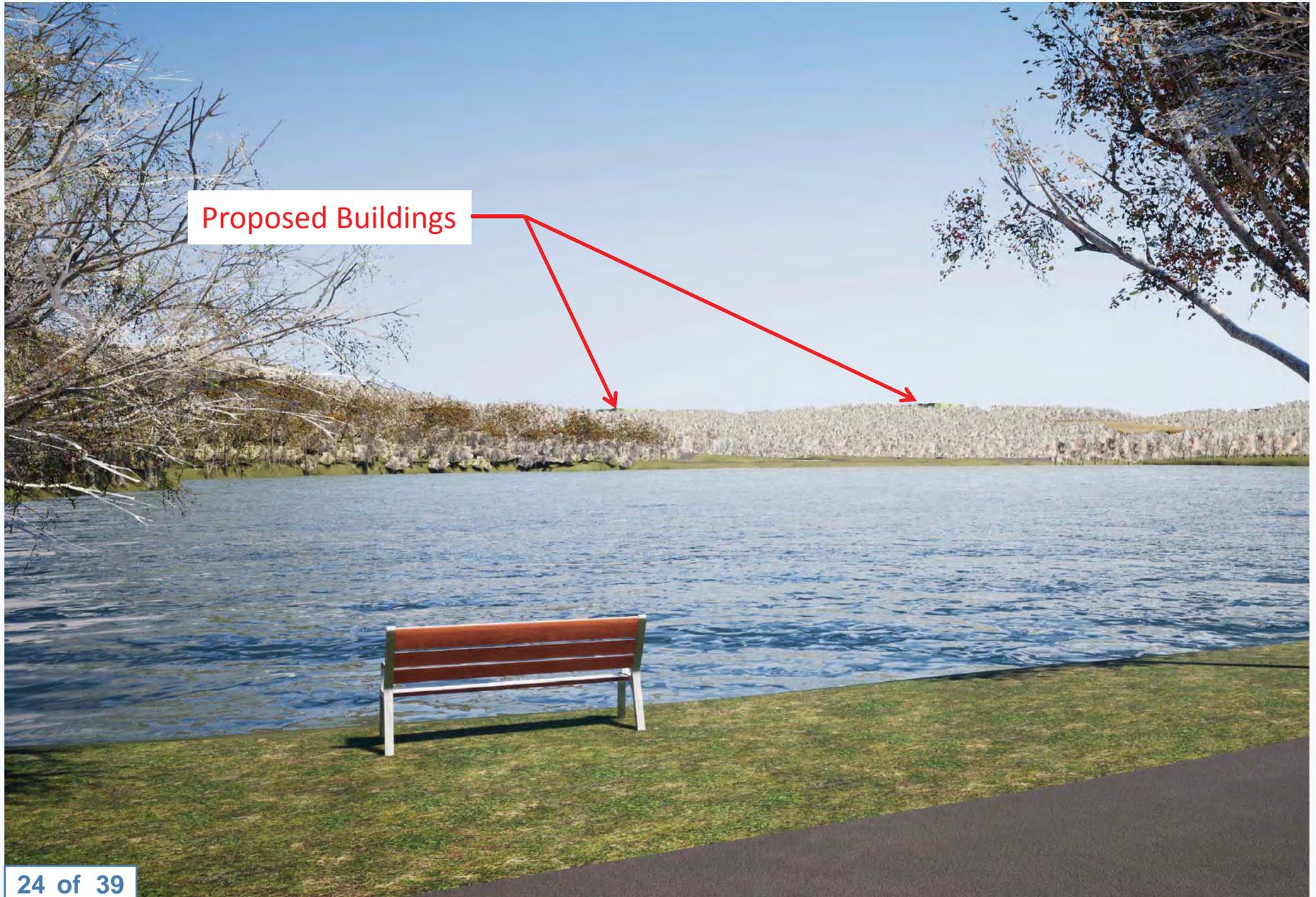
**PERSPECTIVE NO. 4 – VIEW FROM INTERSTATE 84  
WESTBOUND  
– LEAVES ON**



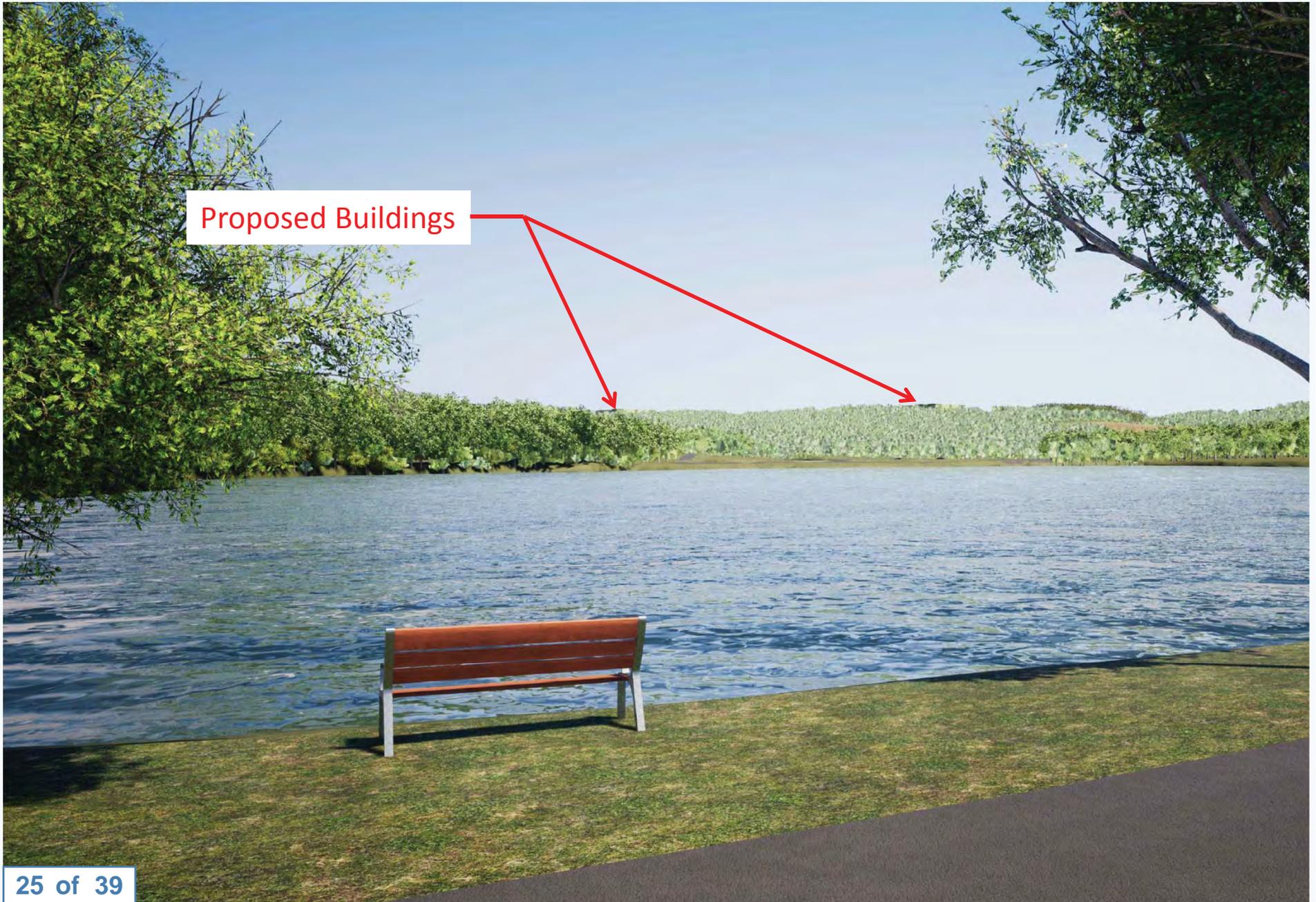
# PERSPECTIVE NO. 7 – VIEW FROM MAPLE ROAD



# PERSPECTIVE NO. 7 – VIEW FROM MAPLE ROAD – LEAVES OFF



# PERSPECTIVE NO. 7 – VIEW FROM MAPLE ROAD – LEAVES ON



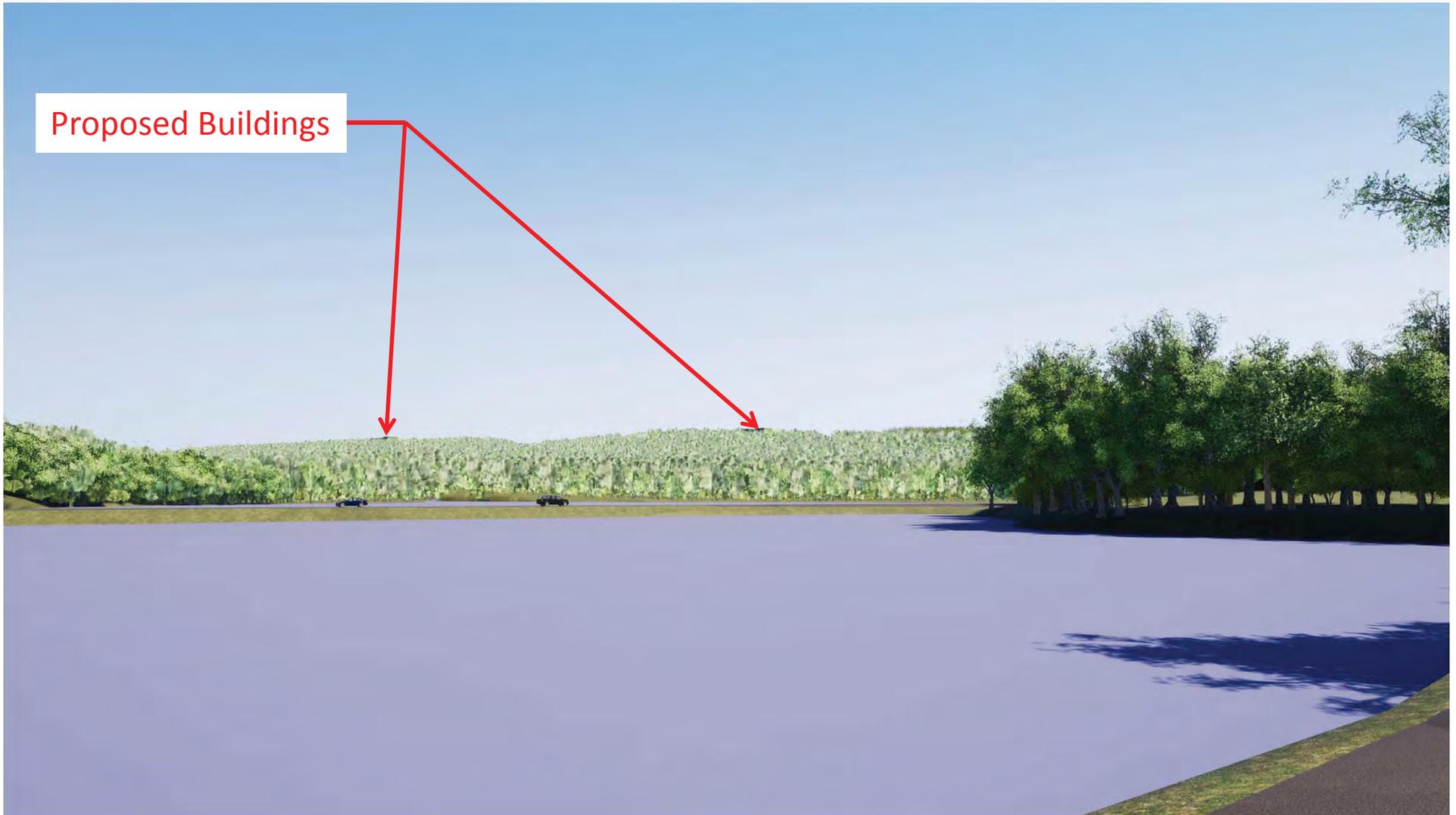
# PERSPECTIVE NO. 8 – VIEW FROM PUTNAM TRAILWAY



# PERSPECTIVE NO. 8 – VIEW FROM PUTNAM TRAILWAY – LEAVES OFF



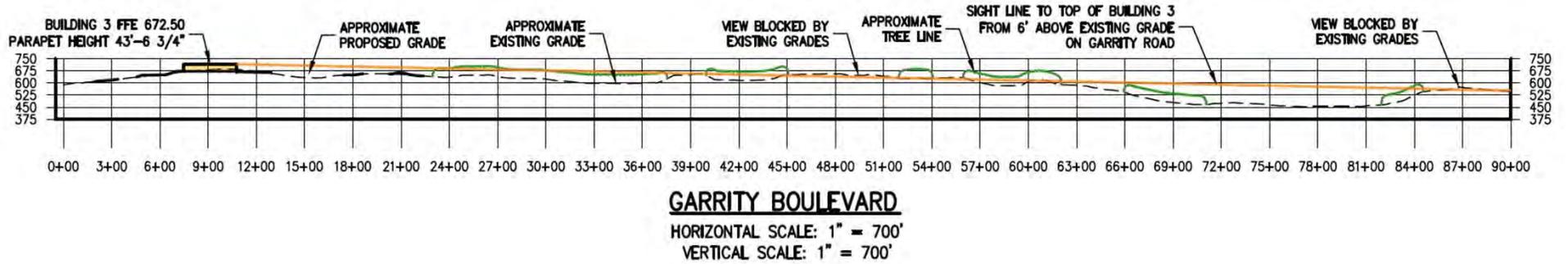
# PERSPECTIVE NO. 8 – VIEW FROM PUTNAM TRAILWAY – LEAVES ON



# PERSPECTIVE NO. 9 – VIEW FROM SUNSET DRIVE AT LOCUST DRIVE



# SECTION No. 10 - FROM GARRITY BOULEVARD



# PERSPECTIVE NO. 11 – VIEW FROM TWIN BROOK COURT

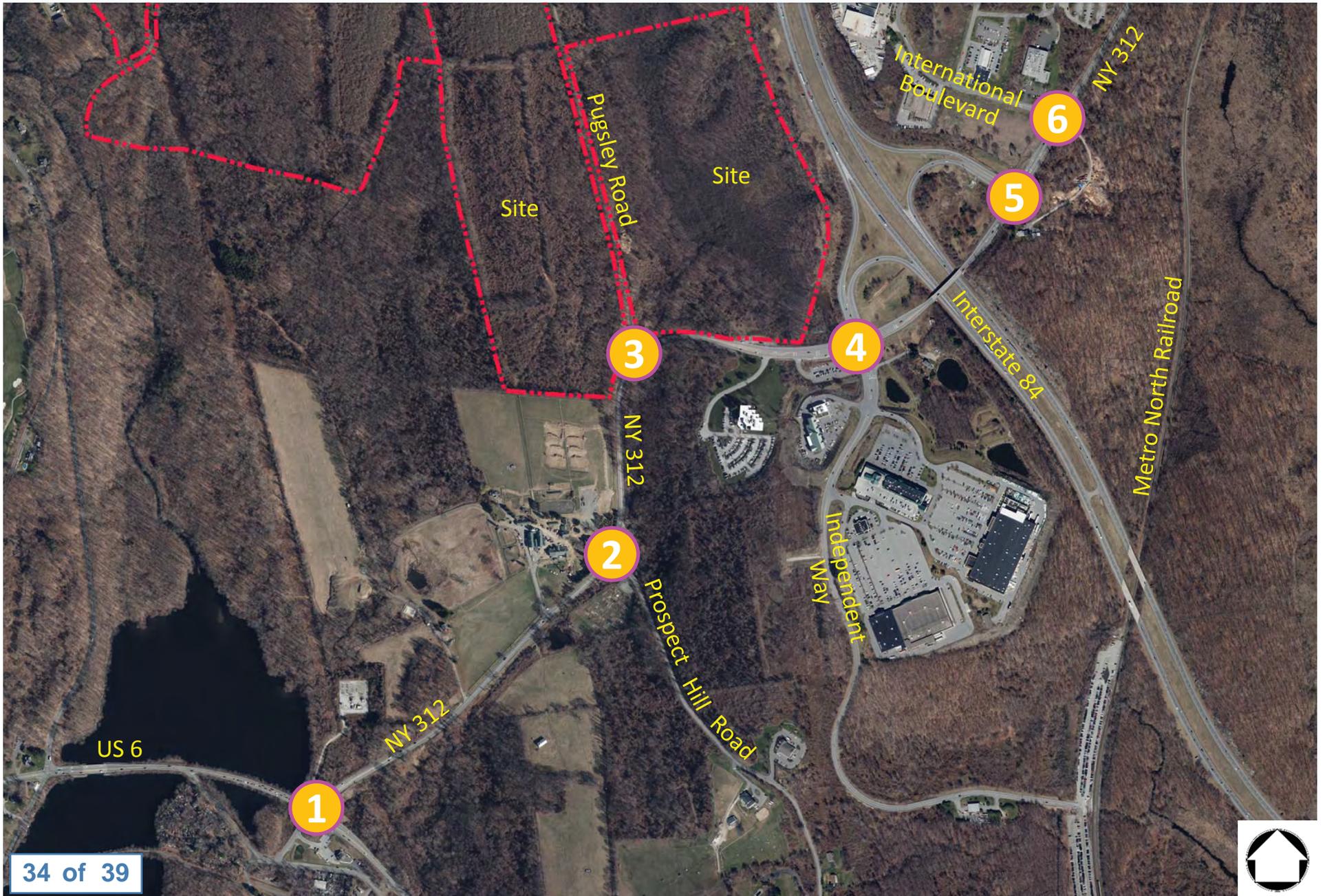


**PERSPECTIVE NO. 11 – VIEW FROM TWIN BROOK COURT  
– LEAVES OFF**



- Extensive traffic analysis prepared for review by Town and NYSDOT
  - Peak roadway hours were analyzed
  - Logistics Centers/High Cube Warehouses typically has fewer employees than general warehouse. We analyzed the site as general warehouse.
  - Sensitivity analysis studied peak hour traffic of site traffic coinciding with roadway peak hour (typically out of phase)
  - Analyzed with and without Crossroads 312
- Proposed mitigation will accommodate site related traffic
  - Roundabout (preferred alternative) at NY 312 & Pugsley Road
  - Signal and lane use improvements at Interstate 84 Ramps
- Reconstruct 0.8 miles of Pugsley Road
  - Provides year round access to Town and County properties

# TRAFFIC STUDY AREA





- Impacts assessed from 5 proximate receptor locations, comparing existing ambient conditions to projected worst-case construction and operation impacts
- Compliance with Town Code Chapter 96 (Noise)
- Construction:
  - All gas powered construction vehicles outfitted with mufflers
  - Short term noise levels not excessive, given distance between areas of construction and receptors
- Operation:
  - All loading docks face interior of site to further reduce noise

- Mitigation measures during construction will ensure no violation of Clean Air Act National Ambient Air Quality Standards (NAAQS)
- On and off-site truck traffic will not violate NAAQS
- Compliance with State Idling Prohibition for Heavy Duty Vehicles (6NYCRR Subpart 217-3)
- Building operations will not cause any significant air impacts

- **High Economic Advantage:**
  - **Jobs & Taxes**
- **Low Community Cost:**
  - **No School Children**
- **Environmental Preservation:**
  - **Route 312 Rural Character Maintained**
  - **80% Open Space of Site to Remain**

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