



II

Project Description

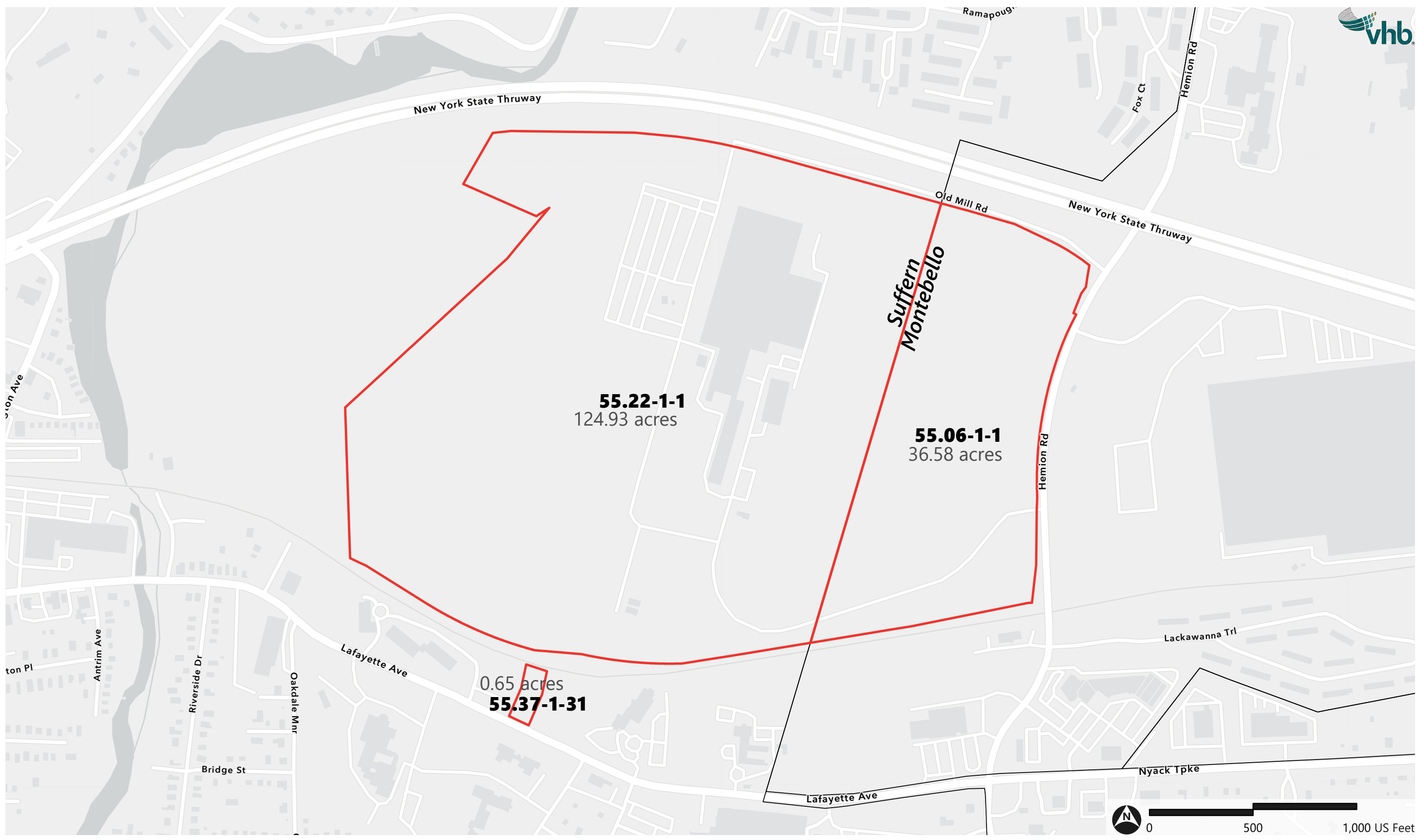
1. Introduction

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 Novartis pharmaceutical complex and construction of three (3) Class “A” warehouse/wholesale distribution facilities¹ (the “Proposed Project”). The facilities to be located at 25 Old Mill Road would include 1,221,800 square feet (SF) of new dry goods (non-refrigerated) 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 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.

2. Site Description

The Project Site is designated as Block 1, Lots 1 and 31 in the Village of Suffern and Block 1, Lot 1 in the Village of Montebello (see **Figure II-1**). The corresponding addresses are shown below:

¹ “Class A” warehouses are state-of-the-art properties built specifically for warehousing and logistics.



Project Site Tax Parcels Village Boundary

Figure II-1
Project Site Map

Table II-1 Project Site

Tax Map S-B-L	Address	Village	Size (acres)
55.22-1-1	25 Old Mill Rd	Suffern	124.93
55.37-1-31	Route 59	Suffern	0.65
55.06-1-1	19 Hemion Rd	Montebello	36.58

The Project Site is approximately 162 acres, a portion of which is occupied by the former Novartis Office & Manufacturing Facility buildings, associated parking, and a pond. In addition, the Project Site has approximately 12 acres of wetlands and a change in grade from east to west – the portion of the Site in the Village of Montebello is the area with the majority of the grade change. . Of the 162 acres, 125.5 acres are located in the Village of Suffern and 36.5 acres are located in the Village of Montebello. The “main campus” of the Subject Property is comprised of 50 acres of buildings, roadways and lawn areas and the remaining property is 112 acres of wooded terrain.

The Project Site has been used for the production of pharmaceutical products throughout its developed history. The property was developed in 1964 by Geigy, Inc., who then merged with Ciba, Inc. creating Ciba-Geigy, Inc. in 1971. In 1997 Ciba-Geigy, Inc. and Sandoz, Inc. merged creating Novartis Pharmaceuticals Corporation. The pharmaceutical operations on the site ceased as of 2017. A summary of each of the existing Subject Property buildings is as follows and are illustrated in **Figure II-2:**

- › The Head Building (55,000 gross square feet (gsf) is a two-story building, constructed in 1964, and includes laboratories, offices, a cafeteria, and a boiler room.
- › The Production Building (425,000 gsf) is a four-story building, constructed in 1964 and renovated in 1995. This building was formerly used for pharmaceutical solid dosage production including powder blending and granulation, tablet compressing and encapsulation, and bottle and blister packaging, offices, laboratories, and maintenance shop.
- › The Terminal and AR/RS Building (74,000 gsf) is a 90 ft tall building, originally constructed in 1964. This building was formerly used for offices, a workshop, and for the AS/RS automated warehouse with racking for 10,000 pallets, automated stackers and delivery vehicles. A former solvent storage area was located in the northeastern portion of the Terminal Building. There are five loading docks with hydraulic levelers, two on the east side of the building and three on the west side.
- › The Energy Center (24,000 gsf) was constructed in 1970 and expanded in 1995. It is a one-story building containing high pressure steam boilers, electric chillers, air compressors, and an electrical substation. Two cooling towers are located east of the building.

The Project Site is bound to the north by Route 287 – New York State Thruway (the “Thruway”) followed by residential complexes; to the west by the former Suffern Quarry; to the south by railroad tracks associated with the Norfolk Southern railroad right-of-way followed by several residential complexes, the Suffern Free Library, Tagaste Monastery, and Indian Rock shopping plaza followed by Lafayette Avenue (Route 59); and to the east by Hemion Road, followed by a large warehousing and distribution center.

Frontage and Access

Access to the Project Site is currently provided via a full movement driveway at the southern end of the Project Site along Hemion Road (CR 93) and a full movement driveway at the northern end of the site along Old Mill Road, which connects to Hemion Road (CR 93).

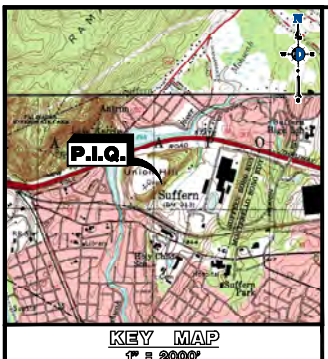
Old Mill Road is part of a 4.749 acre surplus property owned by the NYS Thruway Authority. The Applicant responded to the NYS Thruway Authority's Bid Auction (notice dated June 15, 2022) to acquire the surplus property, which is located adjacent to and west of Hemion Road and adjacent and south of the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

Ownership and Title

All easements are shown on the Survey (see **Figure II-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.

Figure II-3 Project Site Ownership and Title



GENERAL NOTES

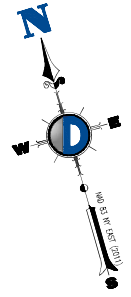
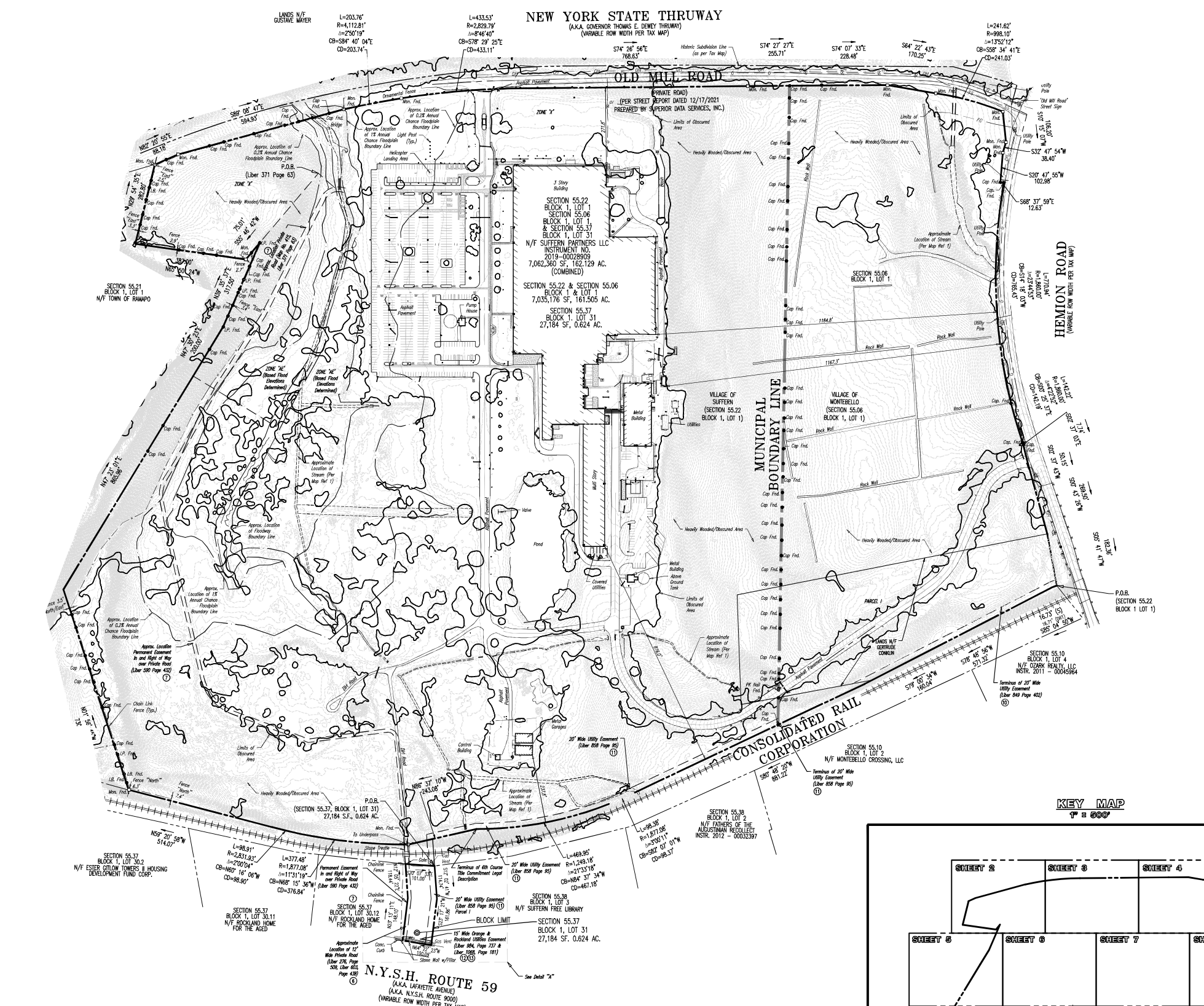
- 1. THE LOT AND BLOCK NUMBERS SHOWN ARE BASED ON THE MAP OF THE VILLAGES OF SUFFERN AND MONTEBELLO, ROCKLAND COUNTY, NEW YORK, REVISION NO. 10...

MAP REFERENCES

- 1. A PLAN ENTITLED "NEW YORK STATE 2011 SURVEY PARTIAL COR. OF OLD MILL ROAD, SECTION 55.22, LOT 1, BLOCK 1, SUFFERN, ROCKLAND COUNTY, NEW YORK, PREPARED BY JOHN W. MCCORD, SR., DATED 05/07/2008...

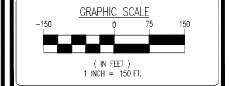
DEED REFERENCES

- 1. INSTRUMENT NO. 2011-000289-9 - LOT 30.2 - 1-1 INSTRUMENT NO. 2011-000289-9 - LOT 30.2 - 1-1 INSTRUMENT NO. 2011-000289-9 - LOT 30.2 - 1-1



SURVEY LEGEND

Table with symbols and descriptions for various survey features like monuments, structures, and utility lines.



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

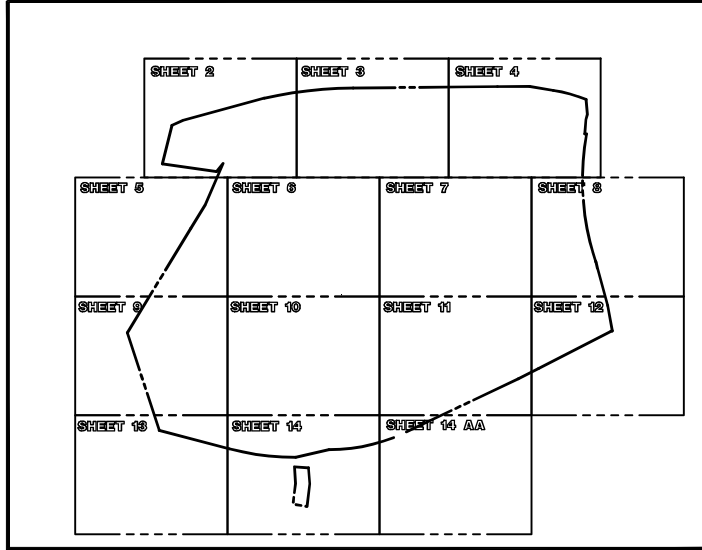
PROJECT: BROOKFIELD PROPERTIES

CRAIG BLACK PRELIMINARY PROFESSIONAL LAND SURVEYOR

RODOLFO PIERRI PRELIMINARY PROFESSIONAL LAND SURVEYOR

TITLE: BOUNDARY & TOPOGRAPHIC SURVEY

PROJECT NO: 3709-99-0045, DATE: 150110/28/2021, SHEET NO: 1 OF 14



Project: 2021-000289-9, Date: 150110/28/2021, Sheet: 1 OF 14

- › Permanent easement in and right-of-way granted over the private road that runs north-south along the western portion of the Subject Property.
- › Permanent easement granted for right to use for purposes of ingress and egress for the private road (Section 55.37, Block 1, Lot 31). Generally, the easement is twelve (12) feet wide running from Lafayette Avenue to the culvert under the rail line.
- › Various easements granted for right-of-way to Orange and Rockland Utilities, Inc. as depicted on the Survey.
- › The Subject Property is subject to restrictive provisions wherein residential uses of any kind are prohibited including, without limitation, single family dwellings, multi-family dwellings and mobile home dwellings and related facilities such as schools and other educational institutions and child care facilities of any kind. Use of the Project Site is restricted to uses which are commercial or industrial and under no circumstances residential.

Existing Zoning

The Suffern portion of the Project Site is located in the Planned Light Industrial (PLI) Zoning District wherein wholesale/warehousing distribution is a permitted use (§ 266-Attachment 4). The Proposed Project would be in compliance with the Schedule of Zoning Requirements (§ 266-Attachment 6) as shown in the table below.

Table II-2 Schedule of Zoning Requirements - Planned Light Industrial (PLI) Zone - Suffern

Zone Requirement	Zone PLI	Existing	Proposed
Min. Lot Area	40,000 SF	5,441,754 SF (124.93 AC)	5,441,754 SF (123.93 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 STORIES/ 40 FT	>40 FT (E)	46.16 FT**
Maximum Development Coverage	80%	16.7% (910,634 SF)	54.5% (2,299,677 SF)*

Notes:

(E): Existing non-conforming

(V): Variance

*Refer to development coverage chart

** No variance required per § 266-21.1

As noted in Table II-2 above, the maximum building height will be 46.16 feet. This will not require a variance based on § 266-21.1 of the Suffern Zoning Code, which provides additional requirements in the PLI District as follows:

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..... 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..... shall be subject to the following requirements:

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 65 feet.

While Table II-2 above provides the minimum proposed setbacks, the following table illustrates that building setbacks are being met for each individual building.

Table II-3 Proposed Building Setbacks

ZONE REQUIREMENT	ZONE PLI	PROPOSED BUILDING #1	PROPOSED BUILDING #2	PROPOSED BUILDING #3
MINIMUM FRONT YARD SETBACK	35 FT	192.4 FT	1,678.4 FT	1,975.8 FT
MINIMUM REAR YARD SETBACK	40 FT	628.7 FT	81.7 FT	216.6 FT
MINIMUM SIDE YARD SETBACK (EACH)	40 FT	616.6 FT	218.2 FT	744.3 FT
MINIMUM SIDE YARD SETBACK (COMBINED)	80 FT	1,187.1 FT	1,725.3	1,975.3 FT

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

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 § 266-15J 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: (§ 266-21.1.A)

- 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 65 FEET.
- IF THE BUILDING HEIGHT OF THE PROPOSED BUILDING SHALL BE GREATER THAN 65 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.

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 Planned Industry-Campus (PI-C) 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.

Based on a review of the Village of Montebello Comprehensive Plan (Adopted October 18, 2017), if the site is developed in the future, the primary objective is to retain the Hemion Road frontage of the Novartis property in its current wooded/landscaped setting (p.32). Montebello’s Comprehensive Plan also refers to potential impacts from significant grading and clearing of the steeply sloping portions

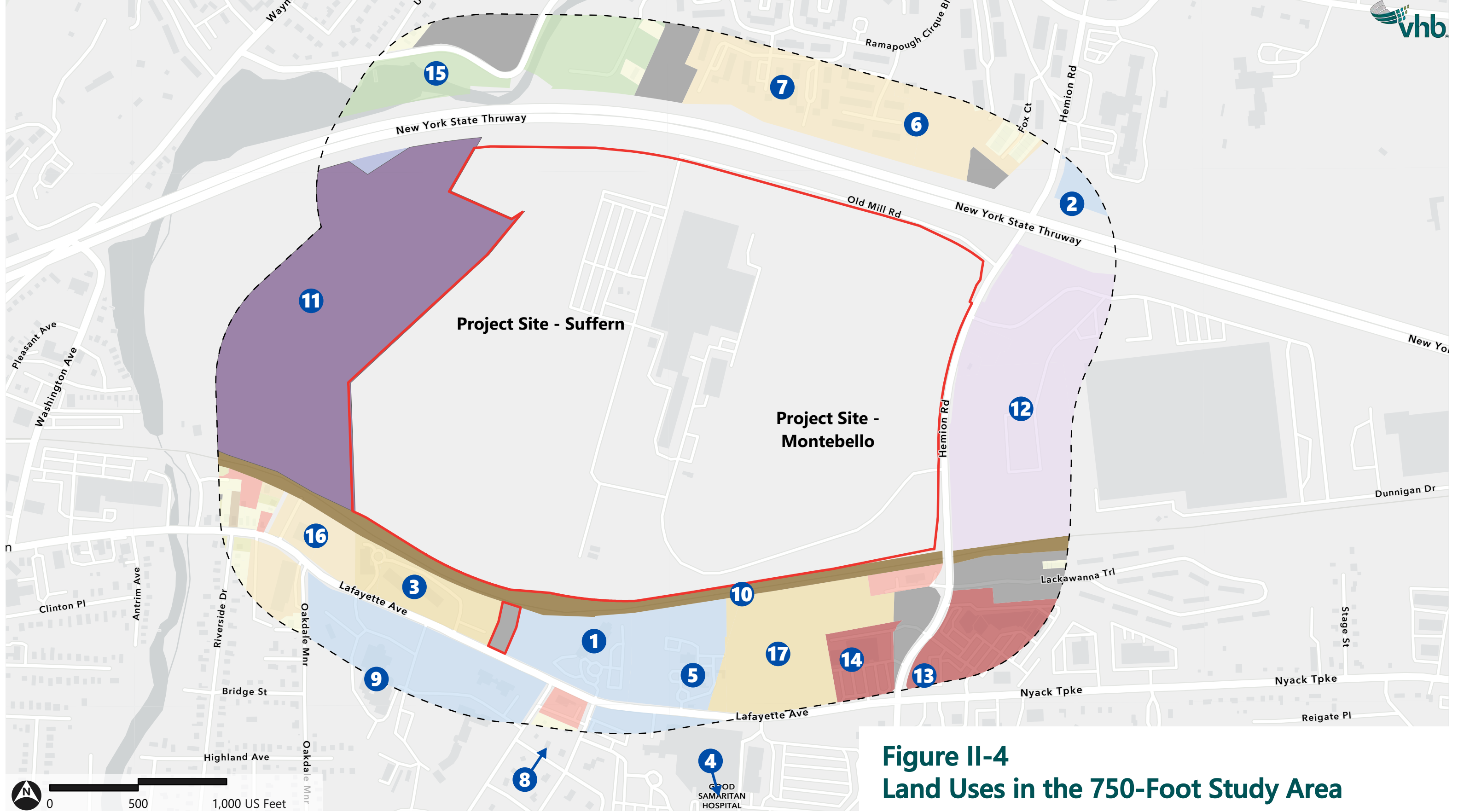
of the site that would be required to establish a large flat building footprint (p. 33). The Proposed Action would retain the existing wooded/landscaped setting along the Hemion Road frontage and the Proposed Action, with no buildings proposed in the Village of Montebello portion of the Project Site, is consistent with the Village of Montebello Comprehensive Plan. Therefore, the Montebello portion of the site would continue to act as a buffer for the operations situated on the western portion of the site in Suffern (p.82).

3. Description of Surrounding Uses and Facilities

Land uses within 750 feet of the Project Site are a mix of residential, commercial and warehousing/industrial uses (see **Figure II-4**). North of the Project Site, north of Old Mill Road, is the NYS Thruway. The primary land use north of the NYS Thruway is residential with attached and detached single-family residential developments, most prominently the Knolls at Ramapough and the Ramapo Cirque townhouse developments that occupy the majority of this area. The Knolls at Ramapough consists of tri-level townhomes built around 1986. Units are three-bedrooms and amenities include a pool, clubhouse, basketball court, tennis court and playground. Ramapo Cirque is a gated community consisting of 97 tri-level townhomes built around 1985. Most units range from 1800 to 3800 square feet. Community amenities include a clubhouse, pool, and tennis courts. Further north, outside of the study area, there is another townhouse development along Ryan Mansion Drive, which includes 20 attached carriage homes built in 2015-2016. In addition to these residential uses, Suffern Middle School is located north of the NYS Thruway, just east of Hemion Road.

In the Village of Montebello, the area to the east of Hemion Road and south of the NYS Thruway contains a mix of large industrial buildings, similar to the Project Site, and residential townhomes. Most prominent in terms of land area is the large warehousing and distribution center located at 30 Dunnigan Drive, across Hemion Road from the Project Site. This area, similar to the Proposed Project, contains a large (over 800,000-sf) industrial building with loading bays and surface parking. Other land uses east of Hemion Road include a small townhouse development consisting of six multi-family buildings along Lackawanna Trail, just south of the industrial complex. A railway road bed runs generally east-west to the south of the Project Site and between the industrial complex and the townhouse development. A small bridge along Hemion Road provides an overpass of the railway.

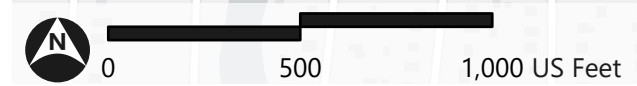
To the south of the Project Site is the Norfolk Southern railroad right-of-way, which provides freight service, operates 24 hours a day, seven days a week, and schedules can change frequently based on the transportation needs of their customers. Further south the Route 59 (Lafayette Avenue) corridor is a more densely developed area with a mix of commercial, institutional, and residential buildings. Prominent buildings along this corridor include the Indian Rock commercial strip center at the northeast corner of Route 59 and Hemion Road, Good Samaritan Hospital, Tagaste Monastery, the Suffern Free Library, the Salvation Army College for Officer Training, the Esther Gitlow Towers Senior site, a daycare center, and several medical and business offices.



**Figure II-4
Land Uses in the 750-Foot Study Area**

Project Site	Multi Family Residential - Senior Housing	Heavy Industrial
750-Foot Radius	Mixed Use (Residential/Commercial)	Utilities
General Land Uses	Institutional/Quasi-Public	Railroad
One Family Residential	Office	Local Park/Open Space
Two Family Residential	General Business/Community Commercial	Vacant
Multi Family Residential	Light Industrial/Warehouse	

- Specific Land Uses**
- 1 Suffern Free Library
 - 2 Suffern Middle School
 - 3 Esther Gitlow Towers
 - 4 Good Samaritan Hospital
 - 5 Tagaste Monastery
 - 6 Ramapo Cirque
 - 7 Knolls at Ramapough
 - 8 Residential Neighborhood Along Hillcrest Road
 - 9 Salvation Army College for Officer Training
 - 10 Norfolk Southern Railroad
 - 11 Former Suffern Quarry
 - 12 Raymour & Flanigan Fleet Shop
 - 13 McDonald's
 - 14 7-Eleven
 - 15 Brooklands Park
 - 16 New Antrim Pointe
 - 17 Montebello Crossings Assisted Living



To the west of the Project Site is the former Suffern Quarry. This vacant quarry operation site includes a large open pit filled with water.

There are two planned developments that would introduce additional uses to the study area. Montebello Crossings will be located west of Hemion Road to the southeast of the Project Site and will introduce a three-story, 200-bedroom assisted living facility. The other planned development is New Antrim Pointe, which will be located northwest of the Project Site. New Antrim Pointe is a proposed 5-story apartment building with two levels of parking garage and a total of 52 residential units. According to the site plan for this project, the building height will be 71.82 feet as measured from average grade and the height on the street side measured from elevation of the curb is 90.65 feet, therefore variances are required for building height.

4. Detailed Description of the Proposed Action

Proposed Action

The proposed redevelopment project includes demolition of the existing 533,000 square foot Novartis pharmaceutical complex and construction of three (3) Class "A" warehouse/wholesale distribution facilities². The new facilities 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 as follows:

Table II-4 Proposed Warehouse Buildings

	Size (SF)	Height	Loading Bays	Trailer Stalls	Parking Stalls
Warehouse Building 1	963,100	50' 7"	158	210	479
Warehouse Building 2	170,500	41' 6"	25	28	119
Warehouse Building 3	88,200	41' 6"	11	0	63
Total	1,221,800		194	238	661

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 Project along Old Mill Road.

Complete Site Plans for the Proposed Project can be found in **Appendix C**.

Demolition Plan

Demolition of the existing development on the Project Site will involve abatement and demolition. No blasting is required. Regulatory requirements relating to hazardous building materials, such as asbestos, polychlorinated biphenyls (PCBs) and lead will be followed as part of standard redevelopment practices. Abatement of asbestos-containing materials (ACM) will be required prior to

² "Class A" warehouses are state-of-the-art properties built specifically for warehousing and logistics.

demolition of on-site buildings. Abatement will last approximately four months (months 1 through 4) and demolition will last approximately six months (months 3 through 8). Demolition will start in the northwest portion of the site and end in the southwest portion of the site as shown on the Overall Demolition Plan (see **Figure II-5**, which can also be found in Site Plans in **Appendix C**). Demolition will occur in 16 phases with no phase disturbing more than five (5) acres at a time. Generally, demolition will proceed in a systemic manner, from the top of buildings and structures to the ground. Demolition work will be completed above each floor or tier before disturbing any of the supporting members of the lower levels. Structural framing members will be removed and lowered to the ground by means of hoists, derricks or other suitable methods. Concrete and masonry will be demolished in small sections. Phased demolition plans are included with the Site Plans in **Appendix C** (see sheets 3 and 6-15 of 99).

Overall Site Plan

The overall site plan has been designed, to the maximum extent practicable, to concentrate development on portions of the site that have already been disturbed and to minimize impacts to sensitive environmental features such as wetlands, steep slopes, and floodplains. The largest proposed building (Warehouse Building 1) would be constructed in the north and central portion of the 125± acre 25 Old Mill Road parcel in Suffern, where most of the existing building and surface parking are located. Warehouse Building 2 would be located in the southwest portion of the site and Warehouse Building 3 would be located south of Warehouse Building 1 and north of the railroad tracks. Two sound barriers would be constructed. Both barriers, which are shown on the Overall Site Plan, would be carried to 15 feet above the paved truck court. The sound barrier for Building 2 would be approximately 130 feet in length; the sound barrier for Building 3 would be approximately 375 feet in length. Specifically, the noise barriers would be constructed as follows:

- › The barriers would be solid, without openings, and be of sufficient surface weight of 7 lbs./ft²;
- › Would be 5/8-inch-thick sheet steel piling, precast or poured-in-place concrete, treated wood/engineered lumber, acoustical metal panels, or other hybrid system; and
- › Would be designed to resist wind load and would require engineered footings.

Currently, access to the site is 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 site along Old Mill Road, which connects to Hemion Road (CR 93). The proposed site plan would 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 Project along Old Mill Road.

An internal road system would connect the site access points to the three proposed buildings. Parking stalls, loading bays and trailer stalls would be accessible to the individual buildings they serve.

See **Figure II-6** for the Overall Site Plan, which can also be found in in **Appendix C** (sheet 16).

Figure II-5: Overall Demolition Plan

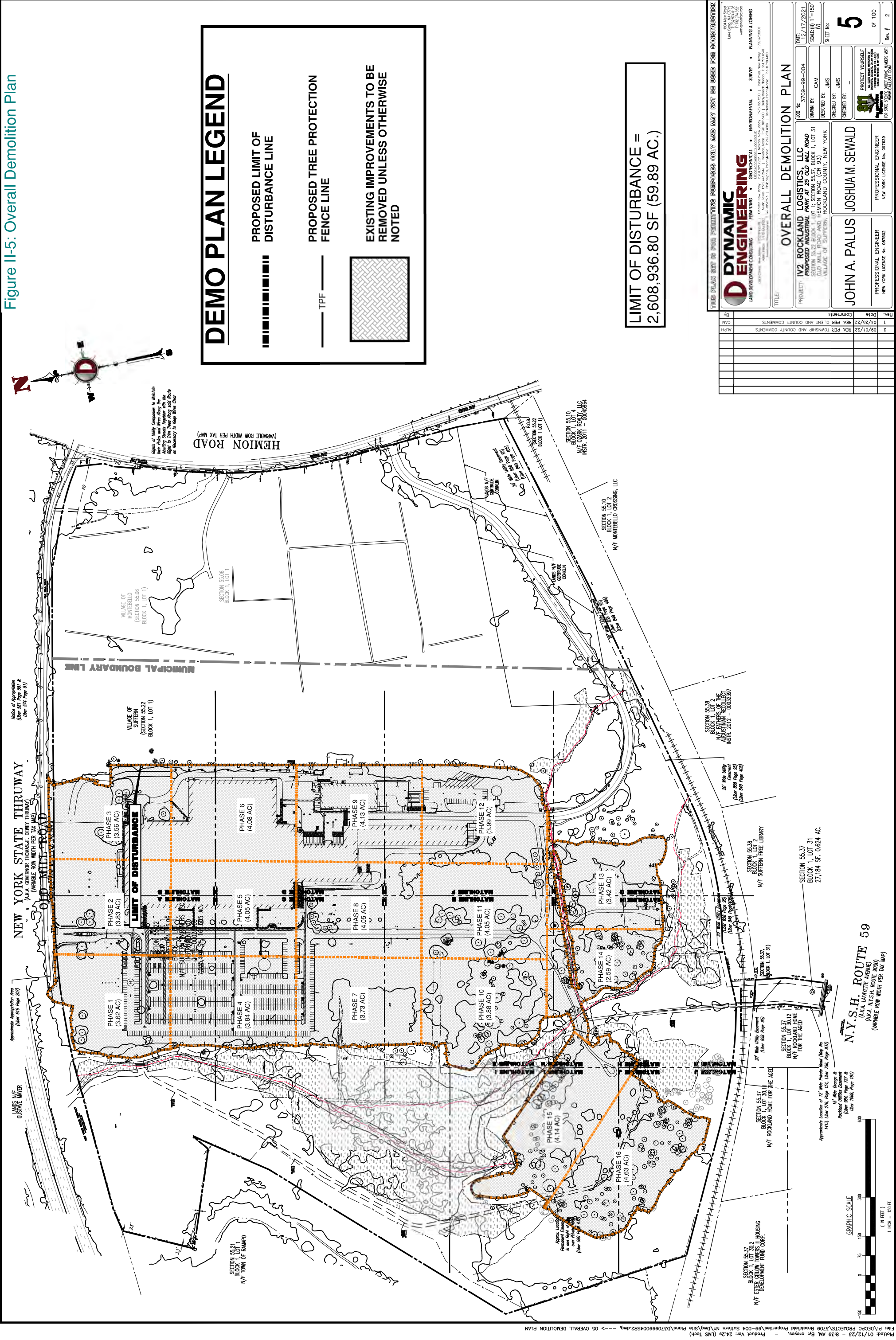


Figure II-6: Overall Site Plan



GENERAL NOTES:

- THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:
 - ALTA/ASPS LAND TITLE SURVEY (DYNAMIC SURVEY, LLC)
 - 1800 ROCKLAND LOGISTICS, LLC (ROCKLAND LOGISTICS, LLC)
 - LAKE CONG, NJ 07719
 - SURVEYOR FILE NO. 5709-99-0045 DATED: 01/25/2022
- APPLICANT: IV2 ROCKLAND LOGISTICS, LLC
- OWNER: NEWCO SUFFERN HOLDINGS, LLC
- PARCEL DATA: SECTION 55.22, BLOCK 1, LOT 1
- 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 HEREOF. 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 65 FEET.
- IF THE BUILDING HEIGHT OF THE PROPOSED BUILDING SHALL BE GREATER THAN 65 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	1.789	50%	0.895
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 (54.5%)

LEGEND:

PROPOSED SNOW REMOVAL AREA (10%)

SEE SHEET 03 OF 100 FOR SITE PLAN NOTES

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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

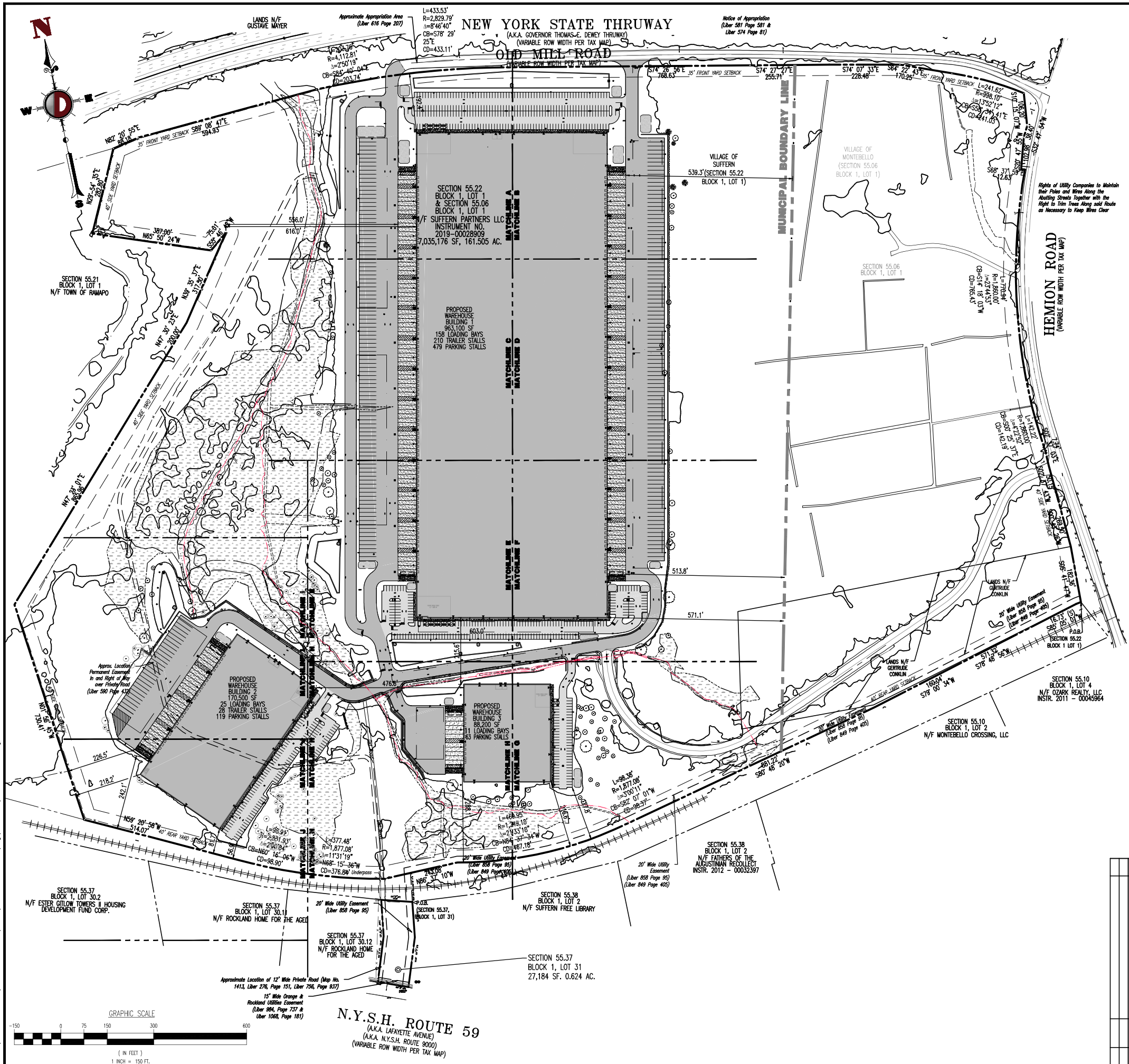
JOB No.: 3709-99-004 DATE: 12/17/2021
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DESIGNED BY: JMS SHEET No.:
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NEW YORK LICENSE NO. 087502

JOSHUA M. SEWALD PROFESSIONAL ENGINEER
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 Plotted: 01/12/23 - 8:41 AM. Br: araves,
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Proposed limits of disturbance

The Proposed Action would involve total site disturbance of 2,608,936 square feet (59.89 acres), of which 50.83 acres was previously disturbed. See **Figure II-7** for a comparison of the existing and proposed limit of disturbance.

Proposed new buildings

The existing site improvements would be demolished to make room for three new warehouse/wholesale distribution facilities totaling 1,221,800 sf of new warehouse construction with associated loading bays, trailer storage spaces, surface parking, and other site improvements.

Warehouse Building 1 would be 963,100 sf (including 21,000 SF of office space) and would be oriented north-south with loading bays along the western and eastern building facades. This building would be constructed generally in the location of the largest existing site building. Warehouse Building 2 would be 170,500 sf (including 3,200 SF of office space) and would be oriented at an angle to Warehouse Building 1 to its southwest, with loading bays provided along the west side of the building. Warehouse Building 3 would be 88,200 sf (including 3,200 SF of office space) and would be located just south of and parallel to Warehouse Building 1, with loading bays provided along the west side of the building.

Interior roadways between 35 and 40 feet in width would connect the three buildings. As noted above, the Proposed Project would also provide an additional access point along Old Mill Road. The Proposed Project buildings would be concentrated in the areas of the Project Site that are currently developed or disturbed, and would be varying heights with a maximum height of approximately 46 feet (Warehouse Building 1 would have a finished floor elevation to the top of the parapet wall elevation of 50' 7"). The buildings would be constructed with simple rectangular massings, and building materials would be consistent with standard industrial materials in the area, including glass, concrete, and metal. The buildings would be generally gray and white colored with blue accents. See **Figures II-8** and **II-9** for a conceptual rendering of Building 1 and an aerial view of the Project Site.

Access, vehicular circulation, parking and loading, pedestrian circulation and sidewalks

Access to the Project Site would be provided via a full movement driveway at the south end of the Project Site along Hemion Road and two full movement driveways at the north end of the site along Old Mill Road. The Proposed Project parking lots would be serviced by parking aisles with a width of 24 feet, in compliance with the Village of Suffern Village Code minimum requirements. These aisles would allow for two-way circulation and 90 degree parking. Circulation between the driveway and buildings would be serviced by aisles with a width of 36 feet. Truck loading areas, which are separated from the parking lots, would be serviced by aisles with a width of 70 feet. The Proposed Project has been designed such that the Project Site can sufficiently accommodate a large wheel base vehicle, such as a single unit truck (SU), or a tractor with a 53-foot trailer, along with the automobile traffic anticipated.

The Proposed Project would meet all of the parking requirements as set forth in the Village of Suffern parking ordinance. The ordinance sets forth a parking requirement of 3.3 parking spaces per 1,000 square feet of sales and office area and 1 parking space per 3 employees on the largest shift for warehouse uses. This equates to a parking requirement of 178 spaces for Building 1 with 21,000 SF of office space and 324 employees on the maximum shift, 30 spaces for Building 2 with 3,200 SF of office space and 56 employees on the maximum shift, and 22 spaces for Building 3 with 3,200 SF of

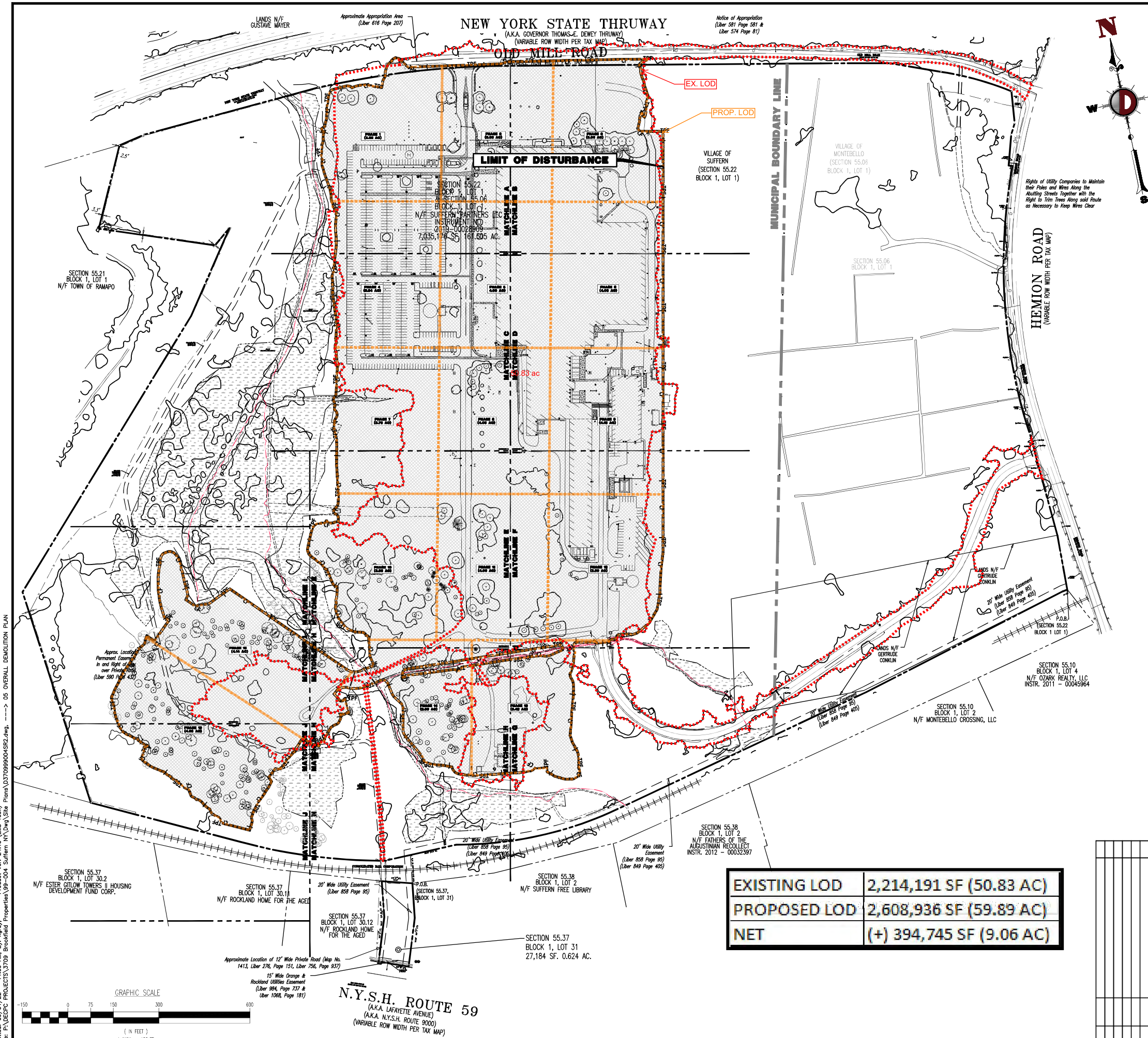
Figure II-7: Limits of Disturbance



DEMOLITION PLAN LEGEND

	PROPOSED LIMIT OF DISTURBANCE LINE
	TPF - PROPOSED TREE PROTECTION FENCE LINE
	CF - TEMPORARY CONSTRUCTION FENCE AND FISHING BOUNDARY LINE
	EXISTING IMPROVEMENTS TO BE REMOVED UNLESS OTHERWISE NOTED

THIS PLAN TO BE UTILIZED FOR SOIL EROSION & SEDIMENT CONTROL PURPOSES ONLY



EXISTING LOD	2,214,191 SF (50.83 AC)
PROPOSED LOD	2,608,936 SF (59.89 AC)
NET	(+) 394,745 SF (9.06 AC)

SEE SHEET 03 OF 100 FOR DEMOLITION PLAN NOTES

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TITLE: **LOD DISTURBANCE EXHIBIT**

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
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JOHN A. PALUS **JOSHUA M. SEWALD**

PROFESSIONAL ENGINEER NEW YORK LICENSE No. 087502
 PROFESSIONAL ENGINEER NEW YORK LICENSE No. 097639

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Figure II-8
Proposed Project Conceptual Rendering – Building 1 Entrance



Figure II-9 Proposed Project Conceptual Rendering – Aerial View



office space and 33 employees on the maximum shift. This equates to a total requirement of 230 parking spaces. The Proposed Project would provide 661 parking spaces. The ordinance also requires one parking space for each commercial vehicle to be stored on the Project Site. The Proposed Project would provide 238 trailer parking spaces, which is anticipated to be sufficient to support the demands of the Proposed Project.

The Proposed Project would also provide passenger vehicle parking stalls with dimensions of 9x18 feet, in keeping with the minimum dimensional requirements, and trailer parking stalls that measure 13x55 feet, sufficient size to park 53-foot trailers.

Finally, the ordinance also sets forth a loading requirement of 1 loading space per the first 1,500 SF and 1 loading space for each additional 10,000 SF of floor area for warehouse uses. This equates to a loading requirement of 95 loading spaces for Building 1 with 942,100 SF of warehouse floor area, 17 loading spaces for Building 2 with 85,000 SF of warehouse floor area, and 17 loading spaces for Building 3 with 85,000 SF of warehouse floor area. This equates to a total loading space requirement of 121 loading spaces for the Proposed Project. In compliance with this requirement, the Proposed Project would provide 194 loading spaces, measuring 14x60 feet in keeping with general engineering standards for loading space size.

Sidewalks within the Project Site would accommodate pedestrians accessing project buildings from parking areas. The Proposed Action would also incorporate features to increase site safety including on-site directional signage, designated walkways and crossing areas for pedestrians, outdoor lighting, private security, and an internal circulation design to minimize the potential for vehicle and pedestrian accidents.

Sustainability, green technologies and energy efficiency aspects of the Proposed Action

The Proposed Project would incorporate various measures designed to conserve energy and reduce greenhouse gas emissions associated with the project, including the following measures:

- › Installation of electric vehicle charging stations
- › Work towards LEED³ certification. Leadership and Environmental Design (LEED) is a U.S. Green Building Council rating system that provides framework for healthy, efficient and sustainable buildings. LEED goal is to improve efficiency, lower carbon emissions, enhance resilience and support more equitable communities
- › Use building materials that are extracted and/or manufactured within the region to reduce delivery distance
- › Designing the warehouses to accommodate the load standards for solar capabilities on the roof
- › Track energy performance of building and develop strategy to maintain efficiency
- › The installation of highly reflective white Thermoplastic Polyolefin (TPO) roofing to minimize heat absorption and reduce cooling needs
- › Incorporate glazing on windows to reflect heat
- › Incorporate motion sensors and high-efficiency LED lighting and climate control
- › Promote and facilitate recycling. Provide storage and collection of recyclables in building design
- › Design and use of native and water-efficient landscaping

³ USGBC LEED rating system, <https://www.usgbc.org/leed>

- › Develop and implement a marketing/information program that includes posting and distribution of ride sharing transit information

In addition, the Applicant has also committed to achieving Net Zero for the Proposed Project. Net zero means achieving net-zero balance between released and removed GHG emissions. This goal is usually set in two ways. First, every effort is made to reduce the amount of GHG emissions released into the atmosphere. Secondly, offset remaining GHG emissions by removing an equivalent amount of GHG emissions from the atmosphere and storing it permanently in soil, plants and materials. The common strategies used for achieving Net Zero emissions include generating renewable electricity, use electric vehicles and equipment, use energy more efficiently, use methods and technologies to remove GHG from the atmosphere, use land use management to increase capacity to absorb and store carbon.

As shown by the GHG emissions calculations detailed in Chapter III.H Air Quality, if solar panels are installed, they would generate electricity to power HVAC, hot water and lighting of the proposed warehouses, but not enough to balance the Scope 3 emissions. The sustainability and energy saving measures listed above would help to reduce the amount of electricity needed for the warehouses and free more avoided GHG to offset Scope 3 emissions. The other offsets for the Scope 3 GHG emissions would come from Brookfield as explained below.

- › Over the past 25 years, Brookfield (The Applicant) has built one of the largest private renewable power businesses in the world. With installed renewable generating capacity of 21 gigawatts (GW), Brookfield now produces more than enough green energy to power London, U.K. and the Applicant aims to double that capacity by 2030.
- › To ensure that the Applicant's portfolio aligns with climate action best practices, Brookfield made a commitment to reach net-zero emissions by 2050 or sooner across all assets under management (AUM).
- › Brookfield set an interim target to achieve an approximately two-thirds reduction in Scope 1 (direct GHG emissions) and Scope 2 (indirect GHG emissions) for \$147 billion of AUM—approximately one-third of Brookfield's total portfolio—by 2030 or sooner.
- › Brookfield intends to build on this leading position in renewable power and do much more to contribute to the transition to Net Zero.
- › Operations of the Proposed Project would contribute to GHG emissions mostly by combustion of fossil fuels for the HVAC and hot water systems on-site, by consuming electricity and by the incremental mobile trips generated by the Proposed Project. Construction of the Proposed Project could contribute as much as the equivalent of 16 to 20 years of operational GHG emissions. However, GHG emissions generated by the Proposed Project would comprise a small fraction of the State, Rockland County, or Village of Suffern GHG budgets. Rockland County's electricity generation has one of the smallest carbon footprint in the country and Scope 2 emissions from the Proposed Project would be even smaller than they would be in other locations in New York State. In addition, as described above, numerous mitigation measures would be undertaken by the Proposed Project and the Applicant has committed to achieve Net Zero for the Proposed Project.

Landscape design and lighting plan

The proposed Landscape Plan for the Project Site is shown in **Figure II-10**, which is also provided in **Appendix C**. As shown, the Proposed Project would include 534 new tree plantings, including a mix of shade, ornamental, and evergreen trees, as well as evergreen and deciduous shrubs. Plantings would be concentrated along the Proposed Project perimeters and roadways to provide significant screening vegetation and reduce potential visual impacts on neighboring properties and area roadways.

A Lighting Plan for the Proposed Project is shown in **Figure II-11**, which is also provided in **Appendix C**. The Proposed Project lighting would be consistent with the Village Code for the Village of Suffern, Article V, Section 228-25. As shown on the Lighting Plan, lighting fixtures not to exceed 25 feet in height would be provided along the building exteriors, roadways, and parking areas. Lighting would be shielded and downward directed such that it will not be visible from beyond any of the property lines, in keeping with dark sky principles. Variable controls for site lighting would be used. The proposed landscaping and existing wooded area on the Project Site would further shield any lighting from view from the surrounding area.

Stormwater management plan, facilities and practices

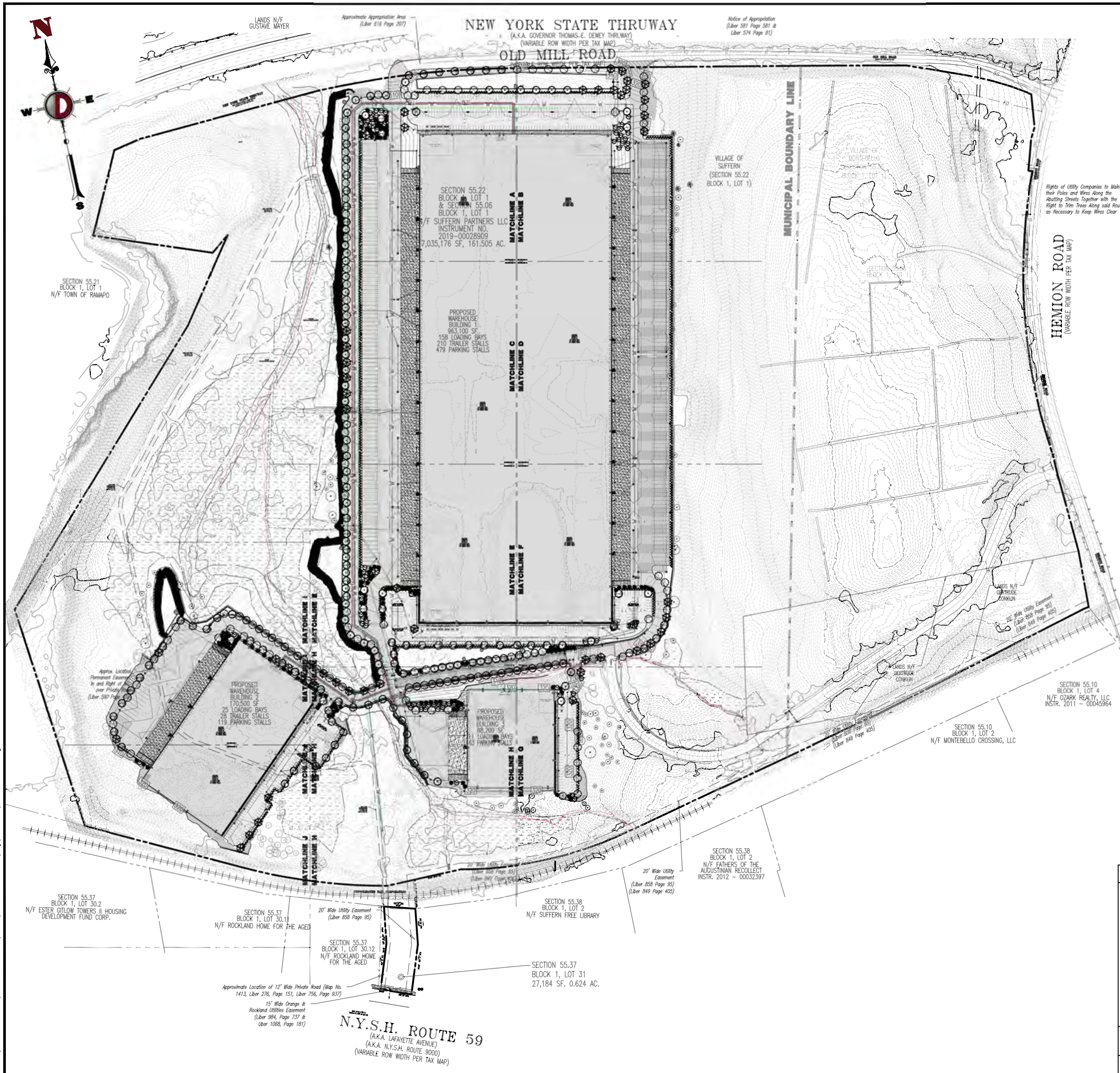
Various measures have been incorporated into the overall project design to minimize the potential for impacts to stormwater, including those detailed below. A Stormwater Management and Pollution Prevention Plan (SWPPP) has been developed for the Proposed Project. The SWPPP is included in **Appendix I**.

- › The Proposed Project has been designed to limit disturbance to the existing wetlands and watercourses and to maintain preconstruction natural hydrologic conditions of the Project Site to the maximum extent practicable.
- › A SWPPP has been prepared for the Proposed Project in accordance with the 2015 New York State Stormwater Management Design Manual, Chapter 233 of the Village Code, and the New York State Department of Environmental Conservation (NYSDEC) State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity General Permit Number (GP-0-20-001).
- › The SWPPP includes a detailed erosion and sediment control plan identifying the specific erosion and sediment control measures to be implemented on the Project Site.
- › The proposed Project Site stormwater management system would consist of a series of vegetated stormwater infiltration and detention facilities which would release stormwater runoff at a controlled rate through outlet control structures into the on-site tributaries. The infiltration and detention facilities have been designed to satisfy the channel protection, overbank flood, and extreme storm requirements set forth by the New York State Stormwater Design Manual.

Disturbance within a floodplain

The Proposed Project would impact approximately 0.8 acres of the 100- and 500-year floodplains within the western portion of the Project Site. Therefore, a Floodplain Development permit, issued by

Figure II-10: Overall Landscape Plan



LANDSCAPE SCHEDULE

SHADE TREES

- AR (ACER RUBRUM, RED MAPLE) - 51
- AS (ACER SACCHARUM, SUGAR MAPLE) - 70
- LT (LIRIODENDRON TULIPIFERA, TULIP POPLAR) - 88
- QA (QUERCUS ALBA, WHITE OAK) - 107

ORNAMENTAL TREES

- CF (CORNUS FLORIDA, WHITE FLOWERING DOGWOOD) - 64

EVERGREEN TREES

- CLY (CUPRESSOCYPARIS LEYLANDII, LEYLAND CYPRESS) - 154

EVERGREEN SHRUBS

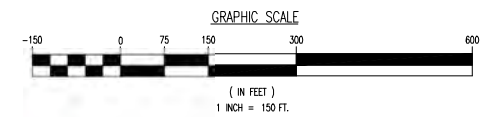
- IG (ILEX GLABRA, INKBERRY HOLLY) - 501

DECIDUOUS SHRUBS

- LB (LINDERA BENZOIN, SPICEBUSH) - 815
- VD (VIBURNUM DENTATUM, ARROWWOOD VIBURNUM) - 630
- VP (VIBURNUM PRUNIFOLIUM, BLACKHAW) - 278

ORNAMENTAL GRASSES

- PV (PANICUM VIRGATUM, SWITCHGRASS) - 1357
- SS (SCHIZACHYRIUM SCOPARIUM, LITTLE BLUE STEM) - 1401
- AS (ASCLEPIAS SYRIACA, COMMON MILKWEED) - 1377



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TITLE: **OVERALL LANDSCAPE 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**

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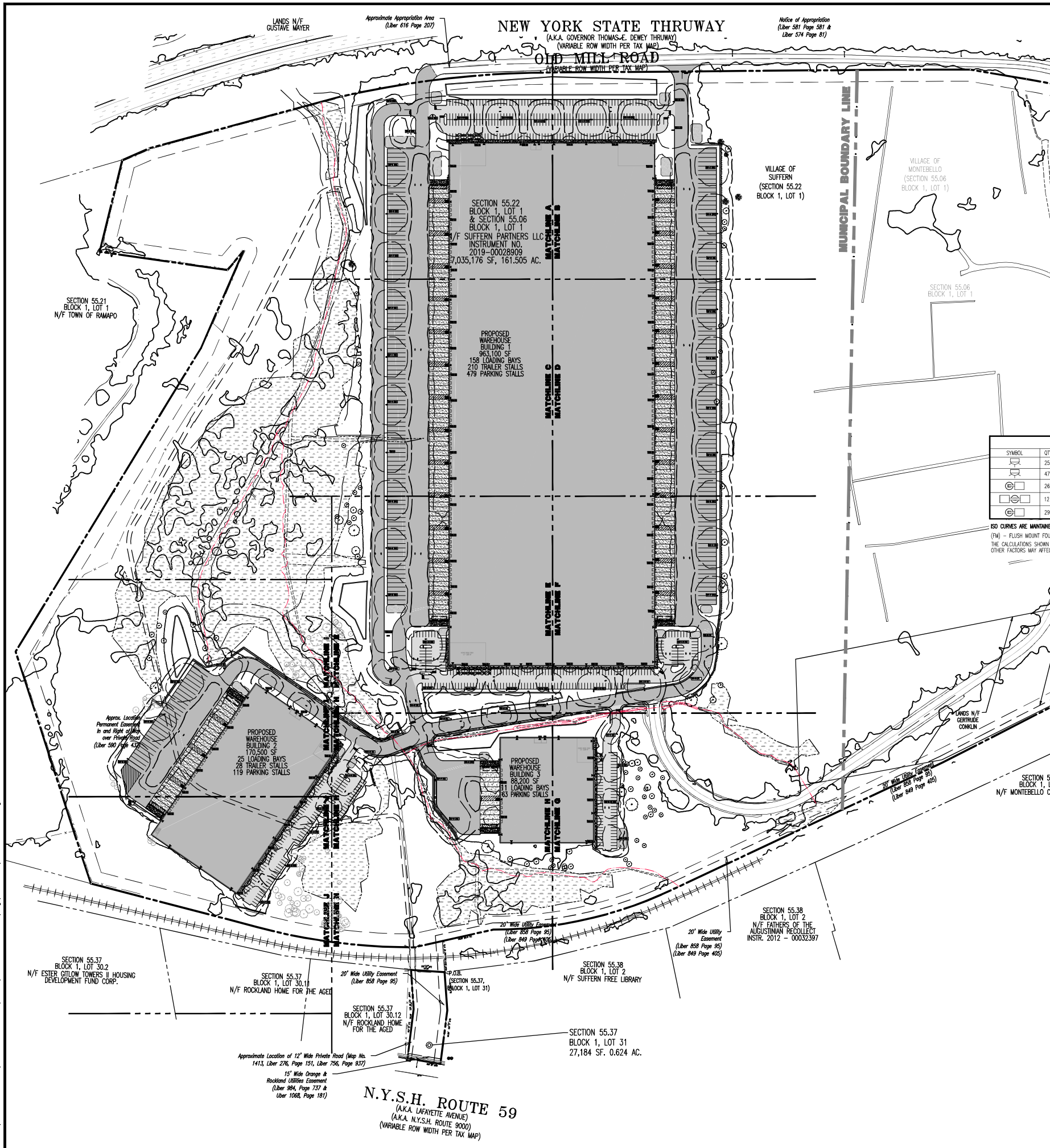
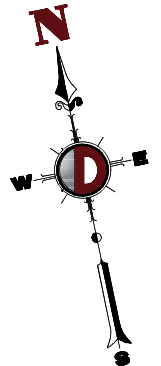
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LUMINAIRE SCHEDULE

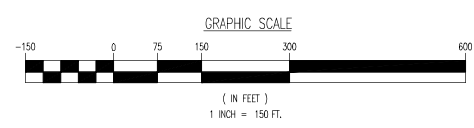
SYMBOL	QTY	LABEL	ARRANGEMENT	MOUNTING HEIGHT	DESCRIPTION	LF	LUMINAIRE LUMENS	LUMINAIRE WATTS	COLOR TEMP	TOTAL WATTS	MANUFACTURER
☐	25	EWAS-W1	SINGLE	25.0 FT	EWAS01_AZANT30_...-120-277V	1	2900	21	3000K	525	GE LIGHTING SOLUTIONS
☐	47	EWAS-W2	SINGLE	25.0 FT	EWAS01_G44F730_...	1	16100	130	3000K	6110	GE LIGHTING SOLUTIONS
☐	26	EALP-A1	SINGLE	25.0 FT	EALP03_Q6SH730_... WITH ELS-EAL-SS4-BLOCK	1	54800	570	3000K	15390	GE LIGHTING SOLUTIONS
☐	12	EALS-A-BB	BACK TO BACK	25.0 FT	EALS03_K44H730_... WITH ELS-EAL-FF4-BLOCK	1	20200	239	3000K	5736	GE LIGHTING SOLUTIONS
☐	29	EALS-A2 (FM)	SINGLE	25.0 FT	EALS03_K44H730_... WITH ELS-EAL-FF4-BLOCK	1	20200	239	3000K	6453	GE LIGHTING SOLUTIONS

ISO CURVES ARE MAINTAINED AND SHOWN AT 2.0 AND 1.0 FC.
 (FM) - FLUSH MOUNT FOUNDATION (PEF) - PEDESTAL FOUNDATION
 THE CALCULATIONS SHOWN WERE MADE UTILIZING ACCEPTED PROCEDURES OF THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA. VARIATIONS IN LAMP OUTPUT, BALLAST OUTPUT, LINE VOLTAGE, DIRT DEPRECIATION, AND OTHER FACTORS MAY AFFECT ACTUAL RESULTS. UNLESS OTHERWISE STATED, ALL RESULTS ARE MAINTAINED VALUES, UTILIZING ACCEPTED LIGHT LOSS FACTORS (LLF).

CALCULATION SUMMARY

LABEL	CALC TYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
PAVED AREA	ILLUMINANCE	FC	2.33	13.9	0.1	23.30	139.00
PARKING AREA	ILLUMINANCE	FC	2.41	6.3	0.1	24.10	63.00

SEE SHEET 83 OF 100 FOR LIGHTING PLAN NOTES



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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
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the Village of Suffern, is required to protect from increased flood hazards and exposure to flooding. The Floodplain Development permit will require a technical analysis, by a licensed professional engineer, if required by the local administrator, which shows whether proposed development to be located in an area of special flood hazard may result in physical damage to any other property.

Wetland disturbance and mitigation of impacts

The Proposed Project would result in impacts to federally regulated wetlands and tributaries. The Proposed Project requires placement of fill within regulated freshwater wetlands and totals approximately 3,716 square feet (0.085 acres) of freshwater wetland disturbance, 97,132 square feet (2.23 acres) of US Army Corps of Engineers (USACE) regulated stormwater pond disturbance, and 583 square feet (0.013 acres) of disturbance to USACE tributaries within the Project Site.

No impacts to the functions and values of the wetland are anticipated due to the minimal proposed disturbance. Disturbance of the stormwater pond would result in the loss of the wetlands functions and values, including groundwater recharge/discharge, floodflow alternation, sediment/toxicant retention, nutrient removal, production export, sediment/shoreline stabilization, and wildlife habitat. The loss of wetland functions and values would be compensated for with mitigation through the implementation of stormwater management practices and other vegetated areas. The mitigated areas would be planted with a variety of native vegetation providing nutrient removal, sediment retention, and wildlife habitat for various types and populations of animals typically associated with wetlands and the wetland edge.

Refer to DEIS **Chapter III.C, Wetlands, Waterbodies, and Watercourses**, for detailed wetland disturbance and mitigation of impacts.

Summary of proposed utilities

Both domestic water service and fire service for the proposed development would be supplied via an existing 10" Village water main located on Route 59, adjacent to the southerly property boundary. The Novartis Pharmaceutical facility connected to this main via a water valve located within the dirt road at the southern portion of the property. The Proposed development plans to demolish the existing water lateral to the Novartis facility and proposes new water laterals connecting to the proposed building and ultimately tying back into the 10" main via the existing water valve. The service provider for domestic water is the Village of Suffern Public Works Department. Per New York State Design Standards for Intermediate Sized Waste Water Treatment Systems, the projected water demand for a factory / distribution warehouse is 15 gallons per day per employee per shift. The development is anticipated to bring in approximately 400 full time employees and 50 part time employees. The projected water demand is approximately 6,750 gallons per day, which in the Applicant's opinion is a decrease in demand when compared to the existing Novartis Pharmaceutical facility.

Sanitary sewer service for the proposed development would be provided via the existing sanitary main on Route 59. The majority of the site is currently serviced by a 10" trunk line which runs via gravity to a small pump station building at the southern portion of the site, where a 6" force main exits the building which ultimately connects to Route 59. The proposed development would utilize the existing service connection to the best extent practicable. Per New York State Design Standards for Intermediate Sized Waste Water Treatment Systems, the projected sewer demand for a factory / distribution warehouse is 15 gallons per day per employee per shift. The development is anticipated

to bring in approximately 400 full time employees and 50 part time employees. Projected sewer demand is approximately 6,750 gallons per day, which in the Applicant's opinion, is a decrease in demand when compared to the existing Novartis Pharmaceutical facility.

Natural gas service for the proposed development would be provided via an existing 6" service line which runs from the existing Novartis Pharmaceutical building south to an existing Orange & Rockland Utilities easement which runs along the southern property line. Loads per each building are as follows: Building 1 = 10,594,100 BTU; Building 2 = 1,875,500 BTU; Building 3 = 968,220 BTU. Each building is anticipated to have one gas meter. The proposed development would utilize the existing service line to the best extent practicable. The service provider for natural gas is Orange and Rockland Utility Company.

Electric service for the proposed development would be provided via an underground service line connecting to the existing utility poles located along Old Mill Road. Loads per each building are as follows: Building 1 = 2,620 kW / 4,000 amps; Building 2 = 1,960 kW / 4,000 amps; Building 3 = 945 kW / 4,000 amps. This is consistent with the existing Novartis facility connection location. The service provider for electric is Orange and Rockland Utility Company.

Proposed emergency service, fire protection and site security measures

The Proposed Project would incorporate features to increase site safety and reduce demand for police protection, including outdoor lighting; on-site security measures such as security cameras installed throughout the proposed development, security gates at the site entrances, exterior lighting, and key card access to all buildings; and an internal circulation design to minimize collisions.

The Proposed Project would be designed to provide adequate site access to fire apparatus and emergency response vehicles. The access road to the Project Site would be compliant with the dimensional requirements, regulations and standards for firefighting equipment and emergency service vehicle access, and full vehicular circulation would be provided throughout the Project Site.

Additionally, the proposed buildings would be constructed to meet the latest New York State Uniform Fire Prevention and Building Code. All buildings and would be fully equipped with fire alarms and automatic sprinkler systems throughout the buildings. The Applicant and the Applicant's engineer met with the Suffern Fire Department Chief Jeremy Kaufer on October 7, 2022 to review the Proposed Action. The Applicant will continue to coordinate with the Suffern Fire Department (SFD) as the site plan process progresses. The Applicant would design the fire suppression system in coordination with the SFD to ensure all of the fire response needs are met and the implementation of any site improvements, including the location of noise barriers, allow for easy access throughout the circulation of site. Due to the location of the Proposed Project being directly above the Ramapo River Basin Aquifer, the site is anticipated to have sufficient water pressure in the scenario of a fire. As a result, a fire tank and pump building will not be necessary for the Proposed Project Site. The site is currently supplied for both domestic water and fire service via an existing 10" Village water main located on Route 59, adjacent to the southerly property boundary.⁴

⁴ Current water main supply and location confirmed by Charles Sawicki, Suffern Director of Public Works.

Description of off-site improvements

Proposed off-site improvements are limited to the following:

- › Restripe the eastbound and southbound left turn lanes at the intersection of Lafayette Avenue (Route 59) and Campbell Avenue/Hemion Road to provide 300 feet of storage length. Further, it is proposed to modify the radius on the northeast corner of this intersection to help facilitate westbound right turn movements for tractor trailers.
- › Modify the radius on the northwest corner of the intersection of Lafayette Avenue (Route 59) and Airmont Road (CR 89) to help facilitate southbound right turn movements for tractor trailers.
- › Convert the intersection of Montebello Road (CR 64) and Hemion Road (CR 93)/Ryan Mansion Drive to multi-way stop control.

Operational aspects of the Proposed Action

The Proposed Project is a speculative build at this time and no specific tenant(s) have been identified. The Applicant is redeveloping the site for a warehousing and logistics center that would readily accommodate either a single tenant or multiple tenants. The operational aspects of the Proposed Action, as discussed herein, are generally based on the proposed design and development of the site and specific operational aspects may vary with individual tenants. Although the exact hours of operation are not known at this time, trip generation for the Proposed Project has been examined based on one work shift. This is considered a conservative “worst case scenario” analysis where site employees are not distributed over multiple shifts.

The proposed development would include three buildings with a total of 1,221,800 SF, of which, 27,400 SF would be office space. None of the buildings are anticipated to be refrigerated or used for cold storage. While the specific hours of operation and whether the activities would occur in shifts would be specific to the individual tenant, the project would generate an estimated 400 full-time jobs and 50 part-time jobs (these numbers do not include construction jobs). The types of jobs on site would include management, professional, administrative and production (warehousing) jobs.

Traffic generation for the Proposed Project has been examined in the Traffic Impact Study in **Appendix E**. The table below summarizes the peak street hour (PSH) trip generation for each of the three proposed buildings as well as the total trip generation for the project. Review of the collected traffic data reveals that the weekday morning PSH occurs between 7:45 - 8:45 AM and the weekday evening PSH occurs between 3:15 - 4:15 PM.

Table II-5 Proposed Project Trip Generation

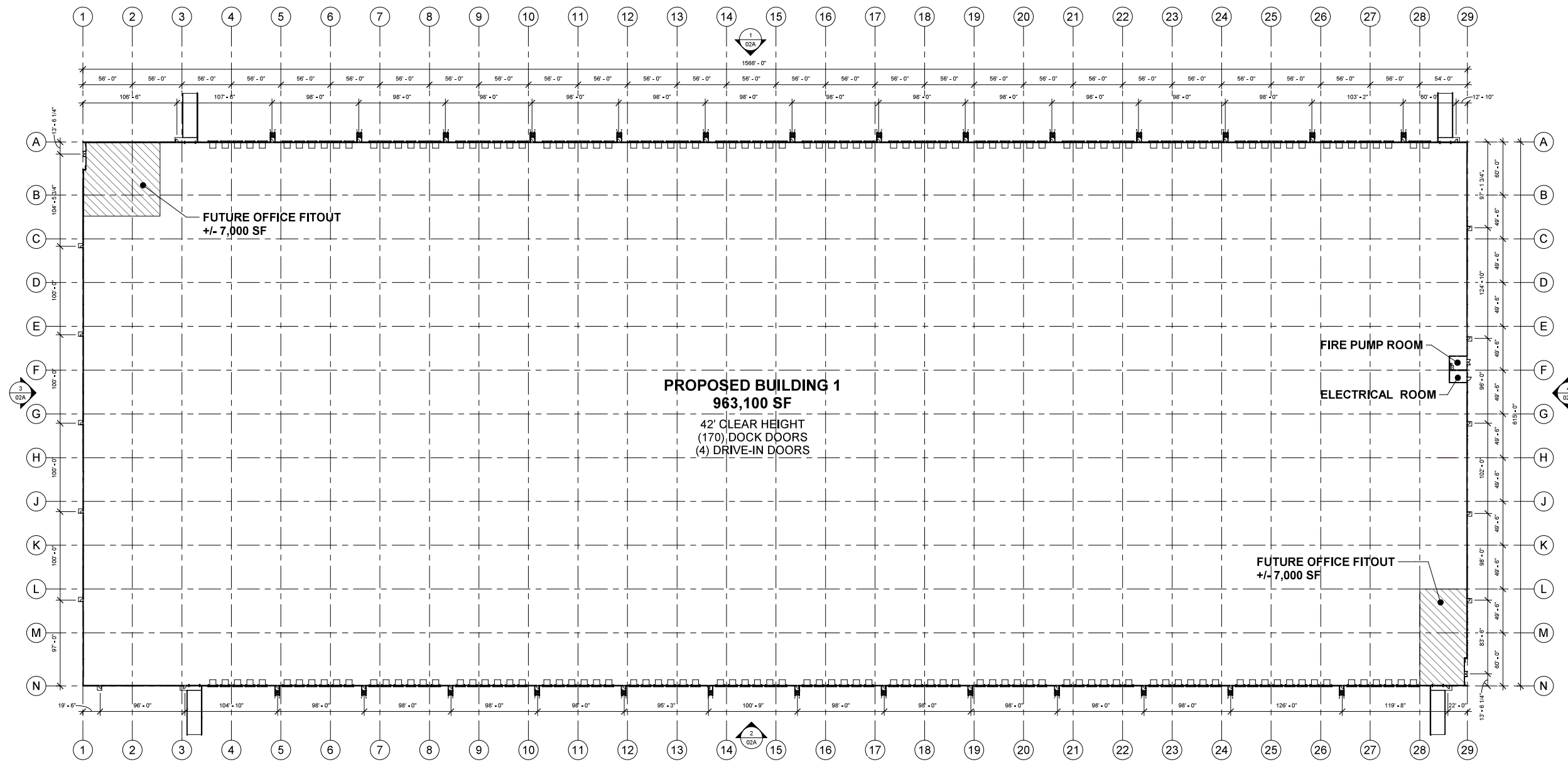
Use	Trip Type	AM PSH			PM PSH		
		In	Out	Total	In	Out	Total
Building 1 – 963,100 SF	Total	107	32	139	40	102	142
	Trucks	14	4	18	6	15	21
	Cars	93	28	121	34	87	121
Building 2 – 170,500 SF	Total	34	10	44	13	34	47
	Trucks	4	2	6	2	5	7
	Cars	30	8	38	11	29	40
Building 3 – 88,200 SF	Total	26	8	34	10	27	37
	Trucks	3	1	4	2	4	6
	Cars	23	7	30	8	23	31
Total	Total	167	50	217	63	163	226
	Trucks	21	7	28	10	24	34
	Cars	146	43	189	53	139	192

The Proposed Project would incorporate features to increase site safety, including outdoor lighting; on-site security measures such as security cameras installed throughout the proposed development, security gates at the site entrances, exterior lighting, and key card access to all buildings, and an internal circulation design to minimize collisions. Security gates would be setback sufficiently to ensure adequate space is available for queuing. Security gates would be located proximate to the entrance to the truck courts which would provide a minimum of 225-feet of available stacking. As noted in Table II-5, Building 1 has a peak hour entering volume of 14 trucks which translates to one truck every 4-5 minutes. The 225-feet of available storage can accommodate three trucks in queue (a total of six trucks at the eastern and western entrances) before reaching Old Mill Road. Therefore, approximately 50% of the hourly truck volume could arrive at the same time and still be accommodated on-site. A clear line of sight would be provided from the security gate to the road to ensure queuing is monitored and does not result in spillover onto Old Mill Road.

The types of materials and goods that would be stored in the warehouses would vary with the individual tenant, but stored materials will be limited to new dry goods (non-refrigerated) and no hazardous materials will be stored. Storage would be indoors only and no goods or materials would be stored outdoors.

Overall floor plans and elevations for each of the buildings are shown in **Figure II-12** to **Figure II-17** and are also included in **Appendix D**. The buildings would be constructed with simple rectangular massings, and building materials would be consistent with standard industrial materials in the area, including glass, concrete, and metal. The buildings would be generally gray and white colored with blue accents. See **Figure II-8** and **Figure II-9** for a conceptual rendering of Building 1 and an aerial view of the Project Site.

The buildings would not have operable windows. Dock doors will be opened when loading and could allow for fresh air.



OVERALL FLOOR PLAN 1
SCALE: 1" = 50'-0"

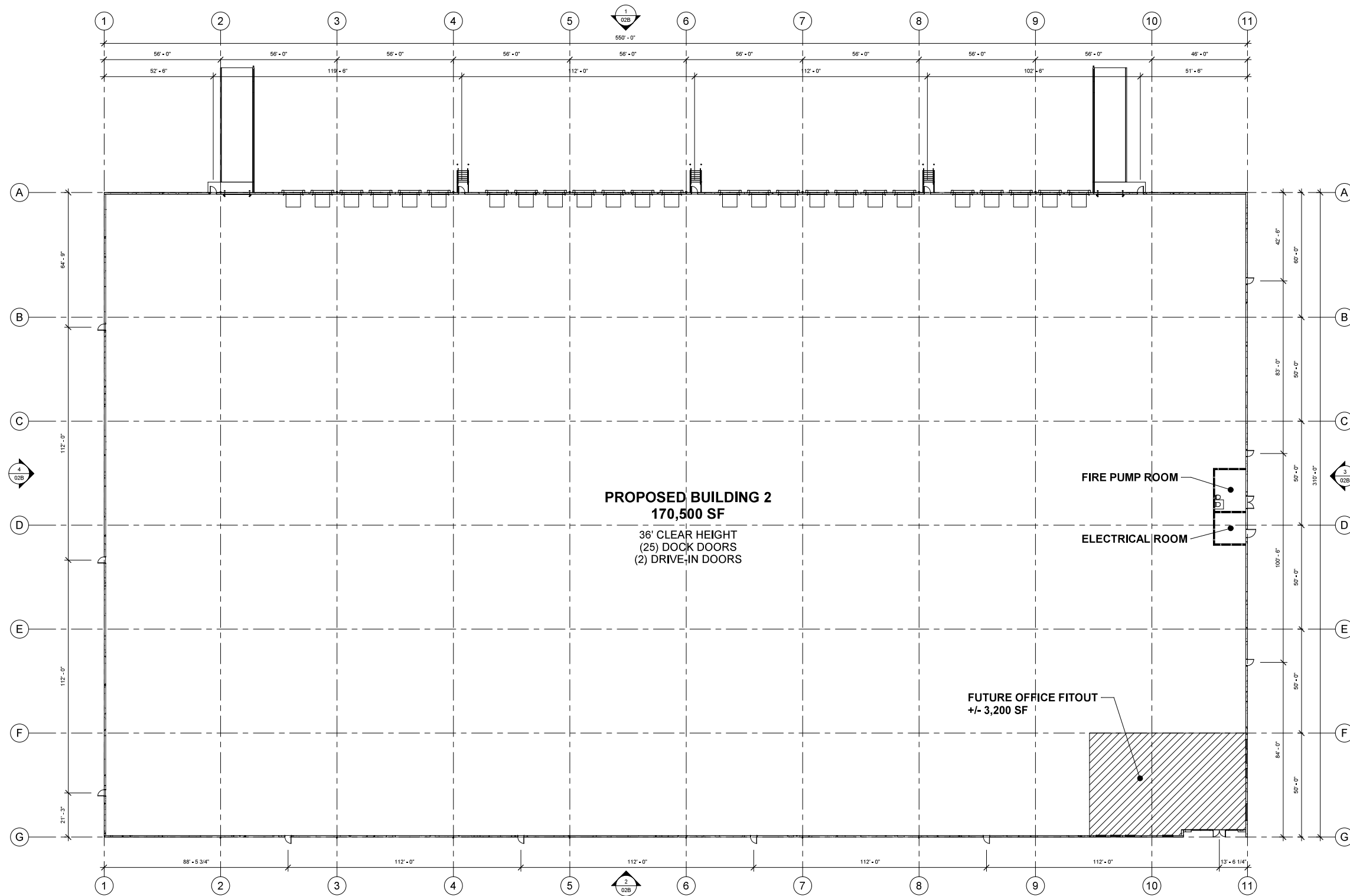
This conceptual design is based upon a preliminary review of entitlement requirements and an unperfected and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.



CONCEPTUAL FLOOR PLAN - BUILDING 1

ROCKLAND LOGISTICS CENTER - BLDG 1
25 OLD MILL RD., SUFFERN, NY
AS397-22 | 03/21/22





OVERALL FLOOR PLAN 1
 SCALE: 1" = 20'-0"

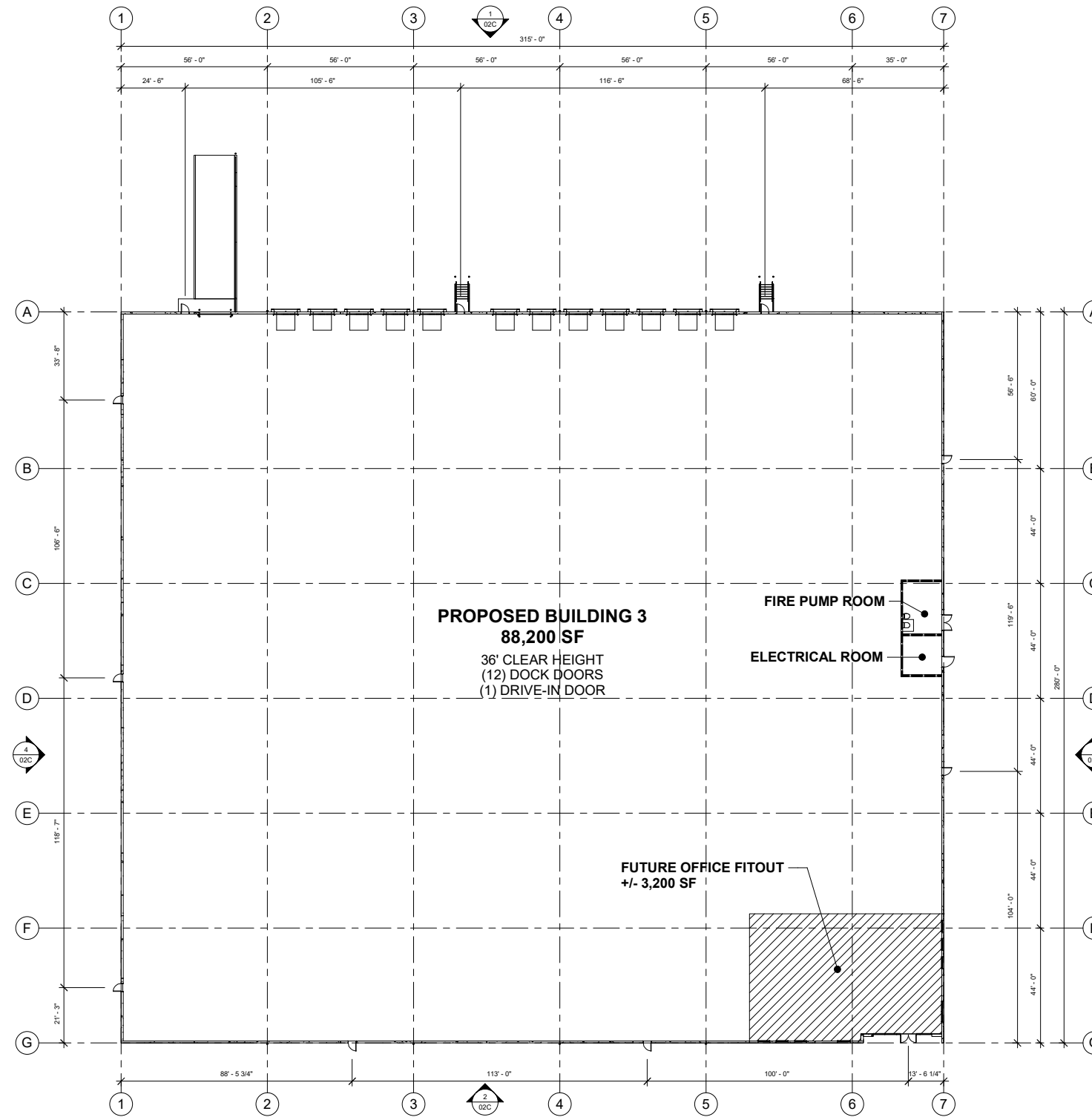
This conceptual design is based upon a preliminary review of entitlement requirements and an unperfected and possibly incomplete site analysis building information, and is intended merely to assist in exploring how the project might be developed.



CONCEPTUAL FLOOR PLAN - BUILDING 2

ROCKLAND LOGISTICS CENTER - BLDG 2
 25 OLD MILL RD., SUFFERN, NY
 AS397-22 | 03/21/22

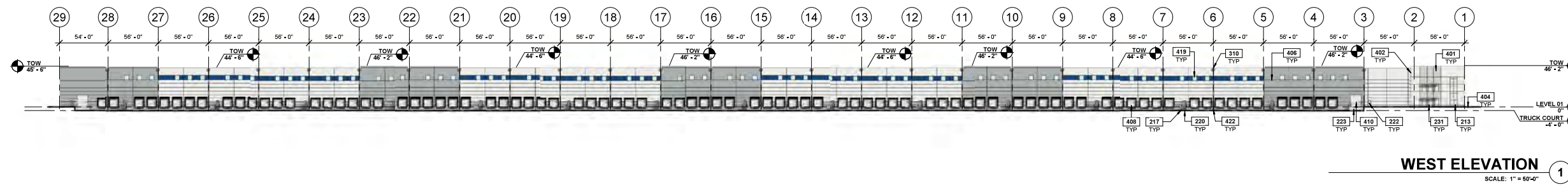




OVERALL FLOOR PLAN
SCALE: 1" = 20'-0" 1

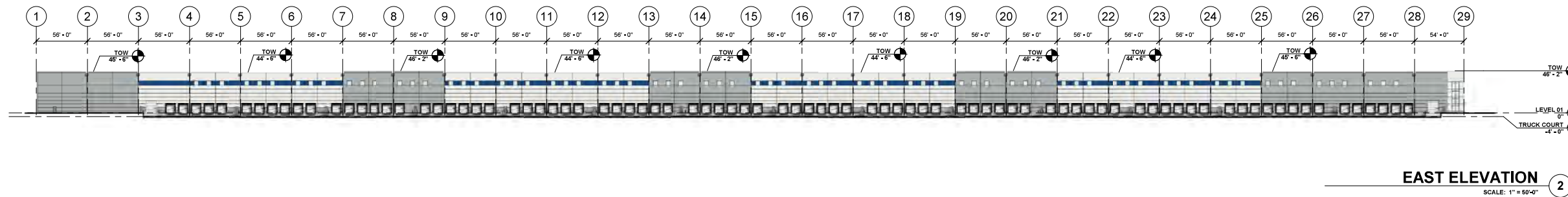
This conceptual design is based upon a preliminary review of entitlement requirements and an unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.





WEST ELEVATION 1

SCALE: 1" = 50'-0"



EAST ELEVATION 2

SCALE: 1" = 50'-0"

GLAZING LEGEND

GLASS:

- GL-01 INSULATED GLAZING UNIT
- GL-02 TEMPERED SAFETY GLASS
- GL-03 SPANDREL GLASS

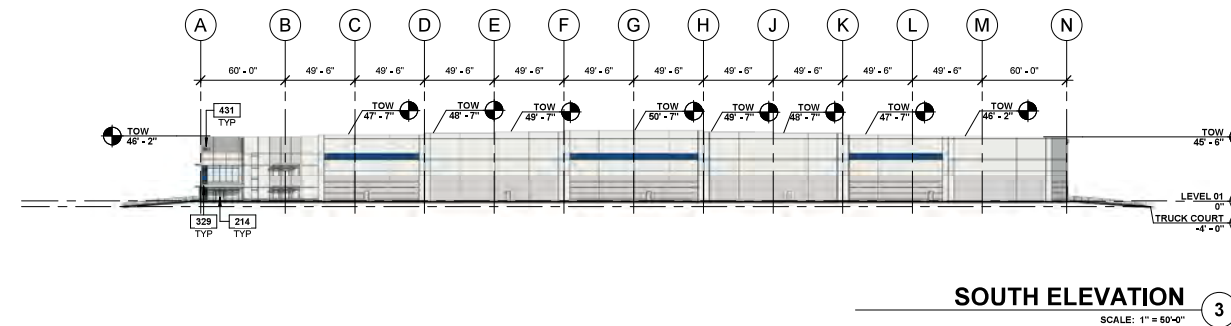
SEE GLAZING TYPES SHEET FOR GLAZING TYPES & SPECIFICATIONS

PAINt SCHEME COLORS:

- P-1 - BASE COLOR: SW 6252 ICE CUBE (RAL 000 90 00 WINTER WHITE)
- P-2 - ACCENT COLOR: SW 7667 ZIRCON (RAL 000 80 00 FOGGY GREY)
- P-3 - ACCENT COLOR: SW 7659 GRIS (RAL 000 70 00 LIGHT GREY)
- P-4 - ACCENT COLOR: SW 6811 HONORABLE BLUE (RAL 270 30 35 KOLBRN BLUE)
- P-5 - ACCENT PANEL: DEKTON AGED TIMBER

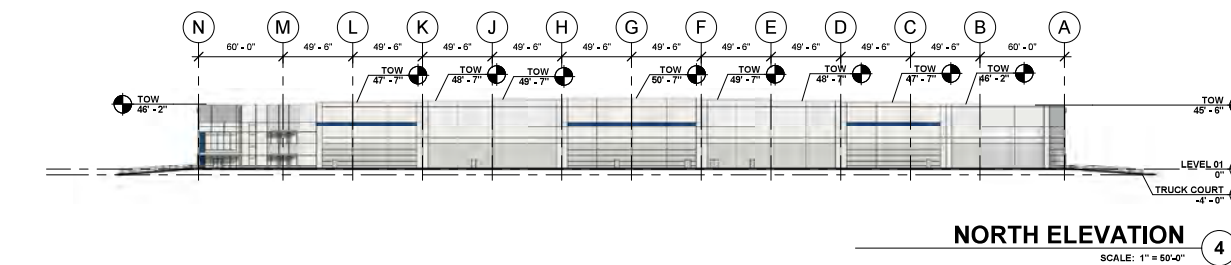
KEYNOTE LEGEND

- 213 ALUMINUM STOREFRONT SYSTEM,
- 214 ALUMINUM STOREFRONT DOOR,
- 217 BOLLARD, 8" DIA, CONCRETE FILLED, GALVANIZED STEEL, WITH "TOP-GUARD" CAP, PAINTED YELLOW,
- 220 STEEL STAIR WITH GUARDRAIL AND HANDRAIL, ALL MATERIALS TO BE GALVANIZED,
- 222 HOLLOW METAL DOOR AND FRAME, PAINTED,
- 223 CONCRETE EXTERIOR DRIVE-IN RAMP,
- 231 ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE INSULATED, IN MANUFACTURER'S STANDARD COLOR RANGE,
- 310 EXTERIOR ROOF DRAIN, SCUPPER AND DOWNSPOUT,
- 329 METAL CANOPY,
- 401 CONCRETE PANEL, PAINTED MEDIUM TEXTURE,
- 402 CONCRETE PANEL JOINT,
- 404 FINISH GRADE VARIES,
- 406 PANEL REVEAL,
- 408 SECTIONAL OVERHEAD DOOR,
- 410 DRIVE-IN DOOR,
- 419 CLERESTORY WINDOW,
- 422 DOWNSPOUT GUARD,
- 431 EXTERIOR BUILDING SIGNAGE & BUILDING ADDRESS TO BE PER CITY STANDARDS.



SOUTH ELEVATION 3

SCALE: 1" = 50'-0"

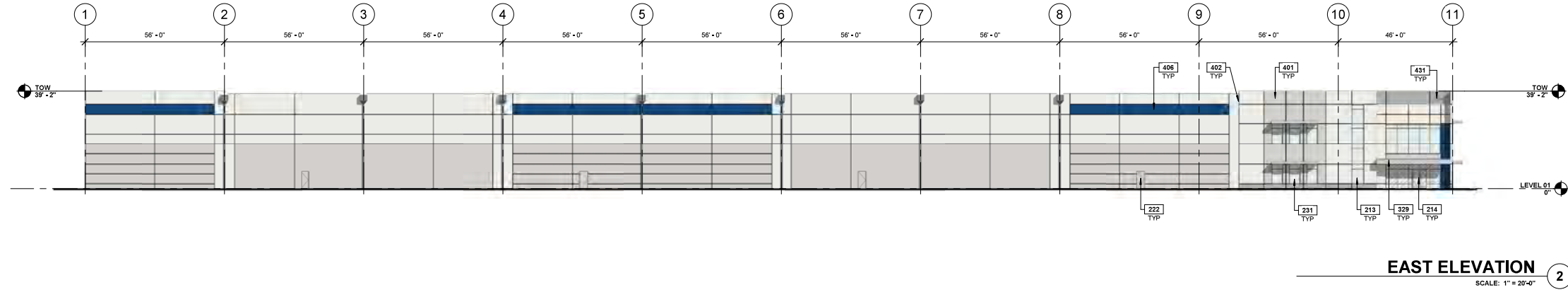
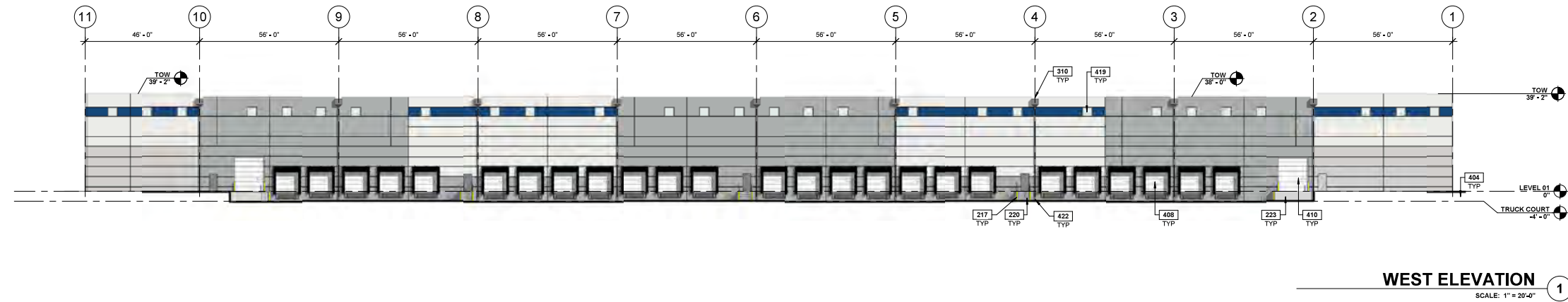


NORTH ELEVATION 4

SCALE: 1" = 50'-0"

This conceptual design is based upon a preliminary review of entitlement requirements and an unperfected and possibly incomplete site analysis building information, and is intended merely to assist in exploring how the project might be developed.





GLAZING LEGEND

GLASS:

	GL-01 INSULATED GLAZING UNIT
	GL-02 TEMPERED SAFETY GLASS
	GL-03 SPANDREL GLASS

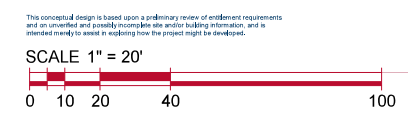
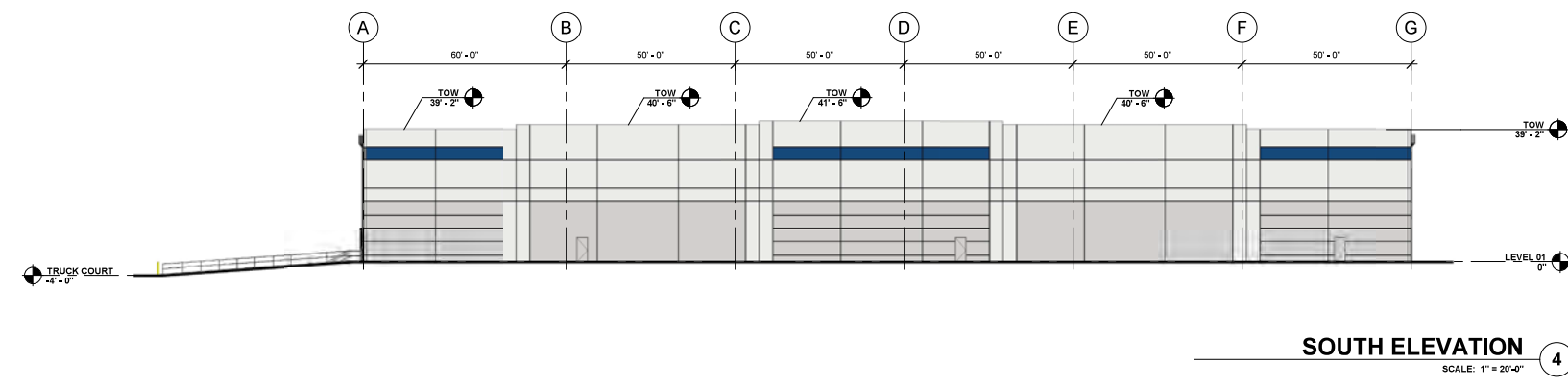
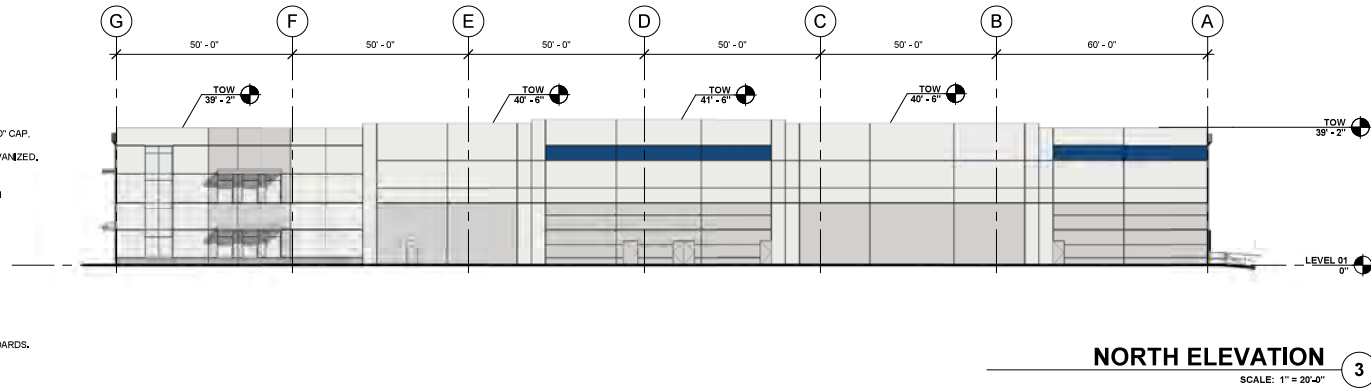
SEE GLAZING TYPES SHEET FOR GLAZING TYPES & SPECIFICATIONS

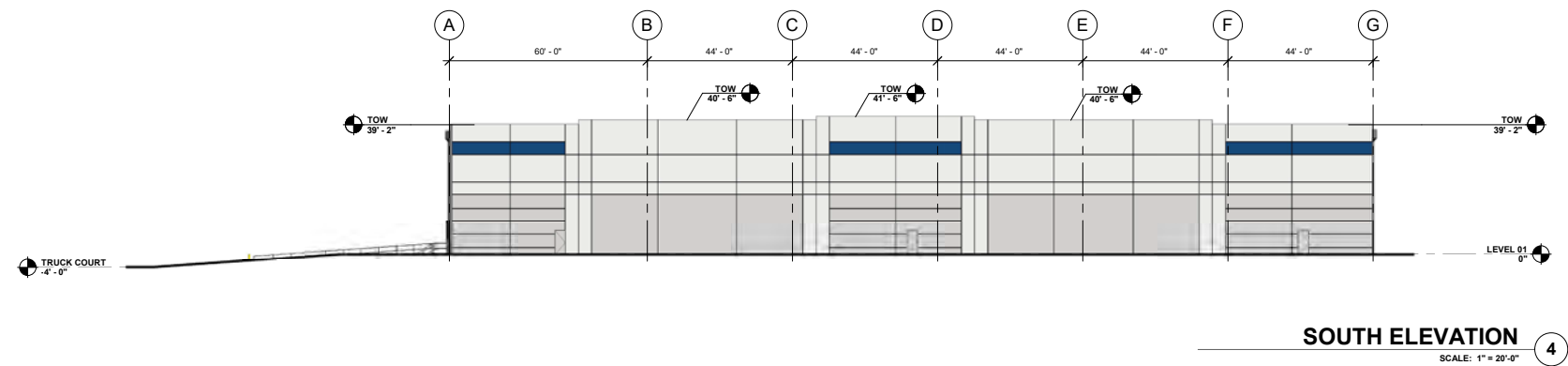
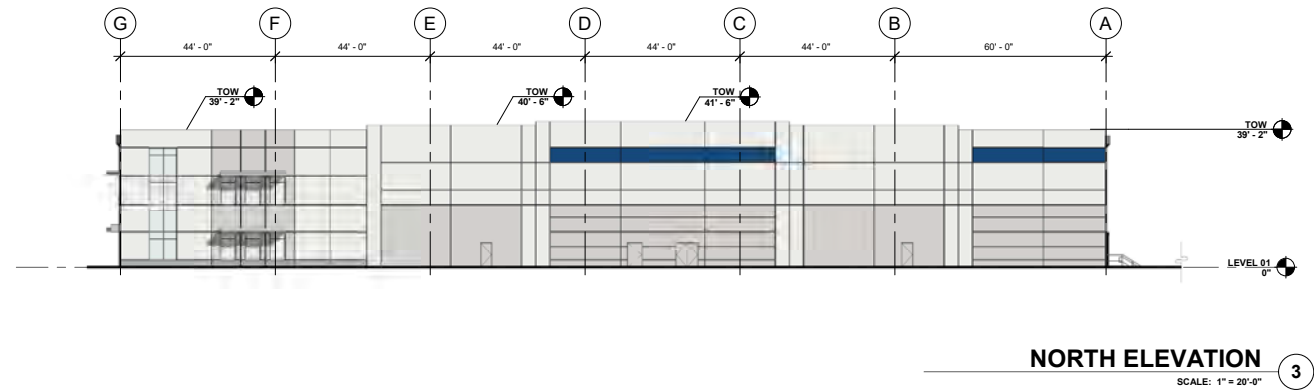
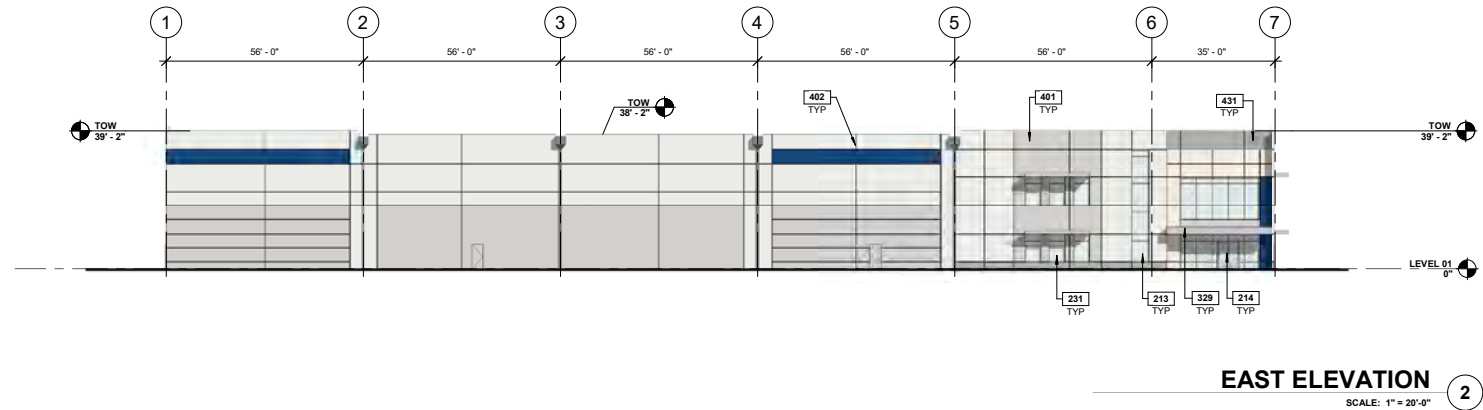
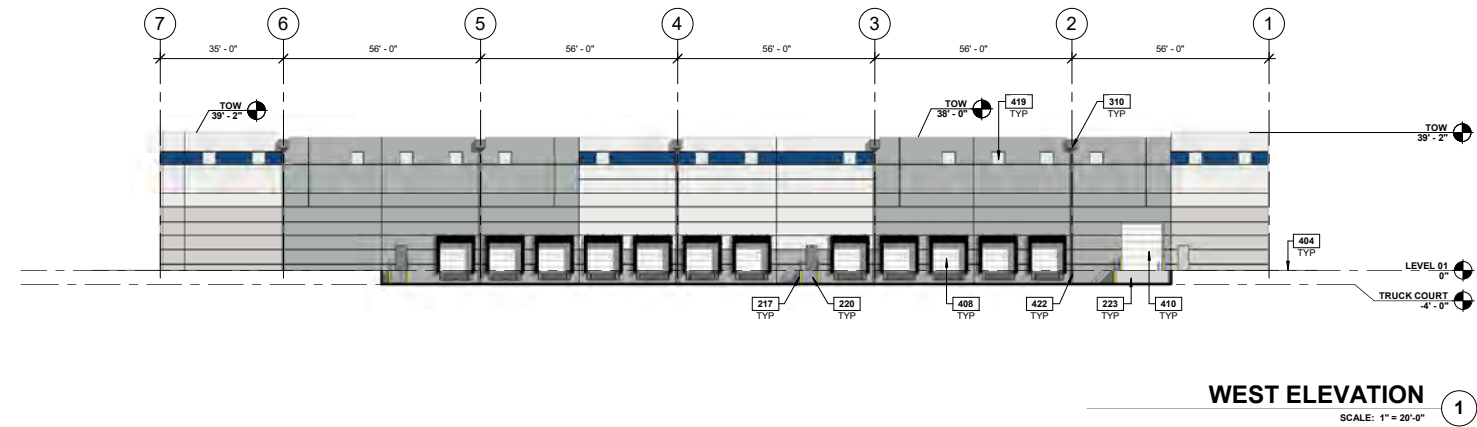
PAINT SCHEME COLORS:

	P-1 - BASE COLOR: SW 6252 ICE CUBE (RAL 000 90 00 WINTER WHITE)
	P-2 - ACCENT COLOR: SW 7667 ZIRCON (RAL 000 90 00 FOGGY GREY)
	P-3 - ACCENT COLOR: SW 7659 GRIS (RAL 000 70 00 LIGHT GREY)
	P-4 - ACCENT COLOR: SW 6811 HONORABLE BLUE (RAL 270 30 35 KOLBR BLUE)
	P-5 - ACCENT PANEL: DEKTON AGED TIMBER

KEYNOTE LEGEND

213	ALUMINUM STOREFRONT SYSTEM.
214	ALUMINUM STOREFRONT DOOR.
217	BOLLARD, 6" DIA, CONCRETE FILLED, GALVANIZED STEEL, WITH "TOP-GUARD" CAP, PAINTED YELLOW.
220	STEEL STAIR WITH GUARDRAIL AND HANDRAIL. ALL MATERIALS TO BE GALVANIZED.
222	HOLLOW METAL DOOR AND FRAME, PAINTED.
223	CONCRETE EXTERIOR DRIVE-IN RAMP.
231	ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE INSULATED, IN MANUFACTURER'S STANDARD COLOR RANGE.
310	EXTERIOR ROOF DRAIN, SCUPPER AND DOWNSPOUT, METAL CANOPY.
329	CONCRETE PANEL, PAINTED MEDIUM TEXTURE.
401	CONCRETE PANEL JOINT.
402	CONCRETE PANEL JOINT, FINISH GRADE VARIES.
404	PANEL REVEAL.
406	SECTIONAL OVERHEAD DOOR.
410	DRIVE-IN DOOR.
419	CLERESTORY WINDOW.
422	DOWNSPOUT GUARD.
431	EXTERIOR BUILDING SIGNAGE & BUILDING ADDRESS TO BE PER CITY STANDARDS.





KEYNOTE LEGEND

- 213 ALUMINUM STOREFRONT SYSTEM.
- 214 ALUMINUM STOREFRONT DOOR.
- 217 BOLLARD, 8" DIA, CONCRETE FILLED, GALVANIZED STEEL WITH "TOP-GUARD" CAP, PAINTED YELLOW.
- 220 STEEL STAR WITH GUARDRAIL AND HANDRAIL. ALL MATERIALS TO BE GALVANIZED.
- 223 CONCRETE EXTERIOR DRIVE-IN RAMP.
- 231 ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE INSULATED, IN MANUFACTURER'S STANDARD COLOR RANGE.
- 310 EXTERIOR ROOF DRAIN, SCUPPER AND DOWNSPOUT.
- 329 METAL CANOPY.
- 401 CONCRETE PANEL, PAINTED MEDIUM TEXTURE.
- 402 CONCRETE PANEL JOINT.
- 404 FINISH GRADE VARIES.
- 408 SECTIONAL OVERHEAD DOOR.
- 410 DRIVE-IN DOOR.
- 419 CLEARESTORY WINDOW.
- 422 DOWNSPOUT GUARD.
- 431 EXTERIOR BUILDING SIGNAGE & BUILDING ADDRESS TO BE PER CITY STANDARDS.

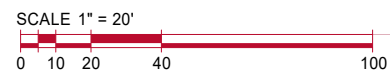
GLAZING LEGEND

- GLASS:**
- GL-01 INSULATED GLAZING UNIT
 - GL-02 TEMPERED SAFETY GLASS
 - GL-03 SPANDREL GLASS

SEE GLAZING TYPES SHEET FOR GLAZING TYPES & SPECIFICATIONS

PAINt SCHEME COLORS:

- P-1 - BASE COLOR: SW 6252 ICE CUBE (RAL 000 90 00 WINTER WHITE)
- P-2 - ACCENT COLOR: SW 7667 ZIRCON (RAL 030 90 00 FOGGY GREY)
- P-3 - ACCENT COLOR: SW 7659 GRIS (RAL 000 70 00 LIGHT GREY)
- P-4 - ACCENT COLOR: SW 6811 HONORABLE BLUE (RAL 270 30 35 KÖLBIRI BLUE)
- P-5 - ACCENT PANEL: DEKTON AGED TIMBER



This conceptual design is based upon a preliminary review of entitlement requirements and an unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

All mechanicals will be located on the roof. This would include no more than four natural gas heaters for the largest building and one gas heater for each of the smaller buildings. In addition, there would be one office pod within each building and each office pod would require one rooftop HVAC unit to heat and cool the office space. Warehouse space is not cooled, only heated.

Proposed phasing of the development

The Proposed Project would be developed in one phase. By month 22 construction of Building 2 and Building 3 would be complete along with all site work and final landscaping. During months 22 through 26 when interior fit out and finishing is nearing completion on Building 1, it is expected that Buildings 2 and 3 would be operational while Building 1 interior construction is underway.

Future ownership/leasing of the site

The Proposed Project would continue to be owned by the Applicant. The owner would lease the site to either a single tenant or multiple tenants. The project is a speculative build and no specific tenant(s) have been identified at this time.

Construction schedule and construction phasing plan

The Project Site's construction activities are anticipated to last about 26 months. Activities would consist of asbestos abatement and demolition of the existing structures on site within the first eight months of construction. It would be followed by importing fill material. From months 11 to 21, the retaining wall, stormwater infrastructure, utilities including water pipes, sanitary, and electric and gas would be installed. The pavement for the asphalt parking areas and landscaping features would be constructed in the latter months of this period. Starting in month 12, Buildings 2 and 3 would begin construction followed by Building 1 with full build-out of the Project Site occurring in month 26.

Refer to DEIS **Chapter III.N, Construction**, for the Construction Schedule and activities during each stage of the construction period.

Purpose and Public Need and Benefits

The former Novartis manufacturing facility was once Suffern's largest taxpayer accounting for 10% of Suffern's tax rolls and the 162-acre facility once employed 525 people. But the site has essentially been vacant since 2016 and has changed 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 Project would require a Floodplain Overlay District Special Permit from the Suffern Planning Board. 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.

Significant interest in this site over the years since Novartis left can be attributed to the site's prime location in Rockland County with convenient access to I-87, I-287, and County roads, as well as a robust regional labor force. It is the opinion of the Applicant that the Proposed Project has been designed to provide a significant public benefit to the Suffern and Montebello communities. The Applicant proposes sustainable redevelopment of the site, implementing green technologies and energy efficiency throughout the design, development and site operations as detailed in this DEIS (see **Chapter III.H, Air Quality and Greenhouse Gas Emissions**).

While the eventual redevelopment of this property may be inevitable, as proposed, the Proposed Project will improve views of the site from the surrounding community. The Proposed Project would reactivate the site while preserving the wooded/landscaped setting along the Hemion Road frontage. The overall height of the new buildings would be substantially shorter than the 90 feet tall building currently on the Project Site. Overall, the Proposed Project would be less visible from surrounding areas and preserve existing natural buffer areas (see **Chapter III.L, Visual Resources**).

Perhaps the most significant regional and Village benefits from this project would come from the tax benefits and project employment including:

- › In year one the Proposed Project will pay \$1,551,049 in property taxes based on the current taxes. Projected property taxes include both the Suffern and Montebello portions of the site.
- › 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 PILOT payment is calculated based on a two percent increase to the estimated full property taxes that would have been paid without a PILOT agreement.
- › 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.
- › The annual revenues to the Village would exceed \$1.64 million after the PILOT period, 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 will receive approximately \$284,375 annually after the PILOT period.
- › The Proposed Project would not generate any residents or school-age children, 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.

In addition to the economic benefits realized from an increase in local property taxes, there would be a number of additional direct and indirect economic benefits associated with the Proposed Action.

- › In the short-term, it is estimated that an annual average of 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.
- › The annual direct construction expenditures would result in annual labor income of approximately \$49.8 million, with an average employee compensation (wages and benefits) of approximately \$77,575. Annual economic output is anticipated to be approximately \$112.3 million to the region during the construction period.
- › Approximately 450 new direct jobs plus an additional approximate 103 indirect and approximate 141 induced jobs would result in significant economic output, which would support local and regional businesses, workers, and residents. Annual labor income is estimated to be approximately \$41.6 million, with an average employee compensation of approximately \$59,866. 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.

Summary of Required Approvals

Under the New York State Environmental Quality Review Act (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. Proposed Project reviews and approvals by involved agencies and reviews by interested agencies are listed in the following table.

Table II-6 Project Approvals

Involved Agency	Approval/Review
Village of Suffern Planning Board	<ul style="list-style-type: none"> › SEQR › Site Plan Approval › Floodplain Overlay District Special Permit
Suffern Board of Trustees	<ul style="list-style-type: none"> › Stormwater Maintenance Agreement and Bonding
Suffern Zoning Board of Appeals	<ul style="list-style-type: none"> › Variance Approval
Suffern Department of Public Works	<ul style="list-style-type: none"> › Sanitary and water supply approval
Suffern Stormwater Management Officer	<ul style="list-style-type: none"> › Waiver for disturbance exceeding 5 acres
Village of Montebello Planning Board	<ul style="list-style-type: none"> › Site Improvements
Rockland County Drainage Agency	<ul style="list-style-type: none"> › Stream Control Act Permit
Rockland County Department of Highway	<ul style="list-style-type: none"> › Highway Work Permit
Rockland County Industrial Development Agency	<ul style="list-style-type: none"> › Approval for PILOT
Rockland County Department of Planning	<ul style="list-style-type: none"> › General Municipal Law (GML) Review: Section 239
Rockland County Department of Health	<ul style="list-style-type: none"> › Sanitary Sewer System Approval
New York State Department of Environmental Conservation	<ul style="list-style-type: none"> › 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	<ul style="list-style-type: none"> › Roadway Permit
New York State Office of Parks Recreation and Historic Preservation	<ul style="list-style-type: none"> › Project Notification and Review
New York State Thruway Authority	<ul style="list-style-type: none"> › Occupancy Permit
United States Army Corps of Engineers	<ul style="list-style-type: none"> › 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