

Northeast Interstate Logistics Center

Town of Southeast, New York

Planning Board Meeting

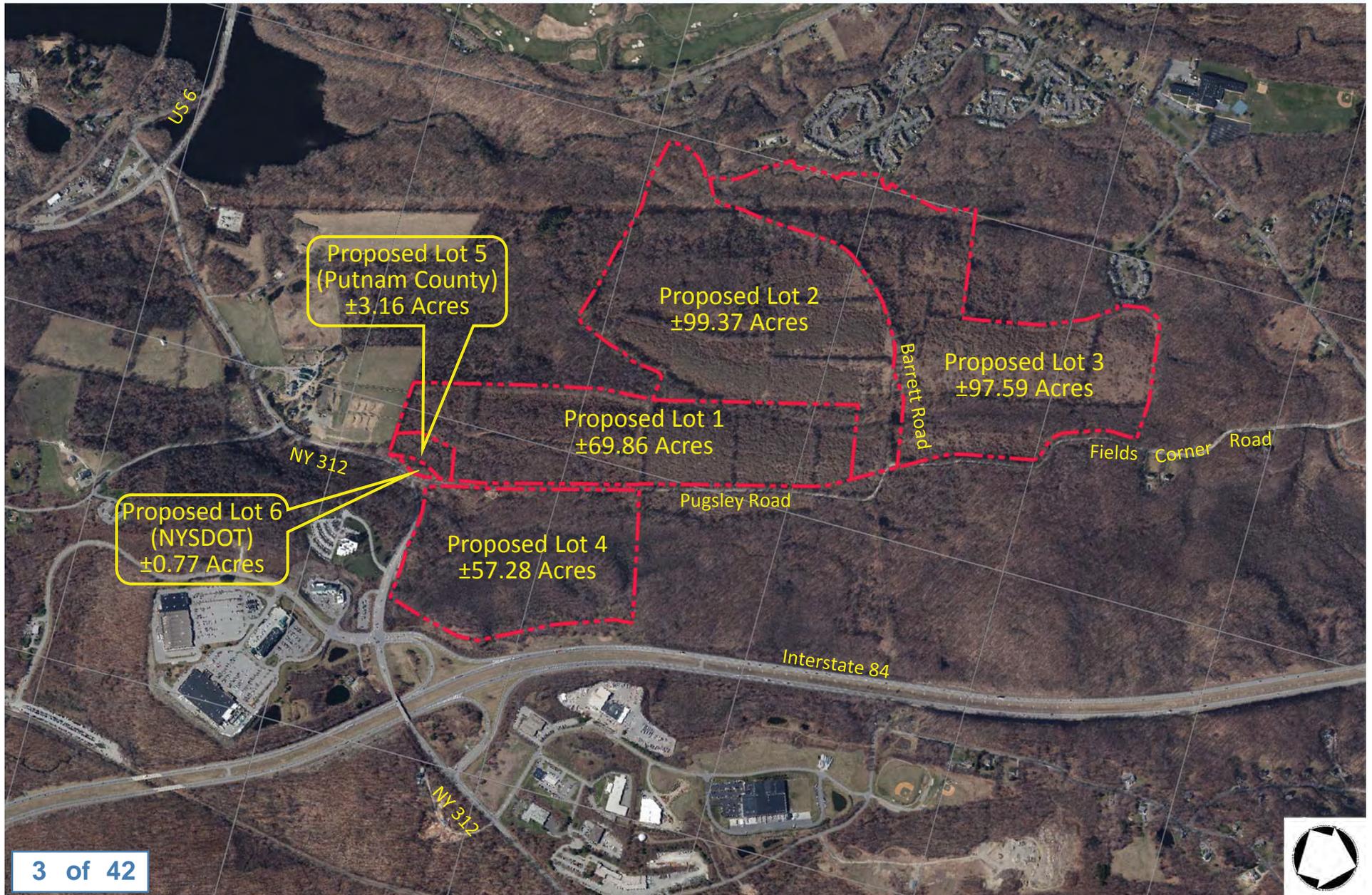
July 23, 2018

KEY PROJECT BENEFITS



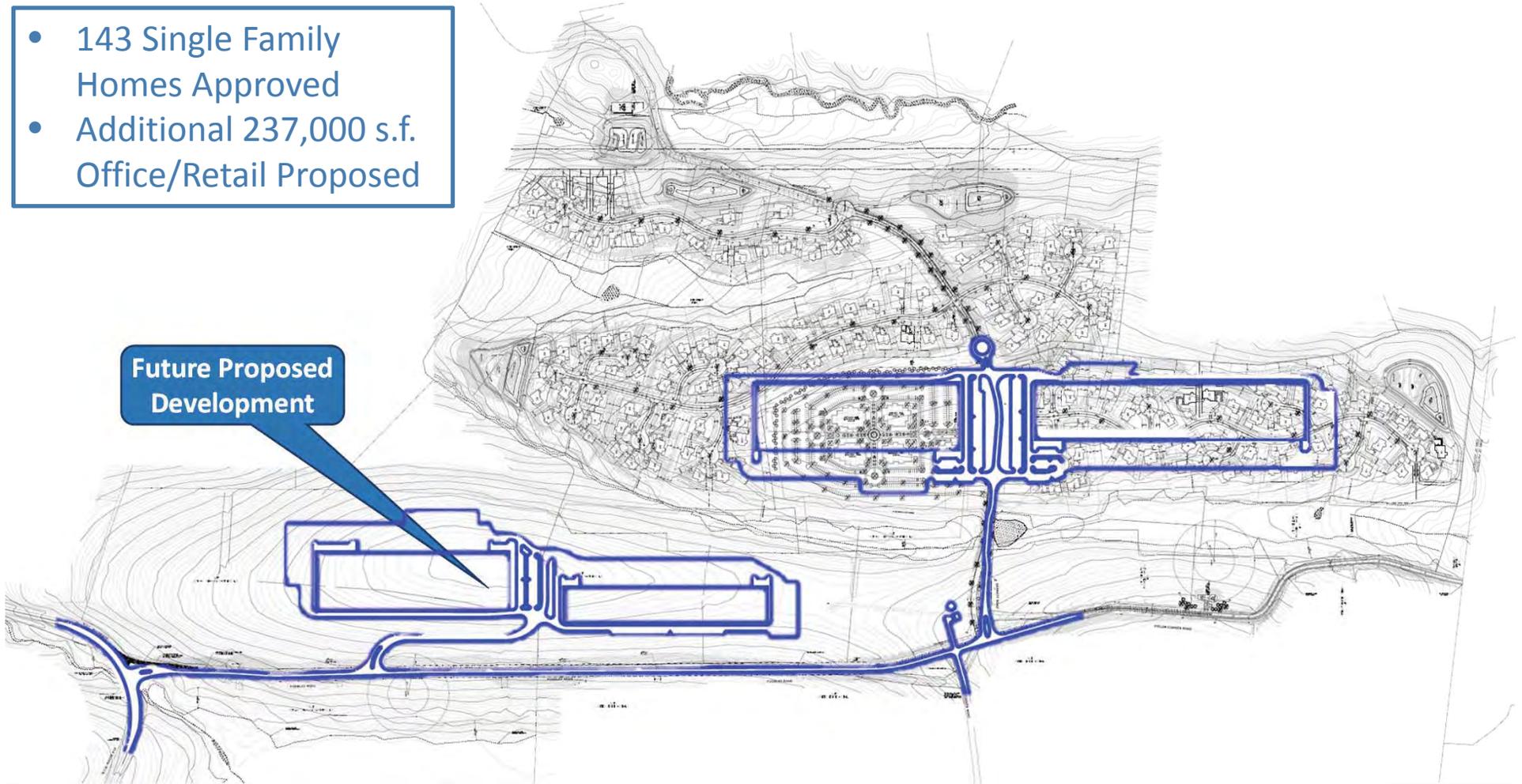
- Modern 1,125,000 sf logistics center with **strong market demand**-responsive to e-commerce and evolving needs of the economy
- **Economic development engine** creating 818 construction jobs, 919 jobs from operations and an annual economic output of over \$90,000,000
- Significant new local tax generator 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

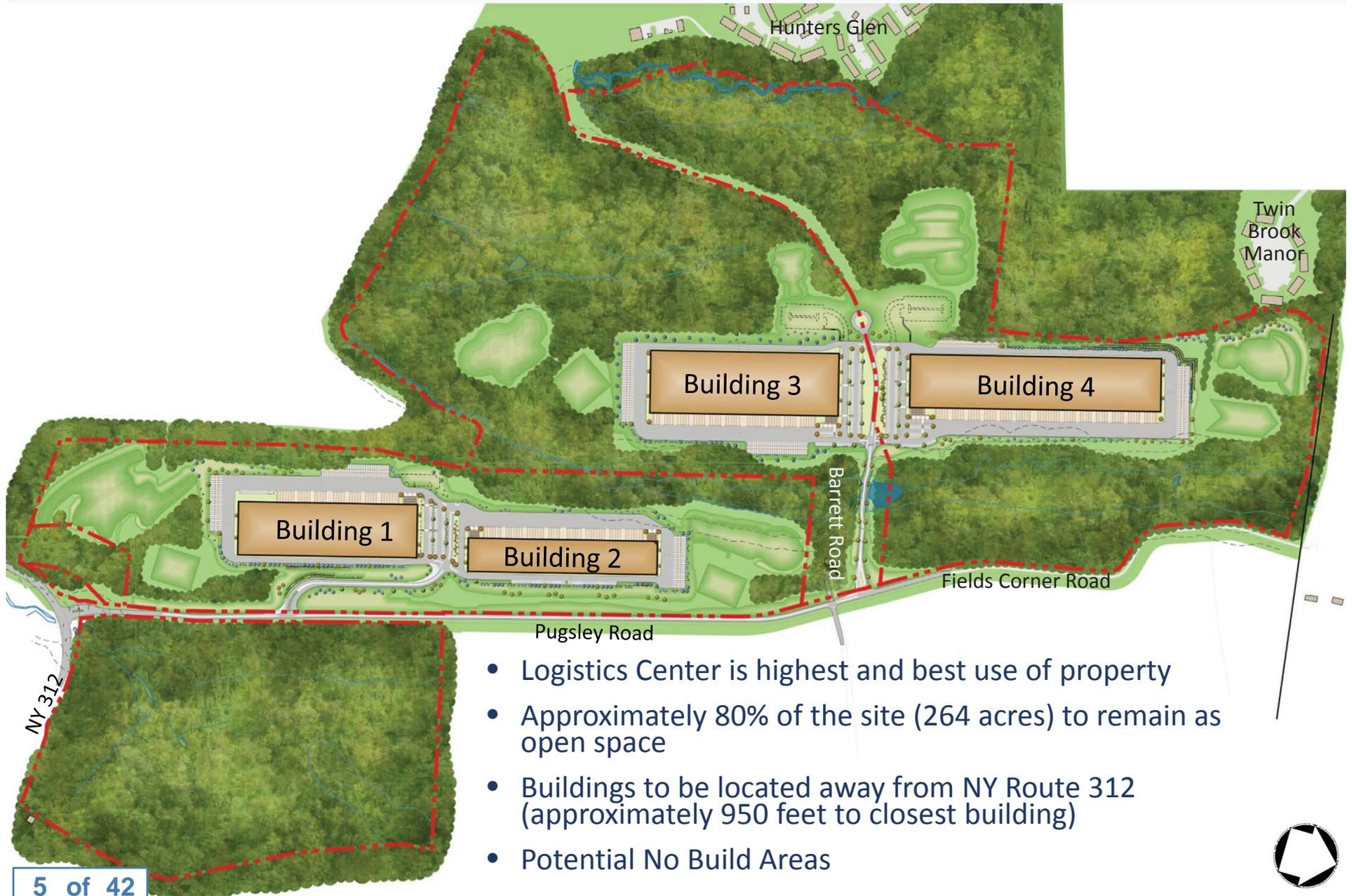


PREVIOUSLY APPROVED PLAN (2006)

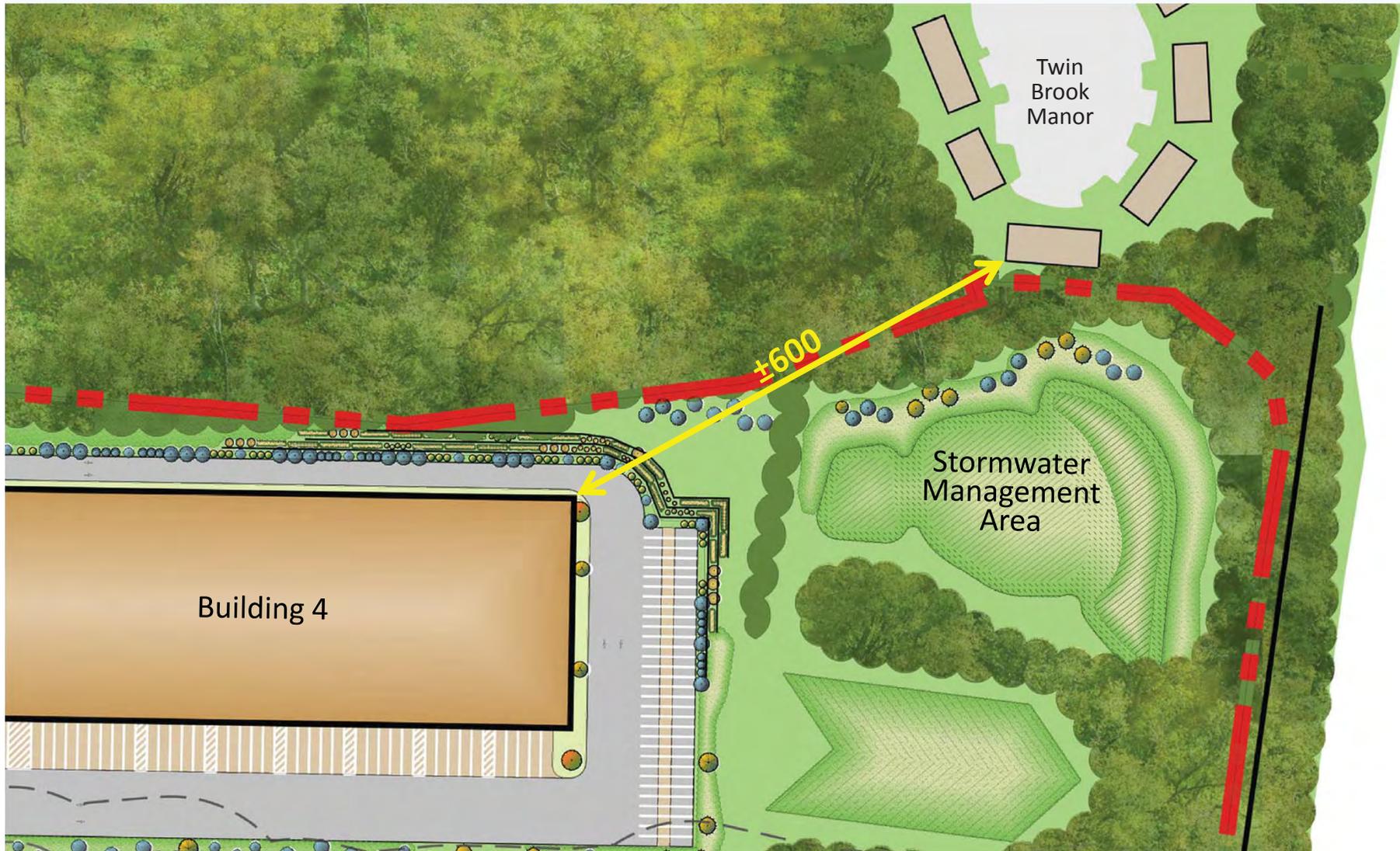
- 143 Single Family Homes Approved
- Additional 237,000 s.f. Office/Retail Proposed



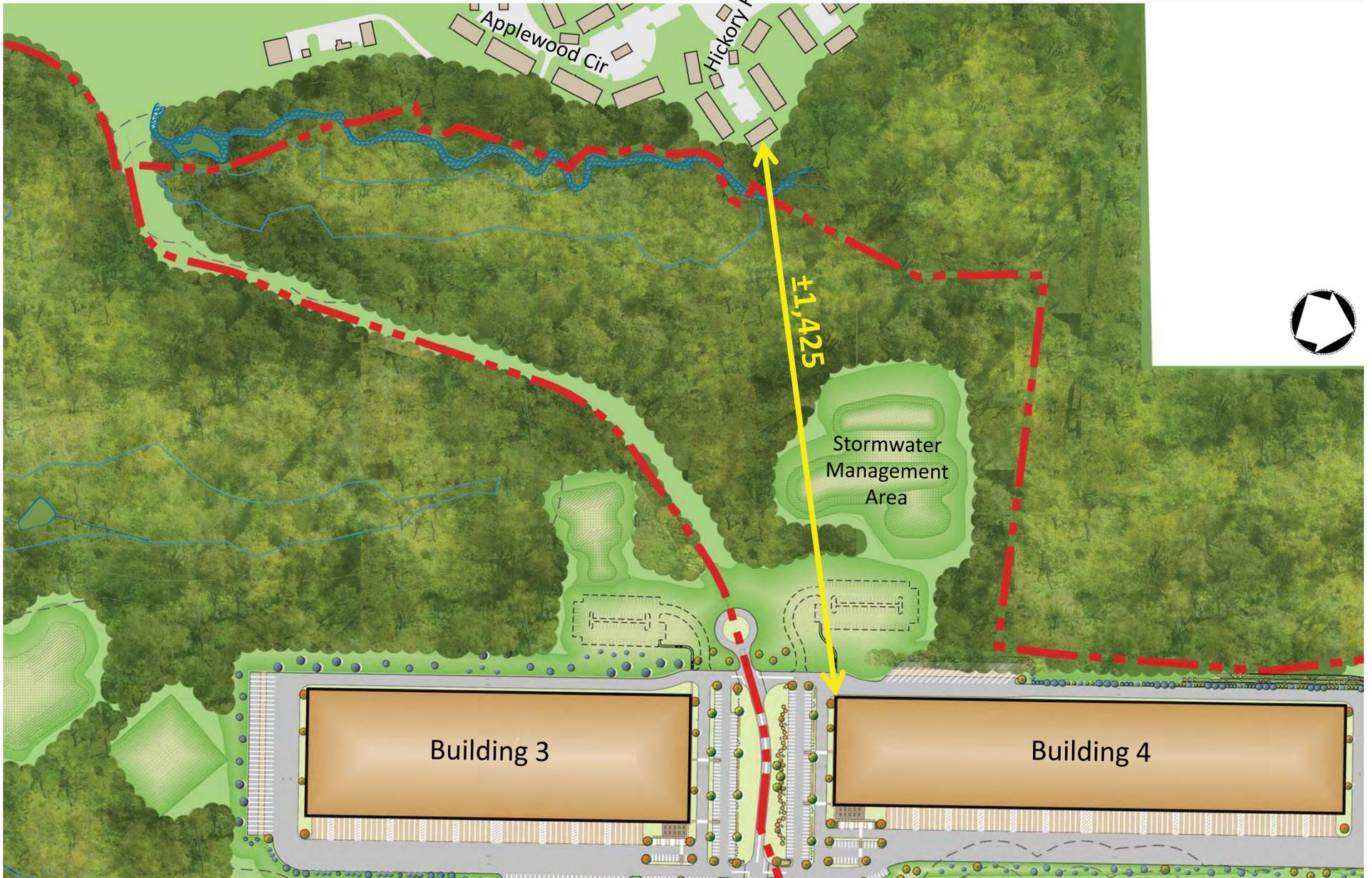
OVERALL DEVELOPMENT PLAN



TWIN BROOK MANOR



HUNTERS GLEN



PROJECT COMPARISON



Description	Proposed Project	Previously Approved Residential, with Planned Commercial/Office
Project Description	Four logistics center buildings comprising a total of 1,124,575 s.f.	143 single-family homes, plus 237,000 s.f. of commercial/office
Site Acreage	328.0	185.2
Area of Site Disturbance (Acres)	133.2 (41%)	134.1 (72%)
Open Space	270.8 (79%)	153.5 (83%)
Gross Floor Area (s.f.)	1,124,575	999,410
School Age Children Population	0	150
Water Demand (GPD)	29,000	78,010
Peak Roadway Hour Trip Generation	337 AM / 360 PM / 146 Saturday	539 AM / 565 PM
Local Service Demand	Low	Moderate to High

PROPOSED PROJECT VERSUS ZONING



Description	OP-3 Zoning District Permitted/Required	Proposed
Maximum Gross Floor Area (s.f)	2,561,495 (Lots 1, 2, & 3)	1,124,575
Minimum Open Space (%)	45 (Lots 1, 2, & 3)	79
Rear Building Setback (feet)		
Lot 1	50	235
Lot 2	50	1,481
Lot 3	50	85 (600 to Twin Brook Building) (1,425 to Hunters Glen Building)
Side Building Setback (feet)		
Lot 1	50	567
Lot 2	50	160
Lot 3	50	177

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)

Impact Analysis for Planning (IMPLAN)

Construction Phase (Full Project Build-Out)				
	Direct Effect	Indirect Effect	Induced Effect	Totals
Output	\$80,000,000	\$11,035,313	\$19,520,280	\$110,555,593
Labor Wages	\$36,124,258	\$3,578,493	\$5,808,914	\$45,511,667
Jobs	600	68	150	818

Operations Phase (Summary of Annual Economic Impacts)				
	Direct Effect	Indirect Effect	Induced Effect	Totals
Output	\$59,866,686	\$16,792,908	\$14,922,382	\$91,581,976
Labor Wages	\$22,895,629	\$4,786,389	4,688,844	\$32,370,903
Jobs	665	144	110	919

Direct Effect: Direct benefits are derived from short-term business activity by the proposed project, such as construction, or long-term business activity generated from operations. This includes money spent to pay for salaries, raw materials, and operating expenses.

Indirect Effect: Indirect benefits relate to businesses that are directly impacted by the project through business-to-business transactions, such as the purchase of supplies, materials, and other services provided to the project as noted above. The businesses that benefit from these purchases by the project will subsequently increase spending at other local businesses. The indirect effect is a measure of this increase in business-to-business activity (not including the initial round of spending, which is included in the direct impacts).

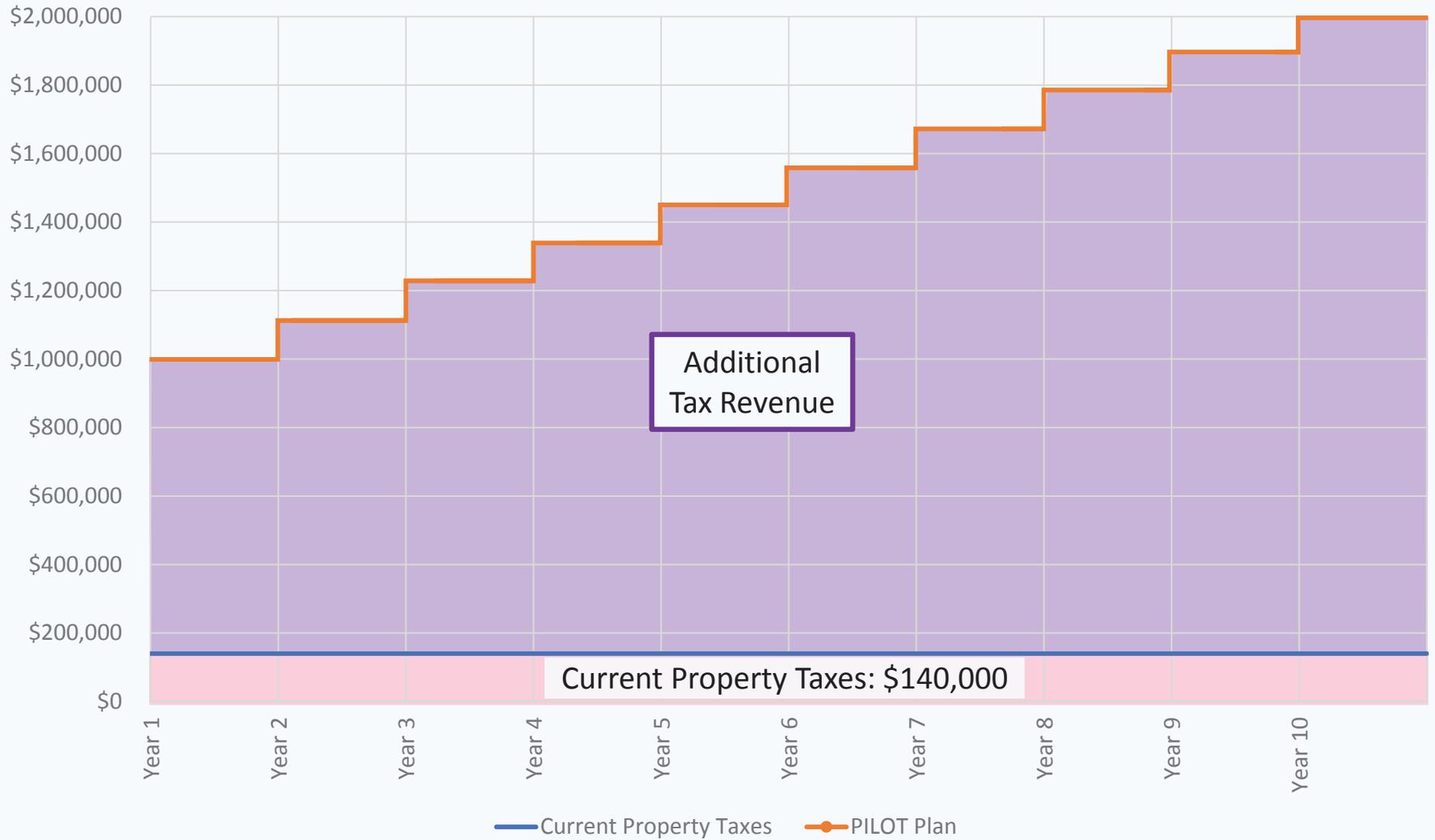
Induced Effect: Induced benefits are the result of increased personal income caused by the direct and indirect benefits. Businesses experiencing increased revenue from the direct and indirect benefits will subsequently increase payroll expenditures (by hiring more employees, increasing payroll hours, raising salaries, etc. Households will, in turn, increase spending at local businesses. The induced benefits are a measure of this increase in household-to-business activity.

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

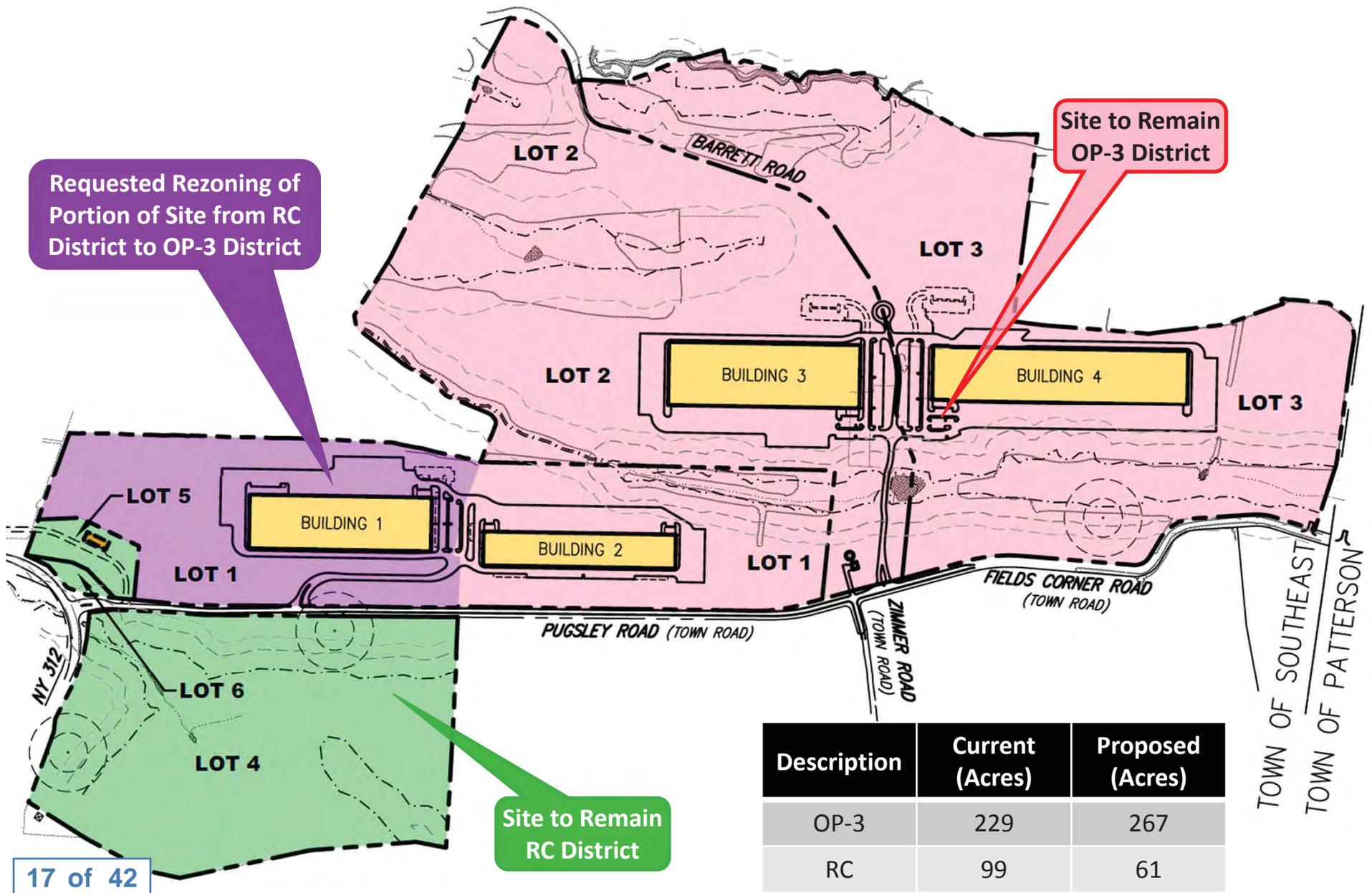
PAYMENT IN LIEU OF TAX PROGRAM (PILOT) PLAN

Example PILOT Plan Comparison

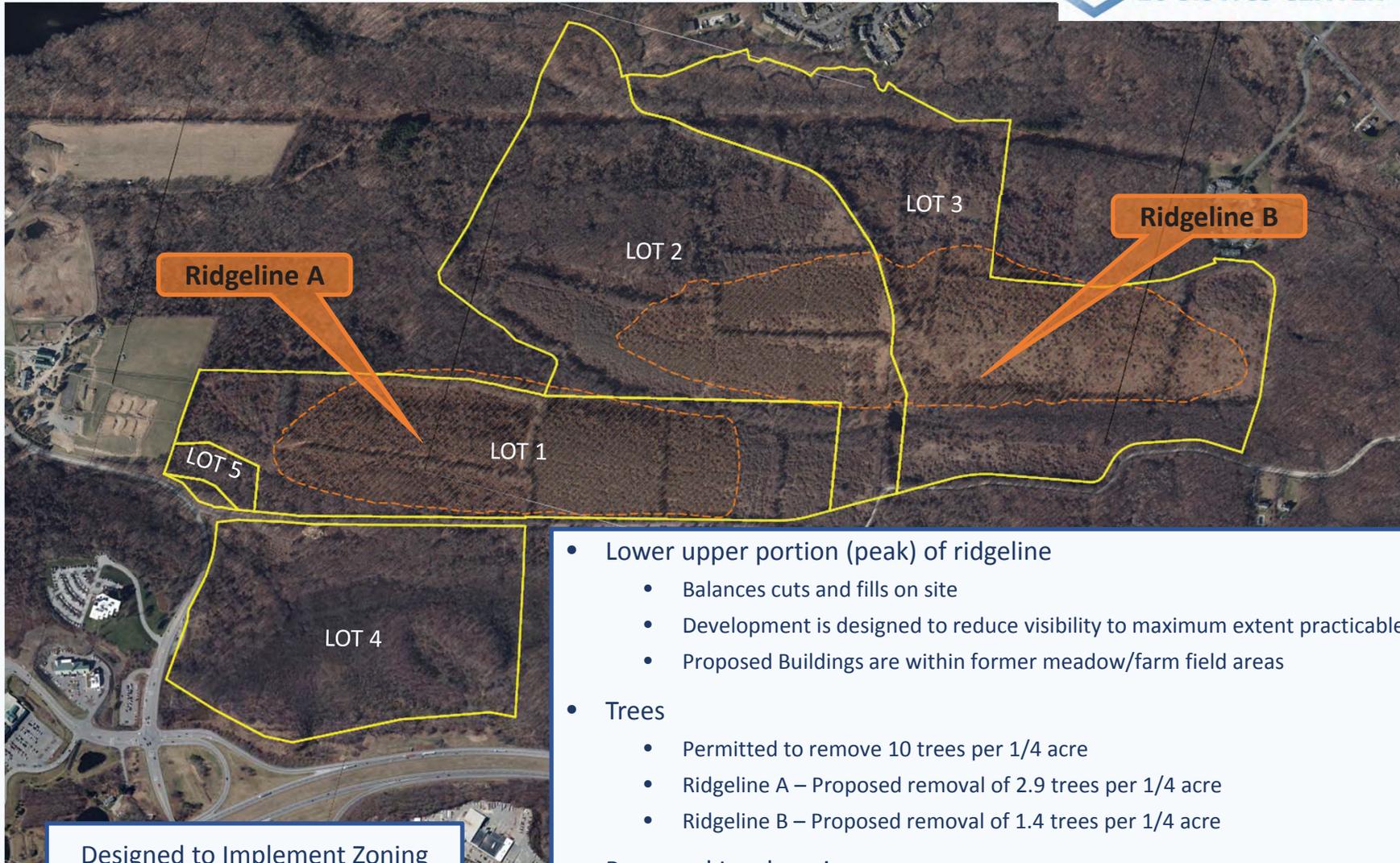


- American Community Survey from 2012-2016 estimates transportation, warehousing, and utilities accounted for 325 jobs (3.2%) in the Town
- NYS Department of Labor Median wages for 2017:
 - Transportation storage, and distribution managers was \$111,970
 - Transportation and materials moving occupations was \$35,360
 - Estimated blended wage of operating facility is \$40,000±

OP-3 REZONING – SITE PLAN OVERLAY



RIDGELINES



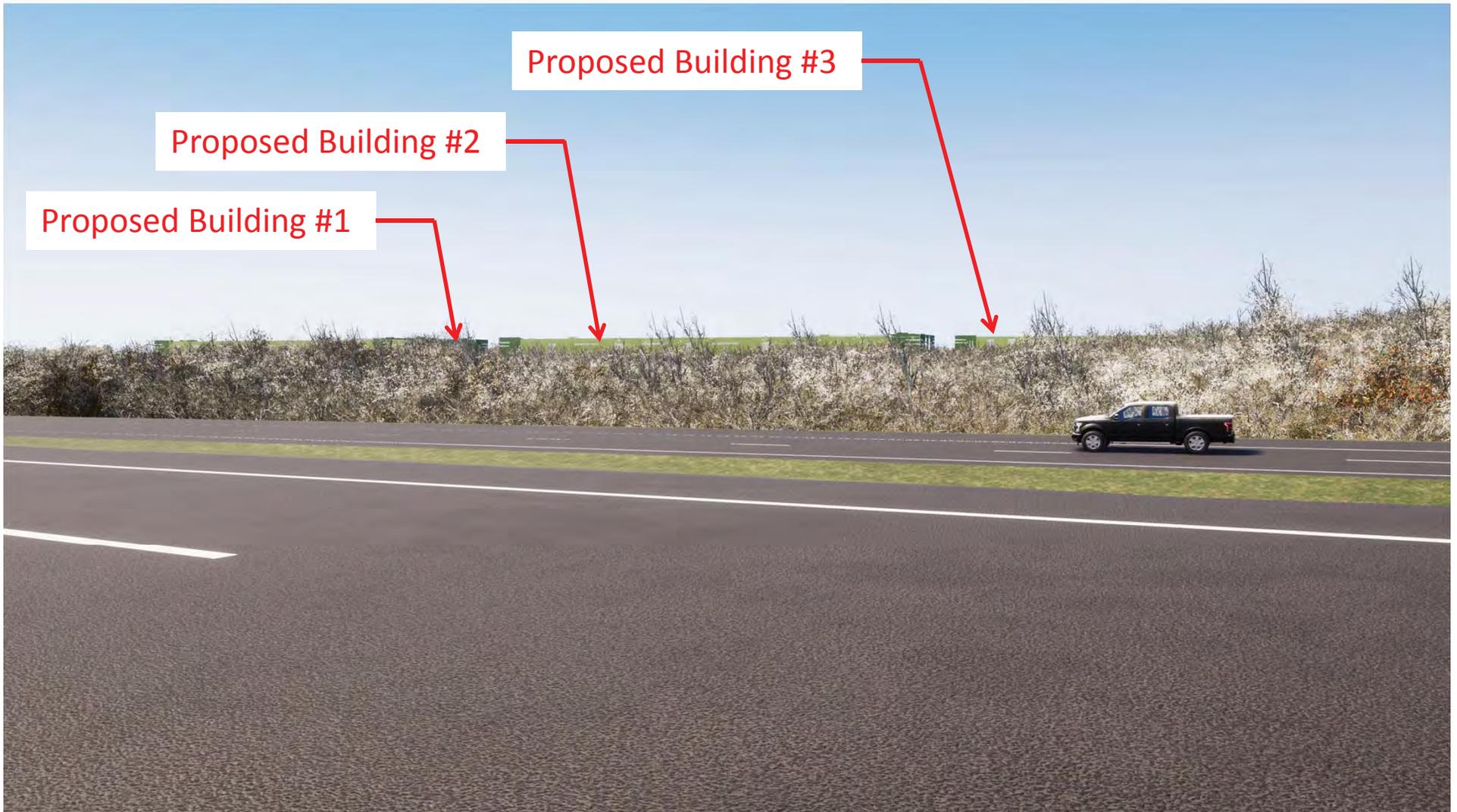
Designed to Implement Zoning Code's Ridgeline Protection Provision's Goal of Avoiding 'to the Maximum Extent Practicable' Off-Site Visibility Above Ridgeline

- Lower upper portion (peak) of ridgeline
 - Balances cuts and fills on site
 - Development is designed to reduce visibility to maximum extent practicable
 - 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

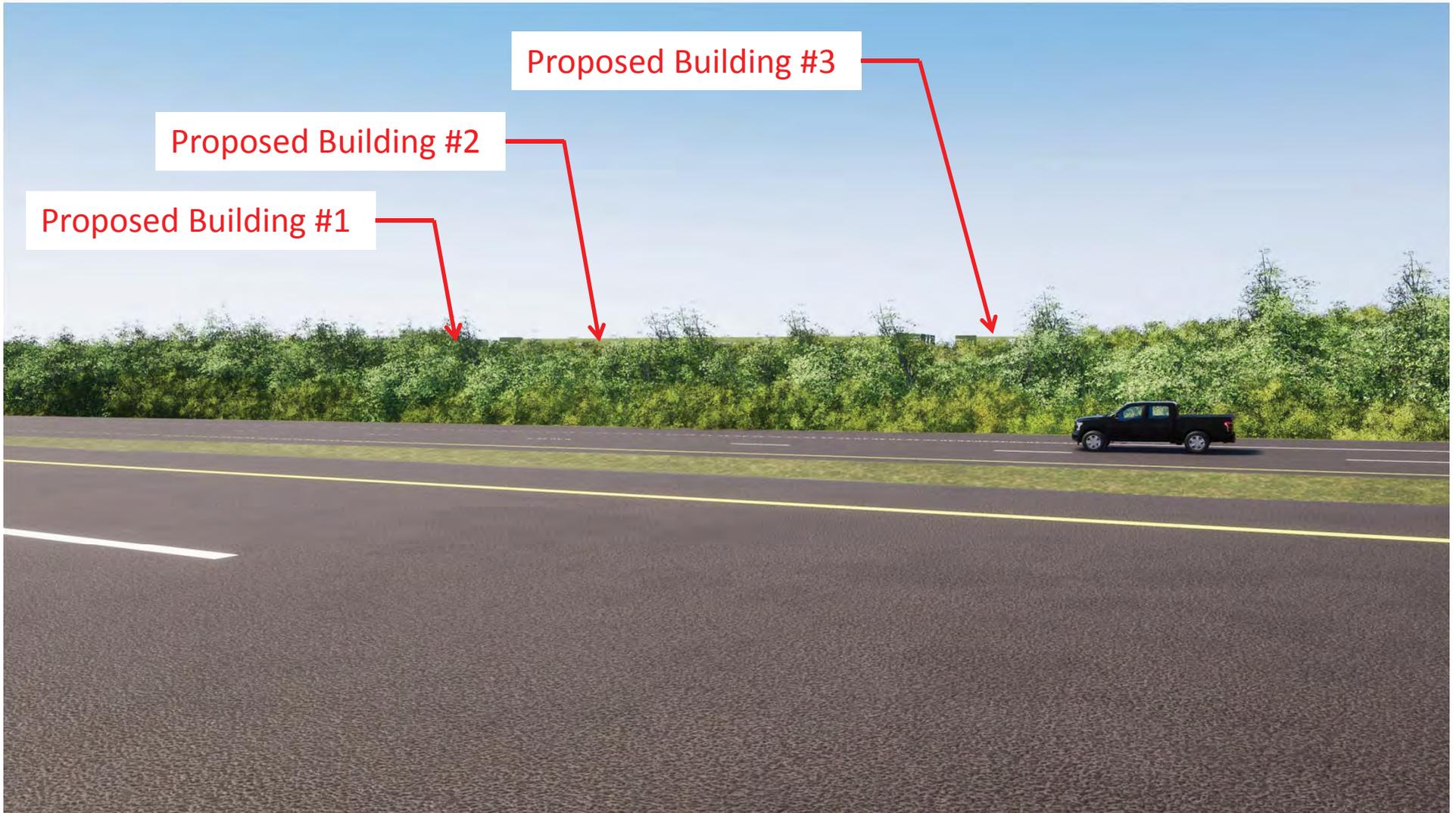
PERSPECTIVE NO. 4 – VIEW FROM INTERSTATE 84 WESTBOUND



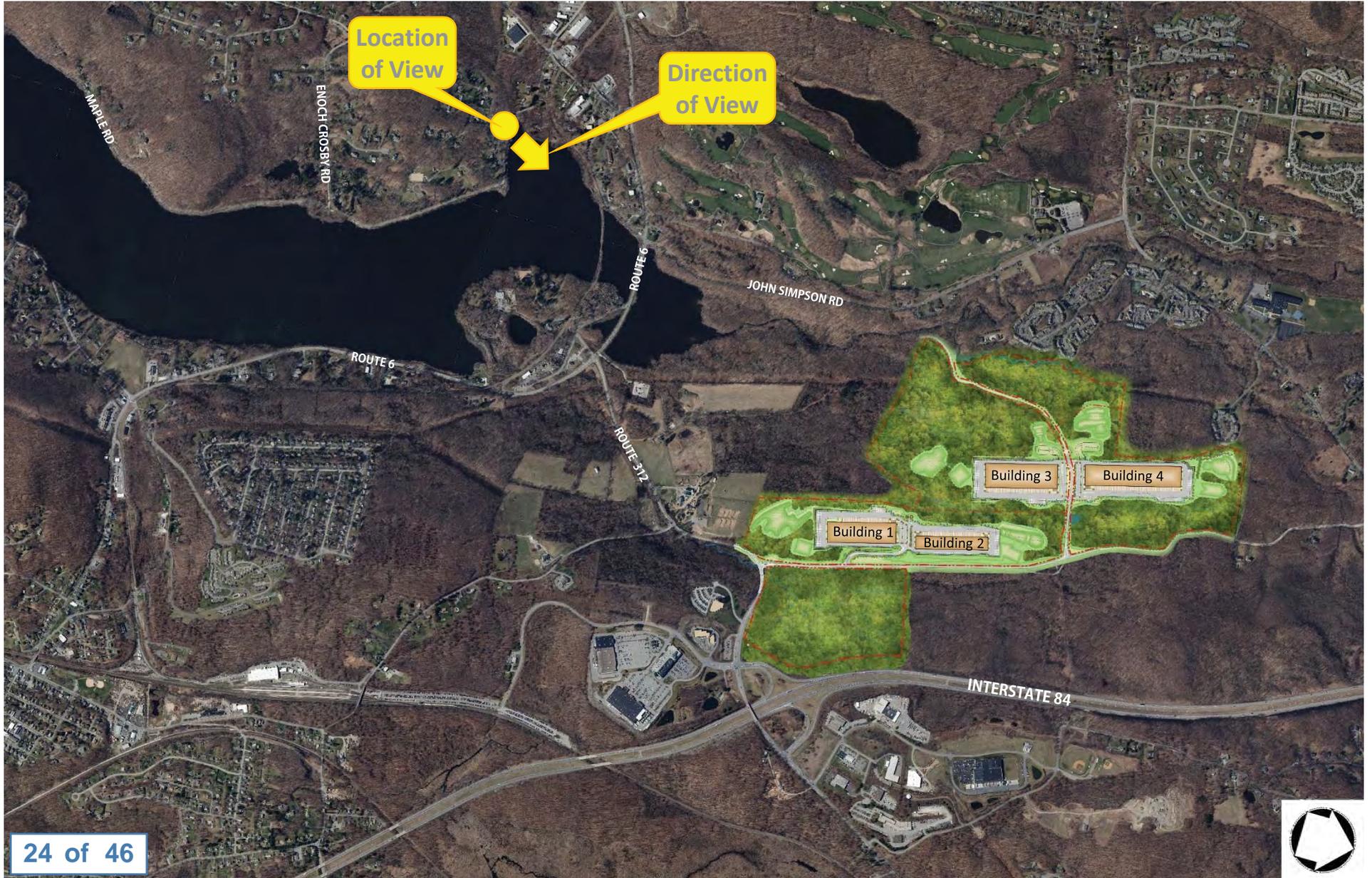
**PERSPECTIVE NO. 4 – VIEW FROM INTERSTATE 84
WESTBOUND
– LEAVES OFF**



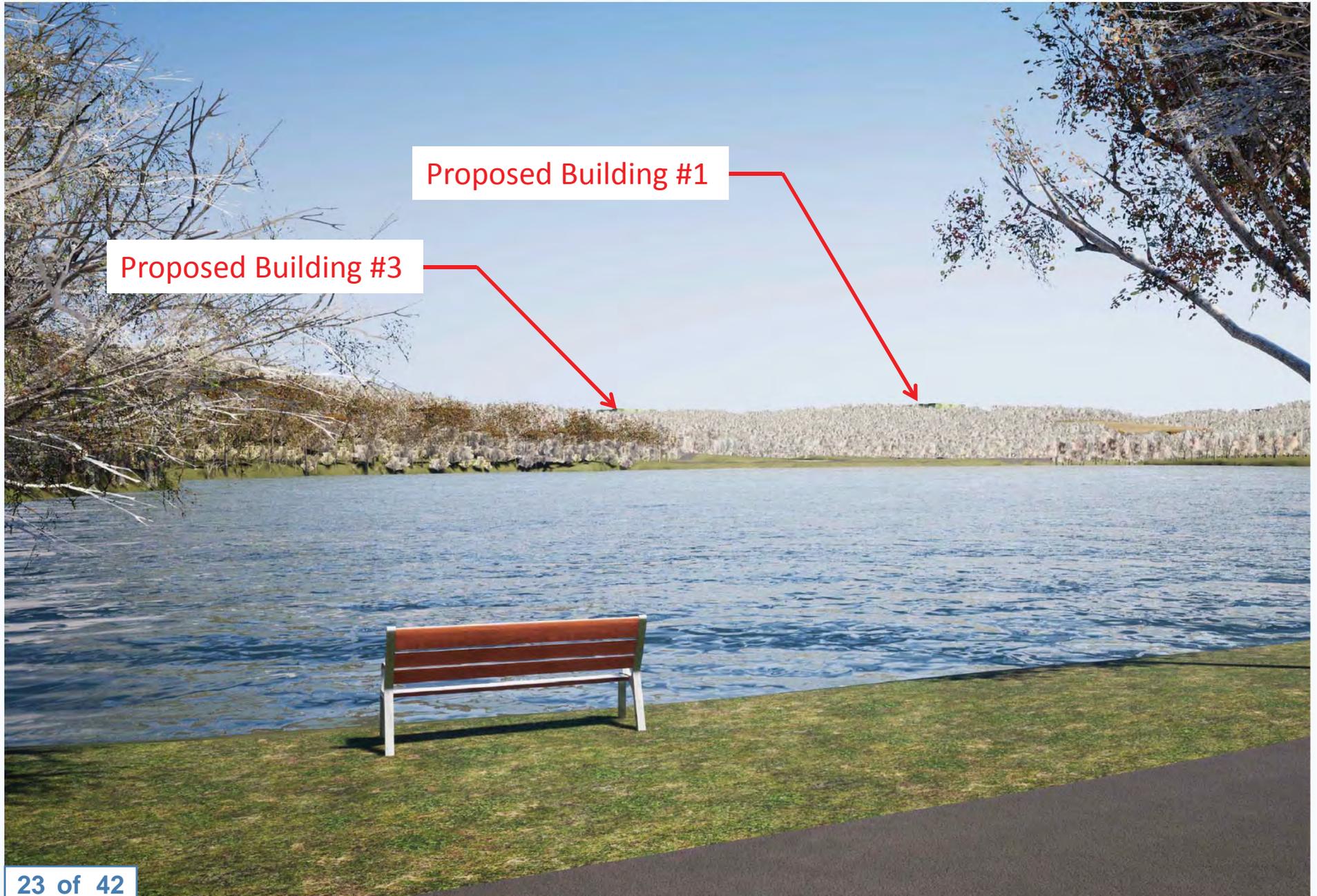
**PERSPECTIVE NO. 4 – VIEW FROM INTERSTATE 84
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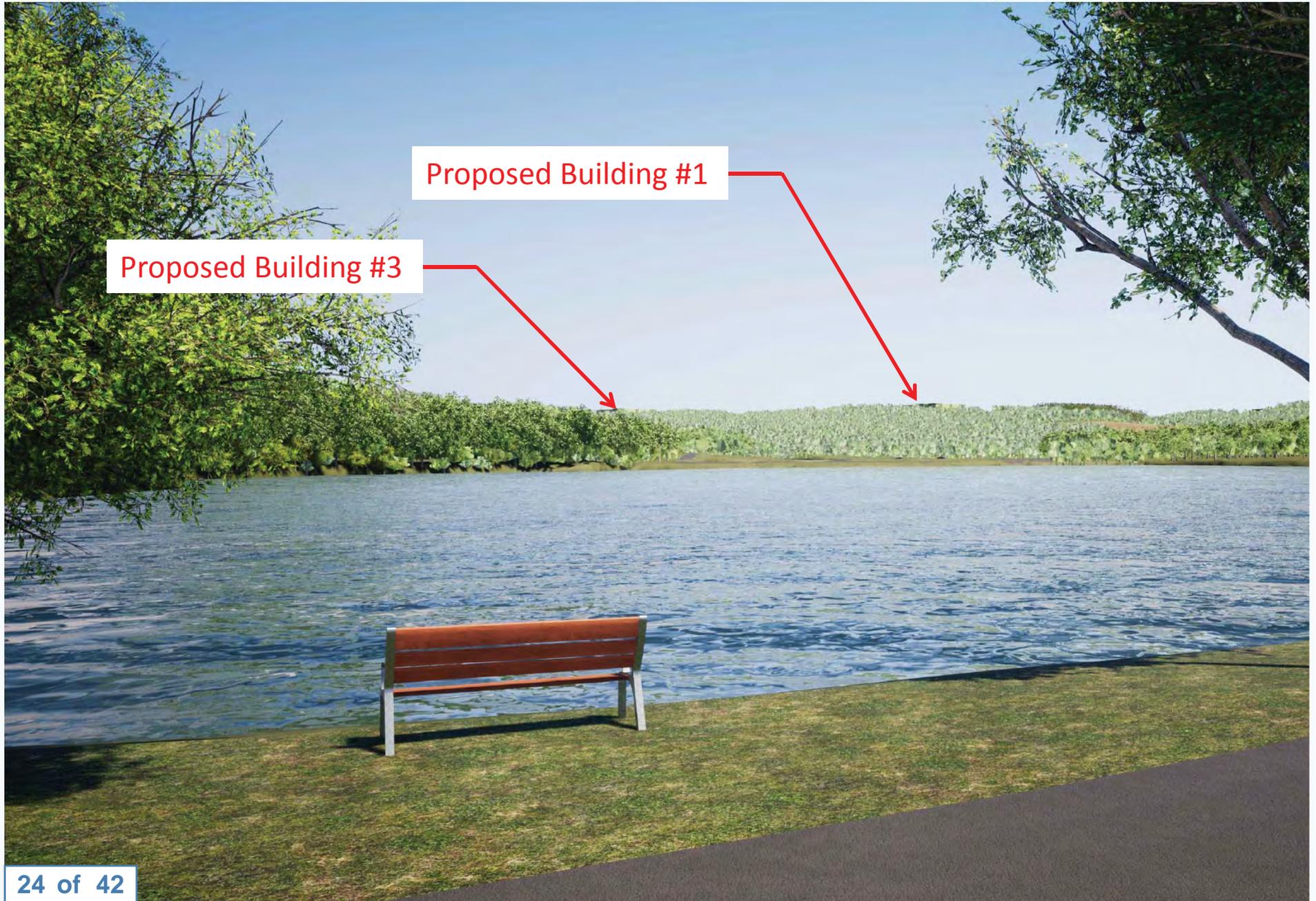
PERSPECTIVE NO. 7 – VIEW FROM MAPLE ROAD



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



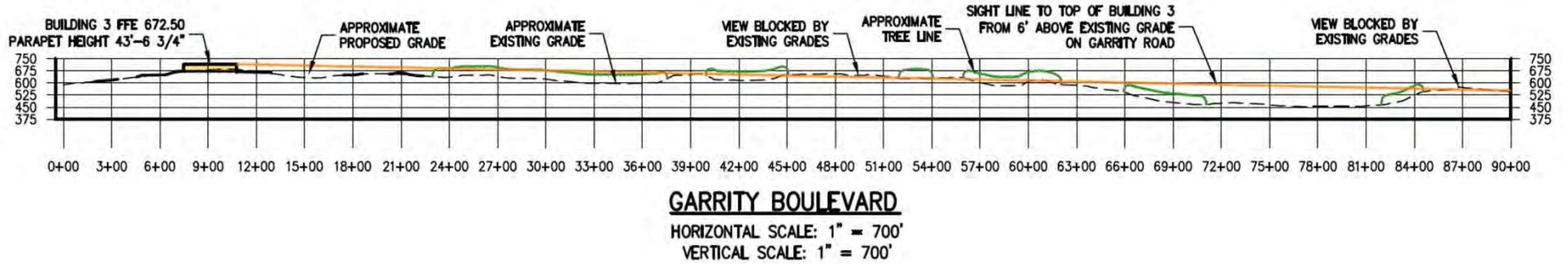
PERSPECTIVE NO. 8 – VIEW FROM PUTNAM TRAILWAY – LEAVES ON



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



SECTION No. 10 - FROM GARRITY BOULEVARD



PERSPECTIVE NO. 11 – VIEW FROM TWIN BROOK COURT

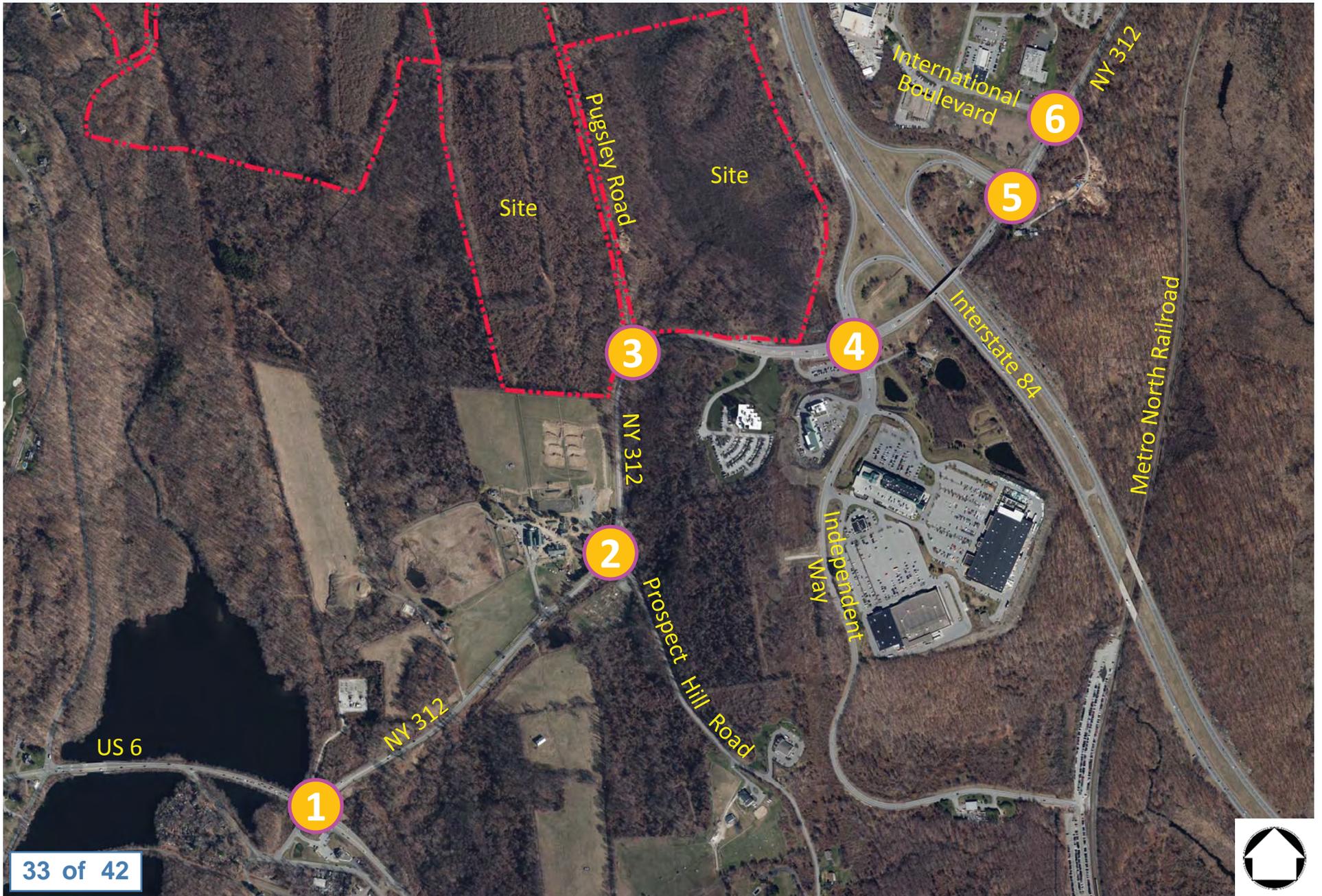


PERSPECTIVE NO. 11 – VIEW FROM TWIN BROOK COURT – LEAVES OFF

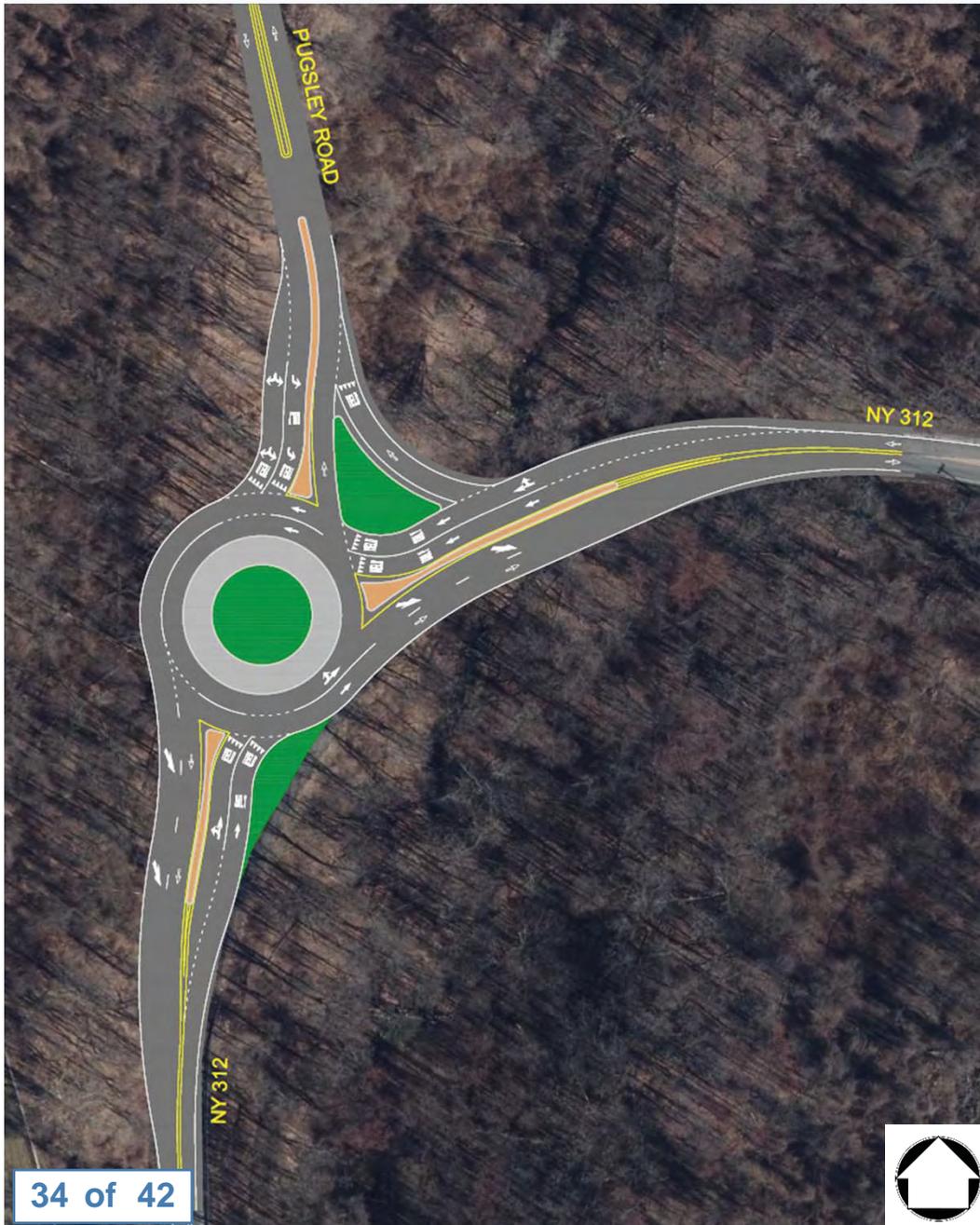


- Extensive traffic analysis prepared for review by Town and NYSDOT
 - Peak roadway hours were analyzed
 - Logistics Centers/High Cube Warehouses typically has fewer employees than general warehouse. We analyzed the site as general warehouse.
 - Sensitivity analysis studied peak hour traffic of site 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

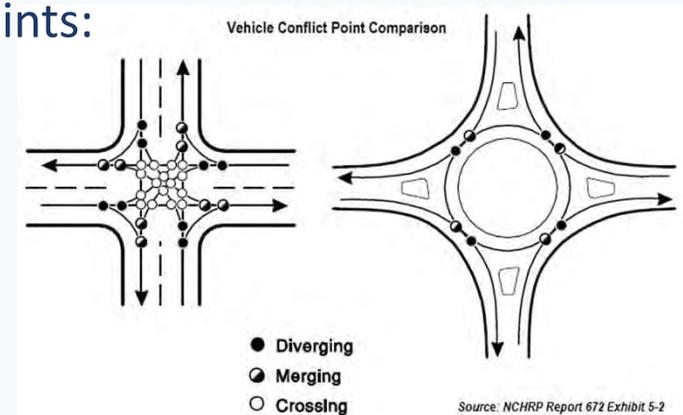


PREFERRED ALTERNATIVE ROUNDABOUT



USDOT/NYSDOT Roundabout Facts

- Entering traffic enters at nearly right angles yielding to circulating traffic within roundabout
- Vehicular speeds are lower, generally 15-25 mph, throughout the roundabout
- Reduce the types of accidents that result in serious injury or fatality by approximately 80% compared to conventional stop-controlled and signalized intersections
- Truck Apron
- Reduction in number of conflict points:

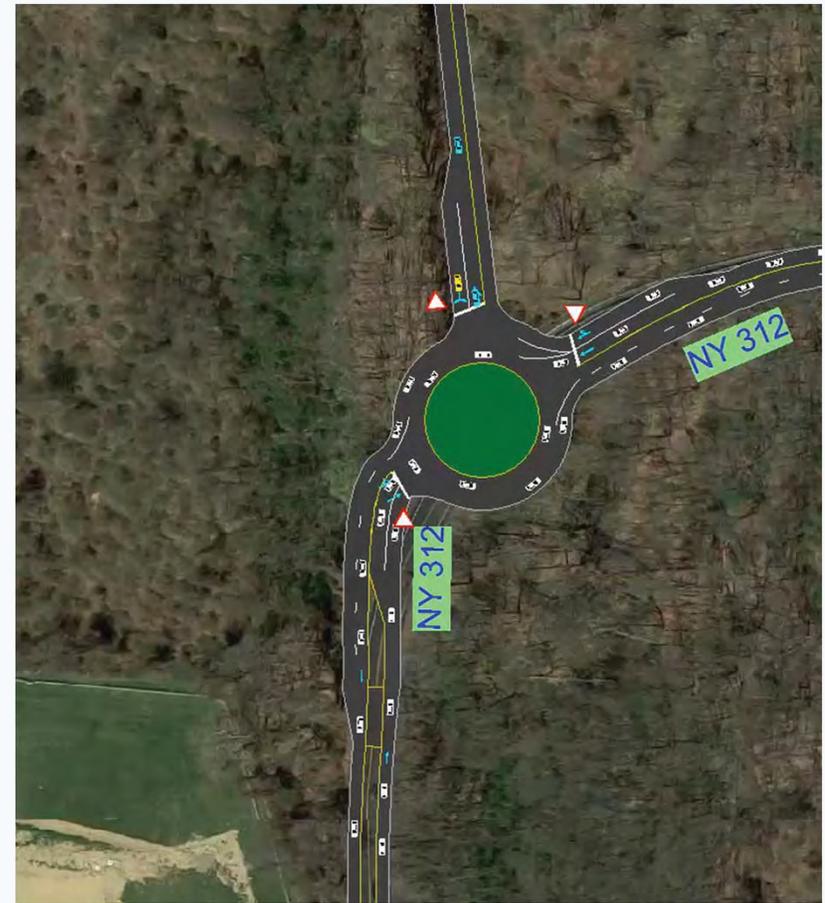


NY 312 & PUGSLEY ROAD – ROUNDABOUT ALTERNATIVE

Sensitivity Analysis 2023 Build Volumes
Peak Weekday PM Hour With Crossroads NY 312



Sensitivity Analysis 2023 Build Volumes
Peak Weekday PM Hour Without Crossroads NY 312



DEIS TRUCK VOLUMES

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)

- Matrix at Business Park in Newburgh, NY
 - 565,000 s.f. distribution facility
 - 91 daily total truck trips (46 trucks)
 - 32 single unit
 - 59 articulated
- Proposed Development based on Matrix
 - 1,124,575 s.f.
 - 181 daily total truck trips (92 trucks)
 - 64 single unit
 - 117 articulated

- Gap Distribution Center in Fishkill, NY

Time	Entering				Exiting			
	Box Truck	Tractor Trailer Cab Only	Tractor Trailer	Total	Box Truck	Tractor Trailer Cab Only	Tractor Trailer	Total
7:00 - 8:00 AM	2	1	3	6	2	0	3	5
8:00 - 9:00 AM	2	1	1	4	3	1	3	7
9:00 - 10:00 AM	3	0	6	9	3	1	3	7
3:00 - 4:00 PM	2	0	8	10	3	4	3	10
4:00 - 5:00 PM	0	0	1	1	0	1	1	2
5:00 - 6:00 PM	5	1	0	6	3	1	1	5

CONCEPTUAL HIGHWAY IMPROVEMENT OVERLAY



- 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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