



***Environmental, Planning, and Engineering Consultants***

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## Memorandum

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**To:** Town of Southeast Planning Board  
**From:** Ashley Ley, AICP and Anthony Russo  
**Date:** May 4, 2018  
**Re:** Northeast Logistics DEIS Completeness Initial Comments  
**cc:** JMC

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AKRF, Inc. has initiated its review of the preliminary Draft Environmental Impact Statement (DEIS), submitted in sections starting on April 4, 2018. The purpose of this review is to determine whether all relevant information is presented and analyzed in a complete and understandable format for the purpose of public review. A determination of completeness does not necessarily indicate that the Planning Board concurs with all of the analyses. There may be areas of disagreement, or differences in the interpretation of technical issues, that will be addressed in the comment period on the accepted DEIS. However, the facts presented in the DEIS should be accurate and clearly described, and the methodologies should be appropriate.

Where issues have been left out or have not been addressed thoroughly, in the opinion of the Planning Board, the applicant should be requested to revise the DEIS and resubmit the document to the Planning Board for further review.

### GENERAL

1. A preliminary Table of Contents (TOC) was submitted prior to the submission of several chapters. The TOC should be updated as needed to reflect the revised chapters and any figure changes.
2. An introduction and principal conclusions paragraph at the beginning of each chapter is helpful for the reader to understand the purpose of the analysis contained therein. The introduction should identify the major topics to be considered, relevant methodology used, and thresholds for determining if significant adverse impacts exist. AKRF recommends that this be added to each chapter.
3. All acronyms should be spelled out at first use in each chapter.
4. With the exception of the Traffic chapter, the analysis chapters do not include a “No Build” or “Future without the Proposed Project” analysis. This should be added to each chapter.
5. Several DEIS analysis chapters read more as a bulleted list of items as opposed to a descriptive narrative. The DEIS is intended to convey general and technical information regarding the potential

environmental impacts of the proposed project to the Town of Southeast Planning Board (as Lead Agency), the Town of Southeast Town Board (as an involved agency), as well as several other agencies involved in the review of the proposed project. The DEIS is also intended to convey the same information to the interested public. As such, enough detail should be provided in each subject area to ensure that most readers of the document will understand, and be able to make decisions based upon, the information provided.

6. In most analysis chapters, the applicant utilizes the mitigation section to describe components of the proposed project that would arguably constitute mitigation. To improve readability, the applicant should consider moving more of this description of the proposed project to the “anticipate impacts” discussion, and then refer back to those components of the proposed project in the mitigation section. One example of this is the inclusion of the Erosion and Sediment Control Plan in the mitigation section of the Construction Impacts chapter.
7. The DEIS should include an operational analysis of potential impacts to air quality, in particular for mobile source emissions.

### **EXECUTIVE SUMMARY**

This chapter has not been received.

### **DESCRIPTION OF THE PROPOSED ACTION**

[TO COME]

### **LAND USE AND ZONING**

[TO COME]

### **TRAFFIC**

8. The DEIS should include a sight distance analysis/assessment for the project site driveway/vehicular site access points.
9. The trip generation rates/equations utilized to calculate the trip generation numbers should be included within the trip generation tables.
10. The Physical Inventories of the study area intersections should be provided in the Appendix.
11. The trip generation numbers for the No Build projects should be provided in the Appendix
12. The accident data should be included in the Appendix.

### **VISUAL RESOURCES**

[TO COME]

### **SURFACE WATER AND WETLANDS**

[TO COME]

### **GEOLOGY, SOILS AND TOPOGRAPHY**

13. The publication date of the study “Bedrock Geology of Parts of Putnam and Westchester Counties, New York, and Fairfield County Connecticut” should be provided.
14. To improve the public’s understanding of this chapter, the soils section should include brief definitions of scientific terms of art such as “carrying capacity” and “shrink-swell potential capacity.”
15. The list of symbol and Soil names on page III.E-4 should reflect the soils listed on Figure III.E-1.
16. Location, percent coverage, and area should be provided for each type of soil.

17. The chapter should include a figure locating the ridgeline protection area.

## **GROUNDWATER**

18. The chapter indicates that the 1992 and the 2004 pumping tests followed the established NYSDOH methodology, which would be the prevailing standards. The pumping tests included monitoring of the wetlands, surface water bodies, and on-site and off-site wells for impacts. The lab results were also provided. As such, with the exception of item 2 above, AKRF recommends that this chapter be considered complete for the purpose of public review.

## **VEGETATION AND WILDLIFE**

19. The outline of the project site should be indicated on the provided aerials.
20. A greater description (in terms of location and size) of the “upland portions of the site” should be provided.
21. The chapter should bring forward more of the information contained in the appended technical report regarding existing conditions.
22. Greater description of the proposed conditions should be provided. For example, the proposed project site plan should be overlain on the vegetative community map to demonstrate disturbance and preservation areas.
23. A description of wetlands is provided on page III.G-3, a figure showing the location of these wetlands would improve the readability of this section.

## **COMMUNITY SERVICES**

24. The “Police Department” headers should be replaced with “Police Protection Services” since there is no “Police Department.”
25. The organization of this chapter is confusing to the reader as it jumps between various topics. It may be clearer to structure it as follows:
  - a. Police Protection Services
    - i. Existing Conditions
    - ii. Future without the Proposed Action
    - iii. Anticipated Impacts of the Proposed Action
    - iv. Mitigation Measures
  - b. Fire Department/EMS [and so on]
26. The DEIS should include copies of any written correspondence with the Putnam County and police, fire, and emergency service providers in the appendices. Telephone and meeting date logs documenting any verbal correspondence should also be provided.

## ***EXISTING CONDITIONS***

27. The DEIS should indicate whether there has been any police, fire, or EMS calls to the site over the past 5 years, in particular the intersection of Route 312 and Pugsley Road, and the nature of these calls.
28. The DEIS should identify the NYS Police Troop unit letter.
29. The Solid Waste Disposal and Recycling section describes residential refuse collection and omits a description of commercial refuse collection within the Town. The DEIS should be amended to describe commercial refuse collection. In addition, the DEIS should identify the transfer station to which solid waste is transported and its utilization and capacity.

30. The DEIS should describe any planned or proposed changes to any of the community services (i.e., police, fire, EMS, schools, solid waste disposal/recycling, and parks/open space).
31. The DEIS should include a discussion of existing parks and publicly accessible open space on and immediately adjacent to the project site. In particular, Tilly Foster Farm and the Barrett Road right-of-way should be described.

#### *ANTICIPATED IMPACTS*

32. The DEIS should include a description of type of security that will be provided at the site (i.e. gated entrances, video surveillance, alarms, and anticipated number of security staff/hours of operation).
33. The DEIS describes proposed fire hydrants on Pugsley Road. The DEIS should reference the site plan sheet where the fire hydrants are shown and a full site plan set should be provided in the appendices.
34. The DEIS estimates a waste generation rate of 0.60 pounds of waste per 100 sf of floor area utilized. The source for this generation rate should be provided.
35. The DEIS should include a discussion of any potential impacts to the availability of open space/parks on and within the vicinity of the proposed project. In particular, the DEIS should address modifications to public access to Barrett Road and Tilly Foster Farm resulting from the proposed project.

#### *MITIGATION MEASURES*

36. In general, these paragraphs should be reviewed for complete sentences.
37. The DEIS should more clearly explain how the revenues from the PILOT would offset the potential impacts of the project as it relates to community services. The DEIS does not provide a break-down of existing tax revenue to each of the emergency service providers. As such, there is no baseline from which to analyze the statement that the PILOT would offset potential impacts.
38. The DEIS indicates that a 269,000 gallon water tank will be required on-site. The applicable codes and generation rates used to size this tank should be referenced.

#### **UTILITIES**

[TO COME]

#### **TAX ANALYSIS**

39. The applicant should consider placing this chapter ahead of the Community Services chapter.

#### *EXISTING CONDITIONS.*

40. The DEIS should include portions of the tax assessment roll related to the 156 parcels in the appendices.
41. Further description of homestead versus non-homestead tax rates, and the reasons for the different application on the various parcels should be provided. The DEIS should identify those parcels that are taxed as homestead versus non-homestead.
42. The last sentence of Section III.J.I.a is unclear should be re-worded. For example, "parcels taxed at the non-homestead tax rate have a total assessed value of \$1,663,600."
43. The DEIS should provide the source for the tax levies shown in Tables III.J-1 through III.J-3.

#### *ANTICIPATED IMPACTS*

44. The DEIS should include more discussion of what a PILOT is and why it is being sought. It is understood that the proposed project is in its early planning stages regarding the PILOT. However,

the DEIS should generally describe the structure of the PILOT in terms of length of time and percent abatement. Regarding the abatement schedule, it is important to note whether the tax revenue would ever dip below existing conditions as that would be an actual loss in tax revenue – as opposed to a loss in potential tax revenue.

45. The public's understanding of the potential impacts/economic benefits of the proposed project would be improved with the provision of an Impact Analysis for Planning (IMPLAN) or similar analysis that presents the potential construction and operational period impacts to the local economy. This type of analysis identifies the number of jobs (in person-years) to be generated directly and indirectly as a result of construction, and calculates income to the local economy from sales of construction material, construction labor, and sales tax (if applicable with PILOT). For the operation period it would identify the approximate number of employees that would be generated by the proposed project, including information with regard to type and salary level.

### **CULTURAL RESOURCES**

46. Please replace the second and third paragraphs on page III.K-1 with the following:

*A large portion of the project site was previously the subject of Phase IA documentary research and Phase IB archaeological field testing in 2005, for the project known as Campus at Field Corners (HPI 2005; OPRHP #05SR55415 and #05SR55416). The combined Phase I report detailing the results of the documentary study and field survey, including the completion of 1189 shovel tests, was submitted to and accepted by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) (R. Pierpont, OPRHP 5/20/2005). These reports were based on the Area of Potential Effect (APE) established for the Campus at Field Corners 2004 site plan ("Campus APE"). An APE is the portion of the site that would experience subsurface impacts as a result of a project.*

*Portions of the APE for the proposed project overlap with the Campus APE. As such, those locations were previously the subject of Phase IB testing per OPRHP standards (New York Archaeological Council 2004; OPRHP 2005) and thus no further study is required. Therefore, the 2017 Phase IA analysis focuses on the portions of the APE for the proposed project not previously analyzed.*

47. The Anticipated Impacts section should be updated to include the dates of the correspondence and OPRHP's response to AKRF's inquiry. Copies of the correspondence between AKRF and the OPRHP should be included in the appendices.

### **NOISE**

48. With the exception of item 2 above, AKRF recommends that this chapter be considered complete for the purpose of public review.

### **CONSTRUCTION**

49. Graphics should be provided to support the textual descriptions of the proposed construction phasing, construction access, materials storage and/or staging areas, lighting and security, and the delivery means and methods.
50. The DEIS should more clearly specify the site preparation that will occur for all building pad sites during Phase I. For example, will the initial phase include all tree clearing, grading, roadways, utilities, and stormwater infrastructure? Or, will some of those elements occur in later phases?
51. The DEIS should describe how the site will be stabilized in the interim phases.
52. The DEIS states that each phase will take approximately 12-15 months. It should include the anticipated start date of Phase I. A month by month break-down for each phase would improve the reader's understanding of the construction phasing.

53. Page III.M-1. The second paragraph under “2. Anticipated Impacts” is unclear and should be reworded.
54. The referenced Erosion and Sediment Control Plan, updated geotechnical plan, and landscaping plan, should be included as an appendix to the DEIS.
55. The anticipated number of construction workers and average daily truck trips should be provided for each phase of the project.
56. The Noise section includes a general overview of potential construction noise impacts. This section should refer back to the Noise chapter, where more quantitative data is provided.
57. It is recommended that an air quality chapter be added to the DEIS. The Air Quality section should reference this chapter.

#### **ALTERNATIVES**

[TO COME]

#### **OTHER REQUIRED ANALYSES**

58. Chapter VII – to the extent that the growth inducing impacts can be quantified, this data should be provided.
59. Chapter VIII – while not a completeness comment, as the applicant moves forward with the development plans, additional green building technologies should be considered.