



# Executive Summary

## 1. Description of the Proposed Action

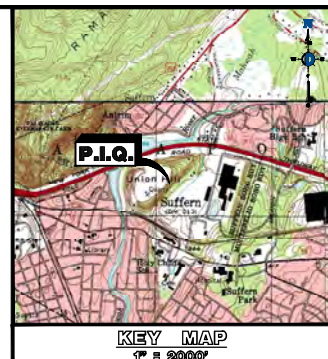
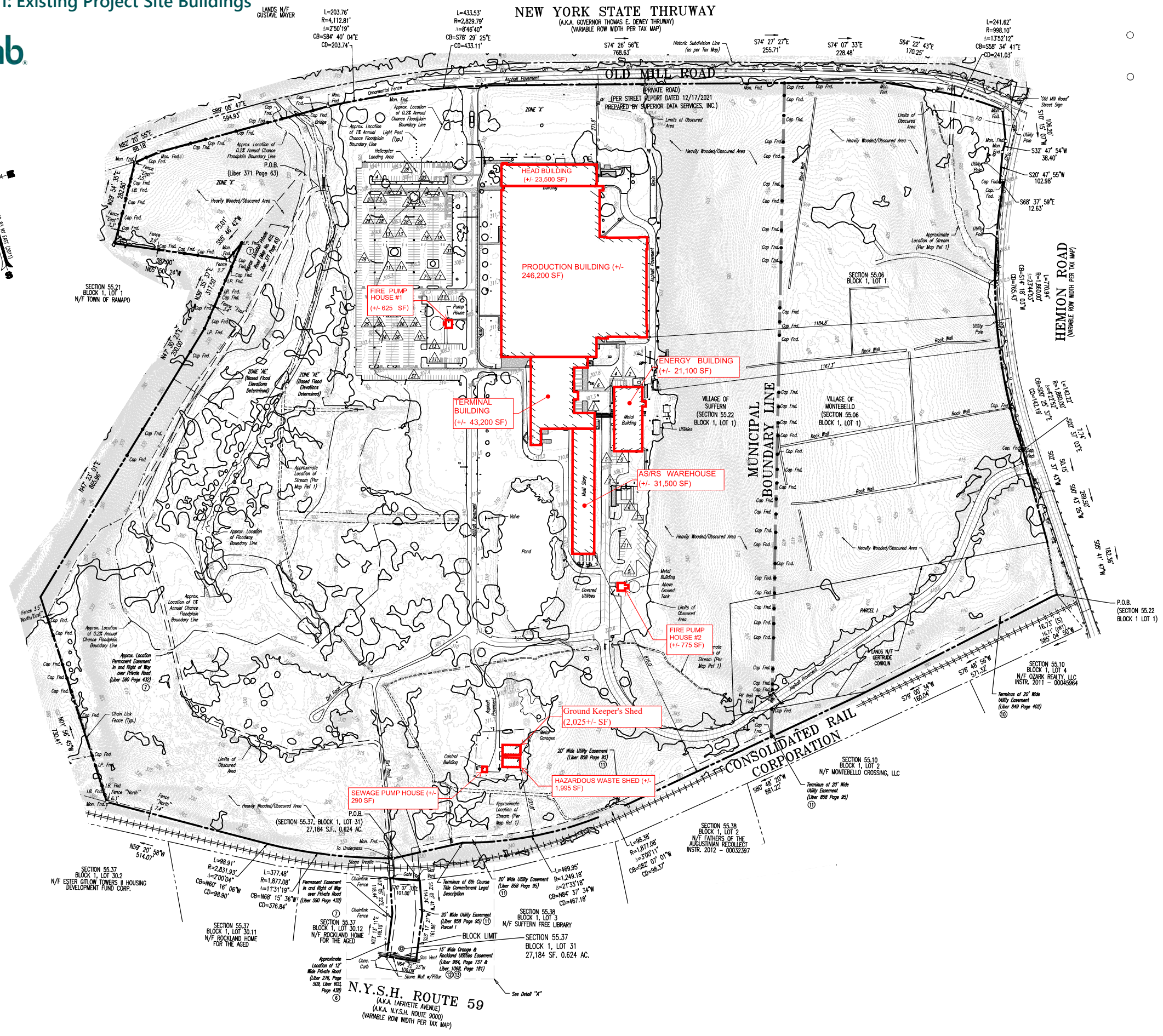
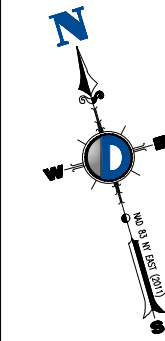
IV2 Rockland Logistics Center LLC (the “Applicant”) has prepared this Draft Environmental Impact Statement (“DEIS”) for the proposed redevelopment of a warehousing and logistics center on the former site of the Novartis Office & Manufacturing Facility. The “Project Site” or “Subject Property” is located in the Village of Suffern and the Village of Montebello, Rockland County, New York. The proposed redevelopment project includes demolition of the existing 533,000 gross square foot (GSF) Novartis pharmaceutical complex and construction of three (3) Class “A” warehouse/wholesale distribution facilities (the “Proposed Project”). The facilities to be located at 25 Old Mill Road would include 1,221,800 SF of new warehouse construction with associated loading bays, trailer storage spaces and other site improvements including, but not limited to, lighting, landscaping, utilities, and stormwater management facilities. The new warehousing and logistics center would include Building 1 consisting of 963,100 SF, Building 2 consisting of 170,500 SF, and Building 3 consisting of 88,200 SF. The Project Site is located within the PLI – Planned Light Industrial Zoning District wherein warehousing uses are permitted as of right under the Village of Suffern Zoning Code. A special use permit will be required from the Suffern Planning Board for disturbance within the portion of the Project Site that lies in the Suffern Floodplain Overlay zoning district. The Montebello portion of the Project Site is located in the PI-C – Planned Industry-Campus Zoning District of the Village of Montebello. The Montebello HSR – Historic & Scenic Roads Overlay zoning district applies to the Montebello portion of the site, which extends 250 feet from the center line of Hemion Road. No buildings are proposed for the Montebello portion of the Project Site. See **Figure I-1** for a layout of the existing buildings and **Figure I-2**, showing the proposed layout of the site.

Access to the Project Site is currently provided via a full movement driveway at the southern end of the site along Hemion Road (CR 93) and a full movement driveway at the northern end of the Project Site along Old Mill Road, which connects to Hemion Road (CR 93). It is proposed to maintain the existing access point along Hemion Road (CR 93) and construct one additional full movement driveway along Old Mill Road, providing a total of two access points to the Proposed Project along Old Mill Road.

Old Mill Road is part of a 4.749 acre surplus property owned by the NYS Thruway Authority. The Applicant responded to the NYS Thruway Authority’s Bid Auction (notice dated June 15, 2022) to acquire the surplus property, which is located adjacent to and west of Hemion Road and adjacent and south of the mainline section of the Thruway in the Villages of Montebello and Suffern.



**Figure I-1: Existing Project Site Buildings**



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**PROJECT:**  
BROOKFIELD PROPERTIES  
SECTION 55.22 BLOCK 1, LOT 1, SECTION 55.06 BLOCK 1, LOT 1  
AND SECTION 55.37 BLOCK 1, LOT 31

25 OLD MILL ROAD, 15 HEMION ROAD & ROUTE 95  
VILLAGE OF SUFFERN & VILLAGE OF MONTEBELLO  
TOWN OF RAMAPO, ROCKLAND COUNTY, NEW JERSEY

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**CRAIG BLACK**  
PROFESSIONAL LAND SURVEYOR  
NEW JERSEY LICENSE NO. 28113-D-1

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**ROBERTO PERRI**  
PROFESSIONAL LAND SURVEYOR  
NEW JERSEY LICENSE NO. 28113-D-1

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**TITLE:**  
ALTA/NPS LAND TITLE SURVEY

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PROJECT NO.: 3709-09-0045  
DRAWN BY: RAU  
SHEET NO: 1

DATE: 7/15/2022  
SCALE: 1"=150'  
REVISED BY: CFK

\*Not to scale

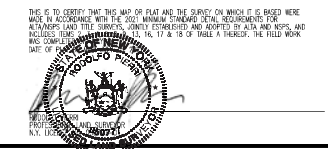




Figure I-2: Overall Site Plan

- GENERAL NOTES:**
- THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:
    - ALTA MAPS LAND TITLE SURVEY DYNAMIC SURVEY, LLC 1904 MAIN STREET LAKE GARDEN, NJ 07719 SURVEYOR FILE NO. 3709-99-0045 DATED: 01/25/2022
  - APPLICANT: IV2 ROCKLAND LOGISTICS, LLC 500 FRANK W. BURG BOULEVARD, 15TH FLOOR NEW YORK, NY 10261
  - OWNER: NEWCO SUFFERN HOLDINGS, LLC 500 FRANK W. BURG BOULEVARD, #47 TEANECK, NJ 07666
  - PARCEL DATA: SECTION 55.22, BLOCK 1, LOT 1 SECTION 55.37, BLOCK 1, LOT 31 VILLAGE OF SUFFERN ROCKLAND COUNTY, NY
  - ZONE: ZONE PL1 (PLANNED LIGHT INDUSTRIAL ZONE) - VILLAGE OF SUFFERN
  - EXISTING USE: NOVARTIS PHARMACEUTICAL CORPORATION/SUFFERN INDUSTRIAL PARK (PERMITTED USE) (§ 266-ATTACHMENT 4) - VILLAGE OF SUFFERN
  - PROPOSED USE: WHOLESALE/WAREHOUSING DISTRIBUTION (PERMITTED USE) (§ 266-ATTACHMENT 4)
  - SCHOOL DISTRICT: SUFFERN CENTRAL SCHOOL DISTRICT
  - WATER SUPPLY: VILLAGE OF SUFFERN WATER DEPARTMENT
  - SCHEDULE OF ZONING REQUIREMENTS (§ 266-ATTACHMENT 6)

VILLAGE OF SUFFERN			
ZONE REQUIREMENT	ZONE PL1	EXISTING	PROPOSED
MINIMUM LOT AREA	40,000 SF	5,441,754 SF (124.93 Ac)	5,441,754 SF (124.93 Ac)
MINIMUM LOT WIDTH	100 FT	1,825.7 FT	1,825.7 FT
MINIMUM FRONT YARD SETBACK	35 FT	101.5 FT	192.4 FT
MINIMUM REAR YARD SETBACK	40 FT	237.9 FT	81.7 FT
MINIMUM SIDE YARD SETBACK (EACH)	40 FT	411.0 FT	218.2 FT
MINIMUM SIDE YARD SETBACK (COMBINED)	80 FT	1,145.3 FT	789.3 FT
MAXIMUM BUILDING HEIGHT	3 STORES/40 FT	> 40 FT (E)	46.16 FT
MAXIMUM DEVELOPMENT COVERAGE	80%	16.7% (910,634 SF)	54.5% (2,299,677 SF) *

N/S: NO STANDARD N/A: NOT APPLICABLE (E): EXISTING NON-CONFORMANCE (V): VARIANCE \* REFER TO DEVELOPMENT COVERAGE CHART

(1) ON CONTIGUOUS PARCELS OF LAND UNDER SINGLE OWNERSHIP CONSISTING OF AT LEAST 100 ACRES DESIGNATED FOR DEVELOPMENT AS A UNIT AS A PART OF AN APPLICATION FOR DEVELOPMENT APPROVAL, THE MAXIMUM HEIGHT OF ANY BUILDING SHALL BE 110 FEET, EXCLUSIVE OF PERMITTED HEIGHT EXCEPTIONS AS SET FORTH IN § 266-15I HEREIN. IN THE EVENT THAT AN APPLICATION SHALL PROPOSE A PLAN OF DEVELOPMENT SEEKING APPROVAL OF A BUILDING IN EXCESS OF 40 FEET, THE REQUIRED BUILDING SETBACKS AS SET FORTH IN § 266-23 SHALL BE SUBJECT TO THE FOLLOWING REQUIREMENTS: (§ 266-21.1A)

- IF THE BUILDING HEIGHT OF THE PROPOSED BUILDING SHALL BE GREATER THAN 40 FEET, THE REQUIRED BUILDING SETBACK SHALL BE EQUAL TO 125% OF THE HEIGHT OF THE BUILDING TO A BUILDING HEIGHT OF 85 FEET.
- IF THE BUILDING HEIGHT OF THE PROPOSED BUILDING SHALL BE GREATER THAN 85 FEET, THE REQUIRED BUILDING SETBACK SHALL BE EQUAL TO 150% OF THE HEIGHT OF THE BUILDING TO A BUILDING HEIGHT OF 90 FEET.
- IF THE BUILDING HEIGHT OF THE PROPOSED BUILDING SHALL BE GREATER THAN 90 FEET, THE REQUIRED BUILDING SETBACK SHALL BE EQUAL TO 200% OF THE HEIGHT OF THE BUILDING TO A BUILDING HEIGHT OF 110 FEET.

VILLAGE OF MONTEBELLO			
ZONE REQUIREMENT	ZONE PL1 - VILLAGE OF MONTEBELLO	EXISTING	PROPOSED
MINIMUM LOT AREA	60,000 SF	1,591,570.15 SF (36.54 Ac)	1,591,570.15 SF (36.54 Ac)
MINIMUM LOT WIDTH	150 FT	731.85 FT	731.85 FT
MINIMUM FRONT YARD SETBACK	75 FT	N/A	N/A
MINIMUM REAR YARD SETBACK	50 FT	N/A	N/A
MINIMUM SIDE YARD SETBACK (EACH)	50 FT	N/A	N/A
MINIMUM SIDE YARD SETBACK (COMBINED)	100 FT	N/A	N/A
MINIMUM SIDE YARD	20 FT	N/A	N/A
MINIMUM STREET FRONTAGE	100 FT	1,670.49 FT (HEMION ROAD)	1,670.49 FT (HEMION ROAD)
MAXIMUM BUILDING HEIGHT	45 FT (1)	N/A	N/A
MAXIMUM DEVELOPMENT COVERAGE	60%	97.1% (46,612.86 SF)	97.1% (46,612.86 SF)
MAXIMUM FLOOR AREA RATIO	0.30	N/A	N/A

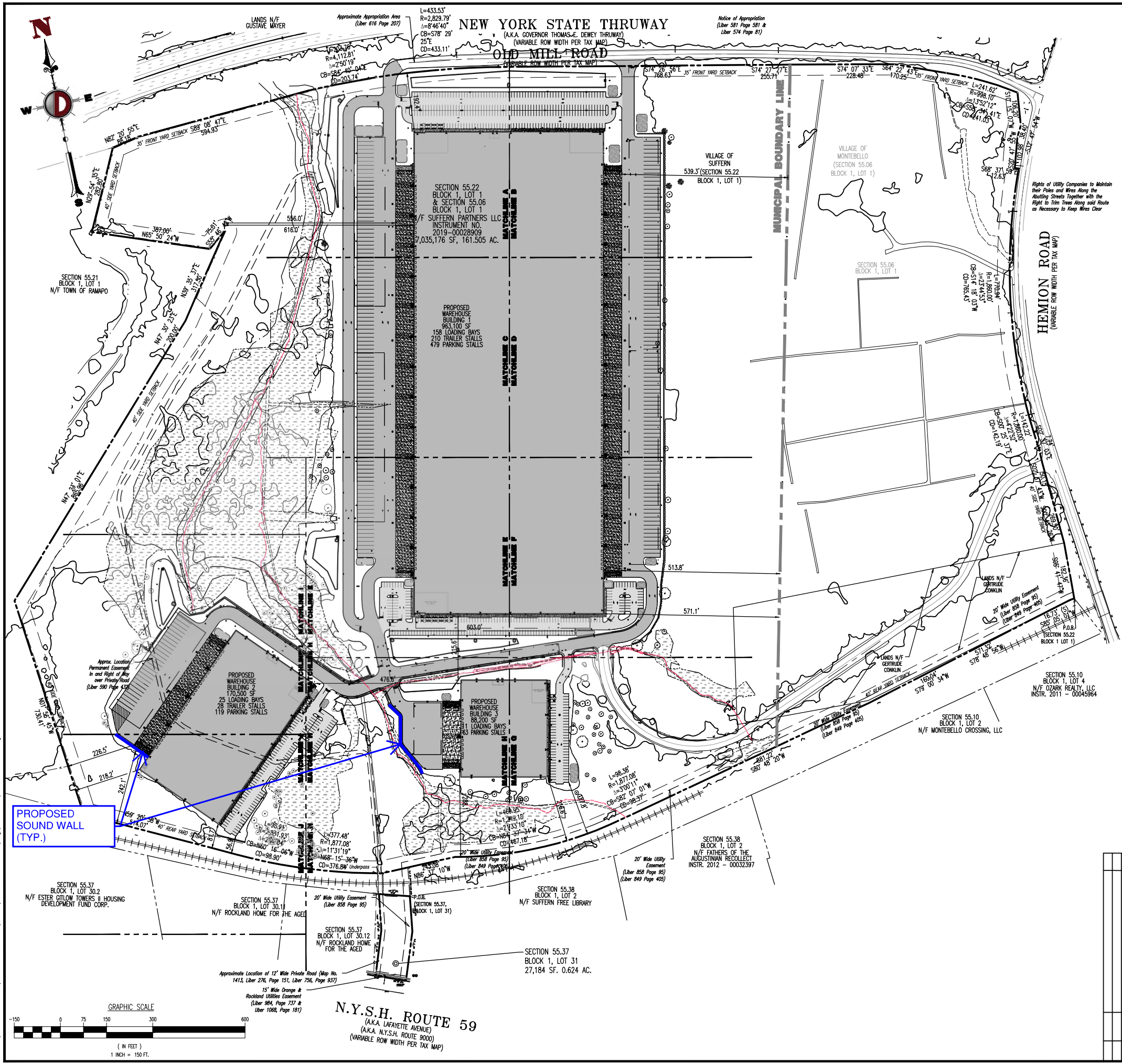
N/S: NO STANDARD N/A: NOT APPLICABLE (E): EXISTING NON-CONFORMANCE (V): VARIANCE

(1) THE PLANNING BOARD, AT ITS DISCRETION, MAY MODIFY THE PERMITTED HEIGHT LIMITATIONS TO ALLOW A MAXIMUM BUILDING HEIGHT OF 60 FEET BASED ON CONSIDERATION OF THE FOLLOWING: VISIBILITY OF ANY BUILDING ALONG THE ENTIRE LENGTH OF HEMION ROAD; THE RELATIONSHIP OF THE PROPOSED BUILDING HEIGHT TO THE TREE LINE ON TOP OF THE RIDGE CONTAINED WITHIN THIS DISTRICT; USE OF THE SLOPING CHARACTER OF THE SITE TO MINIMIZE THE APPEARANCE OF BUILDINGS AND THEIR MASSING (I.E., TERRAIN ADAPTIVE DESIGN); AND THE EFFECT OF ANY ADDITIONAL FLOOR AREA ON TRAFFIC, PARKING AND INFRASTRUCTURE. THE FOREGOING PROVISION SHALL NOT APPLY TO BUILDINGS INTENDED FOR MANUFACTURING USES. (§ 195-27)

SUFFERN DEVELOPMENT COVERAGE			
DEDUCTION TYPE	TOTAL AREA (AC)	EXCLUSION FACTOR (%)	TOTAL AREA EXCLUDED (AC)
WETLANDS	15.678	50%	7.839
WATER BODIES	1.841	50%	0.921
WATERCOURSES	1.769	50%	0.885
100 - YEAR FLOOD PLAIN AREA	10.662	50%	5.331
STEEP SLOPES (20% - 50%)	20.508	50%	10.254
STEEP SLOPES (> 50%)	2.673	100%	2.673
ROCK OUTCROPS	0	50%	0
UTILITY ROW AND DESIGNATED STREET	0	50%	0
TOTAL DEDUCTIONS			28.003

GROSS LOT AREA	MAX DEVELOPMENT COVERAGE PERMITTED	GROSS DEVELOPMENT COVERAGE PERMITTED	NET LOT AREA WITH EXCLUSIONS ACCOUNTED FOR	NET DEVELOPMENT COVERAGE PERMITTED	PROPOSED DEVELOPMENT COVERAGE - GROSS	PROPOSED DEVELOPMENT COVERAGE - NET
124.926 AC	80%	99.9 AC	96.9 AC	77.5 AC	52.79 AC (42.3%)	52.79 AC (42.3%)



Product Ver: 24.2a (LMS Tech) File: P:\VCEPC PROJECTS\1709 Broadfield Properties\1709-004 Suffern NY\Site Plans\1709090404Suffern.dwg, ---> 16 OVERALL SITE PLAN  
 Plotted: 01/12/23 - 8:41 AM. By: araves, Comments: 1 104/29/23 REV. PER CLIENT COMMENTS  
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THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

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TITLE: **OVERALL SITE PLAN**

PROJECT: **IV2 ROCKLAND LOGISTICS, LLC PROPOSED INDUSTRIAL PARK AT 25 OLD MILL ROAD**  
 SECTION 55.22, BLOCK 1, LOT 1; SECTION 55.37, BLOCK 1, LOT 31  
 OLD MILL ROAD AND HEMION ROAD (CR 93)  
 VILLAGE OF SUFFERN, ROCKLAND COUNTY, NEW YORK

JOB No: 3709-99-004 DATE: 12/17/2021  
 DRAWN BY: CAM SCALE: (N) 1"=150'  
 DESIGNED BY: JMS SHEET No: 16 OF 100  
 CHECKED BY: JMS  
 CHECKED BY: -

**JOHN A. PALUS** PROFESSIONAL ENGINEER NEW YORK LICENSE NO. 087502  
**JOSHUA M. SEWALD** PROFESSIONAL ENGINEER NEW YORK LICENSE NO. 097639

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As of this writing, the Applicant is in contract to close on the purchase of Old Mill Road. Following conveyance of Old Mill Road, the Applicant will have control over access to Old Mill Road and maintenance responsibilities for same. There are no easements, restrictions and/or other conditions that would affect the Applicant's future development and use of Old Mill Road.

There is no access to or from the Thruway from Old Mill Road. It is noted that in Alternative D, the Applicant has alternative access to the Site which can be used as the primary means of ingress and egress to the Site, if necessary.

All easements are shown on the Survey (see **Figure I-3** which can also be found in **Appendix A**) and described in the Title Report (**Appendix B**). Based on the Survey and Title Report, easements, restrictions and/or other conditions that would affect the future development and use of the Project Site include the following:

A detailed description of the Proposed Project is provided in **Chapter II, Project Description**, of this DEIS. Site Plans are included in **Appendix C**.

## Purpose and Need for the Project

The former Novartis manufacturing facility was once Suffern's largest taxpayer accounting for ten percent of Suffern's tax rolls and the 162-acre facility once employed 525 people. But the site has essentially been vacant since 2016, changing ownership three times. The Applicant proposes reuse of the site consistent with the existing PLI – Planned Light Industrial Zoning District wherein warehousing uses are permitted as of right under the Village of Suffern Zoning Code. The Proposed Action would provide jobs and tax income but not new pressure on schools or other resident services in the Villages of Suffern or Montebello.

In addition, 36.58 acres of the 162-acre Project Site is in the Village of Montebello. Other than as set forth in Alternative D in **Chapter IV, Alternatives**, the Project Site in the Village of Montebello would not be redeveloped (would remain wooded and landscaped), consistent with the Village of Montebello Comprehensive Plan.<sup>1</sup>

The following is a brief listing of the benefits of the Proposed Project. This information is explored in greater detail in **Chapter II, Project Description** and in **Chapter III.M, Fiscal Impacts**.

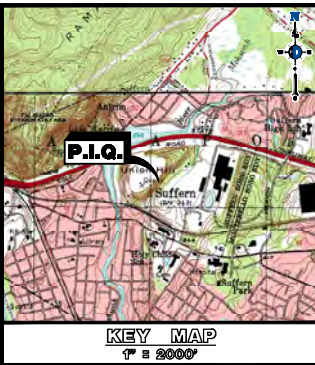
- › In year one the Proposed Project would pay \$1,551,049 in property taxes based on the current taxes.
- › In year two, the PILOT payment would increase to \$1,922,331 based on the improved property valuation post-construction.
- › Following the ten-year PILOT period with the phased tax increases in years three through ten, standard real estate tax rates would apply. PILOT payments over the ten-year period would exceed \$30.2 million.

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<sup>1</sup> Village of Montebello Comprehensive Plan, *October 18, 2017*, Pg. 32-33



Figure I-3 Project Site Ownership and Title



GENERAL NOTES

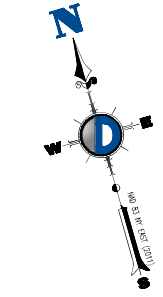
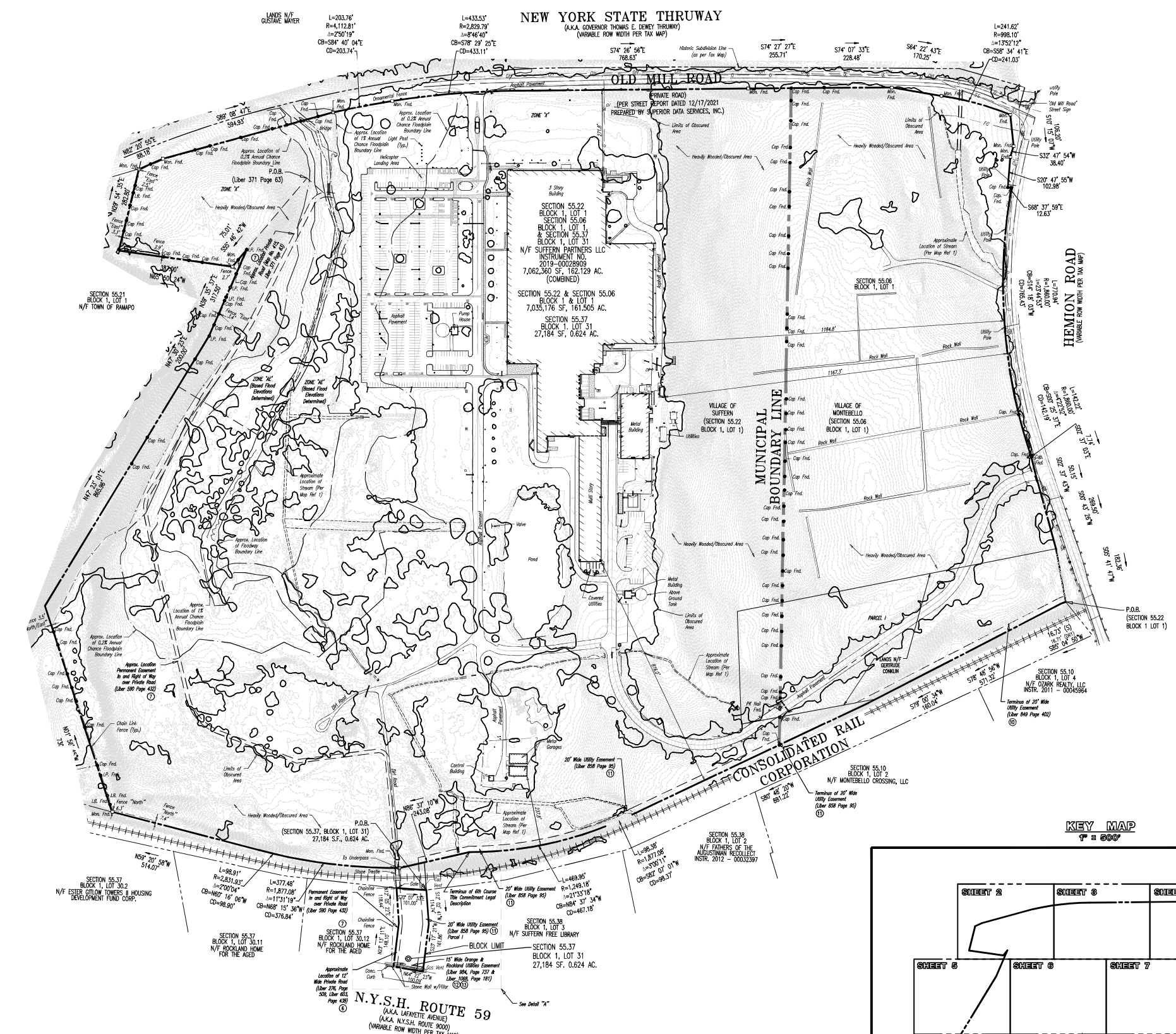
- 1. THE LOT AND BLOCK NUMBERS SHOWN ARE BASED ON THE MAP OF THE VILLAGES OF SUFFERN & MONTEBELLO, ROCKLAND COUNTY, NEW YORK, AS RECORDED...

MAP REFERENCES

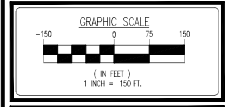
- 1. A PLAN ENTITLED "PLAN SHOWING LOTS 1 & 2 SURVEY PARCELS FOR 25 OLD MILL ROAD, SECTION 55.22, LOT 1, BLOCK 1 SUFFERN IN THE VILLAGES OF SUFFERN & MONTEBELLO, TOWN OF SUFFERN, ROCKLAND COUNTY, NEW YORK, PREPARED BY JOHN W. MCCORD, S.E. DATED 05/07/2020...

DEED REFERENCES

- 1. INSTRUMENT NO. 2019-0002959 - LOT 30.2 - 1-1



SURVEY LEGEND table with symbols for various features like monuments, structures, and boundaries.



DYNAMIC SURVEY, LLC logo and contact information: 1904 Main Street, Lake Como, NJ 07719

PROJECT: BROOKFIELD PROPERTIES, SECTION 55.22 BLOCK 1, LOT 1 & SECTION 55.06 BLOCK 1, LOT 1

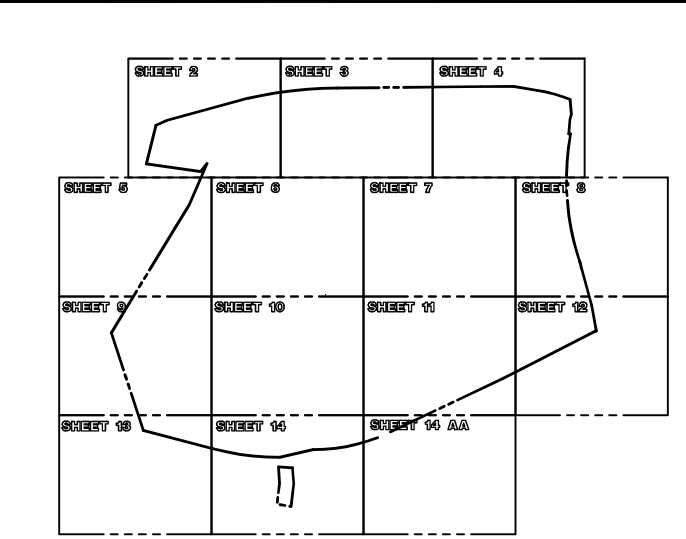
CRAIG BLACK PRELIMINARY PROFESSIONAL LAND SURVEYOR

RODOLFO PIERRI PRELIMINARY PROFESSIONAL LAND SURVEYOR

BOUNDARY & TOPOGRAPHIC SURVEY

Table with columns for PRD#, TOWN#, RAU#, SHEET, DATE, and REVISIONS.

SHEET NO. 1 OF 14



Vertical text on the left edge: PROJECT: 2/2022, 150' DRAWING: BROOKFIELD PROPERTIES, SUFFERN, NY, DYNAMIC SURVEY, LLC, 30x42 BTL, 001, OVERALL.



- › The annual revenues to the Village of Suffern would exceed \$1.64 million after the PILOT period (approximately ten percent of the Village’s Adopted 2022 budget), which would off-set any costs incurred by the Village to serve the Proposed Project.
- › Rockland County would receive approximately \$509,541 and the Town of Ramapo would receive approximately \$284,375 annually after the PILOT period.
- › The Proposed Project would not generate any residents or school-age children, and thus would not burden the School District with additional students or costs. The School District would receive over \$3.85 million annually after the PILOT period and significant monies during the PILOT period.
- › Estimated property taxes the first year after the term of the PILOT (year 11), not including the special district charges, would be approximately \$6.29 million.
- › Approximately 643 jobs would be supported by construction over a two-year period. This includes approximately 384 direct jobs, approximately 90 indirect jobs, and approximately 169 induced jobs.
- › Annual economic output is anticipated to be approximately \$112.3 million to the region during the construction period.
- › Operation of the Proposed Project would result in approximately 450 new direct jobs plus an additional approximately 103 indirect and approximately 141 induced jobs. Annual labor income is estimated to be approximately \$41.6 million. Annual economic output for operations is estimated to be approximately \$98.4 million. It is expected that a significant portion of the projected economic output would be captured locally resulting in a substantial beneficial impact on the retail and business community in the Village of Suffern.
- › Significant building permit fees to the Village of Suffern, to be determined.

## 2. Potential Impacts and Proposed Mitigation Measures

In accordance with the adopted Scope, this DEIS includes an analysis of the Proposed Project and the impacts anticipated to occur if the project is implemented. This DEIS also identifies mitigation measures to eliminate or offset, to the maximum extent practicable, adverse environmental impacts. The anticipated impacts and proposed mitigation measures resulting from this analysis are summarized in the following table. This analysis is detailed in **Chapter III, Environmental Impacts and Mitigation Measures**.

**Table I-1 Impact and Mitigation Summary**

Impact Category	Potential Impact	Proposed Mitigation Measures
<b>Geology and Soils</b>	<ul style="list-style-type: none"> <li>› 60.97 acres of disturbance</li> <li>› Estimated 300,000 cubic yards (CY) of fill material would be imported</li> <li>› 3.52 acres of steep slopes would be impacted and 0.37 acres of excessively steep slopes would be impacted</li> </ul>	<p>An Erosion and Sediment Control Plan (E&amp;SC) would be maintained throughout the construction period.</p> <p>Construction on steep slopes has been avoided to the greatest extent practicable.</p> <p>Construction would begin with the implementation of E&amp;SC measures and end with removal of temporary E&amp;SC measures.</p>



Impact Category	Potential Impact	Proposed Mitigation Measures
		The use of retaining walls in select locations would limit the amount of grading necessary.
<b>Ecology and Natural Resources</b>	<ul style="list-style-type: none"> <li>› 534 trees (measuring 12" DBH) would be removed from the Project Site</li> <li>› 38.21 acres of habitat reduction consisting of forests, fields, and lawns</li> <li>› Long-term impacts from habitat fragmentation are not expected to be significant</li> </ul>	<p>534 trees would be planted.</p> <p>The Proposed Project has been designed to maximize utilization of existing and more recently disturbed land and preserve forested areas and wildlife corridors.</p> <p>To the maximum extent practicable, the final landscape plans would be developed emphasizing xeriscaping and with minimal use of fertilizer, herbicides, fungicides, pesticides, or other chemicals.</p>
<b>Wetlands, Waterbodies, and Watercourses</b>	The Proposed Project requires placement of fill within regulated freshwater wetlands and totals approximately 3,716 SF (0.085 acres) of freshwater wetland disturbance, 97,132 SF (2.23 acres) of USACE regulated stormwater pond disturbance, and 583 SF (0.013 acres) of disturbance to USACE tributaries	Mitigation plan incorporated into the Proposed Project, consisting of 43,959 SF (1.01 acres) of enhanced basin slopes to freshwater wetlands and 2,588 SF (0.06 acres) of buffering 5-foot-wide hedgerow planted with native species.
<b>Stormwater Management</b>	The Proposed Project would consist of 68,646 SF (1.57 acres) of planted infiltration basins and 43,959 SF (1.01 acres) of enhanced basin slopes. The proposed development coverage area would increase from 20.86 acres within the Village of Suffern portion of the Project Site to 52.79 acres of impervious surface coverage, an increase of 31.93 acres.	<p>A Stormwater Pollution Prevention Plan (SWPPP), which includes the applicable stormwater management practices for the development, has been prepared (see <b>Appendix I</b> of this DEIS). A detailed Erosion and Sediment Control Plan would mitigate the short-term impacts of the development during construction. The Erosion and Sediment Control Plan includes descriptive specifications concerning land grading, topsoiling, temporary vegetative cover, permanent vegetative cover, vegetative cover selection and mulching, and erosion checks.</p> <p>Overall, with the implementation of the proposed stormwater management system, the Proposed Action would have no adverse impacts on downstream properties or stormwater conveying systems, and in fact would significantly improve overall runoff rates from the Project Site.</p>
<b>Hazardous Materials</b>	<p>RECs on the Project Site include:</p> <ul style="list-style-type: none"> <li>› Sewer break during construction activity in 1998</li> <li>› Groundwater infiltration was reported to have occurred at the main sewer pipeline</li> <li>› Five partially buried fiber-board drums containing brownish-green particulate material</li> <li>› Hazardous waste storage shed</li> </ul>	<p>Abatement of asbestos-containing material (ACM) would be required prior to demolition of on-site buildings.</p> <p>Concrete flooring and building interior walls would be assessed to address disposal options during redevelopment.</p> <p>Regulatory requirements relating to hazardous building materials, such as asbestos, polychlorinated biphenyls (PCBs) and lead</p>

Impact Category	Potential Impact	Proposed Mitigation Measures
	<p>The analytical results from the Phase II EI for the five soil boring samples showed exceedances of soil cleanup objectives and the groundwater testing showed that there were exceedances of semi-volatile organic compounds and metals. Furthermore, numerous building materials were tested and found to be asbestos containing.</p>	<p>would be followed as part of standard redevelopment practices.</p> <p>Standard demolition practices such as the removal or abatement of any existing chemicals on-site would be employed prior to construction of the proposed buildings.</p>
<p><b>Traffic and Transportation</b></p>	<p>The trip generation from the Proposed Project is as follows:</p> <p><b>Weekday Peak AM</b>                      Entry – 167                      Exit – 50                      Total – 217</p> <p><b>Weekday Peak PM</b>                      Entry – 63                      Exit – 163                      Total – 226</p> <p>With the implementation of the proposed mitigation measures, the surrounding street system of the Village of Suffern, the Village of Montebello, Rockland County, and NYSDOT would not experience any significant degradation in operating conditions with the construction of the Proposed Project, and therefore no significant adverse traffic impacts are anticipated.</p>	<p>The following mitigation measures are proposed:</p> <ul style="list-style-type: none"> <li>› Lafayette Avenue (NYS Route 59) &amp; Campbell Avenue/Hemion Road (CR 93): minor signal timing adjustments as well as restriping the eastbound and southbound left turn lanes to provide 325 and 300 feet of storage length, respectively, and to modify the radius on the northeast corner of the intersection to facilitate tractor trailer turning maneuvers</li> <li>› Lafayette Avenue (NYS Route 59) and Airmont Road (CR 89): minor signal timing adjustments and modification of the radius on the northwest corner of the intersection to facilitate tractor trailer turning maneuvers</li> <li>› Airmont Road (CR 89) and the I-87 SB/I-287 EB Ramps: minor signal timing adjustments</li> <li>› Airmont Road (CR 89) and the I-87 NB/I-287 WB Ramps: minor signal timing adjustments</li> <li>› Montebello Road (CR 64) &amp; Hemion Road (CR 93)/Ryan Mansion Drive: installation of a multi-way stop control - would require an evaluation submitted to Rockland County to determine if such control is warranted according to Manual on Uniform Traffic Control Devices (MUTCD) criteria. Funding of the necessary improvements would be provided by the Applicant.</li> </ul>
<p><b>Noise</b></p>	<p>Mechanical equipment would be designed, constructed, and located in a manner to comply with NYSDEC policy and the Village of Suffern Code. No significant adverse stationary source noise impacts are anticipated for the Proposed Project.</p> <p>Trips generated by the Proposed Project are expected to primarily travel on already heavily-trafficked roadways and receptor locations are located at a distance away from the Project Site so as not to be an acoustical concern. Therefore, a substantial change in mobile source noise is not anticipated and there would be no</p>	<p>Two noise barriers would be constructed prior to construction and stationary equipment such as generators, compressors, and office trailers would be placed away from potentially noise sensitive receptors.</p>



Impact Category	Potential Impact	Proposed Mitigation Measures
	<p>significant adverse noise impact due to mobile sources.</p> <p>Construction of the Proposed Action would be conducted in accordance with the Village of Suffern Code to minimize potential impact.</p>	
<p><b>Air Quality</b></p>	<p>The Proposed Project would not cause significant adverse air quality impacts from its HVAC and hot water system or parking emissions. Impacts of vehicular emissions from the project generated trips would also be insignificant.</p>	<p>The Proposed Project would not cause any significant adverse air quality impacts at the nearby sensitive land uses that are located at least 600 feet away. No mitigation measures to reduce air quality impacts are required.</p>
<p><b>Historical, Archaeological and Cultural Resources</b></p>	<p>The Proposed Project would not cause direct impacts to the Tagaste Monastery located approximately 600 feet south of the southernmost improvements proposed on the Project Site.</p>	<p>The Proposed Project would not have significant adverse impacts on historic, archaeological, or cultural resources. If construction of the Proposed Project requires blasting, the Applicant would follow all applicable regulatory procedures to ensure that surrounding properties, including the Tagaste Monastery, would not be impacted.</p>
<p><b>Utilities</b></p>	<p>Projected water and sewer demand is approximately 6,750 gallons per day, which is anticipated to be a decrease in demand when compared to the existing Novartis Pharmaceutical facility.</p> <p>The proposed development would utilize the existing service connection for sanitary sewer, natural gas service, and electric service to the maximum extent practicable.</p>	<p>The Applicant has incorporated energy saving measures and water saving fixtures into the design of the facility. The Proposed Project has been designed with features to promote energy efficiency and other sustainability metrics.</p>
<p><b>Community Facilities and Services</b></p>	<p>The Proposed Project is expected to introduce approximately 400 full-time and 50 part-time new employees to the Project Site. On-site population (comprised of warehouse workers, and visitors) could result in an increase in the demand for police, fire, and emergency services.</p>	<p>Security measures would include outdoor lighting; on-site security measures; and an internal circulation designed to minimize collisions.</p> <p>The buildings are fully sprinklered and would meet all requirements of the NY State Fire Code. In addition, fire tank and fire pumps may be required on-site for the proposed buildings to supplement the fire suppression needs for the buildings.</p> <p>Solid waste generated by the Proposed Project would be carted off-site via a private carter.</p>
<p><b>Visual Resources</b></p>	<p>The aesthetic character of the Project Site would not change significantly as a result of the Proposed Project, as the site would maintain its character with one- or two-story large footprint buildings and very limited visibility to and from the surrounding roadways.</p>	<p>Visibility of the Project Site buildings would be largely limited to Old Mill Road, finite locations along Hemion Road, and minimal visibility from adjoining properties to the south of the Project Site. However, the Project Site would be completely shielded from adjoining properties during spring, summer, and fall months when leaves are on the trees. The Proposed Project would also maintain a significant portion of the</p>

Impact Category	Potential Impact	Proposed Mitigation Measures
		wooded area that would provide buffering from the proposed buildings on the Project Site, and would reduce maximum building heights as compared to existing conditions.
<b>Fiscal Impacts</b>	<p>Substantial property tax benefits to all applicable taxing jurisdictions. PILOT structured over a ten (10) year period. PILOT payment in year one would be \$1,551,049 based on the current taxes. In year two, the PILOT payment would increase to \$1,922,331 based on the improved property valuation post-construction. In years three through ten the full property taxes would have a 2 percent increase over the prior year. Following the ten-year PILOT period with the phased tax increases in years three through ten, standard real estate tax rates would apply resulting in estimated annual property taxes of \$6.2 million.</p> <p>±643 construction jobs over a two-year period. This includes 384 direct jobs, 90 indirect jobs, and 169 induced jobs.</p> <p>The Proposed Project would introduce ±400 full-time and 50 part-time new employees to the Project Site.</p>	<p>Given the nature of the Proposed Project, the generated property taxes, sales taxes, and other fiscal benefits are expected to exceed any service costs by affected taxing jurisdictions based on the information gathered for this DEIS. There is also a significant building permit fee that would be paid to the Village of Suffern.</p>
<b>Construction</b>	<p>Construction of the Proposed Project would likely result in several temporary environmental impacts. Impacts generally associated with construction consist of noise from the operation of heavy equipment; fugitive dust and emissions from the operation of construction equipment; construction traffic relating to employee arrival/departure and material deliveries; and increased soil erosion from on-going earthwork operations.</p> <p>It is anticipated that construction of the Proposed Project would take ±26 months to complete.</p>	<p>A sequencing plan, rock removal plan, Sediment and Erosion Control Plan, air quality construction emissions mitigation measures, Stormwater Pollution Prevention Plan, and best practices to meet project noise goals, are anticipated to mitigate impacts that could result from construction activities.</p>



### 3. Alternatives

In accordance with the adopted Scope, this DEIS includes an analysis of eight alternatives to the Proposed Action. The following alternatives are evaluated in **Chapter V, Alternatives. Table I-2**, below, compares each alternative relative to the various impact issues.

#### No Action Alternative

The No Action Alternative is required by the New York State Environmental Quality Review Act (SEQRA) regulations to be described in a draft environmental impact statement. This alternative assumes the Project Site would remain in its existing condition, with no site improvements and no new site development. With this alternative, none of the adverse, or positive, impacts of the Proposed Action would occur.

#### Reduced Environmental Impact Alternative

Alternative "B" has been developed to show a program of development that could occur if the Proposed Action was designed to avoid or reduce, to the maximum extent practicable, impact to environmentally sensitive lands.

#### Alternative Access Alternative – NYS Thruway R.O.W.

Under this alternative, the ability to access the NYS Thruway through a connection via Dunnigan Drive, or a new road within the NYS Thruway Authority (NYSTA) right of way, is discussed.

#### Improved Access from Hemion Road (Southern Access)

Access to the site is currently provided via a full movement driveway at the southern end of the site along Hemion Road (CR 93) and a full movement roadway/NYSTA right of way at the northern end of the site along Old Mill Road, which ultimately connects to Hemion Road (CR 93). Under this alternative, the existing access point along Old Mill Road would be limited to emergency access only (fire/police) and the existing access point along the southern portion of Hemion Road (CR 93) would be improved to allow full movement access for truck and vehicular traffic, with traffic restricted to left-in/right-out movements. This would include widening of the southern access drive and the connective driveway into the Project Site.

Old Mill Road is part of a 4.749 acre surplus property owned by the NYS Thruway Authority. The Applicant responded to the NYS Thruway Authority's Bid Auction (notice dated June 15, 2022) to acquire the surplus property, which is located adjacent to and west of Hemion Road and adjacent and south of the mainline section of the Thruway in the Villages of Montebello and Suffern. As of this writing, the Applicant is in contract to close on the purchase of Old Mill Road. Following conveyance of Old Mill Road, the Applicant will have control over access to Old Mill Road and maintenance responsibilities for same. There are no easements, restrictions and/or other conditions that would affect the Applicant's future development and use of Old Mill Road.

There is no access to or from the Thruway from Old Mill Road. It is noted that in Alternative D, the Applicant has alternative access to the Site which can be used as the primary means of ingress and egress to the Site, if necessary.

## **Alternative Access Scenario – NYS Route 59 at Esther Gitlow Towers**

Under this alternative, the ability to access the Project Site from NYS Route 59 directly at the location adjacent to the Esther Gitlow Towers is discussed.

## **Alternative Access Scenario – NYS Route 59 Through Quarry Property**

This alternative requires the Applicant to provide a discussion regarding the ability to access NYS Route 59 through the neighboring Quarry Property to Tilton Road. The adopted Scope requires, at a minimum, consideration of a potential cross access easement to this property to allow for potential future connection and improved access management along with any future development of the Quarry Property.

## **CSX Rail Connection**

In accordance with the adopted Scope, and considering the proximity to the CSX Rail Line that borders the Subject Property, an assessment has been made of the feasibility of constructing a rail siding into the property which could potentially reduce the number of truck trips to and from the Proposed Project.

## **Alternative ITE Land Use Trip Generation**

Under this alternative, trip generation estimates are provided using Institute of Transportation Engineers (ITE) Land Use Code (LUC) 130 – Industrial Park for New York State roads. In accordance with the adopted Scope, this alternative is limited to NYS Route 59 trip generation.

Table I-2 Comparison of Alternatives

Proposed Action	Alt. A No Action	Alt. B Reduced Environmental Impact	Alt. C Alternative Access – NYS Thruway R.O.W.	Alt. D Access From Hemion Rd (Southern Access)	Alt. E Alternative Access – NYS Rt 59 at Esther Gitlow Towers	Alt. F Alternative Access – NYS Rt 59 through Quarry Property	Alt. G CSX Rail Connection	Alt. H Alternative ITE Land Use Trip Generation	
<b>Geology &amp; Soils</b>	<ul style="list-style-type: none"> <li>› 60.97 acres of disturbance</li> <li>› ± 300,000 CY of fill material imported.</li> <li>› 3.52 acres of steep slopes impacted, and 0.37 acres excessively steep slopes impacted</li> </ul>	<p>No additional disturbance. No fill material imported. No impacts to steep slopes.</p>	<p>3.25 acres of steep slopes impacted 0.31 acres excessively steep slopes impacted</p>	<p>Not a viable option – this access is not available.</p>	<p>Total site disturbance ±67.83 acres, which includes ±63,03 acres in Suffern and ±4.80 acres in Montebello. Disturbance to ±5.37 acres of steep slopes 20%-50% and ±0.4 acres of steep slopes &gt;50%.</p>	<p>The topography in this portion of the Project Site would preclude access and render this alternative infeasible. This alternative is not a viable option.</p>	<p>Access between the Project Site and the adjacent Quarry Property is prohibitive due to the drastic changes in grade, which precludes access between the two properties and renders this alternative infeasible. This alternative is not a viable option.</p>	<p>The topography and significant grade changes between the adjacent CSX Rail Line and the Project Site render this alternative infeasible. This alternative is not a viable option.</p>	<p>Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.</p>
<b>Ecology &amp; Natural Resources</b>	<ul style="list-style-type: none"> <li>› 534 trees (≥12" DBH) removed from the Site</li> <li>› 38.21 acres of habitat reduction consisting of forests, fields, lawns</li> <li>› Long-term impacts from habitat fragmentation are not expected to be significant</li> </ul>	<p>No trees removed. No habitat reduction. No habitat fragmentation.</p>	<p>0.33 acres less disturbance to environmentally sensitive lands</p>	<p>This alternative is not a viable option.</p>	<p>Removal of 693 trees with a DBH ≥12". 693 trees would be replanted.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.</p>
<b>Wetlands, Waterbodies &amp; Watercourses</b>	<p>Requires placement of fill within regulated freshwater wetlands and totals approximately 3,716 SF (0.085 acres) of freshwater wetland disturbance, 97,132 SF (2.23 acres) of USACE regulated stormwater pond disturbance, 583 SF (0.013 acres) of disturbance to USACE tributaries, and 0.8 acres floodplain disturbance</p>	<p>No impacts to wetlands, waterbodies, or watercourses.</p>	<p>0.085 acres wetland disturbance 2.243 acres watercourses disturbance 0.8 acres floodplain disturbance</p>	<p>This alternative is not a viable option.</p>	<p>±0.125 acres wetlands impacted. ±0.123 acres of watercourses/tributaries impacted and ±2.23 acres of stormwater pond impacted. 0.8 acres floodplain disturbance</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.</p>
<b>Stormwater Management</b>	<p>Proposed Project would consist of 68,646 SF (1.57 acres) of planted infiltration basins and 43,959 SF (1.01 acres) of enhanced basin slopes. The proposed development coverage area would increase from 20.86 acres within the Suffern Parcel to 52.79 acres of impervious surface coverage, an increase of 31.93 acres</p>	<p>No changes to existing stormwater management facilities.</p>	<p>The overall approach to stormwater management on the site would be consistent with the Proposed Action.</p>	<p>This alternative is not a viable option.</p>	<p>The overall approach to stormwater management on the site would be consistent with the Proposed Action.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.</p>
<b>Hazardous Materials</b>	<p>RECs on the Project Site include:</p> <ul style="list-style-type: none"> <li>› Sewer break during construction activity in 1998</li> <li>› Groundwater infiltration was reported to have occurred at the main sewer pipeline</li> </ul>	<p>Existing RECs would remain. No remediation of existing RECs.</p>	<p>Abatement or remediation of hazardous materials would be consistent with the Proposed Action.</p>	<p>This alternative is not a viable option.</p>	<p>All RECs identified on-site are within the previously developed area of the property. This alternative would not change the needed mitigation plan.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.</p>



Table I-2 Comparison of Alternatives

Proposed Action	Alt. A No Action	Alt. B Reduced Environmental Impact	Alt. C Alternative Access – NYS Thruway R.O.W.	Alt. D Access From Hemion Rd (Southern Access)	Alt. E Alternative Access – NYS Rt 59 at Esther Gitlow Towers	Alt. F Alternative Access – NYS Rt 59 through Quarry Property	Alt. G CSX Rail Connection	Alt. H Alternative ITE Land Use Trip Generation
<p>› Five partially buried fiber-board drums containing brownish-green particulate material</p> <p>› Hazardous waste storage shed</p> <p>The analytical results from the Phase II EI for the five soil boring samples showed exceedances of soil cleanup objectives and the groundwater testing showed that there were exceedances of semi-volatile organic compounds and metals. Numerous building materials were tested and found to be asbestos containing.</p>								
<p><b>Traffic &amp; Transportation</b></p> <p>The trip generation from the Proposed Project is as follows:</p> <p><b>Weekday Peak AM</b> Entry – 167 Exit – 50 Total – 217</p> <p><b>Weekday Peak PM</b> Entry – 63 Exit – 163 Total – 226</p> <p>With the implementation of the proposed mitigation measures, the surrounding street system of the Village of Suffern, the Village of Montebello, Rockland County, and NYSDOT would not experience any significant degradation in operating conditions with the construction of the Proposed Project, and therefore no significant adverse traffic impacts are anticipated.</p>	<p>No new site generated traffic. No mitigation or roadway improvements.</p>	<p>This design of warehouse building would accommodate a different model of tenant and, therefore would require more trailer stalls with a greater need to accommodate more tractors with 53-foot trailers.</p>	<p>This alternative is not a viable option.</p>	<p>Overall access to the Project Site is improved with improved access from the existing Hemion Road driveway.</p> <p>The development program is the same as the Proposed Project, therefore Project Site trip generation is also the same.</p> <p>TIS for this alternative results in LOS consistent with the Proposed Action. Proposed mitigation would be consistent with the Proposed Action.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>The trip generation from the Proposed Project is as follows:</p> <p><b>Weekday Peak AM</b> Entry – 336 Exit – 79 Total – 415</p> <p><b>Weekday Peak PM</b> Entry – 92 Exit – 323 Total – 415</p>
<p><b>Noise</b></p> <p>No substantial change in mobile source noise anticipated and there would be no significant adverse noise impact due to mobile sources.</p> <p>Construction of the Proposed Action would be conducted in accordance with the Village of Suffern Code to minimize potential impact.</p>	<p>No changes in current noise levels.</p>	<p>No substantial change in mobile source noise anticipated.</p>	<p>This alternative is not a viable option.</p>	<p>Similar to the Proposed Action, no long-term noise impacts from this alternative. Mitigation measures similar to the Proposed Action including the construction of two sound barriers. Stationary equipment placed away from potentially noise sensitive receptors.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>This alternative is not a viable option.</p>	<p>Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.</p>

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<b>Air Quality &amp; Greenhouse Gases</b>	The Proposed Project would not cause significant adverse air quality impacts from its HVAC and hot water system or parking emissions. Impacts of vehicular emissions from the project generated trips would also be insignificant.	No site generated changes in existing air quality or greenhouse gases.	The alternative would not result in measurably different impacts than the Proposed Project.	This alternative is not a viable option.	Would result in the same HVAC and hot water systems, parking emissions, and vehicular emissions as the Proposed Project. Similar to the Proposed Action, this alternative would not cause any significant adverse air quality impacts and vehicular emissions from the project generated trips would also be insignificant.	This alternative is not a viable option.	This alternative is not a viable option.	This alternative is not a viable option.	Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.
<b>Historic, Archaeological and Cultural Resources</b>	The Proposed Project would not cause direct impacts to the Tagaste Monastery located approximately 600 feet south of the southernmost improvements proposed on the Project Site.	No impacts.	The 90-foot-tall building, closer to the southern portion of the property, may be visible from the Tagaste Monastery.	This alternative is not a viable option.	No impacts as determined by NYS Office of Parks Recreation and Historic Preservation (see letters from OPRHP dated August 20, 2021 and July 29, 2022 in <a href="#">Appendix N</a> ).	This alternative is not a viable option.	This alternative is not a viable option.	This alternative is not a viable option.	Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.
<b>Utilities</b>	Projected water and sewer demand is approximately 15,250 gallons per day, which is anticipated to be a decrease in demand when compared to the existing Novartis Pharmaceutical facility. The proposed development would utilize the existing service connection for sanitary sewer, natural gas service, and electric service to the maximum extent practicable.	No additional demand for sewer, water, or other utilities.	21 percent less demand for sewer and water than the Proposed Project.	This alternative is not a viable option.	No change in the projected water and sewer demand compared to the Proposed Action. No adverse impacts.	This alternative is not a viable option.	This alternative is not a viable option.	This alternative is not a viable option.	Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.
<b>Community Facilities &amp; Services</b>	The Proposed Project is expected to introduce approximately 400 full-time and 50 part-time new employees to the Project Site. On-site population (comprised of warehouse workers, and visitors) could result in an increase in the demand for police, fire, and emergency services.	No new employment or site generated activities. No additional demand for community facilities and services.	On site employees may result in a demand for community facilities and services. Roughly 21% fewer onsite employees.	This alternative is not a viable option.	Similar impacts to community facilities and services compared to the Proposed Action. Improved overall site access for emergency vehicles with improved southern driveway.	This alternative is not a viable option.	This alternative is not a viable option.	This alternative is not a viable option.	Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.
<b>Visual Resources</b>	The aesthetic character of the Project Site would not change significantly as a result of the Proposed Project, as the site would maintain its character with one- or two-story large footprint buildings and very	The aesthetic character of the site would stay as it is with the 90 ft tall building	The new building would be 90 FT tall with a larger footprint than the current building. The new building would be	This alternative is not a viable option.	The aesthetic character of the Project Site would not change significantly compared to the Proposed Project. The site would maintain its character with one- or two-story large	This alternative is not a viable option.	This alternative is not a viable option.	This alternative is not a viable option.	Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with

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limited visibility to and from the surrounding roadways.	visible from some areas surrounding the site.	visible from surrounding areas.		footprint buildings and very limited visibility to and from the surrounding roadways. The access driveway from Hemion Road would be widened and improved, the densely vegetated buffer along Hemion Road would be preserved, continuing to limit views into the site from Hemion Road.				the Proposed Action.	
<b>Fiscal Impacts</b>	Substantial property tax benefits to all applicable taxing jurisdictions. The Proposed Project would include a PILOT, which would be structured over a ten (10) year period. The PILOT payment in year one would be \$1,551,049 based on the current taxes. In year two, the PILOT payment would increase to \$1,922,331 based on the improved property valuation post-construction. In years three through ten the full property taxes would have a two percent increase over the prior year. Following the ten-year PILOT period with the phased tax increases in years three through ten, standard real estate tax rates would apply resulting in estimated annual property taxes of \$6.2 million.  Approximately 643 jobs would be supported by construction over a two-year period. This includes approximately 384 direct jobs, approximately 90 indirect jobs, and approximately 169 induced jobs.  The Proposed Project would introduce approximately 400 full-time and 50 part-time new employees to the Project Site.	No increase in site generated property taxes. No new employment.	This design of warehouse building would accommodate a different model of tenant and improved property values would not be comparable to the Proposed Action. Less FAR on the site would also impact property tax generation.	This alternative is not a viable option.	Fiscal impacts, including tax benefits to all applicable taxing jurisdictions would not change compared to the Proposed Action. The number on-site employees would not change. A modest increase in construction jobs would result from the additional driveway construction.	This alternative is not a viable option.	This alternative is not a viable option.	This alternative is not a viable option.	Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.
<b>Construction</b>	Construction of the Proposed Project would likely result in several temporary environmental impacts. Impacts generally associated with construction consist of noise from the operation of heavy equipment; fugitive dust and emissions from the operation of construction equipment; construction traffic relating to employee arrival/departure and material deliveries; and increased soil	No short term construction impacts. No construction related jobs or fiscal benefits to the local economy.	Comparable short term construction related impacts compared to the Proposed Action.	This alternative is not a viable option.	An overall increase in development coverage on the 36.54 acre Montebello portion of the site from 70,267 SF (existing driveway) to 76,691 SF (proposed driveway).  An increase in cut from the driveway of 106,600 CY of material would be used	This alternative is not a viable option.	This alternative is not a viable option.	This alternative is not a viable option.	Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.



**Table I-2 Comparison of Alternatives**

Proposed Action	Alt. A No Action	Alt. B Reduced Environmental Impact	Alt. C Alternative Access – NYS Thruway R.O.W.	Alt. D Access From Hemion Rd (Southern Access)	Alt. E Alternative Access – NYS Rt 59 at Esther Gitlow Towers	Alt. F Alternative Access – NYS Rt 59 through Quarry Property	Alt. G CSX Rail Connection	Alt. H Alternative ITE Land Use Trip Generation
erosion from on-going earthwork operations. It is anticipated that construction of the Proposed Project will take approximately 26 months to complete.				elsewhere on site resulting in approximately 1/3 fewer truck trips than the Proposed Action for import of fill material.				

## 4. Summary of Required Approvals

Under SEQRA, involved agencies are those which have approval authority over a proposed action. Interested agencies are those other agencies that have an interest in a proposed action, but not an approval. Project reviews and approvals by involved agencies and reviews by interested agencies are listed in the following table.

**Table I-3 Project Approvals**

<b>Involved Agency</b>	<b>Approval/Review</b>
Village of Suffern Planning Board	› SEQR › Site Plan Approval › Floodplain District Special Permit
Suffern Board of Trustees	› Stormwater Maintenance Agreement and Bonding
Suffern Zoning Board of Appeals	› Variance Approval
Suffern Department of Public Works	› Sanitary and water supply approval
Suffern Stormwater Management Officer	› Waiver for disturbance exceeding 5 acres
Village of Montebello Planning Board	› Site Improvements
Rockland County Drainage Agency	› Stream Control Act Permit
Rockland County Department of Highway	› Highway Work Permit
Rockland County Industrial Development Agency	› Approval for PILOT
Rockland County Department of Planning	› General Municipal Law (GML) Review: Section 239
Rockland County Department of Health	› Sanitary Sewer System Approval
New York State Department of Environmental Conservation	› State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-20-001) › Protection of Waters Permit › Section 401 Water Quality Certification
New York State Department of Transportation	› Roadway Permit
New York State Office of Parks Recreation and Historic Preservation	› Project Notification and Review
New York State Thruway Authority	› Occupancy Permit
United States Army Corps of Engineers	› Standard Individual Permit (Wetlands Permitting)

### Lead Agency:

Village of Suffern Planning Board  
Village Hall  
61 Washington Avenue  
Suffern, NY 10901

## Interested Agencies:

- › Village of Montebello Board of Trustees
- › Suffern Building Department
- › Suffern Fire District
- › Rockland County Office of Fire and Emergency Services
- › Norfolk Southern