

III.I Community Services

I. Police Protection Services

a. Introduction and Principal Conclusions

Police protection is provided to the Town by both the Putnam County Sheriff's Department and the Brewster Barracks of the New York State Police (Troop K). The proposed project is not anticipated to generate any significant impacts for the two police forces serving the project site. Private security measures will be provided at the site. Property tax revenues or revenues from the proposed Payment in Lieu of Taxes (PILOT) program the Applicant is seeking will offset any impacts from the project.

b. Existing Conditions

Police protection for the Town of Southeast is provided by the Putnam County Sheriff's Department and the Brewster Barracks (Zone 2) of Troop K of the New York State Police. The Putnam County Sheriff's Department is located at 3 County Center in Carmel, NY. There are approximately 60 uniformed enforcement officers employed by the Department with a minimum of four vehicles on patrol per shift, of which one or two may be in the Town of Southeast at any particular time. Response time to the site is estimated to be five to ten minutes depending upon the location of the officers at the time the call is made.

The Brewster Barracks of the New York State Troopers, which provides police protection for Southeast, Patterson and Carmel residents and businesses, is located on Route 22 in Brewster. There are approximately 30 uniformed officers employed at the barracks, with a minimum of 3 vehicles on patrol per shift. Response time to the site generally would be 10 minutes or less.

On May 9, 2018, JMC sent correspondence to the Putnam County Sheriff's Department and the Brewster Barracks (Zone 2) of Troop K of the New York State Police requesting information about the number and nature of police, fire, and EMS calls to the site over the past five years, specifically to the intersection of Route 312 and Pugsley Road (see Appendix I-2). The letter also requested information about planned changes to the police protection services within the Town as well as the potential impacts of the proposed project on police protection services. As of the publication of this DEIS, no response been received from either agency.

c. Future Without the Proposed Project

In the Future Without the Proposed Project, the project site would not be expected to generate an increased need for police protection services because it would remain in its current undeveloped condition. Police protection services would not benefit from any incremental property tax revenues or revenues from the proposed PILOT program.

d. Anticipated Impacts

The buildings will likely be protected with automated security systems including alarms and cameras. Tenets/users may elect to provide additional security based on their unique operations which may include gates, fences, staffed security etc. The individual buildings are sited to facilitate this type of security should it be desired.

The proposed project is not anticipated to generate any significant impacts for the two police forces serving the project site.

e. **Mitigation Measures**

Security will be provided at the site as described above.

As discussed in the Tax Analysis Section III.H.4.a, the proposed project would be multi-phased. Each parcel within the project site would continue to pay property taxes based on its current status as “undeveloped land” until such time as construction on a given parcel is complete. At that time, the parcel would either pay property taxes based on the assessed value of the parcel as ‘developed’ land, or would make a payment pursuant to a PILOT agreement. Each taxing jurisdiction (School District, Town, County and Fire Department) would share the revenue in the same ratio as they would share the property taxes from the parcels within the project site. Currently, as shown on Table III.H-4 in Section III.H “Tax Analysis”, the Town of Southeast annually receives \$11,230 in property taxes, of which a portion is allocated for NY State Police protection services, and Putnam County annually receives \$14,356, of which a portion is allocated for Putnam County Sheriff’s Department protection services.

In the final analysis, each recipient of property tax revenue would receive at minimum those taxes based on assessed value for undeveloped land and benefit from the additional revenue generated by phased development of the property and its resultant increased assessed value because of its land and building improvements.

In Putnam County, the PILOT generally lasts for ten years and permits the payment of 50% of the assessed value taxation based on local tax rates in the first year a project is completed and ramps the PILOT payments to 100% in year eleven.

2. Fire Department/EMS

a. Introduction and Principal Conclusions

The Town of Southeast and the site is served by the Brewster Fire Department, which is within the Brewster-Southeast Joint Fire District. The Department is a volunteer force of 140-150 members. The Fire District also provides EMS services. The Applicant has agreed to the Fire Department's request to draw on the site's fire emergency water supply from the proposed hydrants on Pugsley Road in the event of a fire emergency.

b. Existing Conditions

The Town of Southeast and the site is served by the Brewster Fire Department, which is within the Brewster-Southeast Joint Fire District. The Department is a volunteer force of 140-150 members. There are two stations, the main station located on North Main Street and Route 6, approximately three miles from the project site, and a sub-station located on Route 312 and North Brewster Road, approximately two miles from the project site. Response time to the site is estimated by the Fire Department to be between 13-18 minutes.

Equipment utilized by the department includes an 11-6-1 Fire Rescue truck, an 11-2-1 Source Engine truck, an 11-8-1 Hose Reel truck, an 11-5-1 Ladder Truck, an 11-4-2 Tanker Pumper truck, and an 11-3-1 Brush Truck.

The Fire District also provides EMS services, with members performing EMS and ambulance services. In addition, the Putnam County Bureau of Emergency Services (PCBES) maintains a county-wide communications system and is responsible for the operations and maintenance for the Enhanced 911 system, which provides a location for mobile phone callers. The Bureau manages and administrates a

program of training for Fire and EMS agencies in accordance with State and Federal guidelines, manages an advanced life support system, maintains a stockpile of emergency supplies and equipment as may be required during emergencies, and oversees a variety of special response teams.

On May 9, 2018, JMC sent correspondence to the Fire District requesting information about the number and nature of police, fire, and EMS calls to the site over the past five years, specifically to the intersection of Route 312 and Pugsley Road (see Appendix I-2). The letter also requested information about planned changes to the fire protection services within the Town as well as the potential impacts of the proposed project on fire protection services. As of the publication of this DEIS, no response has been received.

c. Future Without the Proposed Project

In the Future Without the Proposed Project, the project site would not be expected to generate an increased need for fire and EMS services because it would remain in its current undeveloped condition. The Fire Department would not have the use of a fire emergency water supply from the proposed hydrants on Pugsley Road associated with the proposed project. The Fire District would not benefit from any incremental property tax revenues or revenues from the proposed PILOT program.

d. Anticipated Impacts

The Applicant met with the Fire Chief and Fire Inspector on March 14, 2018 to review the proposed plans and obtain their comments. The Fire Officials asked if in the event of a fire emergency in the site's vicinity, the Department be permitted to draw on the site's fire emergency water supply from the proposed hydrants on Pugsley Road. The Applicant has agreed that the Department can do so for off-

site fire emergencies. The proposed hydrants are depicted on full-size drawings C-301, C-302, C-303, C-304, and C-305 “Utilities Plan”.

The buildings will be sprinklered via an Early Suppression Fast Response (ESFR) sprinkler system, and will conform with all fire and life/safety building code requirements.

The proposed logistics center definition specifically limits its operations to handling of non-hazardous goods and materials.

A minimum 269,000 gallon water tank volume will be required for the non-transient, non-community public water supply system, and the water tank and water treatment building are situated to the southwest of the intersection of Barrett Road and Pugsley Road, across from Zimmer Road. The water tank includes sufficient water storage to accommodate a fire reserve as well as domestic water demand, as discussed in Section III.I Utilities of the DEIS. To be conservative, the fire storage will be sized to “extra hazard” status per the International Building Code (IBC) to account for “Early Suppression Fast-Response Sprinklers for Protection of Rubber Tires up to 30 feet”. This requires a tank capacity of 240,000 gallons. Added to this is the estimated 20,000 gallons per day (gpd) of domestic water usage, and 9,000 gpd for irrigation of selected areas near the building entrances. The total tank volume would therefore be approximately 269,000 gallons. This system would be constructed during the first phase of the proposed project.

In addition, a fire pump with a capacity of 1,000 gallons at 60 pounds per square inch (psi) will be provided during the first phase of the proposed project, which will serve as a water source and delivery mechanism for fire emergencies. In addition, revenues are anticipated for the Fire District from property taxes or the proposed PILOT program.

The site is not anticipated to generate an above average number of EMS calls. The cost of ambulance services is typically paid for by the patients.

e. Mitigation Measures

In response to comments received from Fire Officials, in the event of a fire emergency in the site's vicinity, the Applicant has agreed that the Department can draw on the site's fire emergency water supply from the proposed hydrants on Pugsley Road. This is not anticipated to have any impact to the water supply for the property. A typical pumper/tanker fire engine has a primary water tank that holds 1,000 gallons, a relatively small amount compared with the proposed minimum 269,000 gallon water tank volume.

As discussed in the Tax Analysis Section III.H.4.a, the proposed project would be multi-phased. Each parcel within the project site would continue to pay property taxes based on its current status as "undeveloped land" until such time as construction on a given parcel is complete. At that time, the parcel would either pay property taxes based on the assessed value of the parcel as 'developed' land, or would make a payment pursuant to a PILOT agreement. Each taxing jurisdiction (School District, Town, County and Fire Department) would share the revenue in the same ratio as they would share the property taxes. Currently, as shown on Table III.H-4 in Section III.H "Tax Analysis", Brewster Fire annually receives \$2,582 in property taxes.

In the final analysis, each recipient of property tax revenue would receive at minimum those taxes based on assessed value for undeveloped land and benefit from the additional revenue generated by phased development of the property and its resultant increased assessed value because of its land and building improvements.

3. Schools

a. Introduction and Principal Conclusions

The Brewster Central School District serves the site. Because the proposed project is a commercial use, there will be no school children generated, and hence no direct impacts to the District. The District would gain from revenues generated by any incremental property taxes or the project's proposed PILOT program, with no associated expenses.

b. Existing Conditions

The project site is within the Brewster Central School District, which also includes small portions of Patterson and Carmel. Current enrollment (2016-17) is 3,119 students in K-12.

Correspondence dated May 9, 2018 has been sent to the School District (Appendix I-2) inquiring about are there any planned or proposed changes to school services in the Town. A call was received on 05/20/2018 from Mr. Victor Karlsson, Assistant Superintendent for Finance and Operations for the School District, and he stated that the District has no plans or proposed changes to school services in the Town, and the District has no concerns regarding the proposed project.

c. Future Without the Proposed Project

Because no children are generated by the existing undeveloped site, and none from the proposed project, there would be no change in the number of children attending schools in the District whether the proposed project is developed or

not. However, without the proposed project the District would not gain additional revenue from the project's proposed property taxes or PILOT program.

d. Anticipated Impacts

Because the project has no residential component, it will generate no students for the District.

e. Mitigation Measures

As discussed in the Tax Analysis Section III.H.4.a, the proposed project would be multi-phased. Each parcel within the project site would continue to pay property taxes based on its current status as "undeveloped land" until such time as construction on a given parcel is complete. At that time, the parcel would either pay property taxes based on the assessed value of the parcel as 'developed' land, or would make a payment pursuant to a PILOT agreement. Each taxing jurisdiction (School District, Town, County and Fire Department) would share the revenue in the same ratio as they would share the property taxes. Currently, as shown on Table III.H-4 in Section III.H "Tax Analysis", Brewster Central Schools annually receives \$113,448 in property taxes.

In the final analysis, each recipient of property tax revenue would receive at minimum those taxes based on assessed value for undeveloped land and benefit from the additional revenue generated by phased development of the property and its resultant increased assessed value because of its land and building improvements.

In the case of the School District, there would be no additional expenses related to the proposed project because the project will generate no children.

4. Solid Waste Disposal and Recycling

a. Introduction and Principal Conclusions

The Town of Southeast does not provide refuse/recycling services to commercial uses. As such, the proposed project will hire their own private contractor for these services, with no impact to Town services.

b. Existing Conditions

Discussions with the Town's Refuse-Recycling Department on 05/09/2018 indicate that the Town does not contract any commercial refuse carters nor collects any commercial refuse. Each commercial use within the Town hires their own private carter. There are many available private commercial refuse contractors according to the Department. The Applicant has not decided at this stage of the process which commercial contractor will be used for the proposed project. As such, the transfer station to which solid waste would be transported is not known at this time. In addition, according to the Department, there are no planned or proposed changes to solid waste disposal/recycling.

c. Future Without the Proposed Project

Because no trash/recycling is generated by the existing undeveloped site, and none would be collected by the Town post-development because of the commercial nature of the project, there would be no change in existing conditions whether the proposed project is developed or not.

d. Anticipated Impacts

The proposed four warehouse logistics center buildings contain a total of 1,124,575 s.f. of floor area. Assuming a waste generation rate of 0.94 tons of waste per 1,000 s.f. of warehouse floor area per year¹, yields a monthly waste generation of approximately 88 tons. It is presumed the majority of the waste would be recyclable cardboard and plastic.

The Westchester and Putnam County Source Separation Law effective 6/01/2011 requires that all Putnam-based businesses, institutions and schools are to separate recyclables from their trash. Tenants and their employees are to be informed of the County-mandated recycling program in accordance with the regulation.

The Applicant will use a private carter for waste and recycling pick-up. Compactors would be located within the loading dock area of each building. There will be separate compactors for trash and recycling materials.

e. Mitigation Measures

In accordance with County requirements, glass, metal, plastics coded 1 through 7, paper and cardboard will be recycled.

The Applicant will use a private carter for waste and recycling pick-up.

5. Land Donation

As noted in Section II.B.2.h, although the project has no residential component and thus the project itself will create no demand for additional parkland, the Applicant is

¹ California Emissions Estimator Model Appendix E, revised July 2013, Default Solid Waste Generation for Warehouses (All Types), pg. 45. <http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendix.pdf>

discussing donating Lot 5 to Putnam County in connection with the County's Tilly Foster Farm & Educational Institute, which is adjacent. With this donated lot, Tilly Foster Farm has the potential to create a second means of access to the property via Pugsley Road and from thence to the Applicant's proposed traffic improvements at the intersection with NY 312, and may use the parcel for a small building that expands their mission (see full sized drawing C-100 "Overall Layout Plan").

There are no Town parks in the immediate vicinity of the site, but the Town does own 2 vacant, unimproved parcels in the site's vicinity. One is to the northeast of the intersection of Pugsley Road and Zimmer Road (160 Pugsley Road, tax parcel ID 45.-1-10, comprising approximately 94.82 acres), and the other is to the southeast of the intersection of Pugsley Road and Zimmer Road (132 Pugsley Road, tax parcel ID 45.-1-11, comprising approximately 61.36 acres). The County owns a parcel at 100 Zimmer Road, to the east of the site, comprising approximately 10.03 acres (tax parcel ID 45.-1-60).

Correspondence dated May 9, 2018 has been sent to the Town Recreation Department (Appendix I-2) inquiring about are there any planned or proposed changes to parks/open space services in the Town. A response letter, dated May 15, 2018 (Appendix I-2), stated that the project will have no impact to the Town of Southeast Recreation Department.

Tilly Foster Farm is owned by the County and is situated to the south of the site at 98-112 Route 312, tax parcel 56.-1-20.-1, and comprises approximately 86.62 acres. The Farm contains a culinary educational institute and associated Tilly's Table restaurant, community gardens, nature trails, and farm animals.

Currently Pugsley Road is semi-improved and open eight months a year (closed to traffic during the winter). Barrett Road is overgrown, blocked with a cable barrier as it is impassable to traffic and extends only to the boundary of the subject property where it terminates into abutting private property before reaching Beaver

Brook. There are no maintained parking areas for the public to access Barrett Road nor are there maintained trails for the public to use. Occasionally, a resident may venture into the overgrown Barrett Road right of way. The proposed project will improve Pugsley Road to Barrett Road. The Applicant proposes converting Barrett Road into a private road as it will only serve as an ingress and egress into the logistics center. The remainder of Barrett Road would remain overgrown, unimproved and in a natural state. By improving Pugsley Road, the Applicant will be creating year round access to the Town's open space properties along Pugsley Road and the abutting County property thus providing the Town and County improved access to unused properties that each could become public spaces.

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