

I pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation, under God, indivisible, with liberty and justice for all. I'll call the town board public hearing to order at 7.32 p.m. This is a public hearing, it's a little different once you have two boards here, the town board and the plain board. This is a public hearing regarding an application for the town board as a special use permit before the town's planning board for the draft environmental impact statement site plan architectural review.

At this point the town board, the applicant is the Chester SS, the section block 1 is section 54, block 1, lot 50.12, also known as Craigville Logistics. At this point I will move to the planning board for them to update everything. The town planning board will call to order, we have two public hearings at 7.03 p.m. This is a public hearing, we welcome public comment regarding the town's special use permit, the town's planning board draft environmental impact statement site plan architectural review, and comments on any potential adverse environmental impacts from the proposed application.

This is a public hearing where we receive public comments that the applicant will respond to the town board and planning board in writing. I will call rows at a time for anyone who would like to make a comment. When I point to your row, we'll do it one at a time, you come up to the microphone, you state your name, your address, in which the comment is.

You can talk about all three, not all three, if there's a certain thing you want to talk about directly, the environmental, the site plan architectural review, the special permit, you can do that as well. So I'm going to begin with my right body row, and we'll go this way. Joyce, please come up to the podium, to the microphone, state your name and your address.

And we're going to record what you're saying, and then the applicant has to respond to us regarding your concerns. Okay, Joyce Browne, 6 Oxford Depot, Chester. And my question is on the letter that I received, on the letter that I received, there says that they want 60 additional trailer parking spots.

I would like to know what those 60 extra spots are. If they have a warehouse for 89 days, and the trucks are coming to deliver or pick up, what are those extra parking spaces for? Are there going to be trucks there with cargo in it that they're going to store it? Are they going to use those parking spaces for trucks that the drivers cannot continue to drive, that they're on sleep time or something? So I would like to know what those 60 spots are. So, we're recording it by video also.

We're recording it by video, the applicant's recording it by video, and also our clerk is recording it, so they'll have to answer your concern. Okay. Okay? That's it.

Okay, thank you. Thank you. Next Okay. Okay

gentleman here.

Anyone in this room? Right, come on up. Again, please speak into the microphone, speak your name and your address. Hi, Ryan Kitzrow, 120 Round Hill Road, Blooming Grove.

Over the past year or so, I don't know exactly the timeline that this application has been under review. I applaud the applicant for working together to try to align this project to our zoning code, to try to align this project to the site where it's being proposed at. And making a number of modifications over the course of this past year to accommodate that.

My concerns and comments today are that I still think that there are adjustments that still need to be done to better right-size this to our zoning code at this site. So my first point of concern is on the overall volume of truck traffic that's expected at this warehouse. There's an immediate base, you know, and there are many homes nearby.

This is still essentially a residential neighborhood. I think it's a burden on these residents to have that volume of truck traffic. Additionally, that volume of truck traffic, as has been frequently and clearly noted, there's implications with truck traffic turning the wrong way and getting stuck under a bridge. Opinion Noted

And then, or turning the right way. And that volume of truck traffic going to Chester, and it's a burden to Chester and everybody on that path as those trucks make their way to the quick way. So initially, the size of the warehouse itself at 500,000, roughly 560,000 square feet.

At that location, next to the heritage trail, I feel like it's still not sized right given that location. Many of us are familiar with the way that warehouses of this size in Middletown, Newburgh, and Montgomery stand out and take over the landscape that they're placed into. I think we have to be cognizant of that. Opinion Noted

And again, right next to the heritage trail, there's probably ways, whether it's splitting up, whether it's a smaller warehouse, whether it's splitting this up into multiple buildings, whether it's decreasing the height that we can minimize the overall visual impact at that location to make it more right-sized to the location in the town that's being proposed.

And then lastly, my comment on the overall amount of impermeable services.

So there's been a significant decrease in size over the past year for the proposed warehouse.

But we're still looking at, between the warehouse, and the parking lot, over a million square feet of impermeable services, which, given the amount of development in this area of the town and the county, I feel like it's really our responsibility to try to decrease that as much as possible to minimize negative environmental impacts. And so I encourage the planning board and the work of the applicant to try to come up with ways that we can further decrease that. I believe the town board has worked.

I believe that there was a decrease in parking requirements for the warehouse, and so there's been some progress made for that. I think that's fantastic. But a million square feet of

impermeable services is still an awful lot, and there's going to likely be more added to this general area for additional products proposed.

I think it's our responsibility to really decrease that. Thank you. Thank you.

Thank you. Jean? Hi. Jean Galli, 2796 Route 94 Blooming Grove, NY.

I'd just like to reiterate one of the things that Brian had said, and that is the location of this very large facility near the rail trail, which is like one of the special privileges of being in this community, of being able to enjoy that outdoors in the sense of something that's special. And we have all now witnessed how skylines in the region have changed because of the increase of warehouses like this. So if, again, just as Brian suggested, if there's some way that they can work with the board to try to minimize it, to try to be aware of the fact that people live here, that people enjoy the outdoors here, that would make – it's already difficult to accept that this is going to be something that's going to be there, at least being in the capability, so that it's not so overwhelming for that trail.

Thank you. Thank you. All right.

So we're going to begin with the second order. The gentleman in the gray shirt on the left. I'll let you go first.

Okay. I'll go second. Again, speaking to the microphone, we'll just need your name and your address, and then we can start.

Sure. My name is Larry Dysinger, 46 Odyssey Drive, Chester, New York. I'm a 33-year resident of Chester, former six-year member of the Chester Planning Board, and currently the town councilman for the town of Chester.

When a planning board reviews a project, they need to not only understand the impact it will have on their town, but they have an obligation to consider the impact on neighboring towns. While, looking at the drawings, I have a number of concerns about the project, but that's not really my concern. I don't live in the town of Bloomingdale.

However, my concerns have to do with the impact to Chester. Those concerns are primarily traffic. In the DEIS, under interested agencies, it does not list the planning boards for either the town or the village.

I don't know why that was the case. You basically left them out. They should be a participant in that since the town is impacted.

Should the project be completed and given a certificate of occupancy without upgrading the surrounding road infrastructure, the roads within the town village of Chester will have a significant increase in traffic, particularly truck traffic within Chester on some of the roadway,

which is Route 94 and Route 17M, as well as the Exit 126 interchange.

On page 77 of the DEIS, there are several warehouse projects in Chester that are not listed in that document. I can think of probably four.

So that's from that truck analysis. On page 79, it states that 40 percent of the trucks are expected to arrive in the north via Route 17 traveling southbound using Exit 126 to access Route 17M. So they have to use that interchange and then tie up, you know, go through the village of Chester.

So that's going to add a lot of traffic. That interchange during rush hour is pretty heavily congested as it is. You add this project and even the projects that are listed in the DEIS, that's going to be a serious problem that needs to be addressed.

The study does not list an alternative for southbound traffic going south on Route 17 to exit on 130, turn around and go back west on Route 17 and get off on Route 208. Why is it not listed as an alternative? That would eliminate the traffic getting off of Exit 126. That should be considered.

The forementioned project should not receive a certificate of occupancy until the new Exit 128 interchange has been completed to handle inbound and outbound traffic to enter and exit Route 17 from both directions. If that is the case, then Chester will not be impacted. Thank you.

Thank you. My name is Tom Becker. I live at 163 Lehigh Avenue in the town of Chester.

And like Larry, I am a board member for the town of Chester. I'm a long-term resident of the village and the town. I've been here most of my life.

I know that traffic is the biggest issue for this project because of the impacts it could have on the village. I noticed the DEIS that no consideration was given to traffic traveling down Craigville Road to Graycourt Road, which would dump onto Lehigh Avenue in the town of Chester. The intersection where Lehigh Avenue meets Graycourt is kind of a confusing intersection there. It's not a safe intersection. It doesn't get a lot of traffic. But just the layout of that intersection, I know the DOT is also looking at that intersection for future 86. And hopefully they can make some upgrades to that area. And I guess there's a couple of different options for this project also. I think the applicant, along with other proposed projects in the area, could possibly work with New York State DOT to get the proposed Exit 128 upgrades done in a more expedient way.

Allowing for less traffic to travel into the village of Chester. I know with the Legoland project, that's a much bigger project, but they built a whole interchange for access into the facility.

This is something that I've seen taking place also in the town of Chester, where projects have worked together to gain access to avoid residential areas. By working together to make access roads through multiple projects. And with multiple projects coming in this area, it's a good possibility that they could work with the DOT and hopefully get that project moved forward and in place before these projects get finalized.

I also have concerns with the 17M, Lehigh, and Kings Highway interchange in Chester. That wasn't taken into consideration in the DEIS also.

17M goes through that intersection to get to Exit 126. The existing bridge in 17M is deteriorating. I know the DOT is in the process of doing some engineering on the bridge. I would hope that the upgrades on the bridge could take place before this project gets finalized. Because if they get into a situation where they cut that down to one lane to do the work on that bridge, the extra traffic to that location is going to make things a lot tougher also.

And I guess the only other option would be for this project to, again as Larry had mentioned, wait until the remedy could take place for the interchange by this location so that access could be made on and off without having to enter other paths. Thank you very much. Is there a second over to Ken? Good afternoon.

Ken Wasley, 15 Primrose Lane, Chester. So, what I received the mail about this truck today from my area, I thought this was just a piece of the difference. We built 12 years ago in Primrose Lane, beautiful subdivisions, invested everything we had in it only to see this.

This is crazy. This is being put on a farm. Right across the street, there's cows out there every day.

Do you see that? There is zero infrastructure, someone says 17M for almost 20yrs was a complete pot hole that was finally fixed by numerous grants and was finally straightened out.

But there is no room for anything like this in a private subdivision or a private community. There is, however, room for this now by UPS, which is located on Black Meadow Road, wherever it is, and by UPS. As a matter of fact, there's a number of these vacant facilities that are ready to go back.

There is no reason for anything like this in a private community. The other thing is that if one of the homes in Primrose was subdivided, this is literally right behind it, which means, I don't know, there's another 12 or so families in my subdivision with young kids. Do they need to have all these trucks and a food shipment and anything else that's going to disrupt the landscape? I don't think we need any of this.

So, in my opinion, there's plenty of other spaces for this that I think it has to be, but it certainly doesn't have to be right there as it's being planned. Thanks. Thank you.

Anyone want to move down? Again, please state your name and your address. Hi. Allison McVee, 51 Whitetail Road, Chester.

I notice that this project is in a scenic gateway overlay district, a scenic viewshed overlay district, and a service water overlay district, so I have some questions regarding that. There's a 100-year floodplain on this property, correct? Correct me if I'm mistaken. I believe it's a 100-year floodplain on this property, so I want to know how the million square feet of impervious surface is going to affect the 100-year floodplain and what's going to be done to mitigate that.

I believe there's a prehistoric site located on the property. I want to know what's going to be done to protect that. I'm concerned about the lighting and regarding how it's going to affect the wildlife.

I understand there's three endangered species possibly living in this area, bog turtle, Indian bat, northern long-eared bat. I want to know what's going to be done to protect these species. What will the site and sound buffers be for the heritage trail? Because it's going to be really close, so I want to know what that is going to be.

How are you going to conceal this giant building? Because in that district, anything unsightly should be concealed. So a giant building in the middle of a wetland, a natural area, is pretty unsightly. And I'm wondering, again I think Ryan said something about maybe dealing with the building mass and making it more workable so that it's not unsightly, so that it can be hidden when you're trying to enjoy the heritage trail.

Are there distinctive features like the tree canopy and stone walls, scenic views? How will that stuff on that property be preserved? And how will you ensure that there's no modification to the floodplain area? Those are kind of my big concerns and questions about this project. Thank you. In the third row, the gentleman with the striped shirt.

Is that where you're coming from? Thank you. Good night, everyone.

My name is Demochi Collin.

I'm from Orangeville Road. Approximately 13 years ago, I moved from the city to Orange County. And to say the fresh air was a breath of fresh air, it was such a displeasure when we received this letter of this impending infrastructure.

I was very concerned. One of the things I like to do in the morning when I walk my dogs is to look over the heritage trail and I literally look at the beauty that it is. To have this project in this residential area is a huge concern.

Not just from an aesthetic standpoint, but also health. With all the volume of traffic of trucks, air pollution, and all these things, how will it impact my quality of life as well as my neighbors? I have the privilege of pastoring the church in the community of Spring Valley, Rockland. And I've seen how that community has changed tremendously.

Where nine Spring Valley communities have changed into these massive buildings. Matter of fact that's one of the biggest issues in Spring Valley that I've passed is there's nowhere to park. And what I'm saying is with the size of this project, it's definitely going to impact the community, the volume of traffic.

What are the plans in place to alleviate this? It's hard to imagine that, and I know people are talking about doing different things, I don't see how you can take a factory, a warehouse of this size, and make it beautiful enough not to change where I live. So with that being said, I would say that maybe we should take a look at other options. I heard a gentleman from Chester made some great points.

But it doesn't necessarily affect him looking at the factory because he doesn't live where I live. But it affects me and others. So I want to say to everybody who are decision makers here, consider the fact that you would live maybe half a mile from this project.

How would you feel about it? And how would it affect you? I'm only 43 years old, but I'm looking forward to having grandchildren to come over and play. You know, enjoy the outdoors and the heritage trail. So I want us to really think about this and think about how many people this is going to affect.

Thank you for your time. Thank you. Gentleman with the white jacket.

Can you please speak into the microphone and state your name and your address? Robert Hinkleman, 7 Garnet Hill Road, Chester. So, I've heard a lot of people speak here. I haven't heard very many good things about this project so far.

I'm greatly concerned about that. We have enough issues with traffic, as it is already. Old Mansion Road is, like, getting destroyed.

Someone had mentioned how they just finally did something about 17M. So now we're getting ready to go back to destroying it with all the assumed traffic for this type of project. Also, I'm live at the bottom of Garnet Hill Road, and my understanding is this needs to be behind my property.

I'm concerned about the aesthetics of that, the light noise, the light pollution, the noise pollution. The traffic. To me, it's a lot more personal, because I don't want to be possibly seeing this every day and ruining, you know.

One of the main reasons I moved to Orange County and bought a single-family home with a nice piece of property. And I hate to have that destroyed. Not destroyed, but, you know, ruined for a project like this when there's other options.

People talk about other options. There's also been times there was a whole lot of thought on the infrastructure issues. Someone mentioned, let's get, you know, the major infrastructure taken care of before you try to bring these types of projects in our residential communities.

And lastly, I'm worried about where it's going to go from here. You put in one warehouse, how many acres of land do they have that they purchased for this project? And what's the intent of going forward? How many more warehouses are there going to be? How many more trucks? How much more noise am I going to have to deal with than people in my community are going to have to deal with? It's not right. It's not why we moved to this community.

And it's not the best thing for the aesthetics of our particular residential area. It might be okay for other areas, but not for us. Thank you.

The gentleman in the suit. I'm Jordan Ely. I live at 5 Garnet Hill, also in Chester, New York.

I'm not going to repeat what a lot of people have said. People have brought up a lot of good points. I moved here 20 years ago.

Built a home in this community. I grew up here in Orange County. And what I'm saying in Orange County, I feel as though there's a lot of other areas in Orange County where there's these warehouses that are going up that are more suited for this environment.

The Maybrook Burroughs, the Montgomery's, one of these non-residential neighborhoods. I have concerns, like most people, about a lot of traffic. Again, not to repeat things.

I try not to do that, but the traffic coming in and out of this facility, the overpass underneath Heritage, for the Heritage Trail, with trucks making a left on this facility, going the wrong way, is going to be problematic. Again, I have concerns personally about the light impacts and the noise impacts. I will be able to see this from my house, and it's a 200 plus acre property, and they have the building tucked right up against the Heritage Trail, as close as they possibly could, closest to the residences in the neighborhood.

I'm assuming that's because of planning for future development of the parcel, but I don't know that, but it just seems as though, you know, 200 plus acres, and they have it tucked in right up close to where the houses are. So I do have concerns about the noise impacts. I don't know what the hours of operation are going to be on weekends, nights and weekends, with trucks and backup alarms.

And the only other thing that hasn't been brought up, I have concerns with the well. In our area, we're all on wells, and I don't know the water usage in this area, I understand it's going to be



wells, and I don't know how that's going to impact our wells in our area, because I know my well basically just runs to support my area. Thank you.

Thank you. All right, we'll go to Red Shirt. Good evening.

My name is Patrick Foran 3 Garnet Hill Chester. And as Jordan was just saying, I don't want to repeat a lot, but I am very concerned about the amount of trucks, and you just don't have the infrastructure at all.

I don't know what's going to happen in the future, but I just have a nightmare in my mind. I was going to use my Hunts Point. If there's not enough space there, they're going to be on the side of the road, just waiting, waiting, waiting.

I just don't want my neighborhood to turn out like this. Thank you. Thank you very much.

I can't see. Okay, so the last row is John Bailey. I know I'm going to be in trouble in this one.

Okay. So I'm listening to everyone. My name is John Daly.

I'm on Clove Road. What's your address? You have to keep this for the record. I need your address.

Clove Road. What's the number? 554. I'm sorry.

I'm not used to this. I'm not just used to being one of those passionate types. Nonetheless, I agree with everything in regard to traffic.

But, you know, I agree with everything in regard to traffic. But, you know, no one's offering a remedy, a way of getting around the traffic issue. We have a lot of traffic scenarios going on right now, 208, putting in stoplights and all that.

People used to be able to get over pretty quickly in a five-minutes house, maybe 20 minutes. We have traffic building, and it has nothing to do with trucks. This is a high-density scenario, OK? So what are we going to do? We're going to take the trucks and say, we don't want them.

And we're going to trade it off for what? High-density housing? Are we going to say, let's bring in 1,000 cars as opposed to maybe 500 trucks? There's no easy answer to any of this, but I do know this much, is that this town is dying to get rateables. It needs rateables, just like Chester, with all of its headaches, OK? The rateables have something to say about how it affects the ability to live in an area where we can afford to live in the same area. So rateables are important.

And putting that aside, it's crazy. I can agree with all of the concerns about having trucks coming in and going out onto the quick way, whether it routes itself one way or the other. But the amount of exposure on something like that, I guarantee you that it will be dropped if you begin to put in,

and this will happen, if you do not utilize what you have in one way, another way will materialize, and that will be high-density.

High-density has a whole different animal to it. And the other interesting thing you can consider is that at least with a situation with a developer in regard to the warehousing, you can extract some conditional situations. You cannot do that.

You will not be able to do that with high-density housing because it's protected. It's protected from all the various rules and laws that are out there to actually support and advocate a high level of high-density. Housing seems to be a big issue right now.

So what's going on? Housing also is going to become a problem in the sense of too much in an area where it's too low to accommodate. And that includes tax base. That includes everything regarding traffic and pollution and all the things that come along with high-density.

We all know how that works. But we have to be wary of the fact that it's going to hit us now if we don't make a decision one way or the other. Yes, again, I agree with all these concerns.

But at the same time, we are in a very, very, how can I say this, a very serious decision process that you have to take. And I hate to say this. It's almost like politics over there in government.

We are in a position of taking the least of the two evils. And that's where it comes down to. So that position in particular, where we've got to be really clear about what is really truly forecasted in regard to the actual traffic as opposed to actual traffic in another way.

We need to be clear about that. Otherwise, we shouldn't do something for it. This is very important to know and understand because it's all said and done.

If we defeat this warehouse initiative, you're going to be facing another one big time, big time. Open space is actually disappearing right in front of us all the time for a very serious reason. And we need to consider all those aspects of this before we make any decision.

Thank you. The next gentleman in the green shirt. I'm Sharon Peloso, 11 Judson Lane, Cambell

Hall.

My first question is, I had looked up on the website that this property was zoned agricultural and fields crops. Has there been a change? Just to correct you, because this was brought to our attention before. So we have a map.

It's a zoning map. It was adopted in 1962, November of 1962, August of 63, March of 68, and then 1970. It shows this area as industrial, non-industrial.

So the county has it wrong on their website? And then in 2016, it was ORI, Office of Research Industrial. And then after that, in 2016, the town board not this town board, the previous town board brought it back to non-nuisance industrial. So because this was brought to our attention, we pulled out a historical map, which we're required to keep.

And it shows from 1962 to 1970, it was the same zoning that it is today. OK. Thank you very much.

It's related to the river. OK. And as other people have said, I'm concerned about the amount of traffic that's going to be brought to the area.

Pollution, sound, light, and also air pollution from the vehicles that are going to be there. The other thing is also the road infrastructure is not going to be able to handle the amount of trucks and stuff that are going to be driving across that overpass there to get into the property. And also, this property, I've heard a million square feet of ground surface there, which is going to be on, I believe, it's 60 acres.

What's the determination for the other 140 acres that are left there? And is the area going to be able to handle the well and septic area that's going to be needed for that property? Thank you. You're welcome. OK.

So with this, there's two, again, three different public hearings. We'll switch over to the town board regarding the special use permit public hearing. And then the planning board regarding the draft environment impact statement.

The planning board most likely is going to keep the site plan and architectural review open as well. So after hearing comment, I will now call for a motion to close the public hearing regarding the town board's special use permit and leave open for written comment until May 3, 2024, close of business. May I have a motion? Second.

Second by Steven. All in favor? Aye. Opposed? Abstain.

We will close the public hearing with the town board public hearing for the special use permit at 7.38 PM. And now the town planning board will take action. OK.

After hearing the comments, I will now call for a motion to close the public hearing regarding the town board's draft environmental impact statement. I'd like to take a motion. All in favor? Aye.

Thank you. Now, may I have a motion to close the public hearing? I'll make a motion. Second.

All in favor? Aye. Any other written comments? We're still going to be welcoming until May 3. So any comments or concerns you have, please send them directly to the town board. OK.

Thank you very much. So at this point, we're just going to take a little recess. The planning board is not going to stay for the town board meeting.

We're going to ask Pat Brady, who is the planning board engineer. He's going to stay. But we're going to give a few minutes for the planning board members, the planner, and the attorney for the planning board so that they can come.