

March 8, 2022

Thomas LaPerch, Chairman  
Town of Southeast Planning Board  
1 Main Street  
Brewster, NY 10509

**Re: Response to AKRF, Inc. Memorandum  
Lincoln Logistics Brewster  
Town of Southeast, NY  
Langan Project No.: 190065201**

Dear Mr. LaPerch:

Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C. (Langan) is in receipt of a memorandum from AKRF dated February 22, 2022 regarding the above referenced project. On behalf of the Applicant, Brewster Industrial Owner LLC, below is our itemized response to your comments. Comments are *italicized* and response are in **bold**.

AKRF Comments dated February 22, 2022

Building A Entrance

*Comment 4a: The security booth has been moved further in on the site from the entrance. While this increases the queueing space along the entrance back to Fields Corner Road, it presents the following issues:*

**Response: The Applicant has elected to eliminate the security booths because their tenants do not typically require them. Sheet C-102 has been revised to reflect this change.**

*Comment 4ai: Trucks rejected at the security booth will need to traverse all the way to the south end of the building in order to turnaround at the roundabout. In the previous layout, rejected vehicles could turnaround at the roundabout just past the security booths and did not need to enter the truck loading area at all.*

**Response: Modern day warehouse/distribution facilities operate extremely efficiently; therefore, we do not expect or believe that trucks will arrive at the incorrect building and need to turn around. If this occurs, the truck has the ability to turn around within the truck court area.**

*Comment 4aii: Trucks queued at the security booth could potentially block the employees/visitors exit lane.*

**Response: The security booth for the entrance to Building A has been eliminated allowing for a more continuous truck traffic flow to prevent blocking the employee/visitors exit lane.**

*Comment 4b: A revised truck turning path analysis (Autoturn) should be performed to ensure that trucks can navigate the revised driveway layout.*

**Response: Enclosed is a truck turn exhibit for Building A demonstrating that trucks can navigate around the revised driveway layout.**

Building B Entrance (see attached site plan markup for illustrated depictions of comments)

*Comment 5a: As there are now two separate entrance driveway to Building B, signs should be present to designate for which vehicles each entrance is designated for. These signs should be placed on Fields Corner Road as well as the driveway entrances.*

**Response: Additional signs were added on Fields Corner Road as shown on Sheet C-103 to differentiate the driveways designated for employees/visitors and trucks leading up to Building B.**

*Comment 5b: Some of the signage at the northern driveway appears to be unchanged from the prior layout and references separate employee/visitor and truck lanes. Since there is now a single lane this signage no longer applies*

**Response: The signs at the northern driveway were revised as shown on Sheet C-103 based on the latest traffic flow patterns.**

*Comment 5c: Verify that for both single lane entrances to Building B, queues would not spill onto Fields Corner Road.*

**Response: The security booth for the entrance to Building B has been eliminated allowing for a more continuous truck traffic flow to prevent queuing onto Fields Corner Road.**

*Comment 5d: Additional signage is recommended for placement as per the attached denoted site plan.*

**Response: Sheet C-103 was revised to include additional signage as denoted in the provided marked up site plan.**

If there are any questions regarding these responses, please feel free to contact me at 914-323-7411.

Sincerely,

**Langan Engineering, Environmental, Surveying,  
Landscape Architecture and Geology, D.P.C.**



Michael Finan, P.E. LEED AP  
Associate Principal/VP

cc: Robert Shenkel – Lincoln Equities  
Anthony Veneziano – Veneziano and Associates

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