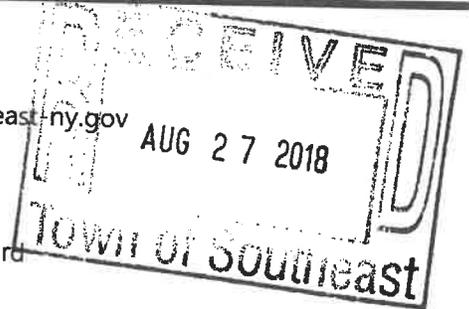


## Victoria Desidero

**From:** [REDACTED]  
**Sent:** Friday, August 24, 2018 2:48 PM  
**To:** vdesidero@southeast-ny.gov; mstancati@southeast-ny.gov  
**Subject:** Revision of previously submitted letter re: DEIS



To: Victoria Desidero, Administrative Assistant to Town of Southeast Planning Board  
To: Michelle Stancati, Town Clerk Town of Southeast  
From: Ann Fanizzi, Resident, Hunters Glen

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.

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, 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 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 Terrest and Brewster Highlands industrial and retail areas and now semitrailers and the challenge of attempting the gauntlet traversing Rte 312 lanes from Caremount medical west to Rte 6. And their remedy, a roundabout, traffic lights and widening only exacerbating the problem. 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 within 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.

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 payment lieu of taxes be sufficient in a school budget of over \$98 million or the unexplained "direct or indirect" benefits of \$90 million? And lastly, 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?

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.

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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## Victoria Desidero

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**From:** Aguiar, Juliet [redacted]  
**Sent:** Friday, August 24, 2018 4:00 PM  
**To:** townboard@southeast-ny.gov; planning@southeast-ny.gov  
**Cc:** [redacted]  
**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.

There will be huge trucks barreling through, very bright lights 24/7, and it will be a blight on the landscape.

There will be jobs, yes, but mostly low paying jobs.

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.

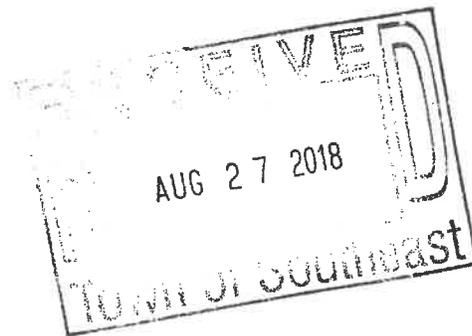
Thank you so much for your time.

**Juliet Aguiar**

[redacted]  
42 Vails Lake Shore Drive

Brewster NY 10509

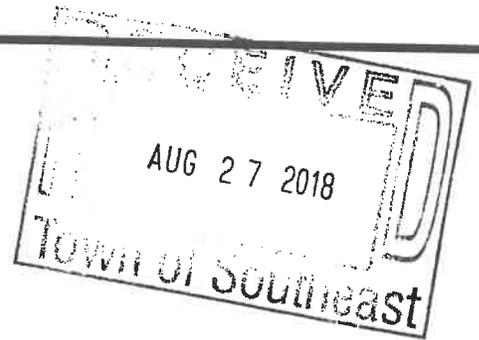
[redacted]  
(914) 486-1996 - cell



Victoria Desidero

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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 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 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.

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 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

**Victoria Desidero**

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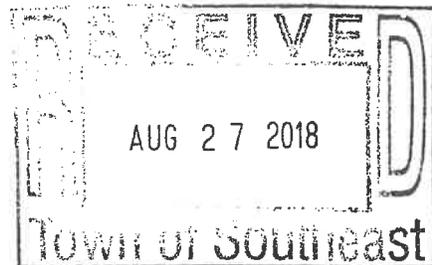
**From:** josephdob@aol.com  
**Sent:** Friday, August 24, 2018 6:36 PM  
**To:** planning@southeast-ny.gov  
**Subject:** Northeast Interstate Illogistics Center

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.

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?

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



## Victoria Desidero

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**From:** BARBARA [redacted] <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.

If this new development is approved, there will be constant truck traffic 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.

Obviously no one on the Board lives on the Carmel side of town. Otherwise you would have a clue on the traffic situation here.

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.

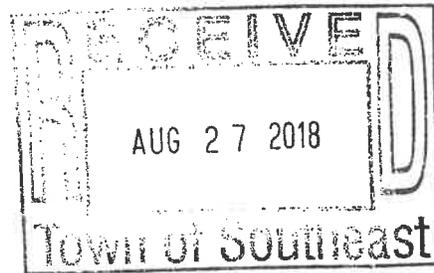
Barbara Ciero

[redacted] 103 Nutmeg Dr.

Hunters Glen Condominiums

[redacted] 845-225-8078

Sent from Xfinity Connect App



## Victoria Desidero

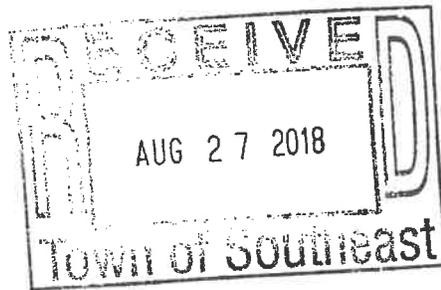
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**From:** njrt <njrt@comcast.net>  
**Sent:** Saturday, August 25, 2018 6:25 PM  
**To:** planning@southeast-ny.gov  
**Subject:** Northeast Interstate Logistics

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.

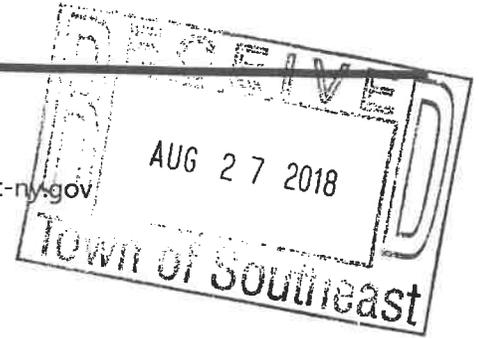
Nancy Santini  
3906 Buttonwood Lane  
Carmel, NY

Hunter's Glen Phase V



**Victoria Desidero**

**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 of 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?

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.

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

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

## Victoria Desidero

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**From:** Jeff Castellano <jcastellano58@yahoo.com>  
**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).

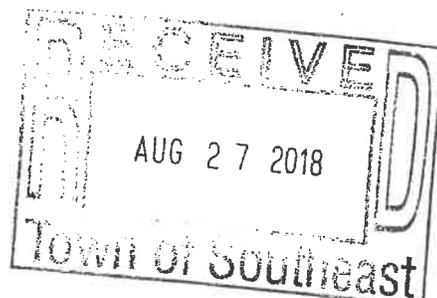
As you think about that, consider that property values in Twin Brook Manor have been very slow to rebound since the recession. I purchased my unit in May 2010 for \$272k; I'd be lucky to get \$250k for it now. I don't hold the Town of Southeast responsible for that, or the Planning Board -- it's just 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  
406 Twin Brook Court



**Victoria Desidero**

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**From:** MARYANN BARTOLINI [marybee1102@comcast.net](mailto:marybee1102@comcast.net)  
**Sent:** Sunday, August 26, 2018 11:57 PM  
**To:** [planning@southeast-ny.gov](mailto:planning@southeast-ny.gov)  
**Subject:** Northeast Interstate Logistics Center

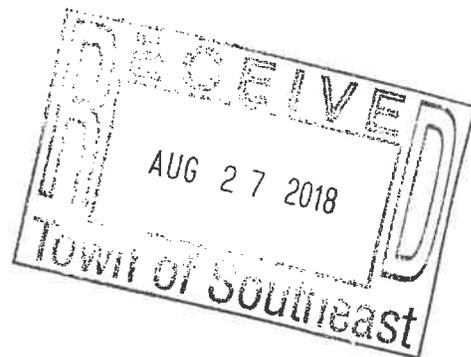
Town of Southeast Planning Board

Victoria Desidero, Administrative Assistant

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.

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



**Victoria Desidero**

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**From:** cgoodnightfound@aol.com  
**Sent:** Sunday, August 26, 2018 4:41 PM  
**To:** vdesidero@southeast-ny.gov; mstancati@southeast-ny.gov  
**Subject:** Northeast Interstate Logistics Center Letters to Town Board and Planning Board  
**Attachments:** Northeast ILC Town Board Letter 82418.docx; NEIL Planning Board 82418.docx

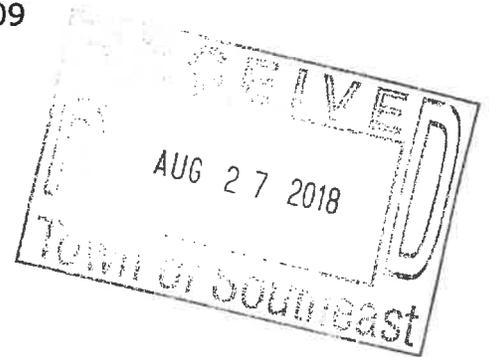
To: Victoria Desidero  
To: Michelle Stancati

Please see attached written comments to the Town Board and Planning Board regarding the proposed Northeast Interstate Logistics Center project.  
Thank you for your consideration.

Sincerely,  
Cherie Ingraham



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 Supervisor Tony Hay & Town Board Members

I am writing to express my concerns about the Northeast Interstate Logistics Center project.

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 inhibit the mobility of emergency vehicles.

A roundabout is proposed at Route 312 and Pugsley Road. Is there an alternative route planned during construction of the roundabout?

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 citizens because of added traffic overload; increased noise, air and potential water pollution, as stated by the Watershed Attorney General, and it will decrease the value of our homes.

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 Southeast Planning Board under the gaze of George Rohrman. The Northeast Interstate Logistics Center will be seen from many locations as well.

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 Committee, what kind of development would compliment this? What are the alternative choices and possibilities of development for this property?

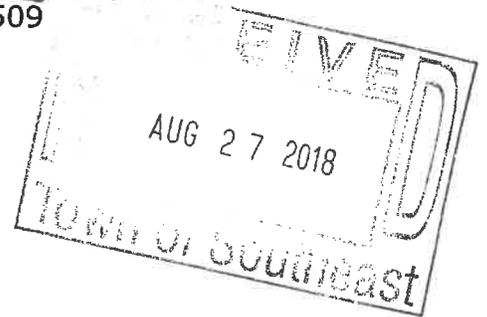
If the zoning change is granted will it open the door for other developers to ask for zoning changes as well?

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 Town Board members to deny granting the zoning permits that are needed to move this project forward in its present form.

Thank you for your consideration.  
Sincerely,

Cherie Ingraham

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

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If the zoning change is granted will it open the door for other developers to ask for zoning changes as well?

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 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

## Victoria Desidero

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**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. 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.

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.

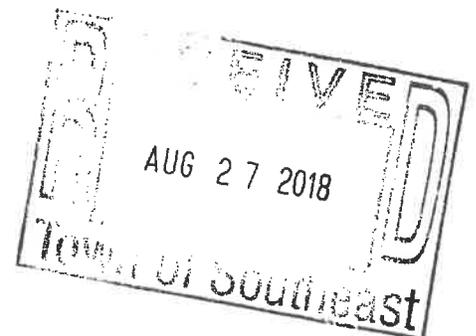
3. Property value - I own a unit in Hunter's Glen and a house in Southeast. I may not have bought this house if I knew I could hear 684 during rush hour in the morning and on nights where the winds are blowing. I have to shut my windows. That is not what I wanted. The same will happen to the neighboring communities of this complex. The 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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This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>

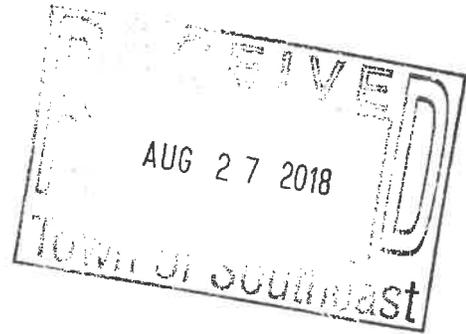


**Victoria Desidero**

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**From:** rickyfeuerman@aol.com  
**Sent:** Monday, August 27, 2018 9:37 AM  
**To:** vdesidero@southeast-ny.gov; mstancati@southeast-ny.gov  
**Subject:** Fwd: Northeast Interstate Logistics Center Comments  
**Attachments:** Northeast ILC Comment Letter.docx

Please see attached letter.  
Regards,  
Ricky Feuerman



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.

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.

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.

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.

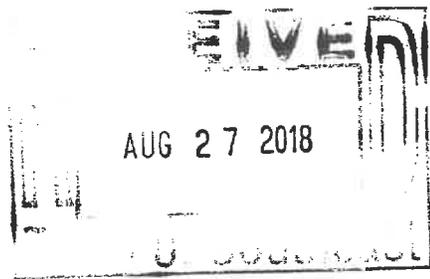
It is not acceptable.

I realize that there 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 as 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.

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



AUG-20, 2018

STEPHEN M PARTLAND

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. 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 heavy traffic on 312 & RT6 and this will provide much more traffic. A traffic circle will not provide help, it may reduce accidents. but there will be plenty of accidents happening when this will go through and the police and sheriff's department will have there hands full. They say it will bring jobs to the area but they are low paying jobs and over 90% of employees will be from out-of-town. That's 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 ~~to~~ 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 highway 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 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 cap pool of children 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 someone 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.

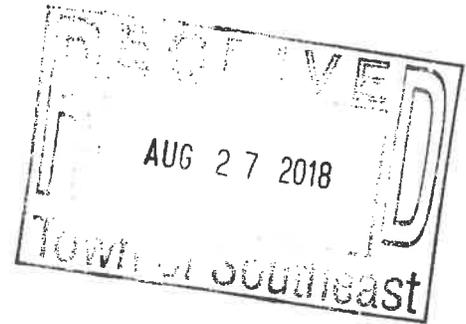
Respectfully Submitted  
ILLINO



**Pound Ridge**  
Veterinary Center

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.

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. 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.

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 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.

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.

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, less green space, and a lower quality of life for those us in Southeast.

Respectfully,



Laurel Kaddatz DVM

6101 Bayberry Court

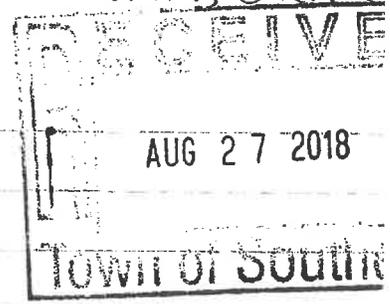
Carmel, NY 10512

c: Hon. MaryEllen Odell, Putnam County Executive  
Senator Terrence Murphy, New York State Senate  
Legislator Paul E. Jonke, 6th Legislative District Putnam County

2406 Marlingale

Cornwall NY 10512

Hunters Glen C



Town of  
To: Southeast Planning Board  
1 Main St  
Brewster NY 10509

Please let this letter be notice that I am against the rezoning of the property off of <sup>Rte</sup> 312 + Pugsly 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) The noise + pollution level of 510 trucks daily
- 2) Proximity to Hunters Glen Condo complex
- 3) The amount of trucks in + out daily 510 is the number we heard will only impact the already packed roadways
- 4) The added stress of the fire dept + police if there should be a fire the fire dept would not be able to handle it and all their debris in the car will end up in our backyard, not alone the pollution it would cause.
- 5) The noise from the trucks backing up + banging against the loading docks. This is a 24hr operation.

I think it should be left zoned as residential + have houses built instead.

Sincerely,  
Patricia Seabury

1982

1982

1982

## Victoria Desidero

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**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.

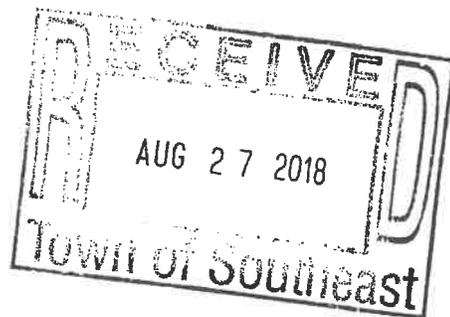
The Northeast Logistics Distribution Center, in our opinion, is in no way sensible as presented. We do not believe this project will benefit the residents of Southeast in any way. Clogged roadways, traffic, environmental pollution, are not what we need. These costs are far from offset by any tax benefit that will be generated. This project does not appear to have any redeeming value to the citizens of our community.

We hope you will not approve this.

Respectfully,  
Salvatore and Rose Gambino  
1901 Nutmeg Drive, Carmel NY 10512



Sender notified by  
Mailtrack [\\_\\_\\_\\_\\_](#)



## Victoria Desidero

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**From:** Christine Capuano <redcycle62@gmail.com>  
**Sent:** Monday, August 27, 2018 1:09 PM  
**To:** planning@southeast-ny.gov  
**Cc:** Tony Hay  
**Subject:** Attn Victoria Desidero Logistics

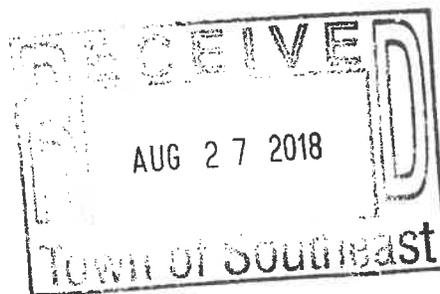
Just a few more comments regarding why you should not grant this zoning variance First, you should read the letter written by Challenge Armstrong in the Letters to Editor of the August 29 Edition of The Putnam County Times..this sums up the reasons against this project very well Secondly, When I moved 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.

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.

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. Remember, if our property taxes fall because of this, less revenue for the town.

Christine Capuano

Sent from my iPad=



## Victoria Desidero

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**From:** Kathie Franco [REDACTED]  
**Sent:** Monday, August 27, 2018 4:14 PM  
**To:** [planning@southeast-ny.gov](mailto: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.

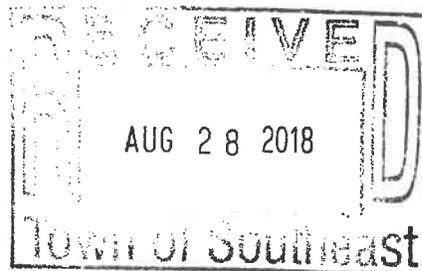
This project is so bad for our community I don't even know where to begin. To even consider putting that type of development on that property is irresponsible at best. There is already way too much traffic on Rte. 312, as anyone who regularly travels it can attest to. For us residents to have to deal 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.

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.

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](http://www.avg.com)



**Victoria Desidero**

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**From:** Barbara Mundy [REDACTED]  
**Sent:** Monday, August 27, 2018 5:40 PM  
**To:** planning@southeast-ny.gov  
**Subject:** Truck Logististics Center

Good Afternoon,

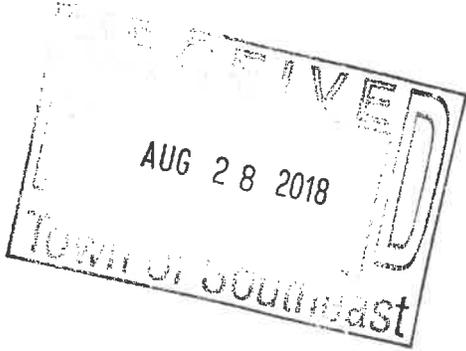
My husband and I recently moved to this area from downstate NY. The primary reason was to live in a rural area and distant ourselves from the traffic and noise in the downstate area. Imagine our dismay and frustration upon learning about the Truck Logistics Center.

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  
[REDACTED]  
Carmel, NY 10512  
[REDACTED]



## Victoria Desidero

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**From:** Jane Delbianco [REDACTED]  
**Sent:** Monday, August 27, 2018 3:32 PM  
**To:** planning@southeast-ny.gov  
**Subject:** Opposition to Logistics Center

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.

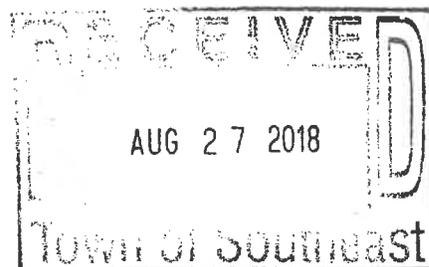
Hunter Glen residents would welcome responsible development from Seabury Partners Such as the residential community proposal I believe they previously had gotten approval for and was virtually unopposed.

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.

[REDACTED]  
Carmel, NY 10512

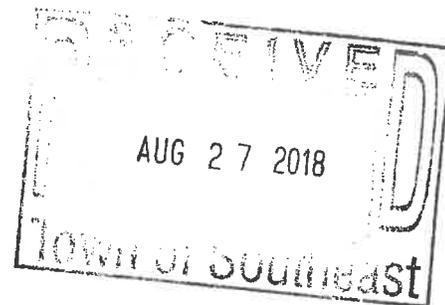
Sent from my iPhone



**Victoria Desidero**

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**From:** [REDACTED]  
**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. 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 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.

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. 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 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

## Victoria Desidero

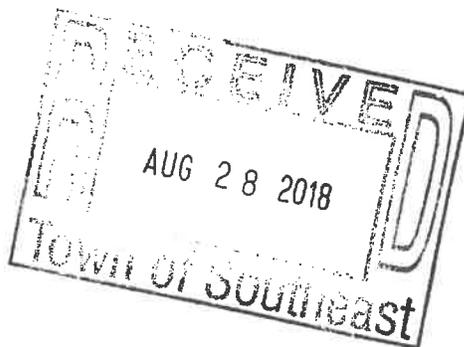
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**From:** Jon Scalzitti [REDACTED]  
**Sent:** Tuesday, August 28, 2018 10:25 AM  
**To:** [planning@southeast-ny.gov](mailto:planning@southeast-ny.gov)  
**Cc:** [townboard@southeast-ny.gov](mailto:townboard@southeast-ny.gov)

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 proposal 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 families 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



**Victoria Desidero**

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**From:** lisa aurelo [REDACTED]  
**Sent:** Tuesday, August 28, 2018 11:04 AM  
**To:** planning@southeast-ny.gov  
**Subject:** Letter regarding Northeast Interstate Logistics  
**Attachments:** Aurello Logistics Letter to PB.doc; Untitled attachment 00105.htm

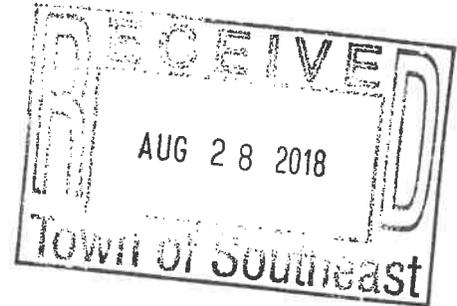
Hello,

Please find my letter pasted within this email as well as attached as a separate file.

Best,  
L. Aurello

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 27<sup>th</sup> 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 in property uses without any compensation; 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 (as well as perhaps the voracious appetite for wealth of all of the area's developers).

Putnam Seabury has a long history of proposed development with this parcel. More than ten years ago he/they were 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 to Preserve Open Space, CWCWC, Riverkeeper, Concerned Residents, 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 be enhanced.

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.

During the July 9<sup>th</sup> 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 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 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.

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, 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 and cause so many issues for the town, all while not even contributing the paltry amount of 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 residents' 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 over 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

[REDACTED]  
Brewster, NY 10509-2003  
[REDACTED]

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 27<sup>th</sup> 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.

During the July 9<sup>th</sup> 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 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 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.

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, 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 and cause so many issues for the town, all while not even contributing the paltry amount of 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

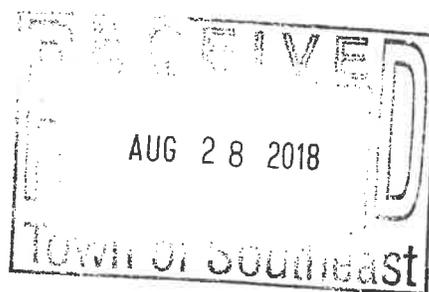
[REDACTED]  
Brewster, NY 10509-2003  
[REDACTED]

**Victoria Desidero**

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**From:** Alison [REDACTED]  
**Sent:** Tuesday, August 28, 2018 11:42 AM  
**To:** planning@southeast-ny.gov  
**Subject:** Northeast Interstate Logistics Center  
**Attachments:** draft letter to planning board.docx

Please find my letter attached.



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.

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?

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

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.

- 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).
- 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.
- 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?
- 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

[REDACTED], Carmel NY 10512



S

James V. Scmillfo  
Carmel, NY 10512-2625

To the  
Town of Southeast  
Planning Board

The Seabury Partners  
Project does not  
belong in our community.  
a NO vote is the  
only vote.

Thank you  
James Scmillfo



7/20/18

JAMES SCOMILLIO

~~XXXXXXXXXXXXXXXXXXXX~~

CARMEL NY 10512

Winter Glen Condo Owner

To: Victoria Desidero  
Administrative Assistant  
Town of Southeast Planning Board

Dear Victoria Desidero

Here are my concerns about the approval for Seabury Partners to develop 700 acres off of Brewster 912 and Poppley Road in the Town of Southeast:

- Dangerous effect it will have on our Carmel and Brewster School District. Delay of School Buses and the possibility of School Bus accidents.
- Affecting of Emergency Vehicles, EMS, Fire Dept at the intersection. Traffic tie ups.
- Increase in Pollution, Diesel Fuel
- Drain on Electricity, we do not need power outages.

- Danger to wildlife
- Trailers going through the towns of Council and Stewart on Route 6. (Just 2 lane roads)
- Traffic jams during rush hour on I 84 and I 684
- Movement of Hazardous materials.
- Damage to our Roads
- Noise factor.
- Air pollution
- Affect on Putnam Hospital and road leading to Hospital.
- Increase of Traffic accidents
- Just think about what would happen if trailers over turn and block the road on a 2 lane road.

We do not need this project!

Sincerely  
 James Smith  
 JAMES SCOMILLI

**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.

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 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 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 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 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  
PHONE: 914-893-4093 • FAX: 914-276-6562  
E-MAIL: [BHAO@KATONAHMGMT.COM](mailto:BHAO@KATONAHMGMT.COM)

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 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 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 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 incidents of traffic accidents, the noise, pollution, and other health safety issues this will bring to the community must be addressed.

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.

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. These include, but are not limited to: setting higher standards to ensure fire safety / ability

August 27, 2018

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.

Thank you for your thoughtful consideration – please reject this proposal on behalf of the community.

Sincerely,

A handwritten signature in cursive script that reads "Lawrence DeVita" followed by a stylized "LAP" monogram.

Lawrence DeVita

President

Twin Brook Homeowners Association

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 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 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 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.

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 23<sup>rd</sup>, 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,

A handwritten signature in cursive script that reads "Steve Elias".

Steve and Susan Elias

A handwritten signature in cursive script that reads "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,,,,,,

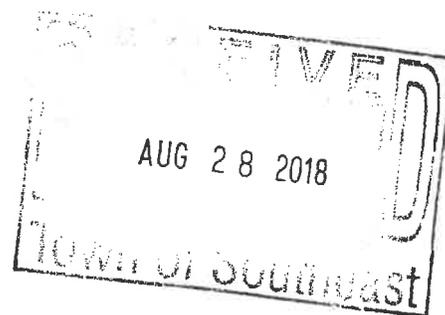
**Victoria Desidero**

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**From:** Michael [REDACTED]  
**Sent:** Tuesday, August 28, 2018 2:30 PM  
**To:** planning@southeast-ny.gov  
**Subject:** Letter of Concern re : Northeast Logistics Distribution Center  
**Attachments:** Southeast Planning Bd ltr edited.docx

I have also mailed a hard copy. Thank you for your attention to this matter.

Sent from Mail for Windows 10



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.

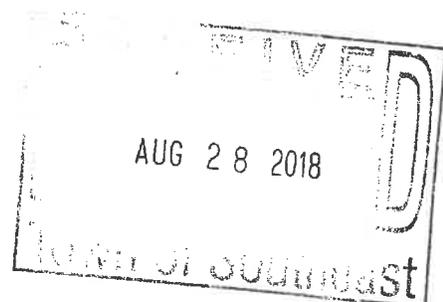
I do not speak for every resident, but have directly heard from scores of outraged owners asking: "How can something SO LARGE, SO CLOSE, have gotten SO FAR"?

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

  
Carmel NY 10512



## Victoria Desidero

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**From:** ToniaOR [REDACTED]  
**Sent:** Tuesday, August 28, 2018 2:33 PM  
**To:** planning@southeast-ny.gov  
**Subject:** Northeast Logistics Distribution Center

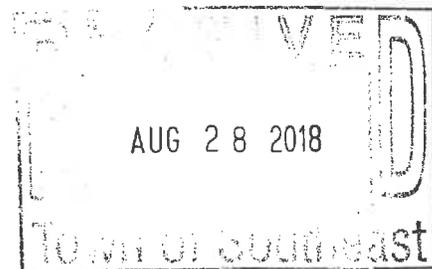
Hello,

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.

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.

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!

Tonia Olsoe-Rubeo  
[REDACTED], Hunters Glen  
Carmel, NY



**Victoria Desidero**

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**From:** Patricia Cann [REDACTED]  
**Sent:** Thursday, August 30, 2018 11:43 AM  
**To:** planning@southeast-ny.gov  
**Cc:** supervisor@pattersonny.org; cwcook@pattersonny.org; planning@pattersonny.org; PutnamCountyExecutive@putnamcountyny.gov  
**Subject:** Northeast Interstate Logistic Center  
**Attachments:** Aug 29.docx; Untitled attachment 00031.htm

Dear Mr. LaPerch and Southeast Planning Board,

Enclosed is my response to the major project proposed: **Northeast Interstate Logistic Center**.

I have also mailed a copy for your records and have cced Carmel, Patterson, and Putnam County for their awareness.

Thank you in advance for taking the time and consideration of my concerns regarding his project and it's impact to our beautiful community.

Kind regards,  
Patricia Yara

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) 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) 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) 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) 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) 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) 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) 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) 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) 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) 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

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

  
&  


**Victoria Desidero**

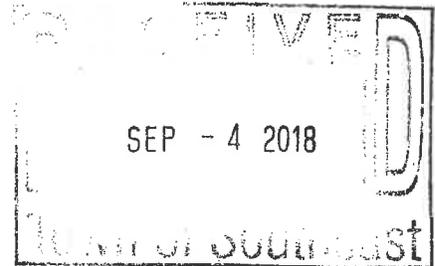
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**From:** Carlos Passi [REDACTED]  
**Sent:** Thursday, August 30, 2018 9:46 PM  
**To:** planning@southeast-ny.gov  
**Subject:** Comments to NILC's DEIS  
**Attachments:** NILC DEIS comments C Passi.pdf

Dear Ms. Desidero:

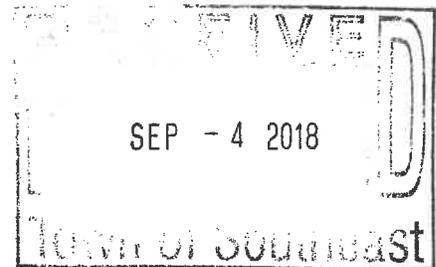
Attached is a soft copy of a letter with my comment to NILC's DEIS addressed to Mr. La Perche as Chairman of the Town of Southeast Planning Board. I will also drop a printed copy at your offices tomorrow.

Sincerely,



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).

- Is the project still feasible without either the Pilot program or IDA assistance?
- Is the timing of the above approvals significant to the feasibility of the project?
- Can a copy of the requests to the PILOT program and Putnam county IDA be added to the documentation?
- What kind of assurances can be provided that the required funding to complete the project is/will be available?
- Can you commit that no further concessions/assistance will be requested from the town/county/state?

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

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?
- Can you include the full marketing pitch/statements being presented by CBRE to prospective clients?
- Can you share the list of potential tenants?



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.

- Can you break down the project by year starting in year zero? To include:
  - Construction timetable: roads, infrastructure, round-about, buildings
  - Tax cash flow tied to above
  - Construction impact: \$110.6M of output / \$45.5M of wages and 818 jobs
  - 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?
- 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?

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?

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.

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.

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?

- How will the exit slope affect the ability of empty trucks to exit in icy conditions?

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)?

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?

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?

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.

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.

- 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:

- 80% of the site will always remain as open space – with the corresponding zoning change.
- Will maintain a Level of Service (LOS) "B" at all relevant intersections.
- The noise level at the test point will stay within the current levels.
- Air quality will not be impacted.
- The applicant assumes sole responsibility and liability when a spill into the watershed occurs.
- 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, 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 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...

You have a tall task in front of you, glad to offer any clarifications.

Sincerely,

Carlos Passi



Carmel, NY 10512

**Victoria Desidero**

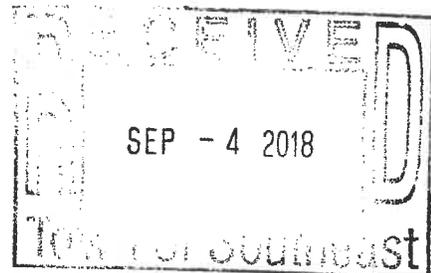
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**From:** Cathy Croft [REDACTED]  
**Sent:** Friday, August 31, 2018 6:25 AM  
**To:** Victoria Desidero; townboard@southeast-ny.gov  
**Subject:** Comments/questions on Northeast Logistics DEIS  
**Attachments:** 2018 NEIL DEIS COMMENTS.docx; Untitled attachment 00097.txt

Good Morning All,

Attached are my comments/questions regarding the proposed project Northeast Interstate Logistics.

Thank you (in advance) for taking the time to read them.



[REDACTED]  
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. 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.

**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. 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. 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)
<b>Total</b>	<b>24</b>	<b>21.3</b>	<b>510 (255 Trucks)</b>

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. 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. 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. 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?

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?

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?

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?

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.

Thank you for taking the time to read my comments and questions.

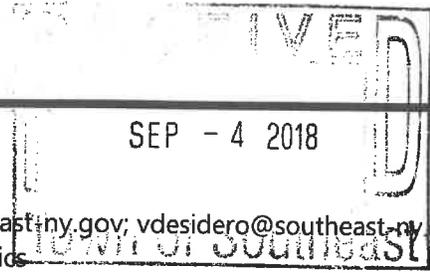
Best,

Cathy Croft

**Victoria Desidero**

**From:** [REDACTED]  
**Sent:** Friday, August 31, 2018 7:20 AM  
**To:** [REDACTED]; mstancati@southeastny.gov; vdesidero@southeastny.gov  
**Subject:** Letter re: Northeast Interstate Logistics

SEP - 4 2018



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 impervious 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 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 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, 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."

And lastly, we often wonder at what has been described as "the tipping point" when change becomes manifest and transformative 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

## Victoria Desidero

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**From:** Diana [REDACTED]  
**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.

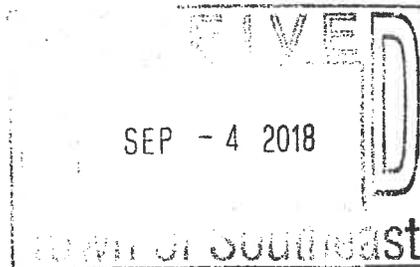
The following are our main concerns:

- 1) 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.
- 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 air quality would decrease significantly.
- 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

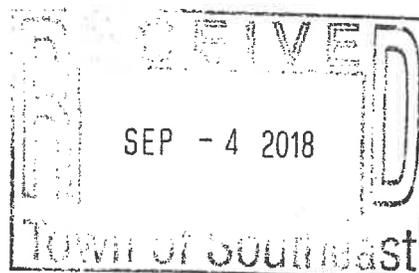


**Victoria Desidero**

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**From:** Elena Tezzi [REDACTED]  
**Sent:** Friday, August 31, 2018 9:56 AM  
**To:** planning@southeast-ny.gov  
**Subject:** Petition from Hunters Glen Phase 2  
**Attachments:** Scanned from a Xerox Multifunction Printer.pdf

Please see attached letter.



August 22, 2018

To Whom It May Concern,

We are residents of Putnam County for many years. We moved to Hunter's Glen because it's a beautiful residential area. You can imagine how we felt when we heard about the proposed logistics center being built right behind us. The trucks, pollution and excessive traffic would ruin our neighborhoods, not to mention its value. We do not and cannot let this happen.

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 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 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,

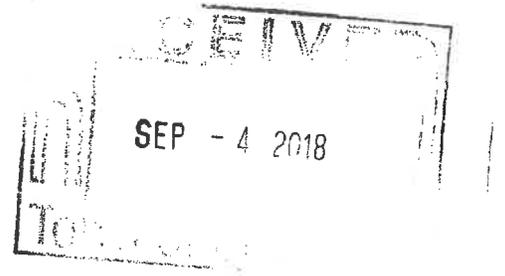
Cynthia Trybulski

1. Cynthia Trybulski Carmel, NY 10511
2. [Redacted] Carmel, NY 10512
3. MARIE PARESC Carmel N.Y
4. [Redacted] 10512
5. Jane Eiserman Jane Eiserman NY 10512
6. Denise Piranti Carmel NY 10512
7. Linda Toscano Carmel NY 10512
8. JOHN E. OSTENDORF Carmel NY 10512
9. JULIA FRENCH Carmel NY 10512
10. Elena Lezza Carmel, NY 10512
11. Christina Bartol Carmel, NY 10512
12. Janette Comiskey Carmel, NY 10512

## Victoria Desidero

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**From:** Lynne Eckardt [REDACTED]  
**Sent:** Friday, August 31, 2018 11:17 AM  
**To:** Victoria Desidero  
**Cc:** Tom LaPerch; tony Hay; Ashley Ley  
**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:

**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.

### **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.

### **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.

### **HAZARDOUS MATERIALS:**

- 1) There should be a list of materials that are too hazardous to store.
- 2) Will fertilizer be considered a 'hazardous material'?

### **NORTHERN LONG-EARED BAT:**

Conflicting data.

On at least three separate 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).

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:**

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 public. 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.

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.

- 1) Will the applicant compensate the Town of Southeast if Barrett Road becomes private?
- 2) If so, who will determine a price?
- 3) If the remaining open space is put into conservation easements does the applicant expect tax breaks?

**HISTORIC ROUTES:**

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.

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)

- 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.
- 2) Since the salaries might change from the original warehouse estimates. Could you please provide a range of compensation?

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?

**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?

**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'.

**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?

**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

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

## Victoria Desidero

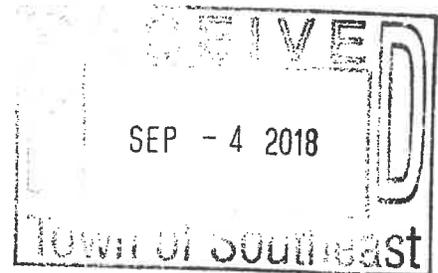
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**From:** Mary Schwartz [REDACTED]  
**Sent:** Friday, August 31, 2018 11:21 AM  
**To:** planning@southeast-ny.gov  
**Subject:** Comments on Proposed Logistics Center  
**Attachments:** Logistics Center.pages

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  
[REDACTED]  
Brewster, NY 10509  
[REDACTED]



Planning Board  
Town of Southeast  
One Main Street  
Brewster, NY 10509

Dear Planning Board Members:

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.

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.

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 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

**Victoria Desidero**

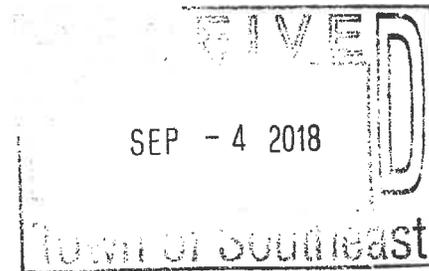
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**From:** Bradley Schwartz [REDACTED]  
**Sent:** Friday, August 31, 2018 11:44 AM  
**To:** planning@southeast-ny.gov  
**Subject:** Letter on Northeast Interstate Logistics Center  
**Attachments:** Logistics Center Letter to Planning Board.pdf

Hello,

Please enter the attached letter into the public comments on the Northeast Interstate Logistics Center.

Thank you,  
Bradley D Schwartz



Bradley D. Schwartz, Ph.D.

[REDACTED]  
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 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, 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 contend with significantly increased vehicle traffic. This additional traffic would cause more travel delays in an already congested area of town, degraded air quality, 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 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 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

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. 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.

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.

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 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

**Victoria Desidero**

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**From:** [REDACTED]  
**Sent:** Friday, August 31, 2018 2:39 PM  
**To:** [planning@southeast-ny.gov](mailto:planning@southeast-ny.gov)  
**Cc:** [townboard@southeast-ny.gov](mailto:townboard@southeast-ny.gov)  
**Subject:** Northeast Interstate Logistics

August 31, 2018

Southeast Planning Board

One Main Street

Brewster, NY 10509

[planning@southeast-ny.gov](mailto: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.

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 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.

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.

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?

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.

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 Yekutieli

  
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

**Victoria Desidero**

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**From:** Robert Zubrycki [REDACTED]  
**Sent:** Friday, August 31, 2018 3:45 PM  
**To:** vdesidero@southeast-ny.gov; townboard@southeast-ny.gov; planning@southeast-ny.gov  
**Subject:** Northeast Logistics Center, Comments, DEIS. Attention, Planning Board  
**Attachments:** Northeast Logistics Center, Planning Board.pdf

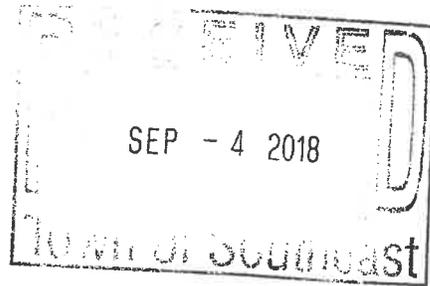
Dear Planning Board and Town Board members,

Attached please find my comments and questions regarding the proposed Northeast Logistics Center.

Thank you!

Bob

**Robert Zubrycki, Violinist**  
[REDACTED]



August 31, 2018

From: Robert Zubrycki

[REDACTED]  
Brewster, NY 10509  
[REDACTED]

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:

- 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.
- 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

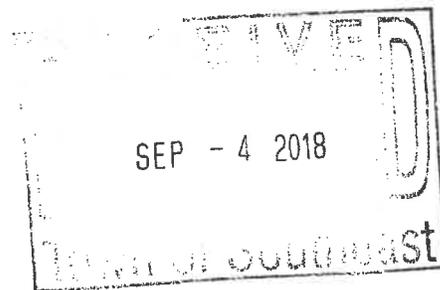
## Victoria Desidero

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**From:** janedelbianco [REDACTED]  
**Sent:** Friday, August 31, 2018 4:10 PM  
**To:** planning@southeast-ny.gov  
**Subject:** Opposition to Truck Logistics Center

Kudos to the planning board members who called out the Logistics Facility for what it actually would be if approved by your planning board--a WAREHOUSE for incoming and outgoing trucks! Another of the board members asked Seabury Partners to furnish the board with a list of prohibited items that could not be transported and housed in the warehouse. That struck this writer as granting too much responsibility to the applicant unless they furnish the authority (or authorities in the case of interstate commerce) they relied upon. Since trucks invariably come from different states, different laws may apply, setting up a very complex set of circumstances concerning what laws apply where and when. And who will be policing that these 510 trucks are indeed transporting and housing only permissible goods in New York State? Many non-permissible items have to do with flammability and the proposed warehouse's proximity to relatively densely populated areas and the attendant traffic make this proposal a safety nightmare that must be avoided. Jane DelBianco, Esq.

[REDACTED]  
Carmel, NY 10512



## Victoria Desidero

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**From:** John Lord [REDACTED]  
**Sent:** Friday, August 31, 2018 10:35 PM  
**To:** Victoria Desidero  
**Subject:** Northeast Interstate Logistics

The applicant has stated that Barrett Road is a dead end road and is looking to have the road privatized.

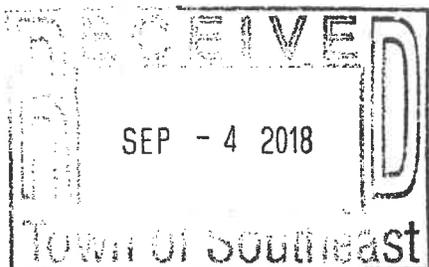
I believe that Barrett Road does not dead end at the end of the applicant's property but continues to be a Town of Southeast right of way all the way to Simpson Road.

To be certain of the status of the road I respectfully request that the applicant arrange for a Title Search.

John Lord  
[REDACTED]

Brewster, NY 10509

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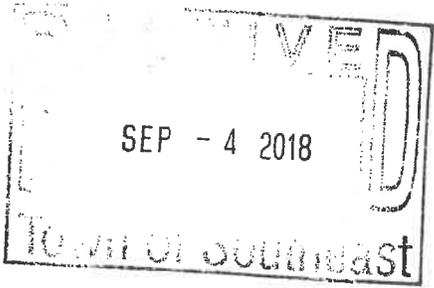
**Victoria Desidero**

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**From:** Vikki Rogers [REDACTED]  
**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:

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.



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).

- Is the project still feasible without either the Pilot program or IDA assistance?
- Is the timing of the above approvals significant to the feasibility of the project?
- Can a copy of the requests to the PILOT program and Putnam county IDA be added to the documentation?
- What kind of assurances can be provided that the required funding to complete the project is/will be available?
- Can you commit that no further concessions/assistance will be requested from the town/county/state?

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 estate 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

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?
- Can you include the full marketing pitch/statements being presented by CBRE to prospective clients?
- Can you share the list of potential tenants?



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.

- Can you break down the project by year starting in year zero? To include:
  - Construction timetable: roads, infrastructure, round-about, buildings
  - Tax cash flow tied to above
  - Construction impact: \$110.6M of output / \$45.5M of wages and 818 jobs
  - 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?
- 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?

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?

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.

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.

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?

- How will the exit slope affect the ability of empty trucks to exit in icy conditions?

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)?

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?

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?

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.

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.

- 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.

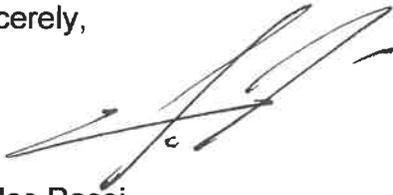
In general the environmental impact is described and mitigation actions defined, e.g., traffic lanes will be repainted, construction vehicles will have mufflers, lights will point down, there is no impact on noise levels... Is the applicant prepared/willing to commit to maintaining the assertions made in the DEIS, for example:

- 80% of the site will always remain as open space – with the corresponding zoning change.
- Will maintain a Level of Service (LOS) “B” at all relevant intersections.
- The noise level at the test point will stay within the current levels.
- Air quality will not be impacted.
- The applicant assumes sole responsibility and liability when a spill into the watershed occurs.
- 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, 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 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...

You have a tall task in front of you, glad to offer any clarifications.

Sincerely,

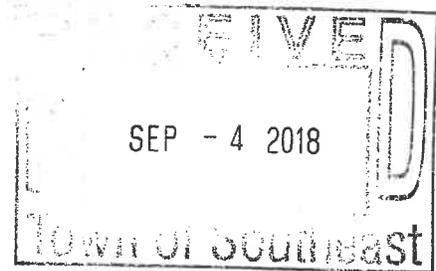
A handwritten signature in black ink, appearing to be 'Carlos Passi', written in a cursive style.

Carlos Passi

  
Carmel, NY 10512

David Buckner

[REDACTED]  
Brewster, NY 10509



Planning 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.

Implausible claims by the developers that there would be only minimal air and noise pollution, water usage, increased traffic, and burden on the school system 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 bearing by a huge number (800) of employees who would be inclined to live close to their place of work seemed disingenuous.

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 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.

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 we really need to offer inducements to bring their operation into our community?

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?

Mr. LaPerch explained to us in attendance that the role of the Planning 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.

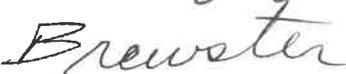
In closing, I ask the Planning and Town Boards to please forego this seeming opportunity and wait for a more appropriate type of development.

Thank you.

Sincerely,



David Buckner

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.

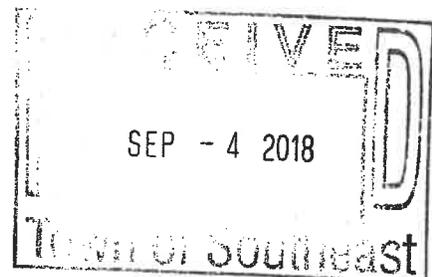
I do not speak for every resident, but have directly heard from scores of outraged owners asking: "How can something SO LARGE, SO CLOSE, have gotten SO FAR"?

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

  
Carmel NY 10512



August 28, 2018

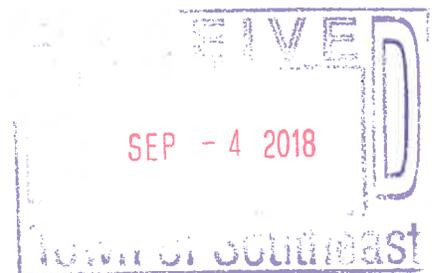
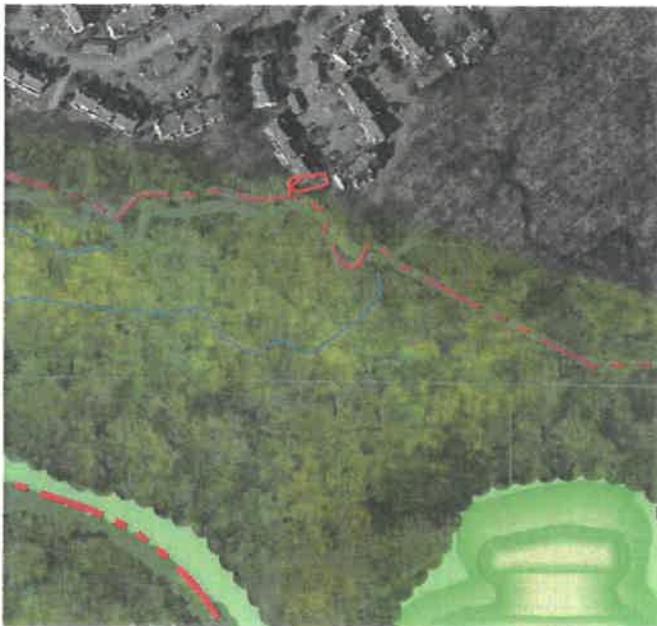
Town of Southeast Planning Board  
Attn: Victoria Desidero  
1 Main Street  
Brewster, NY 10509

Dear Planning Board,

I'm writing to express my concerns of the proposed Northeast Interstate Logistics Center.

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.

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.



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

**Victoria Desidero**

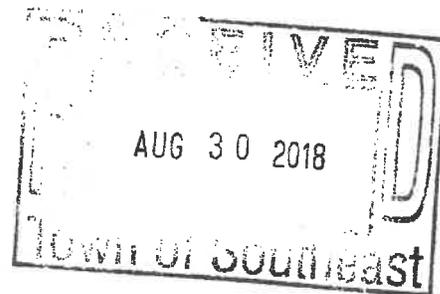
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**From:** Julie Kuklevsky [REDACTED]  
**Sent:** Wednesday, August 29, 2018 11:17 PM  
**To:** [planning@southeast-ny.gov](mailto:planning@southeast-ny.gov)  
**Subject:** Proposed Distribution Center on Rte 312

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



## Victoria Desidero

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**From:** Christine Capuano [REDACTED]  
**Sent:** Wednesday, August 29, 2018 12:10 PM  
**To:** planning@southeast-ny.gov  
**Cc:** townboard@southeast-ny.gov  
**Subject:** Logistics

I attended Monday's Planning 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. 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 solution. I lived 5 miles from Laganardia 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.

I would like to hear from the Fire Department directly at the next meeting as from what I read, there isn't enough water to fight a fire of this size. Think the Gap warehouses in Fishkill which are not even near a residential area. 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 it's 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 nowhere 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?

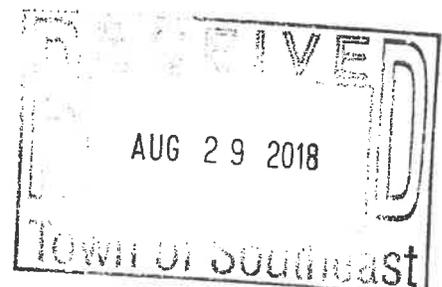
Has anybody done research as to how this will affect our school children going to and from school? The board said that building 140 homes would generate more traffic. I find that hard to believe as traffic would be staggered not 24/7. If I had to be stuck in traffic, would rather be in back of a car than several Semis. And please don't forget not only semis but employees who work there would be entering 24/7.

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. Can we hear from some health officials as to the effect of diesel fumes, extra car traffic on people who have asthma or other respiratory illnesses?

So I am saying that your biggest concerns are the negative effects on the environment and traffic should be investigated thoroughly and the results be concrete.

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.

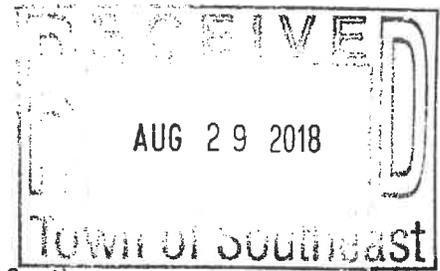
Christine Capuano



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.



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.

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.

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.

Many from out of town drawn by low paying jobs may augment their income with crime or drugs.

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?

A roundabout is very frightening. I don't want to jockey for space with huge trucks – they will win every time.

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

  
Carmel, NY 10512



**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.

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.

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:

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:

**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.

*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.

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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]).

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).

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.<sup>1</sup> 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<sup>2</sup> and the WIG<sup>3</sup> 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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<sup>1</sup> <https://water.usgs.gov/edu/earthrain.html>.

<sup>2</sup> 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.”

<sup>3</sup> 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.

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).

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

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).

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.)

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.<sup>4</sup>

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.

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<sup>4</sup> “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.

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.

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

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.

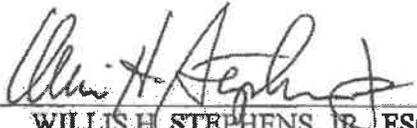
11. Nothing herein shall prevent either Party from availing itself of any available legal or equitable remedy in connection with any violation of this Stipulation, including, but not

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 21, 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

TOWN OF SOUTHEAST, NY  
PLANNING BOARD RESOLUTION:  
FINAL SUBDIVISION AND RESUBDIVISION  
PLAT CONDITIONAL APPROVAL

INTRODUCED BY:

SECONDED BY:

*La Berch*  
*Armstrong*

DATE: March 28, 2005

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

Campus at Fields Corner  
Final Subdivision and Resubdivision  
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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 Section 138-24.1 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

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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 Resubdivision 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 Resubdivision 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:

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| <u>Former Designation</u> | <u>Re-designation</u> |
|---------------------------|-----------------------|
| 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<br>(Sheet 1 of 1) | Final Subdivision Plat of Lots 1A & 1B -The Campus at Field Corners | 3/22/2005    |
| SB16424A_RO3<br>(Sheet 1 of 1) | Final Subdivision Plat of Lots 1A & 1B -The Campus at Field Corners | 3/22/2005    |
| SB16424A_RO3<br>(Sheet 1 of 1) | Final Subdivision Plat of Lots 1A & 1B -The Campus at Field Corners | 3/22/2005    |
| SB16424A_RO3<br>(Sheet 1 of 1) | Final Subdivision Plat of Lots 1A & 1B -The Campus at Field Corners | 3/22/2005    |
| SB16424A_RO3<br>(Sheet 1 of 1) | Final Subdivision Plat of Lots 1A & 1B -The Campus at Field Corners | 3/22/2005    |

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| Drawing No.                    | Drawing Title                                                          | Last Revised |
|--------------------------------|------------------------------------------------------------------------|--------------|
| SB16424A_RO3<br>(Sheet 1 of 1) | Final Subdivision Plat of Lots 1A & 1B -The Campus at<br>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

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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

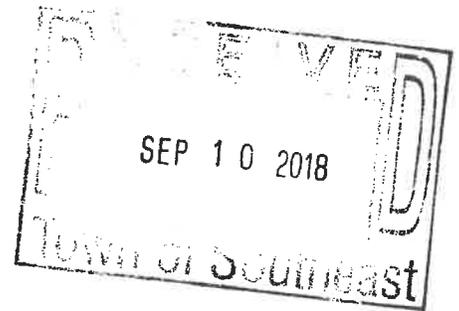
The resolution was passed by a vote of 7 to 0, with 0 abstentions.



George J. Rohrman, Chairman  
Southeast Planning Board

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) 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) 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?

POST MARK: 8/31/18

- 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) 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) 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) 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) 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) 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) 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) 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

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,

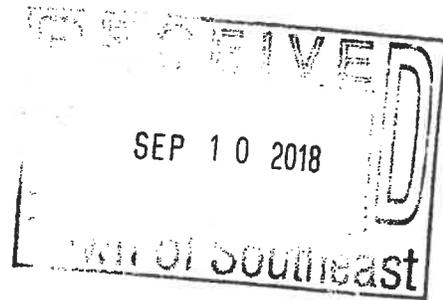
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Patricia Ann Yara

A large, dark, irregular redacted area covering contact information such as a phone number and email address.

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.

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?

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

- 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.
- 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).
  - 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.
  - 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?
  - 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



POST MARK: 8/30/18