



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

34 South Broadway  
Suite 401  
White Plains, NY 10601  
tel: 914 949-7336  
fax: 914 949-7559  
[www.akrf.com](http://www.akrf.com)

## Memorandum

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**To:** Town of Southeast Planning Board  
**From:** AKRF, Inc. (A. Ley and A. Auld)  
**Date:** March 22, 2022  
**Re:** Lincoln Logistics Brewster (CCFC)  
**cc:** Langan Engineering, Environmental, Surveying, Landscape Architecture, & Geology, DPC

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AKRF, Inc. has reviewed the following documents and plans for the above referenced application:

- Letter from Anthony Veneziano, Jr. to Chairman LaPerch, dated February 4, 2022
- Town of Southeast Site Plan Application, dated February 7, 2022
- Site Plan Drawings (97 sheets), prepared by Langan Engineering, dated February 3, 2022
- Subset of revised Drawings (5 sheet, C-101 through C-105), prepared by Langan Engineering, dated March 7, 2022
- Coverage Comparison Map, prepared by Langan, dated February 3, 2022
- Full EAF, dated February 10, 2022
- Architectural Floorplan and Elevations, prepared by ARCO, undated
- Stormwater Pollution Prevention Plan (SWPPP), dated January 28, 2022
- Truck Turn Exhibit, prepared by Langan Engineering, dated February 28, 2022
- Traffic Evaluation memo, prepared by Langan Engineering, dated March 8, 2022

### **PROJECT DESCRIPTION**

Lincoln Logistics Brewster (the "Applicant") proposes to amend the site plan for the previously approved Commercial Campus at Fields Corner project located on Fields Corner Road in the OP-3 and RC Zoning Districts of the Town of Southeast to address potential tenant needs (the "Proposed Action"). The Applicant proposes driveway realignments for Buildings A and B, minor façade modifications to Buildings A and B, and footprint changes to Building B. Changes to Building B include: elimination of the "tuck under" loading docks; narrowing and lengthening of the building by 19 and 88 feet, respectively, (overall square footage would remain the same) condition; addition of walls in non-visible areas; and an increase in the number of dock doors from 98 to 121. Overall, the proposed changes would reduce impervious area within wetland buffer by 600 sf, would reduce impervious surface area by 19,095 sf, and would reduce the limit of disturbance by 8,420 sf. The Proposed Action requires a site plan and wetland permit amendment from the Planning Board.

## GENERAL COMMENTS

The Applicant provided revised drawings and supplemental materials in response to comments from the Planning Board and its consultants. Comments from AKRF's 2/22/22 memo are recited below in *italics*, new and follow-up comments are provided in **bold**.

1. *The Applicant should provide more detail on the proposed minor façade modifications. This could be provided in a narrative.*

**Comment not addressed.**

2. *The Commercial Campus at Fields Corner project was the subject of an Environmental Impact Statement (EIS). The Planning Board issued a Statement of Findings for this Type I Action on September 28, 2020, and Site Plan Approval on February 22, 2021. The Applicant has demonstrated that overall, the Proposed Project would reduce the potential wetland impacts, reduce the amount of impervious surface, and reduce the limits of disturbance from what was previously analyzed. However, the Proposed Project would increase the number of truck bays from 98 to 121 and the potential traffic impacts should be more specifically addressed by the Applicant.*

**Comment mostly addressed.** A traffic evaluation memo was provided. Based on data from other local warehouses and experience with warehouse development across the county, peak hour trip generation projections are a function of total square footage rather than the number of loading docks. With the reduction in square footage and site circulation adjustments as compared to what was evaluated in the FEIS, no additional impacts to traffic are anticipated. However, the memo references the trip generation numbers from the FEIS that are based on the ITE Trip Generation Manual 9th and 10th Editions. Since the latest version of the ITE Trip Gen Manual is the 11th Edition, it is recommended that Langan provide a brief comparison of the 9th/10th Edition trip gen numbers with the ITE 11th Edition numbers to confirm that the conclusions would be unchanged with the use of the ITE 11th Edition rates.

3. *The Proposed Project meets the Town of Southeast definition of a "Minor Project" since it would not involve an increase in square footage or development footprint from what was previously approved.*

**No further comment.**

## TRAFFIC AND CIRCULATION COMMENTS

4. *Building A Entrance:*

- a. *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:*

- i. *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.*

**Comment addressed. The security booth has been eliminated.**

- ii. *Trucks queued at the security booth could potentially block the employee/visitors exit lane.*

**Comment addressed. The security booth has been eliminated.**

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

**Comment addressed. A truck turning diagram was provided.**

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

- a. *As there are now two separate entrance driveways 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 at the driveway entrances.*

**Comment addressed. The requested signs were added as shown on Drawing C-102.**

- b. *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.*

**Comment mostly addressed. Signage was revised on Drawings C-102 and C-103. However, the placement of a "One-Way" sign near the Water Treatment Plant should be verified (see attachment).**

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

**Comment addressed. The security booth was eliminated.**

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

**Comment addressed. Additional signs were added as requested on Drawing C-102.**

#### **RECOMMENDED ACTIONS**

At the March 28, 2022, meeting, AKRF recommends that the Planning Board open and close the Public Hearing with a 10 day written comment period.

Please verify the placement of a "ONE-WAY" sign at this location. This may cause confusion for vehicles exiting the Water Treatment Plant since the intersecting driveway provides two-way traffic flow.

PROPOSED WATER TREATMENT BUILDING (SEE DRAWINGS PREPARED BY MILNES ENGINEERING INC.)

PROPOSED MAINTENANCE ACCESS ROAD (TYP.)  
PROVIDE 5" CURB BREAK FOR DRAINAGE (TYPICAL)

PROVIDE 15' LENGTH OF 6" HEIGHT SIDE CURB BETWEEN 5" CURB BREAKS (TYPICAL)

PROPOSED CURB (TYPICAL)

PROVIDE 14" DIAMETER X 13' HIGH 100% WATER STORAGE TANK IN GREEN COLOR WITH A 14,000 GPM CAPACITY (SEE DRAWINGS BY MILNES ENGINEERING INC.)

SEE NOTES 2, 3, AND 4

PROPOSED NYS DOT TYPE 1 GALVANIZED BOX BEAM CURB RAIL END ASSEMBLY

EXISTING PAVEMENT TO BE REMOVED (TYPICAL)

PROPOSED "FIELDS CORNER ROAD" AND "BARRETT ROAD" STREET SIGNS (D-3)

