

III.11 Community Services

Comment No. 11-1

The discussion of the Police Department's capacity should indicate how the police department's response times compare to industry standard measures of police performance. (B-1, AKRF)

Response No. 11-1

The local police departments' response times compare favorably with national industry standards of police performance. According to American Police Beat, a leading law enforcement publication, the average response time nationally for an emergency 911 call is 10 minutes. According to the Josephson Institute's Exemplary Policing Center at <http://josephsonsexemplarypolicing.org/2016/08/average-response-time-about-ten-minutes/>, the reported national average for police response time in 2013 was 11 minutes. The Institute notes that individual cities may measure response time differently because there is no national "standard" for measuring them. This can cause a great disparity in reported numbers. In addition, not many cities 'advertise' their response times.

Thus, the Putnam County Sheriff's Department's response time to the site of five (5) to ten (10) minutes, and the Brewster Barracks of the NY State Police (Troop K)'s response time of ten (10) minutes or less, compare favorably with national industry standards of police performance.

Comment No. 11-2

The discussion of the Fire Department's capacity should indicate if the response time to the site of 13-18 minutes is typical, above average, or below average for a rural/suburban area. For example, the National Fire Protection Association set a standard response time of no

*more than 10 minutes for a suburban area and no more than 14 minutes for a rural area.
(B-1, AKRF)*

Response No. 11-2

The Brewster Fire Department's response time appears to fall within the range of NFPA expectations for communities with both suburban and rural characteristics.

By way of background, whether a fire department is staffed with career firefighters or volunteers makes a difference in response times, because when the volunteers respond to a page-out they have to leave the location they are at (work, home or elsewhere) and get to the fire department before they can actually respond to the emergency. Accordingly, the National Fire Protection Association (NFPA) treats volunteer and career departments differently when it comes to response time standards. For those departments that are substantially (>80%) career there is NFPA 1710. For departments that are substantially (>80) volunteer there is NFPA 1720. The Brewster Fire Department is 100% volunteer, and therefore its response times is considered pursuant to NFPA 1720.

The 13-18 minute Brewster Fire Department response time appears to be within the range of NFPA expectations for communities, like Southeast, with both suburban and rural characteristics. In general, NFPA 1720 [<https://www.nfpa.org/Codes-and-Standards/ARCHIVED/Safer-Act-Grant/NFPA-1720>] provides the following benchmarks:

- **Urban Zones** with >1000 people/sq. mi. call for 15 staff to assemble an attack in 9 minutes, 90% of the time.
- **Suburban Zones** with 500-1000 people/sq. mi. call for 10 staff to assemble an attack in 10 minutes, 80% of the time.
- **Rural Zones** with <500 people/sq. mi. call for 6 staff to assemble an attack in 14 minutes, 80% of the time.

Southeast appears to fall within the lower end of NFPA's Suburban Zone classification, and, as some commenters have noted, contains rural characteristics. According to Wikipedia, the Town of Southeast has a population density of 573 people/square mile. As such, it is technically classified as a suburban zone by the NFPA although on the lower end of this category, but again, as some commenters have noted, it contains rural characteristics.

Therefore, the 13-18 minute Brewster Fire Department response time to the site appears to fall within the range of NFPA expectations for communities with both suburban and rural characteristics.

Comment No. 11-3

JMC was unable to obtain data on "the number and nature of police, fire, and EMS calls" to the site. A study of emergency service calls from similar warehouse/logistics facilities or research on how industrial and warehouse uses compare to other land uses in terms of calls for service would be useful in estimating future conditions. Other information that could help bolster this discussion is whether warehouse and logistics work is more or less dangerous than other professions.

(B-1, AKRF)

There are workers in those proposed buildings. Will they never need EMT people?

(B-3, PH #2, Ms. Kaddatz)

How will this massive proposal impact the police & fire departments?

(B-143, Susan Rebentisch)

There will also be an additional burden on emergency responders, particularly our all volunteer fire department.

(B-160, Donald and Donna McAlphin)

They will increase the need for social services (police presence, fire, EMS, etc.).

(B-135, Alison Yara)

Response No. 11-3

The project is not anticipated to place significant additional demands on emergency services. According to the U.S. Bureau of Labor Statistics for the year 2016, the rate of workplace injuries and illnesses was 5.0% of all workers in the Warehousing and Storage subsector. An injury or illness is considered to be work-related if an event or exposure in the work environment either caused or contributed to the resulting condition or significantly aggravated a pre-existing condition.

For the proposed facility with a total of 1,040 employees over three shifts, and 5.0% annual workplace injury or illness, yields a total of 52 workplace injuries annually. Not all of these occurrences would likely require a 911 call, but even if, to be conservative, it is assumed that they all did, 52 EMS calls would be made annually, or approximately 4-5 per month. According to the Brewster Fire Department website, <http://www.brewsterfiredepartment.org/>, 1,703 incidents were responded to through the 8-month period from January 2018 to August 2018. That is an average of 213 calls per month. The addition of 4-5 potential calls a month from the proposed project represents approximately a 2% increase in 911 calls. Again, however, the number of EMT calls actually generated by the project is likely to be lower.

Comment No. 11-4

The discussion of the donation of Lot 5 to Putnam County's Tilly Foster Farm should clarify if this land will be under conservation easement like the rest of Tilly Foster Farm.

(B-1, AKRF)

Response No. 11-4

The decision whether to subject any property should the County accept it from the Applicant to restrictions, such as a conservation easement, would be up to the County. This is separate and apart from the Applicant's willingness to designate, as part of a project approval, substantial portions of its property that it will retain to future "no build" restrictions.

Comment No. 11-5

Land donation to a municipality or public agency is considered land acquisition. The FEIS should clarify that the land donations are part of the discretionary actions being reviewed under this environmental review.

(B-1, AKRF)

Response No. 11-5

This is an action with the County as the Involved Agency and is so noted in Table I.E-1, "Project Reviews and Approvals Required", in Section I. "Project Description".

Comment No. 11-6

And finally, if anybody sat on jury duty in the last five years, the drug problem in this county is out of control. What does bringing in these warehouses now bring to our area in the sense of the drug use? Where's the policing? Where's the guarantee that there's 24/7 surveillance to that site and no drug dealing is going on?

(B-3, PH #2, Ms. Fay)

Security as major concerns for the foreseeable future.

(B-66, Lori Pesick-Pierro)

Truck stops inherently bring opportunity for crime (e.g., contraband, drugs, prostitution, etc.). Which law enforcement agency will have jurisdiction of this area and how do they plan to police this project?

(B-102, Nina Agnano and Steven Hamel)

There is also the possibility of added crime from the workers who will be in this area.

(B-122, Jeffrey Gampinsky)

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

(B-143, Susan Rebentisch)

Response No. 11-6

The proposed warehouse/distribution facility is not a "truck-stop" but rather a place of business where people are working, and valuable goods are stored. There is no reasonable basis to assume that individuals who work there would be any more likely to engage in crimes and drug dealing than the general population.

Moreover, the nature of the anticipated use (storage of goods) make it incumbent upon any tenant to ensure that the facility is protected by security personnel and state of the art security systems. This may include Loss Prevention Associates, who can enforce a tenant's policies and procedures, as well as automated Trailer Control Centers (TCS), which have a camera that is monitored from inside the facility. If a truck is scheduled for arrival, the truck will be let into the perimeter fenced security area that most tenants are anticipated to install. For the security of their own facility, most tenants want a full perimeter fence surrounding their facility. This burden is typically shifted to tenants as an obligation in the lease. Tenets/users may elect to provide additional security based on their unique operations which may include alarms, exterior staffed security, etc. The individual buildings are sited to facilitate this type of security should it be desired.

The site is under the jurisdiction of the Putnam County Sheriff's Department and the NY State Police, Troop K, Brewster Barracks.

Comment No. 11-7

It usually costs us money, new roads, traffic lights, increased police and fire protection.

(B-35, Christine Capuano)

We do not believe the taxes collected from this project will offset the tremendous costs to upgrade and improve the current infrastructure and roads.

(B-160, Donald and Donna McAlphin)

Response No. 11-7

The Applicant will pay for mitigation measures related to the project, such as the widening of Pugsley Road, extra lanes on Route 312, installation and/or changing the timing of traffic signals, etc.

As noted in Response No. 11-3, a large number of monthly EMS calls is not considered likely (2-3 per month), based on the nature of the industry. Response No. 11-6 describes the proposed site security.

As discussed in detail in the Tax Analysis chapter, even with a Payment in Lieu of Taxes (PILOT) agreement, the applicant would still be paying substantial taxes, which will offset its limited impacts to the community.

Pugsley Road is being totally redesigned and will be constructed according to the geotechnical engineer's analysis to accommodate the truck volumes and loads anticipated for the warehouse/distribution facility. Route 312 is already designed to NYSDOT truck standards.

Comment No. 11-8

Our understanding is that the local fire departments, ambulance and emergency services, do not know about this proposed development.

(B-79, Susan Tullipano & Ken Tullipano)

Please provide comments from the Brewster, Patterson and Carmel fire departments as part of the FEIS. As this facility would be larger than anything around, it's imperative that the fire districts confirm they have adequate equipment.

(B-158, Eric Larca)

Response No. 11-8

The Applicant's representation had a meeting with Brewster Fire Chief Moe DeSantis on September 19, 2018 to discuss the DEIS Plan.

Chief DeSantis indicated at the September meeting that the proposed two lanes in each direction on NY 312 between Pugsley Road and Independent Way will improve emergency vehicle access. The Chief also noted that he appreciated that the developer will permit the Fire Department to utilize the project's proposed water system hydrants to fill their pumper trucks if there is a fire in the vicinity of the project.

Comment Nos. 11-9/11-10

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?*

(B-154, Carlos Passi)

Response Nos. 11-9/11-10

See Response No.10-2 regarding cost of services, which is approximately \$78,000 annually based on the total of 1040 employees. See Response 10-3 regarding timing of the revenue under the PILOT program.

See Response 3-8 regarding what are considered hazardous materials. These materials will be controlled and monitored by each individual tenant, as a condition of their lease.

See Response 12-2 regarding measures to control fires, including plastics, tires, and similar materials.

Pugsley Road from Route 312 to Barrett Road will be constructed as a heavy-duty roadway, designed to accommodate large trucks and heavy weights. This will help reduce the need for maintenance.

Comment No. 11-11

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?

(B-155, Cathy Croft)

Response No. 11-11

Discussions with the Brewster Fire Department confirm that it would not need special equipment to handle an emergency at the proposed warehouse/distribution facility.

Comment No. 11-12

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.

(B-156, Patricia Ann Yara)

Response No. 11-12

Freon, the former industry-standard R22 refrigerant, is being phased out worldwide, and is typically only found in older air conditioner systems, which will not be used on the site. Should a tenant decide to install air conditioning, it will be installed without Freon, and comply with all applicable regulations. All materials will be recycled according to all applicable regulations. All costs of recycling will be borne by the Applicant and/or tenants, using private recycling firms. There will be no cost to the Town. Recycled materials and garbage (to be removed by a private carter) will

be disposed of at licensed facilities in accordance with all applicable regulations. Each of the buildings will have two trash compactors. All trash and recycling will be stored in secure containers prior to pick-up by the carter.

For a discussion on responses to potential spills, please see Response No. 17-3.

Comment No. 11-13

And burden on the school system were not credible to me.

(B-172, David Buckner)

And child bearing by a huge number (800) of employees who would be inclined to live close to their place of work seemed disingenuous.

(B-172, David Buckner)

Response No. 11-13

See Response 10-28.