



IV

Alternatives

In accordance with the adopted Scope, this DEIS includes an analysis of eight alternatives to the Proposed Action. The following alternatives are evaluated below:

Alternative A: No Action Alternative

Alternative B: Reduced Environmental Impact Alternative

Alternative C: Alternative Access Alternative-NYS Thruway R.O.W.

Alternative D: Improved Access From Hemion Road (Southern Access)

Alternative E: Alternative Access Scenario – NYS Route 59 at Esther Gitlow Towers

Alternative F: Alternative Access Scenario – NYS Route 59 Through Quarry Property

Alternative G: CSX Rail Connection

Alternative H: Alternative ITE Land Use Trip Generation

A. No Action Alternative

The No Action Alternative is required by 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. In this case, the Project Site would remain developed with the existing four Novartis office and manufacturing buildings, including the 90 FT tall Terminal and AR/RS Building and the associated parking areas and could potentially be reoccupied. The Site would not be redeveloped with new Class "A" warehouse/wholesale distribution buildings, specifically designed to minimize visual impacts of the Site. Project Site would remain as it exists now. No grading or alteration of topography, no loss of existing vegetation, no impacts to wetlands, and no new site generated traffic would occur. However, while this alternative would eliminate any potential adverse impacts of the Proposed Action, it would not yield any beneficial effects expected to result from the construction of the development, such as increased property tax revenues for the Village, Town, County, and school district; increased job opportunities, no improvement in the views of the Site. In the Applicant's opinion, this Alternative is not considered a viable alternative development scenario because it is inconsistent with the development objectives of the Applicant.

B. 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, environmentally sensitive lands. This Alternative would result in approximately 52.8 acres of development coverage, much of which would be concentrated on the previously disturbed portions of the site. Overall, the program would potentially include one 963,100 SF warehouse building with 156 loading bays, 442 trailer stalls, and 480 parking stalls. See **Figure IV-1: Alternative B-Reduced Environmental Impact Alternative**.

The Alternative B layout plan would result in 0.33 acres less disturbance to environmentally sensitive lands compared with the proposed action. The following table lists the area of sensitive environmental features to be disturbed under Alternative B:

Table IV-1 Alternative B – Disturbance to Environmental Features

Environmental Feature	Acreage to be Impacted
Steep Slopes (20%-50%)	3.25 ac.
Steep Slopes (>50%)	0.31 ac.
100 Year Floodplain	0.8 ac.
Wetlands	0.085 ac.
Watercourses/Pond	2.243 ac.

Under Alternative B, in an effort to reduce impacts to environmental features, the building has been configured as a 963,100 SF warehouse building. The building would be 90 feet tall, which is approximately the height of the existing Terminal and AR/RS Building. 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.

The Reduced Environmental Impact Alternative is examined in this DEIS for compliance with the adopted SEQRA Scope for this project. In the Applicant's opinion, this Alternative is not considered a viable alternative development scenario because it is inconsistent with the development objectives of the Applicant.

C. 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 right of way is discussed. The Applicant responded to the NYS Thruway Authority's Bid Auction (notice dated June 15, 2022) to acquire the NYS Thruway's 4.749 acre surplus property 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. See **Figure IV-2: NYS Thruway Property Auction** for the location of the NYS Thruway Authority property subject to auction.

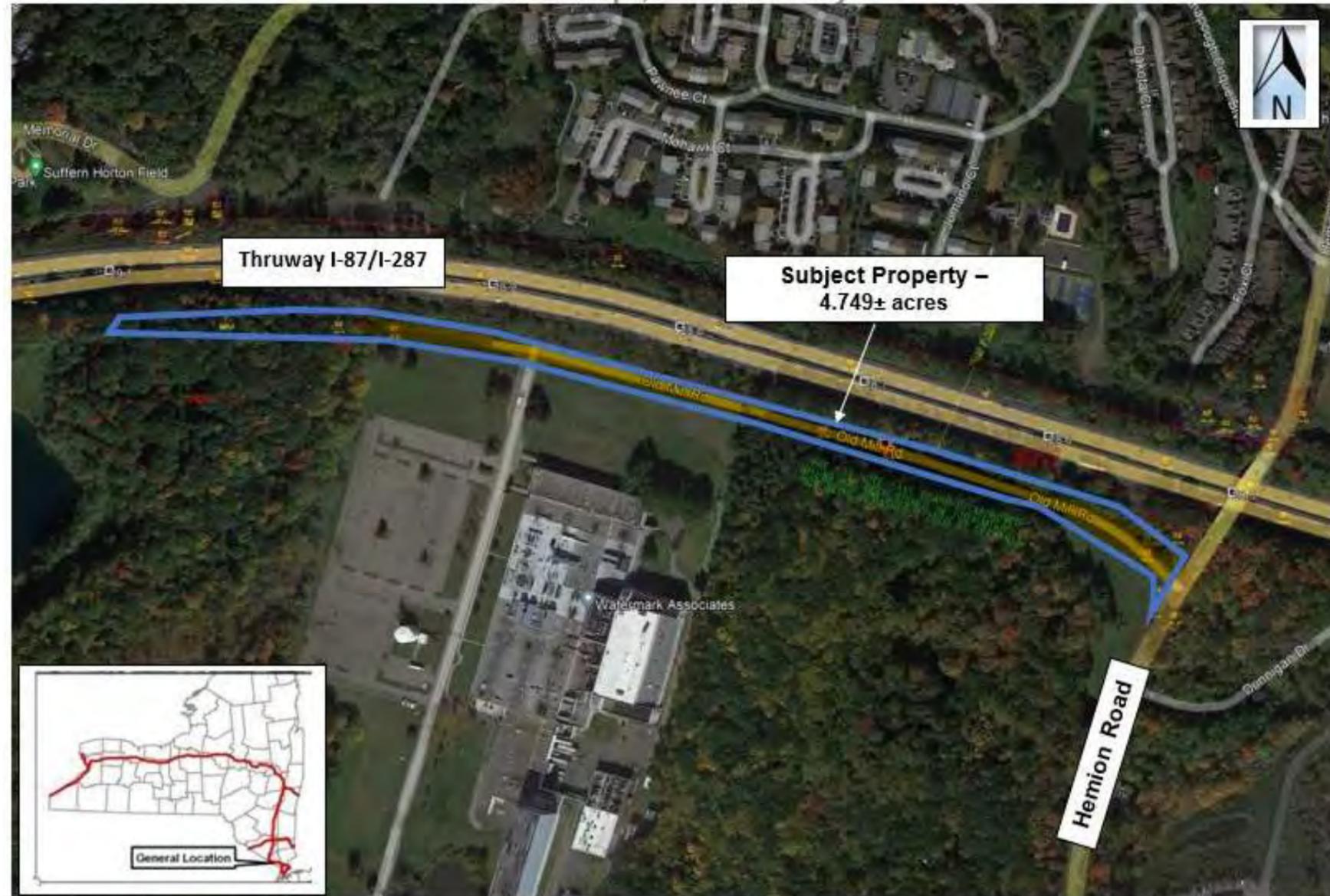
Access is via Hemion Road. As stated in the RFP, the New York State Thruway Authority will except, and reserve unto itself, the right to control access along the northern boundary of the Property which abuts Thruway buffer lands. Following conveyance, the State and the Authority shall have no ownership interest in, or maintenance responsibilities for, the Property. There is no access to or from the Thruway.

The Applicant has been in discussions with the NYS Thruway Authority and, based on those discussion, the Applicant understands that their bid was the not the successful high bid for the auction. As of this writing, the Applicant has not received any notification of the auction outcome in writing.

With regard to potential access to the NYS Thruway through a connection via Dunnigan Drive, the Project Site does not have direct access to Dunnigan Drive. Access to Dunnigan Drive from the Project Site would be via Old Mill Road to Hemion Road to Dunnigan Drive. As of this writing, the NYS Thruway Authority does not provide direct access to or from the Thruway from Dunnigan Drive. See **Figure IV-2: NYS Thruway Property Auction** and **Figure IV-3: Dunnigan Drive Access**. Further, by letter dated June 15, 2022, the Applicant's counsel asked the NYS Thruway Authority if they would consider any modification Interchange 14B. The NYS Thruway Authority has provided a response (see **Appendix T** dated January 12, 2023) stating that the NYS Thruway Authority does not propose of fund new interchanges or modifications to existing interchanges absent a traffic or operating issue on the Thruway itself. Accordingly, this Alternative is not a viable option.

AERIAL SITE MAP

RPR # 536
Old Mill Road
Villages of Suffern & Montebello
Town of Ramapo, Rockland County





- Project Site
- Private Access
- Public Access

Figure IV-3 Dunnigan Drive Access

D. Improved Access From Hemion Road (Southern Access)

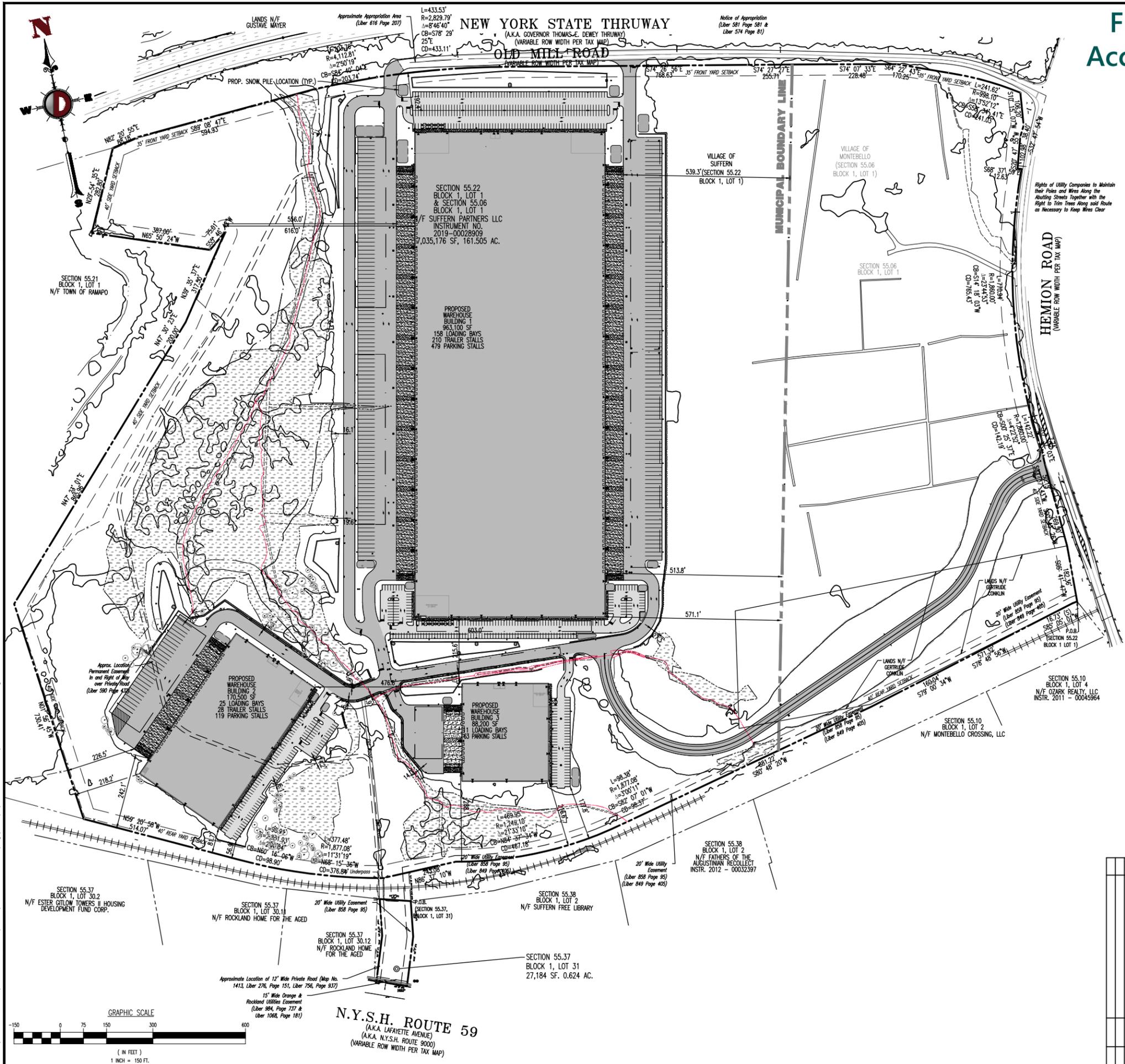
Access to the site is currently provided via a full movement driveway at the southern end of the site along Hemion Road (CR 93) and a full movement roadway/NYSTA right of way at the northern end of the site along Old Mill Road, which ultimately connects to Hemion Road (CR 93). Under this alternative, the existing access points 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 site. See **Figure IV-4: Alternative D-Improved Access From Hemion Road (Southern Access) Site Plan**.

Under this alternative, the parking lots will be serviced by parking aisles with a width of 24 FT, which satisfies the Village of Suffern's design standards (Site Plan Regulations, § 228-23B) minimum requirements. These aisles will allow for two-way circulation and 90 degree parking. Circulation between the driveway and buildings will be serviced by aisles with a width of 36 FT. Truck loading areas, which are separated from the parking lots, will be serviced by aisles with a width of 70 FT. Review of the site plan design indicates that the site can sufficiently accommodate a large wheel base vehicle, such as a single unit truck (SU), or a tractor with a 53 FT trailer, along with the automobile traffic anticipated. The security gate is proposed to be located over 1,750 FT from where the driveway meets Hemion Road, which is more than ample throat length to accommodate potential queuing vehicles and trucks.

Both the horizontal and vertical aspects of the improved southern access driveway have been reviewed. A 36 FT wide cartway is provided. The road would be graded to a maximum 7% slope, which is consistent with the maximum slopes at the Old Hemion Road access.

The development program is consistent with the Proposed Action and only the access and site driveway are changed under this alternative. The following sections compare the impacts from the Improved Access From Hemion Road (Southern Access) Alternative to the Proposed Action for each of the impact categories examined in this DEIS:

Figure IV-4 Alternative D-Improved Access From Hemion Road (Southern Access) Site Plan



GENERAL NOTES:

- THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:
 - AIA/NPS LAND TITLE SURVEY FROM MAIN STREET, ROCKWELL PLACE, 150 VESSY STREET, NEW YORK, NY 10011 SURVEYOR FILE NO. 3709-99-0045 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 PLU (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 PLU	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	192.4 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% (2,302,291 SF) *

N/S: NO STANDARD N/A: NOT APPLICABLE (E): EXISTING NON-COMFORMANCE (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. EXCLUSION OF PERMITTED HEIGHT EXCEPTIONS AS SET FORTH IN § 266-15.1 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 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.

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	52.85 AC (42.3%)	52.85 AC (54.5%)

VILLAGE OF MONTEBELLO			
ZONE REQUIREMENT	ZONE PLU - 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)	750.62 FT (OLD MILL ROAD)	750.62 FT (OLD MILL ROAD)
MAXIMUM DEVELOPMENT COVERAGE	60%	4.4% (70,267 SF)	4.8% (76,891 SF)
MAXIMUM FLOOR AREA RATIO	0.30	N/A	N/A

N/S: NO STANDARD N/A: NOT APPLICABLE (E): EXISTING NON-COMFORMANCE (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 FREE 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)

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

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DATE: 09/09/2022
SCALE: (H) 1"=150'
(V) 1"=150'
SHEET NO: 1 OF 1

TITLE: **ALTERNATE SITE PLAN 'D'**

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 9-3)
VILLAGE OF SUFFERN, ROCKLAND COUNTY, NEW YORK**

JOB NO: 3709-99-004
DRAWN BY: CAM
DESIGNED BY: JMS
CHECKED BY: JMS

DATE: 09/09/2022
SCALE: (H) 1"=150'
(V) 1"=150'
SHEET NO: 1 OF 1

JOHN A. PALUS
PROFESSIONAL ENGINEER
NEW YORK LICENSE No. 087502

JOSHUA M. SEWALD
PROFESSIONAL ENGINEER
NEW YORK LICENSE No. 097639

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 File: P:\VCEPC PROJECTS\1709 Broadfield Properties\19-004 Suffern NY\Map\Concept\Alternate Site Plan\037099904-03S-D.dwg. ->->-> ALTERNATE SITE PLAN D

1. Geology and Soils

The total site disturbance for the Southern Access Alternative is approximately 67.83 acres, which includes 63.03 acres in Suffern and 4.80 acres in Montebello. The Southern Access Alternative would result in disturbance to approximately 5.37 acres of steep slopes 20%-50% and approximately 0.4 acres of steep slopes >50%.

2. Ecology and Natural Resources

The Southern Access Alternative would result in the removal of approximately 693 trees with a DBH of 12" or greater, which is 159 more trees than would be removed under the Proposed Action. The additional 159 trees to be removed under the Southern Access Alternative would be completely within the Montebello portion of the Site, along the widened access driveway. Similar to the Proposed Action, the Applicant would develop a robust landscape plan with the replacement of approximately the same number of trees that are removed. The Applicant would also evaluate the use of shrubs (clusters of +/-3) in lieu of some trees to break-up the tree continuity and aid in aesthetics. The removal of trees would be along the improved and widened access and driveway. The dense trees that provide a vegetated buffer onsite along Hemion Road would remain intact.

3. Wetlands, Waterbodies and Watercourses

Wetlands areas to be impacted from development of the Southern Access Alternative is approximately 0.125 acres. Approximately 0.123 acres of watercourses/tributaries would be impacted and approximately 2.23 acres of stormwater pond would be impacted.

4. Stormwater Management

The overall approach to stormwater management for the Southern Access Alternative would be consistent with the stormwater management plan for the Proposed Action. Stormwater management will address both water quantity and water quality and the overall approach to erosion and sediment control measures would be consistent with the erosion and sediment control plan for the Proposed Action. Similar to the Proposed Action, mitigation measures would be incorporated into the overall design of the stormwater management and erosion control plans to result in no adverse impacts on downstream properties or stormwater conveying systems, and in fact would significantly improve overall runoff rates from the Southern Access Alternative.

5. Hazardous Materials

Recognized environmental conditions and hazardous materials identified onsite are within the previously developed portions of the site. Mitigation to be undertaken would be consistent with the Proposed Action mitigation plan for hazardous materials. All necessary mitigation would be undertaken prior to or during the construction process.

6. Traffic and Transportation

The Traffic Impact Study (TIS) for the Proposed Action (See **Appendix E**) includes an analysis of alternative scenarios with and without the Old Mill Road access. With the mitigation measures outlined below, the adjacent street system of the Village of Suffern, the Village of Montebello, Rockland County, and NYSDOT will not experience any significant degradation in operating

conditions with the construction of The Project. The site driveway is located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs.

The following findings and proposed mitigation measures are detailed in the TIS for the Project:

- › The proposed warehouse development is projected to generate 167 entering trips and 50 exiting trips during the weekday morning peak hour and 63 entering trips and 163 exiting trips during the weekday evening peak hour that are "new" to the adjacent roadway network.
- › Access to the site will be provided via a full movement driveway at the south end of the site along Hemion Road (CR 93).
- › With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Lafayette Avenue (NYS Route 59) and Campbell Avenue/Hemion Road (CR 93) is anticipated to operate at overall No Build levels of service "E" during the peak hours studied. Additionally, it is proposed to restripe the eastbound and southbound left turn lanes to provide 300 FT of storage and to modify the radius on the northeast corner of the intersection to facilitate tractor trailer turning maneuvers.
- › With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Lafayette Avenue (NYS Route 59) and Airmont Road (CR 89) is anticipated to operate at comparable levels of service and delays to No Build conditions during the peak hour studied. Additionally, it is proposed to modify the radius on the northwest corner of the intersection to facilitate tractor trailer turning maneuvers.
- › With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Airmont Road (CR 89) and the I-87 SB/I-287 EB Ramps is anticipated to operate at No Build overall levels of service "F" during the analyzed peak hours.
- › With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Airmont Road (CR 89) and the I-87 NB/I-287 WB Ramps is anticipated to operate at No Build overall levels of service "D" or better during the analyzed peak hours.
- › With the addition of site generated traffic, the intersection of Airmont Road (CR 89) and North DeBaun Avenue is anticipated to operate at No Build overall levels of service "B" during the analyzed peak hours.
- › With the addition of site generated traffic, the intersection of Hemion Road (CR 93) and Dunnigan Drive is anticipated to operate at levels of service "C" or better with little to no change in delay during the peak hours studied.
- › With the addition of site generated traffic, the intersection of Lafayette Avenue (NYS Route 59) & Brookside Avenue is anticipated to operate at No Build levels of service "D" or better with little to no change in delay during the peak hours studied.
- › With the addition of site generated traffic and the installation of multi-way stop control, the intersection of Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive is anticipated to operate at levels of service "E" or better with a reduction in overall delay and queuing during the peak hours studied.
- › As designed, the intersection of Hemion Road (CR 93) and the site driveway is anticipated to operate at levels of service "E" or better during the peak hours studied.

7. Noise

Similar to the Proposed Action, the Southern Access Alternative would result in no long-term noise impacts from the Project. Mitigation measures similar to the Proposed Action would be implemented including the construction of two sound barriers. Stationary equipment such as generators, compressors, and office trailers will be placed away from potentially noise sensitive receptors.

8. Air Quality

The Southern Access Alternative would result in the same HVAC and hot water systems, parking emissions, and vehicular emissions as the Proposed Project. Similar to the Proposed Action, the Southern Access Alternative would not cause any significant adverse air quality impacts and vehicular emissions from the project generated trips would also be insignificant.

9. Historic, Archaeological, and Cultural Resources

No historic, archaeological, or cultural resources have been identified on the Project Site. Furthermore, correspondence from OPRHP dated August 20, 2021 (regarding the Suffern portion of the Project Site) and July 29, 2022 (regarding the Montebello portion of the Project Site) indicates that “no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project” (see Appendix R).

Based on the project consultation with OPRHP the Southern Access Alternative would not have significant adverse impacts on historic, archaeological, or cultural resources. If construction requires blasting, the Applicant will follow all applicable regulatory procedures to ensure that surrounding properties, including the Tagaste Monastery, would not be impacted.

10. Utilities

There would be no change in the projected water and sewer demand compared to the Proposed Action. Like the Proposed Action, the Southern Access Alternative would use the existing service connection for sanitary sewer, natural gas service, and electric service to the maximum extent practicable.

11. Community Facilities and Services

Development of the Southern Access Alternative would result in similar impacts to community facilities and services compared to the Proposed Action. While access to the site would shift from Old Mill Road to the Southern Access from Hemion Road, all proposed buildings and details relative to on-site security measures, lighting, fire suppression systems, and other safety and security design elements, would remain unchanged.

Similar to the Proposed Project, the Southern Access Alternative 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.

Gates may be used as a security measure for the tenant on the site to control access to the campus buildings. Some tenants may put a gate at the property line while others may gate the truck courts specifically to secure product. On Hemion Road, gates may be utilized; however, this is up to the eventual tenant's discretion. The Applicant will coordinate with the Suffern Police Department as the site plan process progresses to insure that the implementation of any site improvements allow for access to and circulation throughout the site.

The Applicant will continue to coordinate with the Suffern Fire Department 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 allow for easy access throughout the circulation of site. The final design would be approved during site plan review.

The Southern Access driveway would be improved to safely accommodate a large wheel base vehicle, such as a single unit truck (SU), or a tractor with a 53 FT trailer, along with the automobile traffic anticipated. The road would be graded to a maximum 7% slope, which is consistent with the maximum slopes at the Old Hemion Road access. The Southern Access driveway would readily accommodate emergency response vehicles.

12. Visual Resources

The aesthetic character of the Project Site would not change significantly if developed under the Southern Access Alternative. Similar to the Proposed Project, the site would maintain its character with one- or two-story large footprint buildings and very limited visibility to and from the surrounding roadways. While the access driveway from Hemion Road would be widened and improved, the densely vegetated buffer along Hemion Road would be preserved, which will continue to limit views into the site from Hemion Road.

13. Fiscal Impacts

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 under this Alternative Plan. A modest increase in construction jobs would result from the additional driveway construction.

14. Construction

The Southern Access Alternative will result in 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). While this is not a new access into the site from Hemion Road and this is not a new driveway, the existing driveway would be improved to safely accommodate the anticipated vehicles that will use the site. The driveway would be graded to a maximum 7% slope, which is consistent with the maximum slopes at the Old Hemion Road access.

The Applicant's goal is to complete the improvements to the Southern Access driveway within the same overall construction period of 26 months as the Proposed Action.

Similar to the Proposed Action, blasting is not anticipated. If rock is encountered in deeper excavations, it is likely to be weathered and accordingly will be ripable with the use of excavation

equipment. If rock is encountered during site excavation, the Applicant will attempt alternate methods of rock removal, which may include chipping or ripping.

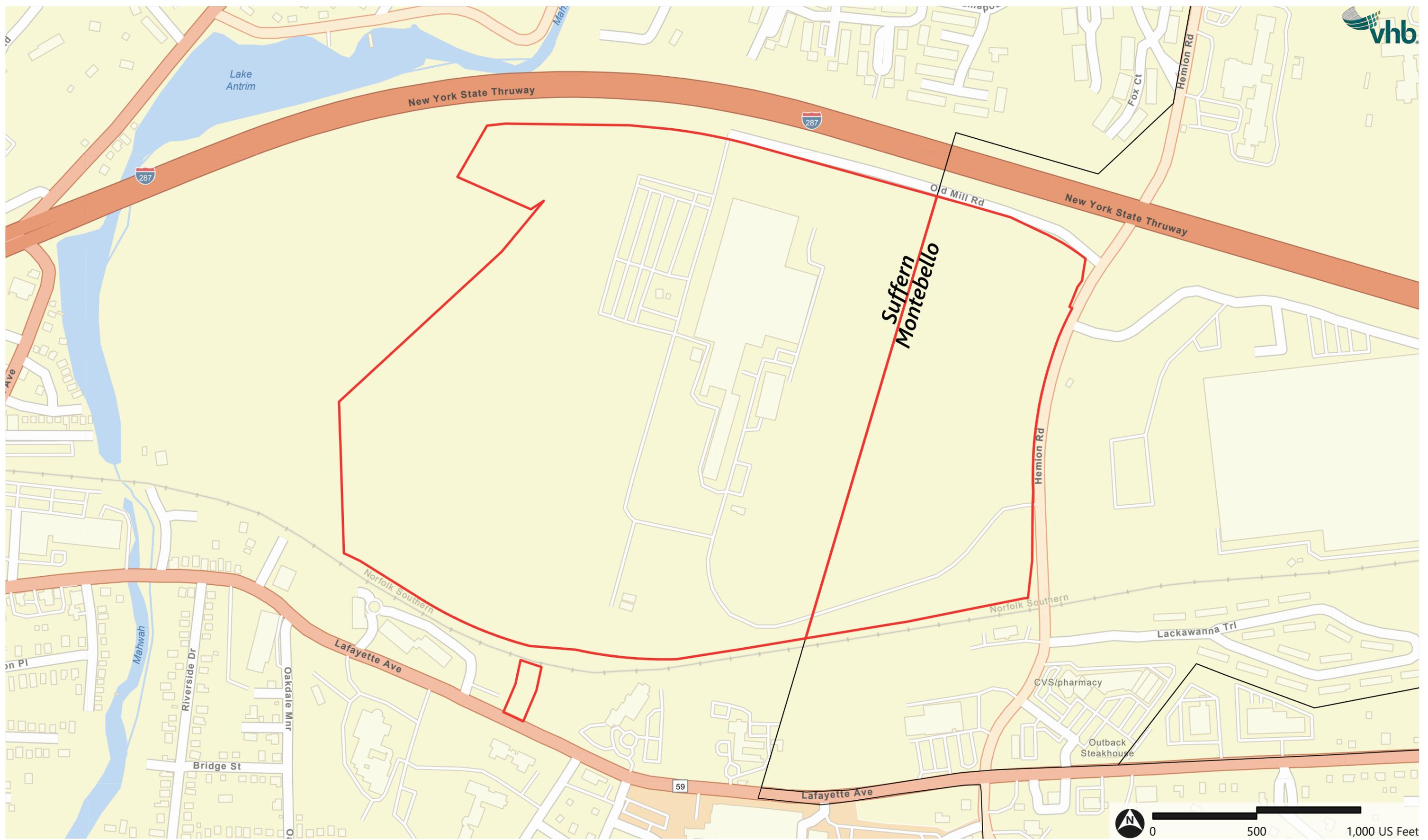
Widening of the existing driveway and achieving the maximum 7% slope, will result in approximately 106,600 cubic yards of excess fill material. The fill material generated from the driveway improvements will be used elsewhere on-site, thereby reducing the amount of fill material that would be imported to the site. The Southern Access Alternative would result in approximately 1/3 fewer truck trips than the Proposed Action for import of fill material. This can be compared to the Proposed Action, which requires 300,000 cubic yards of fill, requiring 100 trucks a day, at an average of 10 trucks per hour.

This alternative is consistent with the Village of Montebello Master Plan and can meet all of the objectives of the Applicant.

E. Alternative Access Scenario – NYS Route 59 at Esther Gitlow Towers

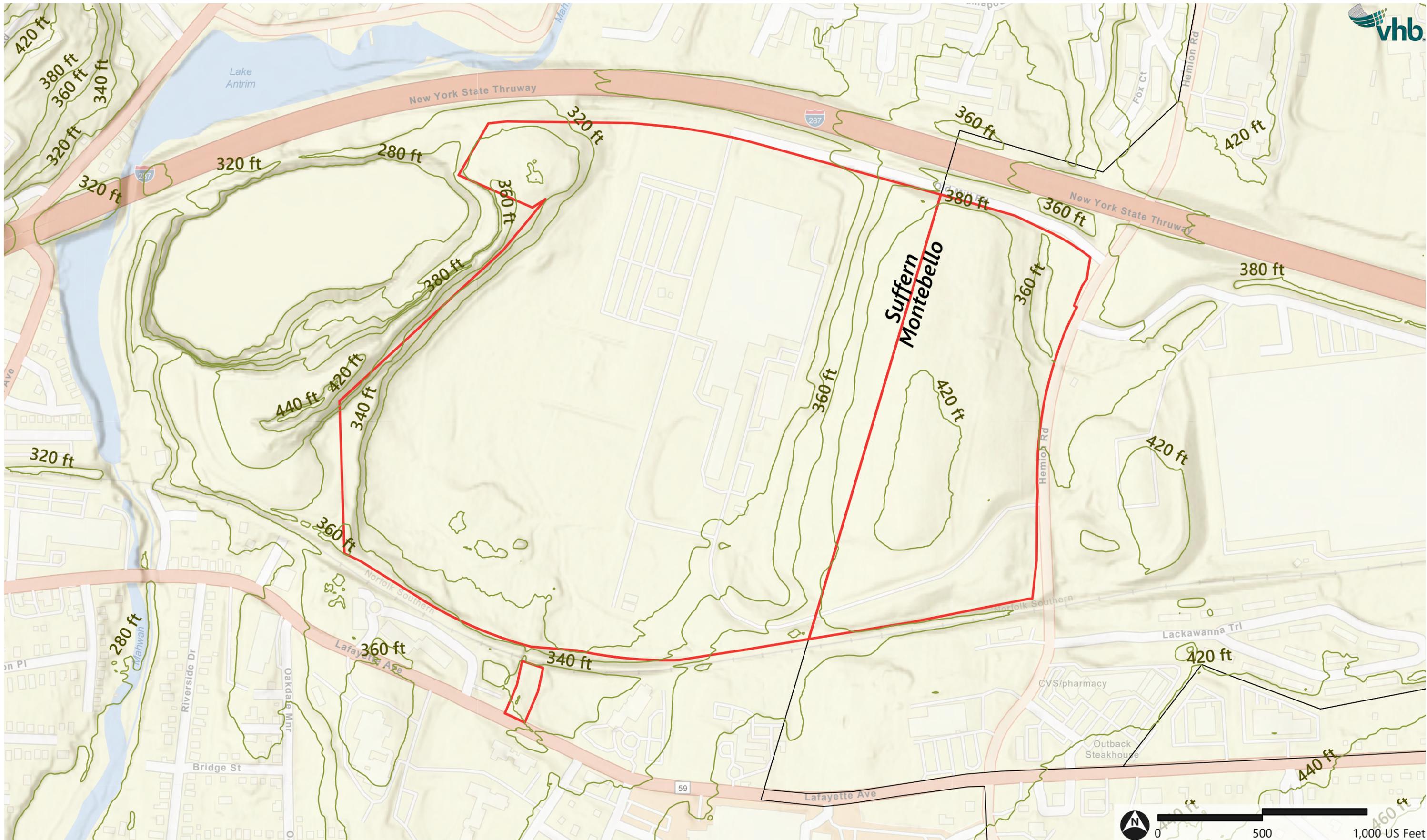
Under this alternative, the ability to access the site from NYS Route 59 directly at the location adjacent to the Esther Gitlow Towers is discussed. This alternative access scenario examines the potential use of the portion of the Project Site located at 206 Lafayette Avenue (known as tax lot 55.37-1-31), to access the site from NYS Route 59. See **Figure IV-5: Site Location – TM 55.37-1.31**. The property located at 206 Lafayette Avenue is approximately 0.65 acres and is accessed directly from NYS Route 59 (Lafayette Avenue) to the south. The property located at 206 Lafayette Avenue is separated from the balance of the Project Site by the CSX Rail Line. Even if an agreement could be established to permit access over the CSX Rail Line, the topography in this portion of the Project Site would preclude access and render this alternative infeasible (see **Figure IV-6: Site Location Topography**). As illustrated on **Figure IV-7: Alternative E – Elevation Profiles**, access from NYS Route 59 would be at elevation 332. The CSX Rail Line property has an elevation that ranges from a low of 324 to a high of 348. The elevation in the adjacent portion of the Project Site is as low as 307. Conditions on the site, including topography and contours, are further illustrated in **Figure IV-6**.

Accordingly, this Alternative is not a viable option.



Project Site Village Boundary

Figure IV-5
Site Location – TM 55.37-1.3



Project Site Village Boundary Elevation Contours

Figure IV-6
Site Location Topography

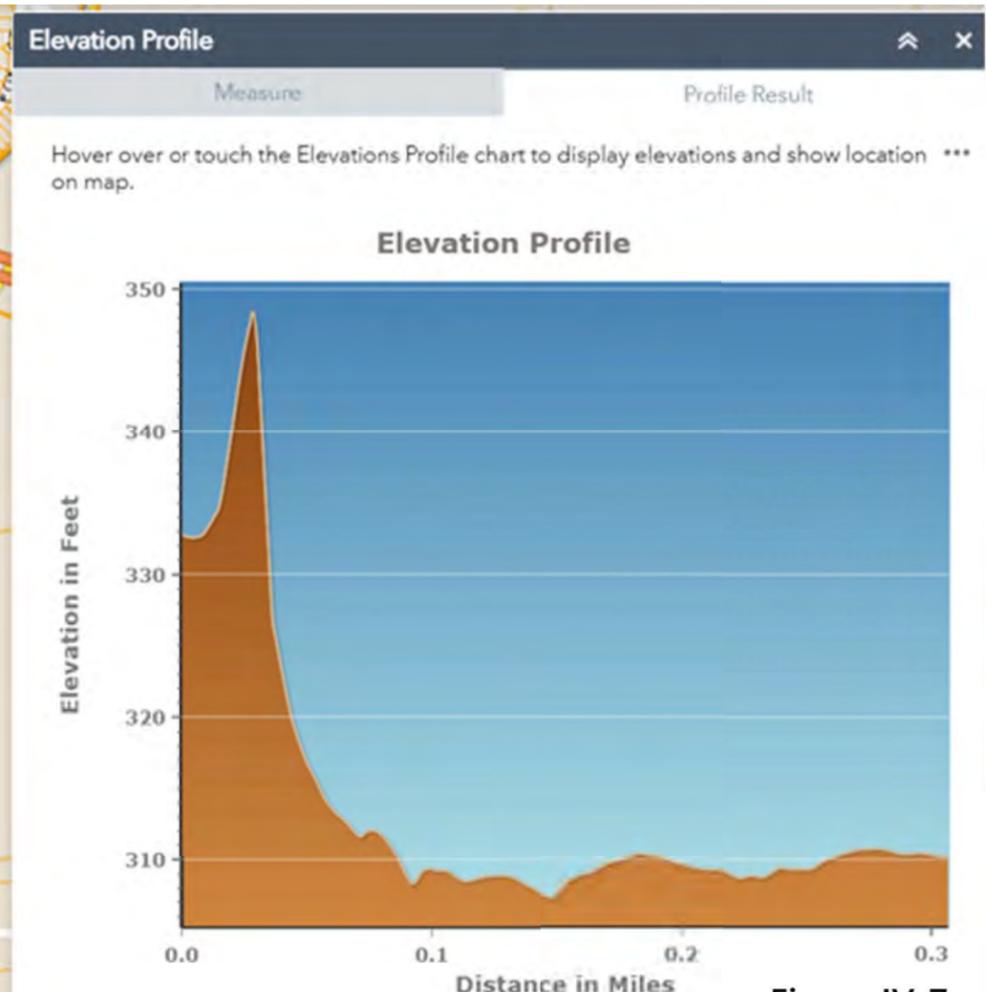
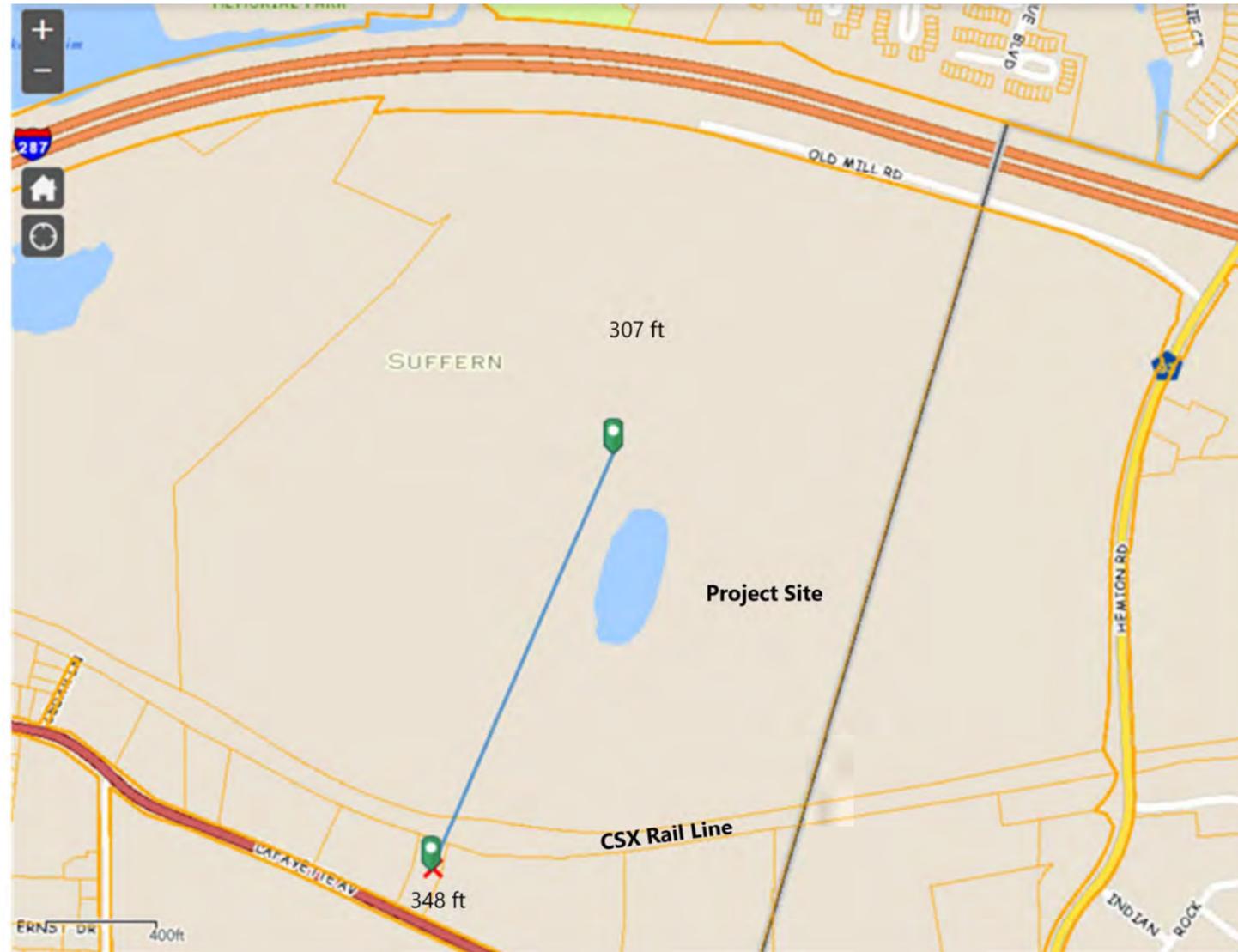


Figure IV-7
Alternative E- Elevation Profiles

Source: Rockland County Base Map Application

F. 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.

This scenario presents several feasibility issues, which are discussed below.

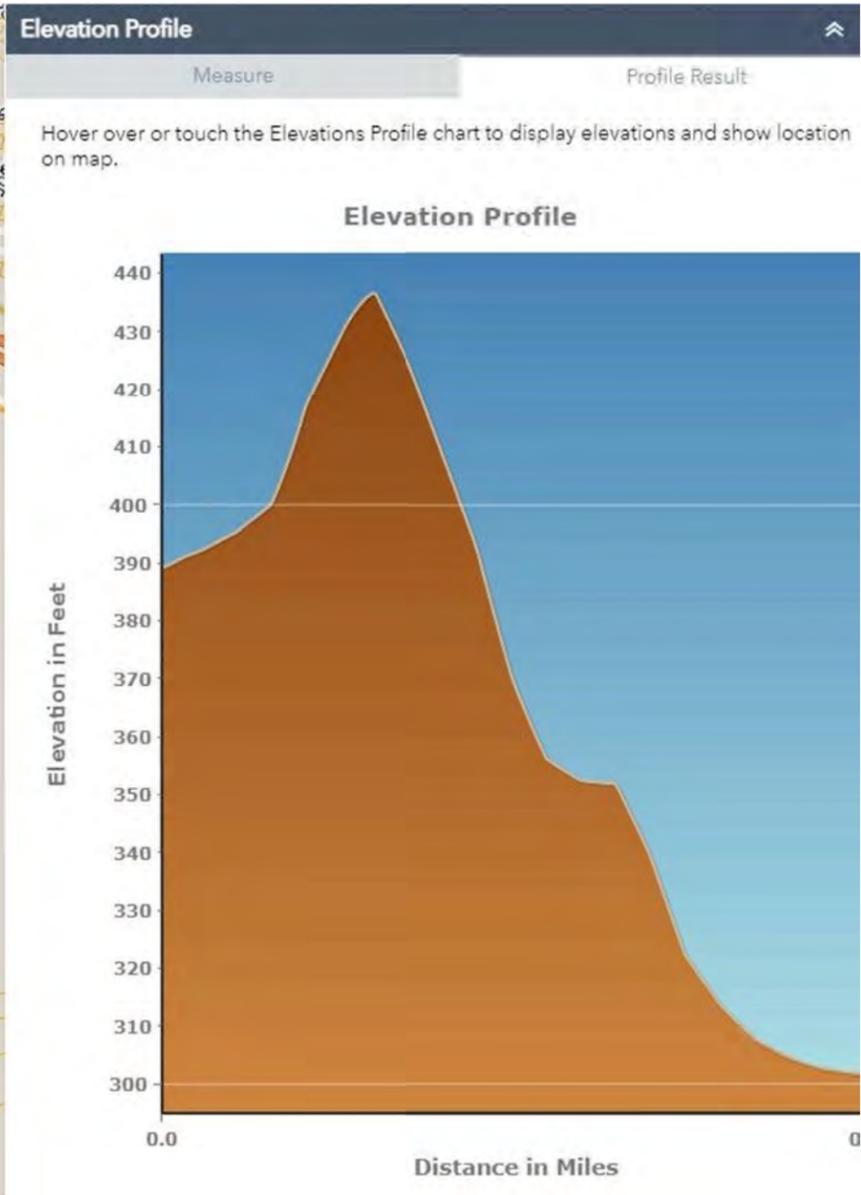
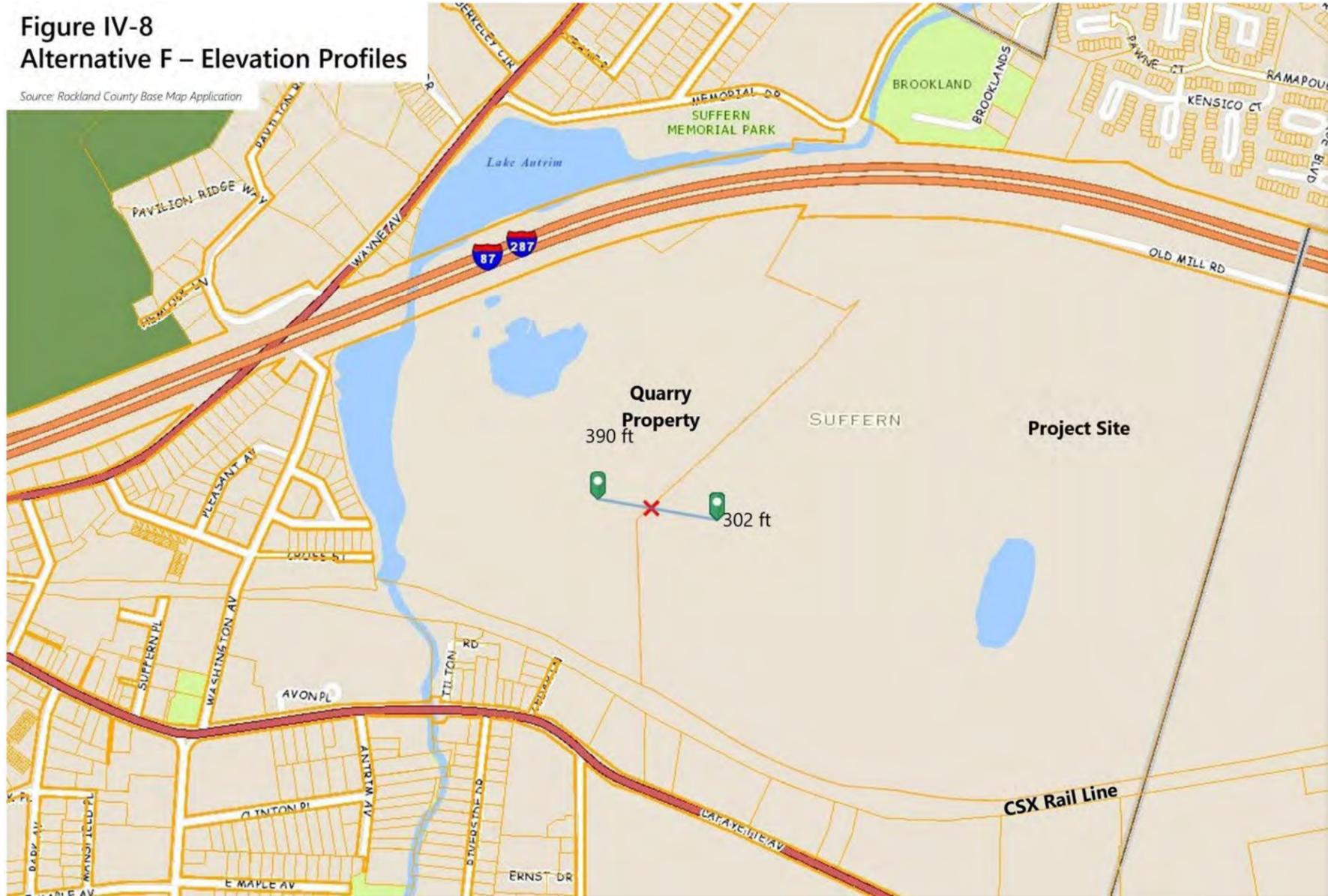
Currently, the Quarry Property appears to hold a 20 foot wide easement over the CSX Rail Line in the vicinity of Tilton Road. Tilton Road is a 40 feet wide, private road, which connects to NYS Route 59. Details of the easement and use of the private roadway are not known to the Project Applicant.

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. See **Figure IV-8: Alternative F – Elevation Profiles** for elevation profiles. Conditions on the site, including topography and contours, are further illustrated in **Figure IV-6**.

Accordingly, this Alternative is not a viable option.

Figure IV-8
Alternative F – Elevation Profiles

Source: Rockland County Base Map Application



G. 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 Project. Assuming an agreement could be established to permit direct freight rail transport from the Project Site via CSX Rail, the Elevation Profiles demonstrate that the topography and significant grade changes between the adjacent CSX Rail Line and the Project Site render this alternative infeasible, as illustrated in **Figure IV-9: Alternative G – Elevation Profiles**. Conditions on the site, including topography and contours, are further illustrated in **Figure IV-6**, demonstrating that the significant grade change is not due to the elevated right-of-way, but due to the topographic conditions on and adjacent to the Project Site. Accordingly, this Alternative is not a viable option.

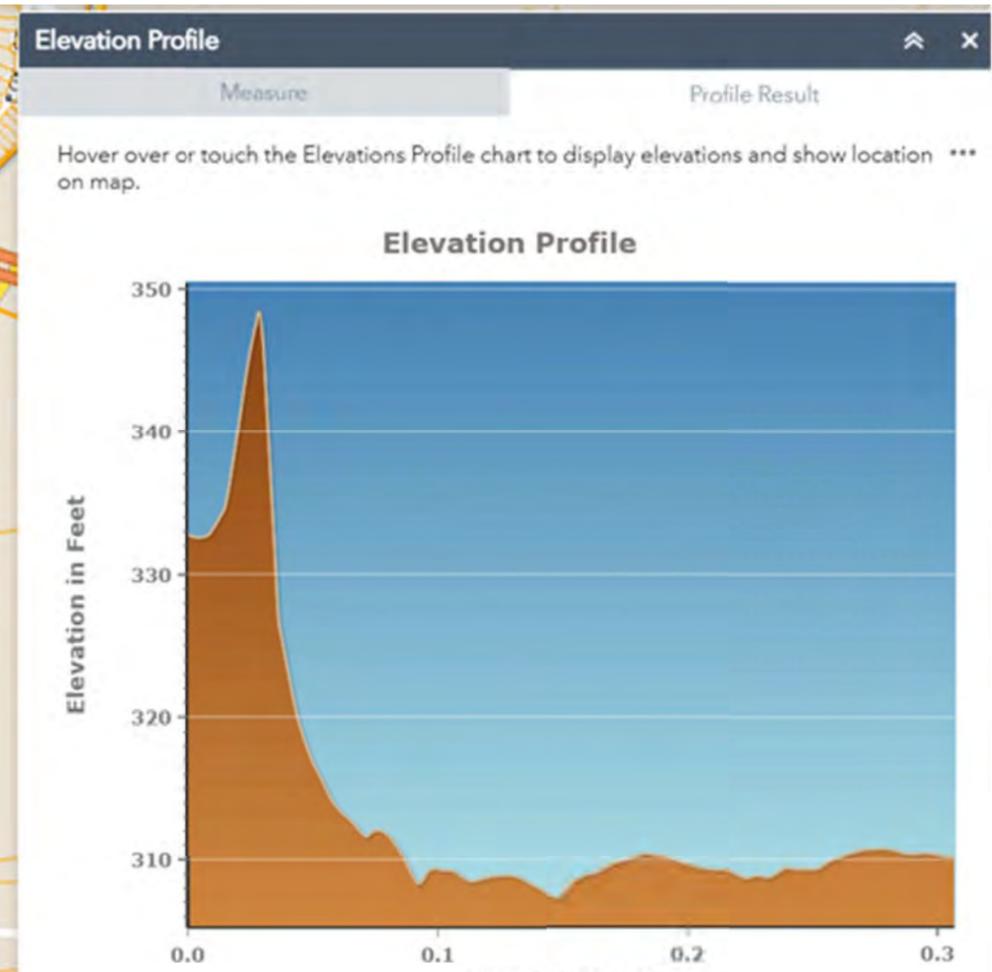
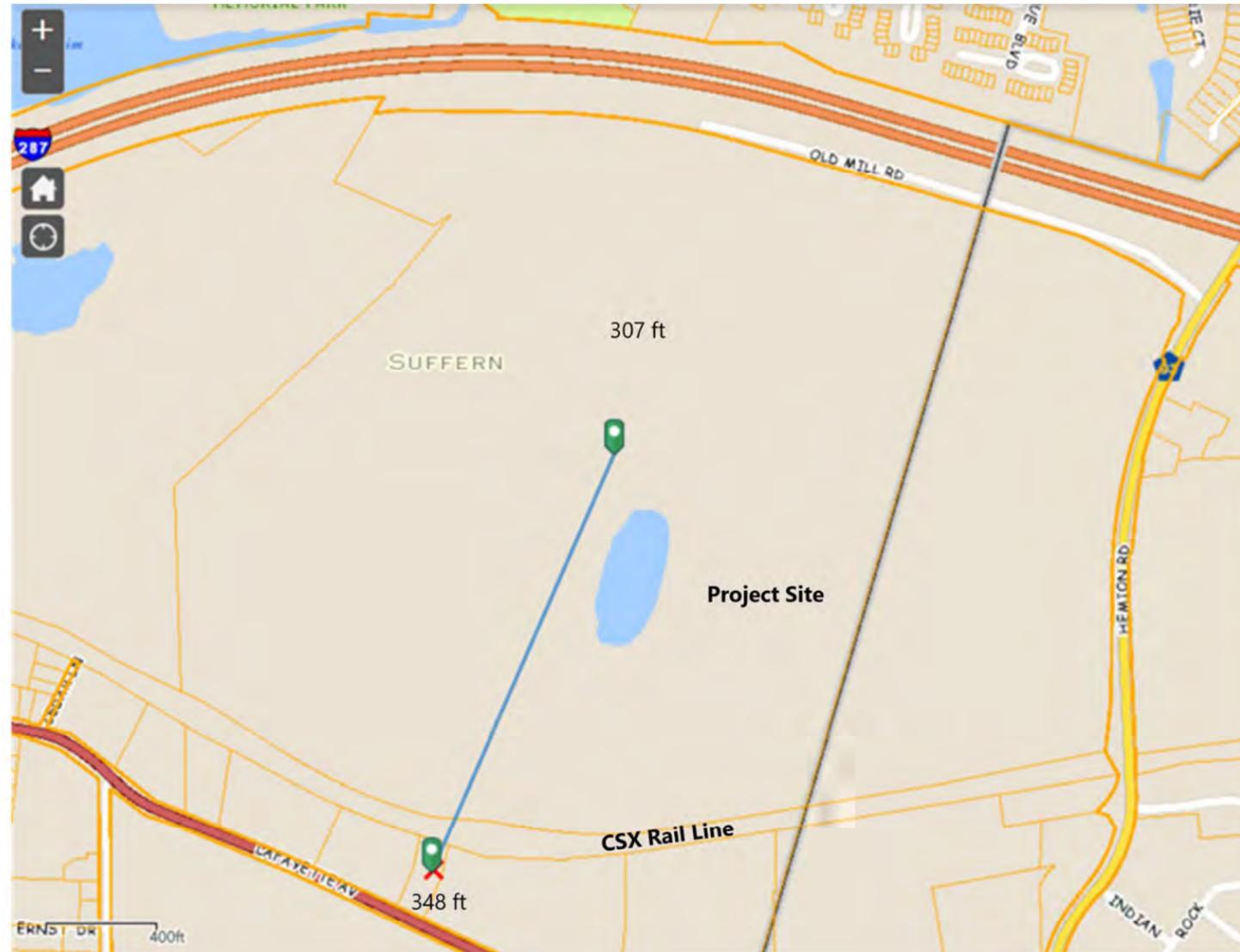
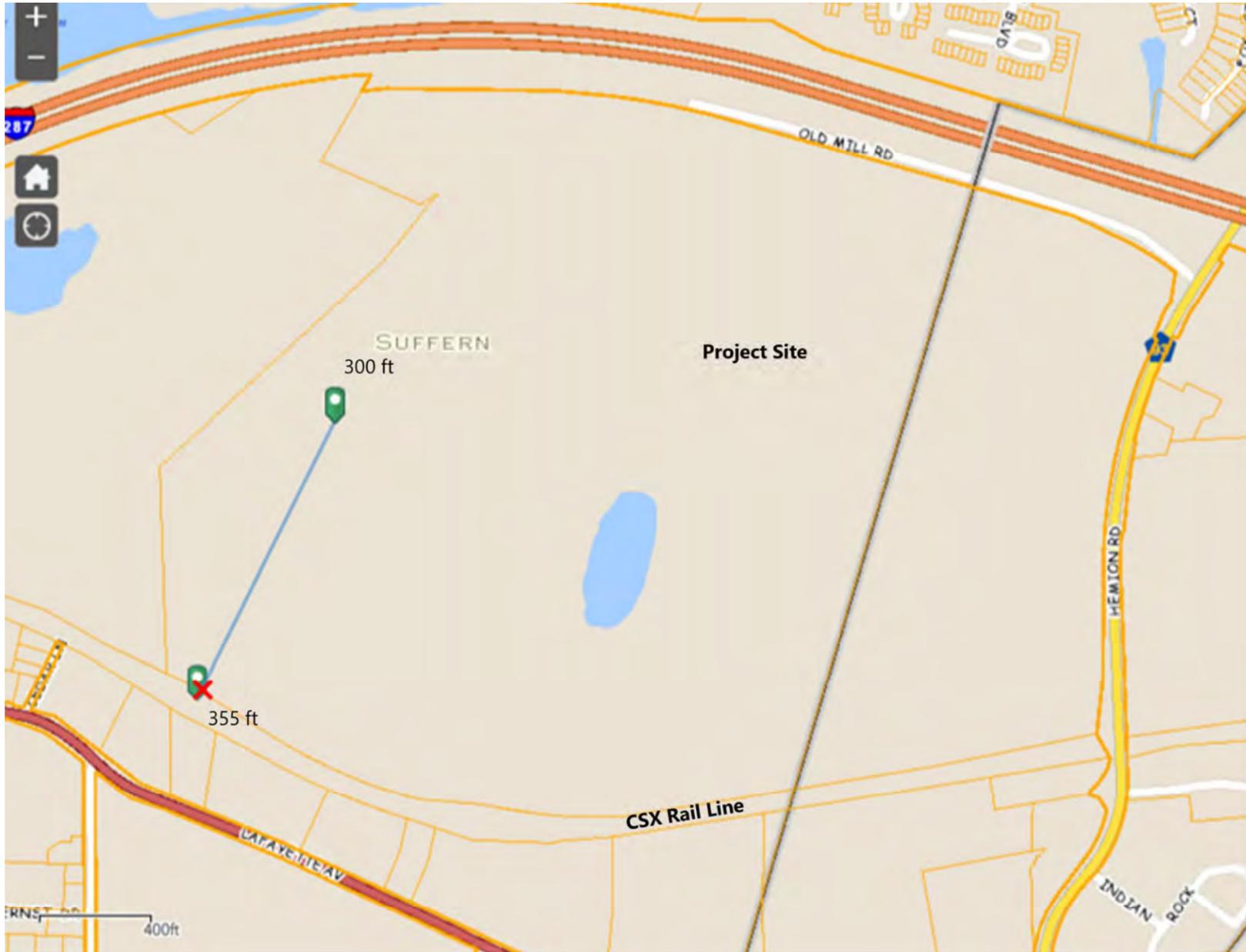


Figure IV-9
Alternative G – Elevation Profiles

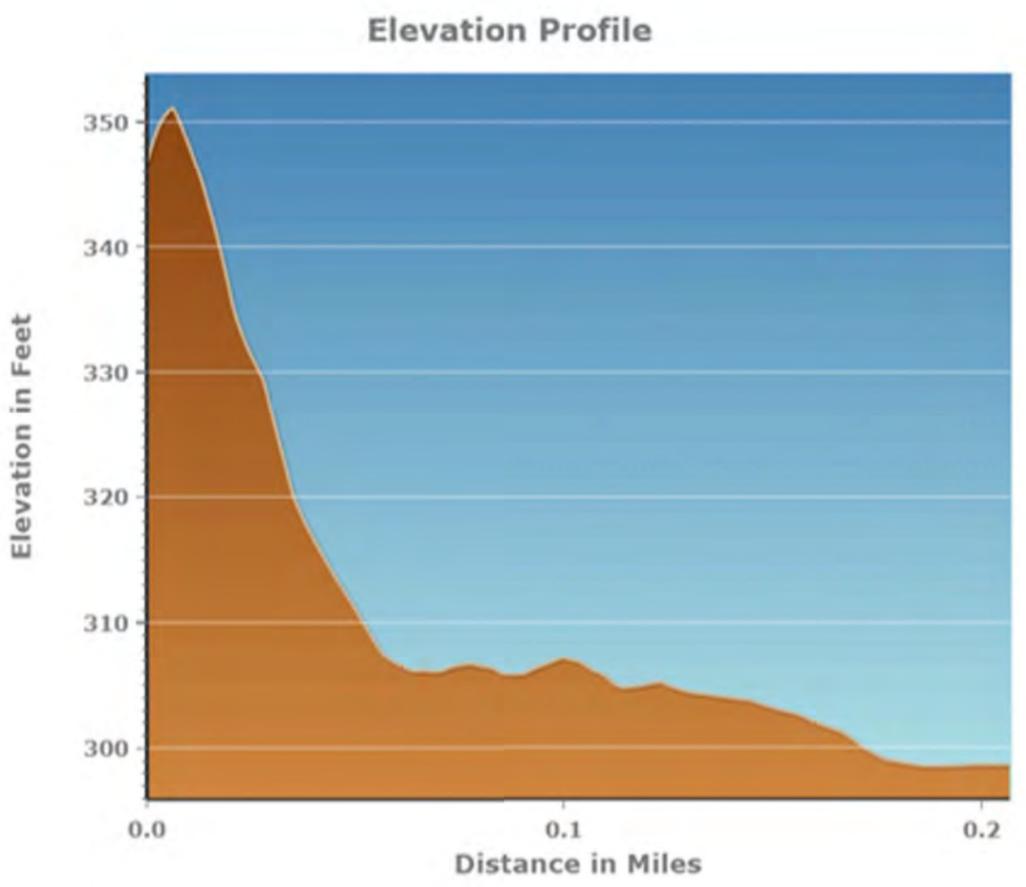
Source: Rockland County Base Map Application

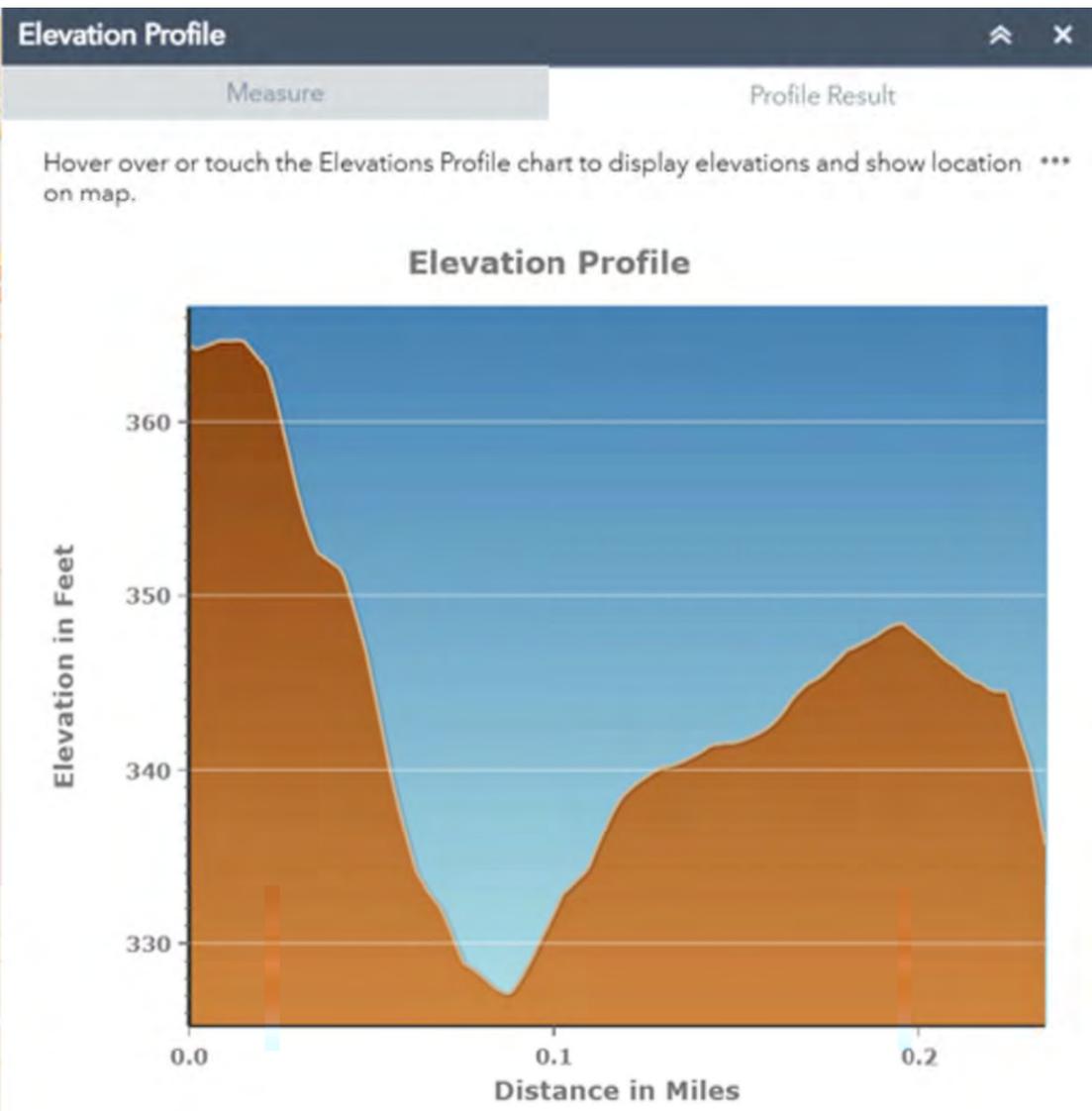
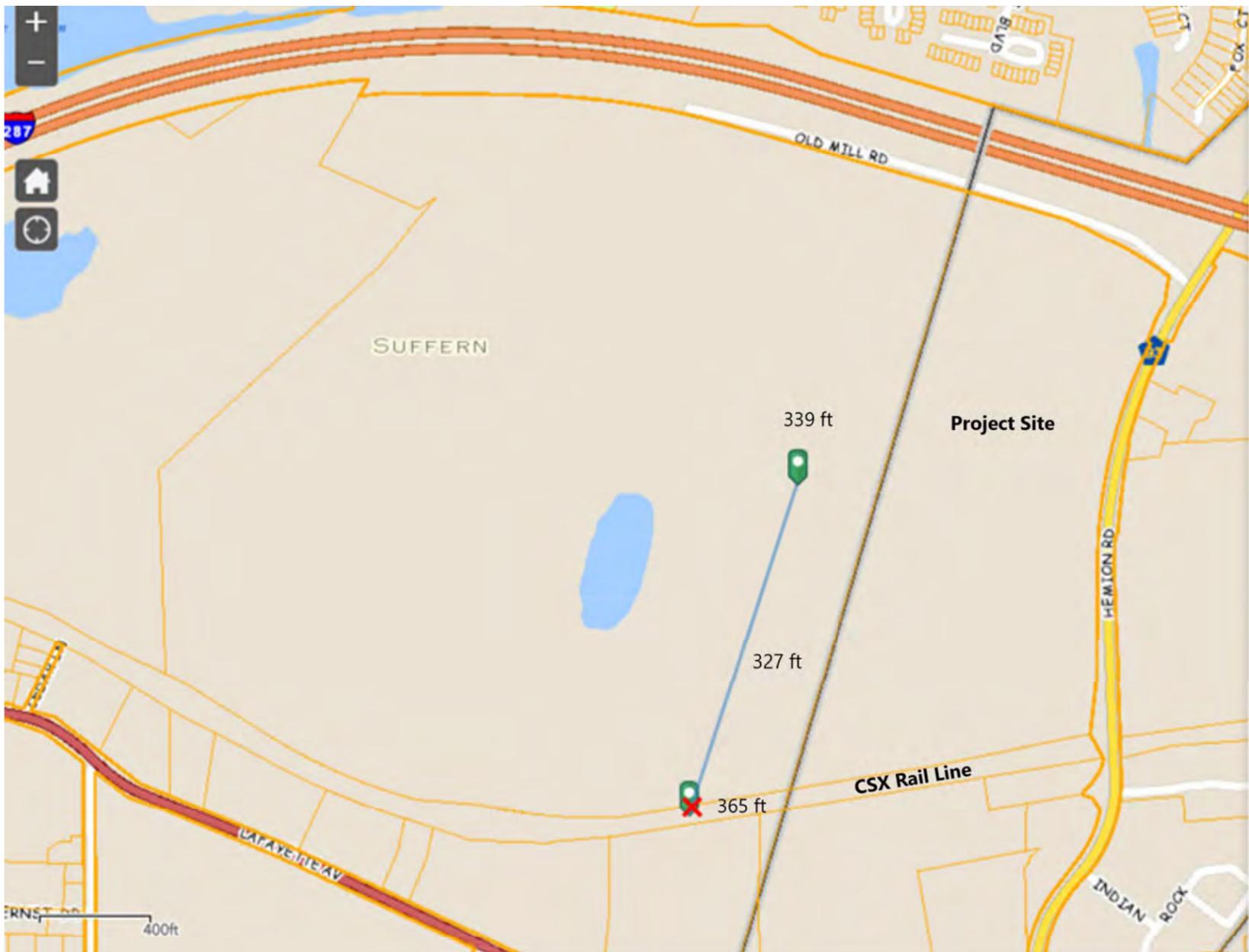


Elevation Profile

Measure Profile Result

Hover over or touch the Elevations Profile chart to display elevations and show location *** on map.





H. 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.

Additional trip generation projections were prepared using LUC 130 – Industrial Park, as published by ITE for limited intersections as described in the scope and as requested by the Village of Montebello. Note, based on data published by the ITE in the 5th Edition of the Parking Generation Manual, LUC 130 has an average peak parking demand of 1.20 vehicles per 1,000 SF which translates to a projected parking demand of 1,466 vehicles. The site as currently proposed provides a total of 661 parking stalls, less than 50% of the ITE’s average peak parking demand. Therefore, it is not anticipated the current development proposal could support a warehousing and logistics center development. However, in an effort to present a conservative assessment, the alternative land use analysis is presented below. **Table IV-2** summarizes the trip generation for each of the three proposed buildings as well as the total trip generation for The Project under LUC 130.

Table IV-2 Proposed Trip Generation – LUC 130 (Industrial Park)

Use	Trip Type	AM PSH			PM PSH		
		In	Out	Total	In	Out	Total
Building 1 – 963,100 SF	Total	265	62	327	72	255	327
	Trucks	18	21	39	15	24	39
	Cars	247	41	288	57	231	288
Building 2 – 170,500 SF	Total	47	11	58	13	45	58
	Trucks	3	4	7	3	4	7
	Cars	44	7	51	10	41	51
Building 3 – 88,200 SF	Total	24	6	30	7	23	30
	Trucks	2	2	4	2	2	4
	Cars	22	4	26	5	21	26
Total	Total	336	79	415	92	323	415
	Trucks	23	27	50	20	30	50
	Cars	313	52	365	72	293	365

The trips were distributed to the adjacent roadway network as shown in the Traffic Impact Study (see **Appendix E**, TIS Appendix A, Figures 6 and 8). TIS Appendix A, Figures 12- 14 illustrate LUC 130 Car Site Generated Volumes, LUC 130 Truck Site Generated Volumes, and the LUC 130 Total Site Generated Volumes, respectively. The LUC 130 Total Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the LUC 130 Build traffic volumes.

1. Alternate Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and LUC 130 Build conditions and are summarized in **Table IV-3** and **Table IV-4**.

Table IV-3 Alternate Future AM Levels of Service and Vehicle-to-Capacity Ratios
AM PSH

Intersection	Direction/ Movement		No Build		Build		Build w/ Mit.	
			LOS	v/c	LOS	v/c	LOS	v/c
Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93)	EB	L	F (115)	1.09	F (241)	1.42	F (107)	1.01
		T	E (80)	1.02	F (86)	1.04	E (68)	0.98
		R	A (1)	0.08	A (1)	0.08	A (1)	0.08
	WB	L	D (44)	0.74	D (45)	0.75	D (49)	0.78
		T	F (100)	1.09	F (107)	1.11	F (93)	1.07
		R	A (1)	0.13	A (4)	0.31	A (6)	0.35
	NB	L	D (38)	0.67	D (39)	0.68	D (43)	0.70
		TR	D (44)	0.69	D (49)	0.79	E (59)	0.84
	SB	L	C (31)	0.58	E (63)	0.89	E (67)	0.74
		TR	E (57)	0.89	E (59)	0.91	E (67)	0.94
	Overall		E (68)	1.09	F (84)	1.42	E (68)	1.07
Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)	EB	L	F (131)	1.15	F (184)	1.28	F (128)	1.14
		T	D (44)	0.45	D (43)	0.59	D (40)	0.54
		R	A (1)	0.03	A (1)	0.09	A (1)	0.03
	WB	L	D (39)	0.22	D (38)	0.33	D (37)	0.33
		T	E (68)	0.39	E (69)	0.82	E (71)	0.82
		R	D (36)	0.71	C (34)	0.70	C (34)	0.69
	NB	L	C (25)	0.09	C (26)	0.10	C (30)	0.11
		TR	E (57)	0.78	E (59)	0.78	E (70)	0.88
	SB	L	F (172)	1.24	F (177)	1.25	F (171)	1.23
		T	F (86)	0.42	F (86)	0.90	F (88)	0.90
		R	A (6)	0.60	B (10)	0.70	B (11)	0.69
Overall		E (74)	1.24	F (82)	1.28	E (76)	1.23	
Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps	EB	LT	C (21)	0.65	B (20)	0.62	C (20)	0.63
		R	D (44)	0.93	D (47)	0.94	D (52)	0.96
	NB	T	C (27)	0.65	C (30)	0.72	C (27)	0.67
		R	F (282)	1.54	F (351)	1.70	F (294)	1.57
	SB	L	D (37)	0.78	D (37)	0.78	D (45)	0.89
		T	C (23)	0.47	C (24)	0.51	C (24)	0.50
Overall		F (82)	1.54	F (97)	1.70	F (86)	1.57	
Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps	WB	L	D (42)	0.78	D (45)	0.89	D (42)	0.87
		LT	D (42)	0.78	D (45)	0.89	D (42)	0.87
		R	C (28)	0.72	C (27)	0.77	C (26)	0.76
	NB	L	F (245)	1.46	F (303)	1.60	F (202)	1.36
		T	B (11)	0.54	B (11)	0.55	B (13)	0.55
	SB	T	C (25)	0.69	C (29)	0.70	C (34)	0.81
		R	A (7)	0.51	A (10)	0.51	B (11)	0.56
Overall		D (46)	1.46	E (55)	1.60	D (46)	1.36	

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV-3 (continued) Alternate Future AM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement		AM PSH		Build		Build w/ Mit.	
			No Build LOS	v/c	LOS	v/c	LOS	v/c
Airmont Road (CR 89) & North DeBaun Avenue	EB	LTR	C (34)	0.39	C (33)	0.38	-	-
	WB	LTR	C (30)	0.14	C (31)	0.20	-	-
	NB	L	A (5)	0.10	A (6)	0.10	-	-
		TR	A (10)	0.62	B (11)	0.65	-	-
	SB	L	A (6)	0.07	A (6)	0.07	-	-
		TR	A (10)	0.56	B (10)	0.59	-	-
		Overall	B (11)	0.62	B (11)	0.65	-	-
Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard	EB	LT	C (22)	0.35	C (22)	0.36	-	-
		R	C (27)	0.77	C (26)	0.77	-	-
	WB	L	B (19)	0.03	C (26)	0.05	-	-
		T	B (19)	0.04	B (19)	0.04	-	-
		R	B (19)	0.03	B (19)	0.03	-	-
	NB	L	B (11)	0.51	B (13)	0.56	-	-
		TR	A (2)	0.45	A (2)	0.45	-	-
	SB	L	B (11)	0.07	B (11)	0.07	-	-
		TR	B (18)	0.50	B (19)	0.58	-	-
			Overall	B (14)	0.77	B (15)	0.77	-
Hemion Road (CR 93) & Dunningan Drive	WB	LR	b (16)	0.078	c (18)	0.094	-	-
	SB	L	a (9)	0.017	a (9)	0.018	-	-
Lafayette Avenue (NYS Route 59) & Brookside Avenue	WB	L	a (10)	0.094	a (10)	0.097	-	-
	NB	LR	c (17)	0.347	c (20)	0.424	-	-
Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive	EB	LTR	-	-	-	-	A (8)	0.52
	WB	L	a (10)	0.306	b (11)	0.449	D (41)	0.90
		TR					A (5)	0.08
	NB	LTR	f (76)	0.960	f (323)	1.585	D (40)	0.79
	SB	LTR	e (38)	0.037	f (75)	0.076	C (24)	0.01
		Overall	-	-	-	-	C (26)	0.90
Hemion Road (CR 93) & Site Driveway	EB	L	-	-	C (22)	0.21	-	-
		R	-	-	B (18)	0.40	-	-
	NB	L	-	-	B (13)	0.74	-	-
		T	-	-	A (3)	0.48	-	-
	SB	T	-	-	B (14)	0.87	-	-
		R	-	-	A (5)	0.23	-	-
		Overall	-	-	A (10)	0.87	-	-

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV-4 Alternate Future PM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement	PM PSH						
		No Build		Build		Build w/ Mit.		
		LOS	v/c	LOS	v/c	LOS	v/c	
Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93)	EB	L	E (75)	0.96	F (95)	1.04	E (74)	0.87
		T	D (37)	0.81	D (37)	0.81	D (39)	0.84
		R	A (1)	0.12	A (1)	0.12	A (1)	0.12
	WB	L	B (17)	0.35	B (17)	0.36	B (18)	0.38
		T	E (74)	1.03	E (75)	1.04	E (75)	1.04
		R	A (1)	0.12	A (2)	0.17	A (1)	0.21
	NB	L	D (38)	0.66	D (38)	0.67	E (60)	0.84
		TR	E (68)	0.91	E (77)	0.95	E (76)	0.95
	SB	L	D (41)	0.71	F (139)	1.17	E (60)	0.81
		TR	F (134)	1.16	F (244)	1.44	F (141)	1.20
	Overall		E (62)	1.16	F (92)	1.44	E (69)	1.20
	Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)	EB	L	F (194)	1.30	F (295)	1.55	F (191)
T			D (47)	0.67	D (48)	0.69	D (42)	0.61
R			A (2)	0.10	A (2)	0.10	A (1)	0.10
WB		L	D (40)	0.51	D (40)	0.53	D (37)	0.44
		T	E (72)	0.87	E (72)	0.87	E (77)	0.88
		R	D (37)	0.82	D (37)	0.82	D (38)	0.80
NB		L	D (47)	0.22	D (47)	0.22	E (59)	0.34
		TR	E (61)	0.74	E (61)	0.74	E (79)	0.88
SB		L	F (105)	1.03	F (106)	1.03	F (123)	1.07
		T	F (96)	1.01	F (97)	1.01	F (83)	0.94
		R	B (14)	0.72	B (16)	0.77	B (13)	0.70
Overall		E (74)	1.30	F (89)	1.55	E (78)	1.29	
Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps	EB	LT	C (25)	0.65	C (24)	0.62	C (27)	0.65
		R	C (34)	0.88	D (36)	0.88	D (54)	0.92
	NB	T	C (20)	0.58	C (22)	0.63	B (19)	0.58
		R	F (133)	1.21	F (173)	1.31	F (127)	1.20
	SB	L	C (32)	0.80	C (32)	0.80	D (45)	0.94
		T	A (9)	0.52	A (10)	0.54	B (15)	0.53
Overall		D (41)	1.21	D (50)	1.31	D (46)	1.20	
Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps	WB	L	C (34)	0.64	C (35)	0.80	D (38)	0.82
		LT	C (34)	0.65	C (35)	0.80	D (39)	0.82
		R	B (20)	0.64	B (19)	0.73	B (18)	0.72
	NB	L	E (73)	1.05	F (104)	1.14	E (74)	1.05
		T	A (4)	0.37	A (4)	0.37	A (5)	0.37
	SB	T	D (44)	0.87	D (44)	0.88	D (47)	0.93
		R	B (20)	0.63	B (19)	0.63	B (17)	0.63
Overall		C (31)	1.05	D (36)	1.14	C (34)	1.05	

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV-4 (continued) Alternate Future PM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement		PM PSH					
			No Build		Build		Build w/ Mit.	
			LOS	v/c	LOS	v/c	LOS	v/c
Airmont Road (CR 89) & North DeBaun Avenue	EB	LTR	C (33)	0.36	C (33)	0.36	-	-
	WB	LTR	C (34)	0.45	C (35)	0.46	-	-
	NB	L	A (7)	0.12	A (7)	0.12	-	-
		TR	B (13)	0.67	B (15)	0.72	-	-
	SB	L	A (7)	0.17	A (8)	0.18	-	-
		TR	B (11)	0.64	B (12)	0.65	-	-
	Overall		B (14)	0.67	B (14)	0.72		
Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard	EB	LT	C (29)	0.44	C (29)	0.65	-	-
		R	C (26)	0.64	C (22)	0.54	-	-
	WB	L	C (26)	0.21	C (22)	0.17	-	-
		T	C (25)	0.09	C (22)	0.07	-	-
		R	C (25)	0.12	C (22)	0.17	-	-
	NB	L	B (16)	0.73	C (26)	0.81	-	-
		TR	A (1)	0.45	A (2)	0.50	-	-
	SB	L	A (8)	0.07	A (9)	0.08	-	-
		TR	B (14)	0.51	B (17)	0.59	-	-
	Overall		B (13)	0.73	B (15)	0.81		
Hemion Road (CR 93) & Dunnigan Drive	WB	LR	c (15)	0.136	c (18)	0.164	-	-
	SB	L	a (9)	0.006	a (9)	0.007	-	-
Lafayette Avenue (NYS Route 59) & Brookside Avenue	WB	L	b (12)	0.251	b (13)	0.274	-	-
	NB	LR	d (26)	0.467	d (33)	0.546	-	-
Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive	EB	L	-	-	-	-	B (11)	0.47
	WB	L					C (21)	0.68
		TR	a (9)	0.231	a (9)	0.247	A (9)	0.22
	NB	LTR	f (107)	1.095	f (240)	1.444	B (19)	0.78
	SB	LTR	c (24)	0.061	d (28)	0.073	A (9)	0.02
	Overall		-	-	-	-	B (16)	0.78
Hemion Road (CR 93) & Site Driveway	EB	L	-	-	B (18)	0.44	-	-
		R	-	-	B (18)	0.63	-	-
	NB	L	-	-	A (9)	0.22	-	-
		T	-	-	A (6)	0.47	-	-
	SB	T	-	-	B (13)	0.80	-	-
		R	-	-	A (3)	0.04	-	-
	Overall		-	-	B (11)	0.80	-	-

a (#) – Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) – Signalized Intersection Level of Service (seconds of delay per vehicle)

2. Alternate Future Queue Analysis

Queue length conditions at the study intersections were analyzed under the No Build and LUC 130 Build conditions. The 95th percentile queues for each study peak hour are summarized in **Table IV-5** below.

Table IV-5 Alternate Future Queue Analysis

Intersection	Direction/ Movement	Storage Length	AM PSH			PM PSH			
			No Build	Build	Build w/ Mit.	No Build	Build	Build w/ Mit.	
Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93)	EB	L	250'	282'	390'	187'	293'	321'	168'
		T	-	580'	580'	538'	599'	599'	611'
		R	310'	0'	0'	147'	8'	8'	9'
	WB	L	180'	149'	148'	147'	66'	66'	67'
		T	-	657'	657'	597'	789'	789'	789'
		R	560'	0'	33'	39'	7'	24'	0'
	NB	L	150'	108'	108'	116'	140'	140'	181'
		TR	-	262'	318'	367'	265'	298'	297'
	SB	L	200'	122'	170'	113'	161'	328'	185'
		TR	-	354'	381'	446'	425'	583'	534'
Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)	EB	L	330'	801'	904'	879'	947'	1145'	1137'
		T	-	319'	321'	314'	404'	421'	416'
		R	145'	0'	0'	0'	12'	12'	9'
	WB	L	175'	105'	104'	103'	156'	156'	154'
		T	-	234'	248'	243'	342'	345'	346'
		R	170'	230'	225'	248'	376'	376'	387'
	NB	L	140'	54'	55'	59'	116'	116'	84'
		TR	140'	452'	459'	538'	428'	429'	532'
	SB	L	100'	793'	807'	843'	682'	686'	800'
		T	-	409'	413'	426'	698'	700'	923'
R		-	81'	151'	159'	224'	262'	283'	
Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps	EB	LT	120'	220'	213'	218'	195'	190'	203'
		R	-	370'	400'	423'	250'	263'	320'
	NB	T	-	210'	225'	678'	218'	233'	218'
		R	80'	1568'	1788'	1633'	1038'	1263'	1045'
	SB	L	150'	163'	160'	170'	155'	155'	183'
		T	-	290'	298'	288'	180'	190'	278'

Table IV-5 Alternate Future Queue Analysis

Intersection	Direction/ Movement	Storage Length	AM PSH			PM PSH			
			No Build	Build	Build w/ Mit.	No Build	Build	Build w/ Mit.	
Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps	WB	L	520'	221'	231'	226'	261'	268'	326'
		LT	-	221'	233'	227'	263'	269'	327'
		R	350'	161'	161'	160'	195'	195'	194'
	NB	L	105'	287'	312'	286'	317'	349'	362'
		T	-	152'	153'	153'	16'	16'	111'
	SB	T	-	218'	224'	231'	393'	392'	340'
R		140'	64'	64'	70'	169'	157'	147'	
Airmont Road (CR 89) & North DeBaun Avenue	EB	LTR	-	93'	93'	-	89'	88'	-
		WB	LTR	-	33'	48'	-	113'	115'
	NB	L	130'	8'	8'	-	10'	10'	-
		TR	-	255'	270'	-	303'	333'	-
	SB	L	155'	5'	5'	-	15'	18'	-
		TR	-	238'	253'	-	293'	303'	-
Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard	EB	LT	-	85'	100'	-	108'	195'	-
		R	140'	273'	268'	-	178'	160'	-
	WB	L	90'	10'	10'	-	65'	60'	-
		T	-	5'	5'	-	23'	23'	-
		R	35'	8'	8'	-	53'	48'	-
	NB	L	290'	73'	75'	-	108'	155'	-
		TR	-	25'	25'	-	15'	18'	-
	SB	L	290'	15'	15'	-	10'	13'	-
TR		-	225'	260'	-	238'	275'	-	
Hemion Road (CR 93) & Dunnigan Drive	WB	LR	-	8'	8'	-	13'	15'	-
	SB	L	-	3'	3'	-	0'	0'	-
Lafayette Avenue (NYS Route 59) & Brookside Avenue	WB	L	-	8'	8'	-	25'	28'	-
	NB	LR	-	38'	53'	-	60'	75'	-
Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive	EB	L	-	-	-	178'	-	-	85'
		WB	L	-	33'	60'	423'	23'	23'
	NB	TR	-	-	-	25'	-	-	45'
		LTR	-	253'	550'	298'	378'	545'	238'
SB	LTR	-	3'	5'	0'	5'	5'	3'	
Hemion Road (CR 93) & Site Driveway	EB	L	-	-	18'	-	-	68'	-
		R	190'	-	103'	-	-	8'	-
	NB	L	150'	-	80'	-	-	13'	-
		T	-	-	60'	-	-	95'	-
	SB	T	-	-	263'	-	-	218'	-
		R	100'	-	50'	-	-	8'	-

3. Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road

With the addition of site generated traffic, the intersection is anticipated to operate at overall level of service "F" during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service "E" or better, with the exception of the eastbound left turn movement during the weekday morning and evening peak hour, the westbound through movement during the weekday morning peak hour, as well as the southbound left turn and through/right turn movements during the weekday evening peak hour, which operate at level of service "F."

Under this condition, it is proposed to widen the eastbound and southbound approaches to provide two dedicated left turn lanes at each approach. Further, it is proposed to modify the radius on the northeast corner of the intersection to help facilitate westbound right turn movements for tractor trailers. With these proposed improvements, the intersection is anticipated to operate at overall No Build level of service "E" and all movements will operate with levels of service and delays more consistent with No Build conditions. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

With the addition of site generated traffic, proposed signal retiming, and construction of additional left turn lanes, there is anticipated to be a maximum increase of approximately 5 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See **Table IV-5** for the individual movement 95th percentile queues.

The improvements required under this condition would require pavement widening along both the southbound and eastbound approaches to accommodate the proposed left turn lanes. Right-of-way acquisition would likely be required, especially to ensure there is still ample pavement width for emergency pull-offs. Relocation of the existing traffic signal equipment, crosswalks, and utility poles may be required depending on the final design. The intersection improvements would be phased in such a way to minimize impacts to the existing intersection traffic. These improvements, along with the signal timing modifications, would need to be coordinated with the NYSDOT and appropriate utility companies.

4. Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)

With the addition of site generated traffic, the intersection is anticipated to operate at overall level of service "F" during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service "E" or better, with the exception of the eastbound left turn, southbound left turn, and the southbound through movements, which are anticipated to operate at level of service "F" during the weekday morning and evening peak hour. It should be noted that with a minor signal timing adjustment, the intersection will operate at No Build overall level of service "E" and all movements will operate with levels of service and delays more consistent with No Build conditions. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

With the addition of site generated traffic and proposed signal retiming, there is anticipated to be a maximum increase of approximately 9 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See **Table IV-5** for the individual movement 95th percentile queues.

The modification of the northeast corner of the intersection would require pavement widening, but it is anticipated to be completed without the acquisition of additional right-of-way. Relocation of the existing traffic signal equipment, crosswalks, and utility poles may be required depending on the final design. The intersection improvements would be phased in such a way to minimize impacts to the existing intersection traffic. These improvements, along with the signal timing modifications, would need to be coordinated with the NYSDOT and appropriate utility companies.

5. Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps

With the addition of site generated traffic, intersection is anticipated to operate at No Build overall level of service "F" during the weekday morning peak hour and overall level of service "D" during the

weekday evening peak hour. Additionally, each movement is anticipated to operate at levels of service "D" or better, with the exception of the northbound right turn movement, which operates at level of service "F" during the weekday morning and evening peak hour. It should be noted that with minor signal timing adjustments, the intersection can operate with levels of service and delays more consistent with No Build conditions. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

Signal timing modifications would need to be coordinated with the operator of the signals. No roadway improvements or additional right-of-way would be necessary.

With the addition of site generated traffic and proposed signal retiming, there is anticipated to be a maximum increase of approximately 4 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See **Table IV-5** for the individual movement 95th percentile queues.

6. Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps

With the addition of site generated traffic, the intersection is anticipated to operate at overall levels of service "E" or better during the analyzed peak hours. Additionally, each movement is anticipated to operate at No Build levels of service "D" or better during the analyzed peak hours, with the exception of the northbound left turn movement, which operates at level of service "F" during the weekday morning and evening peak hour. It should be noted that with minor signal timing adjustments, the northbound left turn movement would operate at with delays more consistent with No Build conditions during the weekday morning peak hour and level of service "E" during the weekday evening peak hour. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

Signal timing modifications would need to be coordinated with the operator of the signals. No roadway improvements or additional right-of-way would be necessary.

With the addition of site generated traffic and proposed signal retiming, there is anticipated to be a maximum increase of approximately 3 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See **Table IV-5** for the individual movement 95th percentile queues.

7. Airmont Road (CR 89) & North DeBaun Avenue

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall levels of service "B" during the analyzed peak hours. Additionally, each movement is anticipated to operate at No Build levels of service "C" or better during the analyzed peak hours. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See **Table IV-5** for the individual movement 95th percentile queues.

8. Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall levels of service "B" or better during the analyzed peak hours. Additionally, each movement is

anticipated to operate at levels of service “C” or better during the analyzed peak hours. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 2 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See **Table IV-5** for the individual movement 95th percentile queues.

9. Hemion Road (CR 93) & Dunnigan Drive

With the addition of site generated traffic, all movements are anticipated to operate at level of service “C” or better with little to no change in delay during the analyzed peak hours. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. See **Table IV-5** for the individual movement 95th percentile queues.

10. Lafayette Avenue (NYS Route 59) & Brookside Avenue

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “D” or better during the analyzed peak hours. See **Tables IV-3 and IV-5** for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See **Table IV-5** for the individual movement 95th percentile queues.

11. Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive

With the addition of site generated traffic, the northbound movement is anticipated to continue to operate at level of service “F” during the analyzed peak hours.

Under this condition, it is proposed to signalize the intersection and provide a dedicated westbound left turn lane, which would result in all movements operating at level of service “D” or better during the analyzed peak hours. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

With the addition of site generated traffic and the signalization of the intersection, there is anticipated to be a maximum increase of approximately 2 vehicles in the 95th percentile queues for the northbound approach at the intersection. This would prevent the northbound approach queuing from blocking the Suffern Middle School Driveway along Hemion Road. See **Table IV-5** for the individual movement 95th percentile queues.

The signalization of the intersection would require a signal warrant evaluation submitted to Rockland County to determine if such control is warranted according to *Manual on Uniform Traffic Control Devices* (MUTCD) criteria. Pavement widening and potential right-of-way acquisition would be required to accommodate the proposed westbound left turn lane. Additional improvements to

ensure consistent operations of the Suffern Middle School driveways may also be necessary. Construction should be scheduled during the summertime to occur during school breaks.

12. Hemion Road (CR 93) & Site Driveway

Under this condition, the site driveway is proposed to intersect Hemion Road to form a T-intersection controlled by a traffic signal. It is proposed to restripe Hemion Road so that the northbound approach is proposed to provide a dedicated left turn lane with 150' of storage length and a dedicated through lane, while the southbound approach is proposed to provide a dedicated through lane and a dedicated right turn lane with a storage length of 100'. The eastbound approach of the site driveway is proposed to provide a dedicated left turn lane and a dedicated right turn lane with a storage length of 195'.

As designed, the site driveway is anticipated to operate at overall levels of service "B" or better during the analyzed peak hours. Additionally, all movements are anticipated to operate at levels of service "C" or better during the analyzed peak hours. See **Tables IV-3 and IV-4** for the individual movement levels of service and delays.

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 103 feet. The driveway provides significant throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See **Table IV-5** for the individual movement 95th percentile queues.

13. Comparison of Build and Build with Mitigation

The following table compares the build and build with mitigation for the Proposed Action and the Alternative in one table to see the difference in levels of service and vehicle-to-capacity ratios.

Table IV-6 Future vs Alternate Land Use Code AM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement	Proposed Action (LUC 150)				Alternative Action (LUC 130)				
		Build		Build w/ Mit.		Build		Build w/ Mit.		
		LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	
Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93)	EB	L	F (174)	1.25	F (125)	1.12	F (241)	1.42	F (107)	1.01
		T	F (83)	1.03	E (69)	0.98	F (86)	1.04	E (68)	0.98
		R	A (1)	0.08	A (1)	0.08	A (1)	0.08	A (1)	0.08
	WB	L	D (45)	0.74	D (47)	0.76	D (45)	0.75	D (49)	0.78
		T	F (105)	1.10	F (105)	1.10	F (107)	1.11	F (93)	1.07
		R	A (5)	0.25	A (4)	0.24	A (4)	0.31	A (4)	0.29
	NB	L	D (39)	0.68	D (46)	0.73	D (39)	0.68	D (43)	0.70
		TR	D (46)	0.73	D (54)	0.80	D (49)	0.79	E (59)	0.84
	SB	L	D (38)	0.69	D (41)	0.72	E (63)	0.89	E (67)	0.74
		TR	E (58)	0.90	E (61)	0.91	E (59)	0.91	E (67)	0.94
Overall		E (75)	1.25	E (70)	1.12	F (84)	1.42	E (68)	1.07	
Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)	EB	L	F (149)	1.19	F (136)	1.16	F (183)	1.28	F (128)	1.14
		T	D (44)	0.60	D (43)	0.45	D (43)	0.60	D (40)	0.54
		R	A (1)	0.03	A (1)	0.03	A (1)	0.03	A (1)	0.03
	WB	L	D (38)	0.33	D (38)	0.21	D (38)	0.33	D (37)	0.33
		T	E (68)	0.81	E (68)	0.40	E (69)	0.82	E (71)	0.82
		R	C (35)	0.71	D (35)	0.71	C (34)	0.70	C (33)	0.68
	NB	L	C (28)	0.11	C (29)	0.11	C (28)	0.11	C (38)	0.13
		TR	E (58)	0.78	E (60)	0.80	E (58)	0.78	E (70)	0.90
	SB	L	F (164)	1.22	F (166)	1.22	F (166)	1.22	F (156)	1.19
		T	F (91)	0.95	F (91)	0.96	F (91)	0.95	F (91)	0.95
R		A (7)	0.64	A (7)	0.64	A (9)	0.68	A (9)	0.67	
Overall		E (76)	1.22	E (75)	1.22	F (81)	1.28	E (75)	1.19	
Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps	EB	LT	B (20)	0.63	-	-	B (20)	0.62	-	-
		R	D (46)	0.94	-	-	D (47)	0.94	-	-
	NB	T	C (24)	0.83	-	-	C (27)	0.86	-	-
	SB	L	D (37)	0.78	-	-	D (37)	0.78	-	-
		T	C (24)	0.49	-	-	C (24)	0.50	-	-
Overall		C (29)	0.94	-	-	C (29)	0.94	-	-	
Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps	WB	L	D (44)	0.88	D (44)	0.88	D (45)	0.89	D (42)	0.87
		LT	D (44)	0.88	D (44)	0.88	D (45)	0.89	D (42)	0.87
		R	C (28)	0.78	C (28)	0.78	C (28)	0.78	C (26)	0.76
	NB	L	F (351)	1.71	F (287)	1.56	F (389)	1.79	F (317)	1.63
		T	B (13)	0.61	B (14)	0.61	B (13)	0.62	B (15)	0.62
	SB	T	C (28)	0.70	C (31)	0.76	C (29)	0.70	c (33)	0.78
		R	A (10)	0.51	B (11)	0.54	A (10)	0.51	B (11)	0.55
Overall		E (62)	1.71	E (56)	1.56	E (67)	1.79	E (60)	1.63	

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV-6 (continued)
Future vs Alternate Land Use Code AM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement		Proposed Action (LUC 150)				Alternative Action (LUC 130)			
			Build		Build w/ Mit.		Build		Build w/ Mit.	
			LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
Airmont Road (CR 89) & North DeBaun Avenue	EB	LTR	C (33)	0.38	-	-	C (33)	0.38	-	-
	WB	LTR	C (30)	0.17	-	-	C (31)	0.20	-	-
	NB	L	A (4)	0.09	-	-	A (4)	0.09	-	-
		TR	B (10)	0.63	-	-	B (11)	0.65	-	-
	SB	L	A (6)	0.07	-	-	A (6)	0.07	-	-
		TR	A (2)	0.61	-	-	A (3)	0.62	-	-
	Overall			A (8)	0.63	-	-	A (8)	0.65	-
Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard	EB	LT	C (22)	0.35	-	-	C (22)	0.36	-	-
		R	C (26)	0.77	-	-	C (26)	0.77	-	-
	WB	L	C (25)	0.05	-	-	C (26)	0.05	-	-
		T	B (19)	0.04	-	-	B (19)	0.04	-	-
		R	B (19)	0.03	-	-	B (19)	0.03	-	-
	NB	L	B (12)	0.53	-	-	B (13)	0.56	-	-
		TR	A (2)	0.45	-	-	A (2)	0.45	-	-
	SB	L	B (11)	0.07	-	-	B (11)	0.07	-	-
		TR	B (18)	0.54	-	-	B (19)	0.58	-	-
Overall			B (15)	0.77	-	-	B (15)	0.77	-	-
Hemion Road (CR 93) & Dunnigan Drive	WB	LR	c (17)	0.070	-	-	c (19)	0.102	-	-
	SB	L	a (9)	0.019	-	-	a (10)	0.020	-	-
Lafayette Avenue (NYS Route 59) & Brookside Avenue	WB	L	a (10)	0.095	-	-	a (10)	0.097	-	-
	NB	LR	c (19)	0.383	-	-	c (20)	0.428	-	-

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV-6 (continued)
Future vs Alternate Land Use Code AM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement		Proposed Action (LUC 150)				Alternative Action (LUC 130)			
			Build		Build w/ Mit.		Build		Build w/ Mit.	
			LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive	EB	L	-	-	c (23)	0.694	-	-	E (59)	0.98
	WB	L	b (11)	0.380	d (30)	0.813	b (12)	0.467	E (60)	0.99
		TR							A (6)	0.09
	NB	LTR	f (213)	1.345	e (42)	0.894	f (426)	1.821	D (45)	0.86
	SB	LTR	f (55)	0.071	b (12)	0.014	f (82)	0.107	C (23)	0.02
Overall			-	-	-	-	-	-	D (52)	0.99
Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway	EB	LT	f (82)	0.455	-	-	f (82)	0.455	-	-
		R	b (13)	0.042	-	-	b (13)	0.042	-	-
	WB	LTR	b (14)	0.028	-	-	b (15)	0.030	-	-
	NB	L	b (10)	0.033	-	-	b (10)	0.033	-	-
SB	L	b (10)	0.007	-	-	b (11)	0.008	-	-	
Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard	EB	L	d (31)	0.089	-	-	d (31)	0.089	-	-
		R	b (14)	0.038	-	-	b (14)	0.038	-	-
	NB	L	a (9)	0.018	-	-	a (9)	0.018	-	-
	SB	L	a (9)	0.076	-	-	a (9)	0.076	-	-
Hemion Road (CR 93) & Suffern Middle School Egress Driveway	WB	LR	c (19)	0.183	-	-	c (19)	0.183	-	-
Montebello Road (CR 93) & Suffern Middle School Driveway	WB	L	a (9)	0.013	-	-	a (9)	0.013	-	-
	NB	LR	c (24)	0.406	-	-	c (24)	0.406	-	-
Montebello Road (CR 93) & Montebello Elementary School Driveway	WB	L	a (8)	0.069	-	-	a (8)	0.069	-	-
	NB	LR	b (14)	0.177	-	-	b (14)	0.177	-	-
Hemion Road (CR 93) & Old Mill Road	EB	LR	e (43)	0.234	-	-	f (88)	0.544	-	-
	NB	L	b (11)	0.088	-	-	b (12)	0.182	-	-
Hemion Road (CR 93) & Site Driveway	EB	L	e (36)	0.131	-	-	B (18)	0.18	-	-
		R	b (14)	0.060	-	-	C (27)	0.64	-	-
	NB	L	b (10)	0.109	-	-	A (8)	0.39	-	-
		T	-	-	-	-	A (3)	0.50	-	-
	SB	T	-	-	-	-	B (13)	0.82	-	-
		R	-	-	-	-	A (5)	0.14	-	-
Overall			-	-	-	-	A (8)	0.82	-	-

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV-6 (continued)
Future vs Alternate Land Use Code PM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement	Proposed Action (LUC 150)				Alternative Action (LUC 130)				
		Build		Build w/ Mit.		Build		Build w/ Mit.		
		LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	
Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93)	EB	L	F (174)	1.25	F (125)	1.12	F (241)	1.42	F (107)	1.01
		T	F (83)	1.03	E (69)	0.98	F (86)	1.04	E (68)	0.98
		R	A (1)	0.08	A (1)	0.08	A (1)	0.08	A (1)	0.08
	WB	L	D (45)	0.74	D (47)	0.76	D (45)	0.75	D (49)	0.78
		T	F (105)	1.10	F (105)	1.10	F (107)	1.11	F (93)	1.07
		R	A (5)	0.25	A (4)	0.24	A (4)	0.31	A (4)	0.29
	NB	L	D (39)	0.68	D (46)	0.73	D (39)	0.68	D (43)	0.70
		TR	D (46)	0.73	D (54)	0.80	D (49)	0.79	E (59)	0.84
	SB	L	D (38)	0.69	D (41)	0.72	E (63)	0.89	E (67)	0.74
		TR	E (58)	0.90	E (61)	0.91	E (59)	0.91	E (67)	0.94
Overall		E (75)	1.25	E (70)	1.12	F (84)	1.42	E (68)	1.07	
Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)	EB	L	F (149)	1.19	F (136)	1.16	F (183)	1.28	F (128)	1.14
		T	D (44)	0.60	D (43)	0.45	D (43)	0.60	D (40)	0.54
		R	A (1)	0.03	A (1)	0.03	A (1)	0.03	A (1)	0.03
	WB	L	D (38)	0.33	D (38)	0.21	D (38)	0.33	D (37)	0.33
		T	E (68)	0.81	E (68)	0.40	E (69)	0.82	E (71)	0.82
		R	C (35)	0.71	D (35)	0.71	C (34)	0.70	C (33)	0.68
	NB	L	C (28)	0.11	C (29)	0.11	C (28)	0.11	C (38)	0.13
		TR	E (58)	0.78	E (60)	0.80	E (58)	0.78	E (70)	0.90
	SB	L	F (164)	1.22	F (166)	1.22	F (166)	1.22	F (156)	1.19
		T	F (91)	0.95	F (91)	0.96	F (91)	0.95	F (91)	0.95
R		A (7)	0.64	A (7)	0.64	A (9)	0.68	A (9)	0.67	
Overall		E (76)	1.22	E (75)	1.22	F (81)	1.28	E (75)	1.19	
Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps	EB	LT	B (20)	0.63	-	-	B (20)	0.62	-	-
		R	D (46)	0.94	-	-	D (47)	0.94	-	-
	NB	T	C (24)	0.83	-	-	C (27)	0.86	-	-
	SB	L	D (37)	0.78	-	-	D (37)	0.78	-	-
		T	C (24)	0.49	-	-	C (24)	0.50	-	-
Overall		C (29)	0.94	-	-	C (29)	0.94	-	-	
Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps	WB	L	D (44)	0.88	D (44)	0.88	D (45)	0.89	D (42)	0.87
		LT	D (44)	0.88	D (44)	0.88	D (45)	0.89	D (42)	0.87
		R	C (28)	0.78	C (28)	0.78	C (28)	0.78	C (26)	0.76
	NB	L	F (351)	1.71	F (287)	1.56	F (389)	1.79	F (317)	1.63
		T	B (13)	0.61	B (14)	0.61	B (13)	0.62	B (15)	0.62
	SB	T	C (28)	0.70	C (31)	0.76	C (29)	0.70	c (33)	0.78
		R	A (10)	0.51	B (11)	0.54	A (10)	0.51	B (11)	0.55
Overall		E (62)	1.71	E (56)	1.56	E (67)	1.79	E (60)	1.63	

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV-6 (continued)
Future vs Alternate Land Use Code PM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement		Proposed Action (LUC 150)				Alternative Action (LUC 130)			
			Build		Build w/ Mit.		Build		Build w/ Mit.	
			LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
Airmont Road (CR 89) & North DeBaun Avenue	EB	LTR	C (33)	0.38	-	-	C (33)	0.38	-	-
	WB	LTR	C (30)	0.17	-	-	C (31)	0.20	-	-
	NB	L	A (4)	0.09	-	-	A (4)	0.09	-	-
		TR	B (10)	0.63	-	-	B (11)	0.65	-	-
	SB	L	A (6)	0.07	-	-	A (6)	0.07	-	-
		TR	A (2)	0.61	-	-	A (3)	0.62	-	-
	Overall			A (8)	0.63	-	-	A (8)	0.65	-
Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard	EB	LT	C (22)	0.35	-	-	C (22)	0.36	-	-
		R	C (26)	0.77	-	-	C (26)	0.77	-	-
	WB	L	C (25)	0.05	-	-	C (26)	0.05	-	-
		T	B (19)	0.04	-	-	B (19)	0.04	-	-
		R	B (19)	0.03	-	-	B (19)	0.03	-	-
	NB	L	B (12)	0.53	-	-	B (13)	0.56	-	-
		TR	A (2)	0.45	-	-	A (2)	0.45	-	-
	SB	L	B (11)	0.07	-	-	B (11)	0.07	-	-
		TR	B (18)	0.54	-	-	B (19)	0.58	-	-
Overall			B (15)	0.77	-	-	B (15)	0.77	-	-
Hemion Road (CR 93) & Dunnigan Drive	WB	LR	c (17)	0.070	-	-	c (19)	0.102	-	-
	SB	L	a (9)	0.019	-	-	a (10)	0.020	-	-
Lafayette Avenue (NYS Route 59) & Brookside Avenue	WB	L	a (10)	0.095	-	-	a (10)	0.097	-	-
	NB	LR	c (19)	0.383	-	-	c (20)	0.428	-	-

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV-6 (continued)
Future vs Alternate Land Use Code PM Levels of Service and Vehicle-to-Capacity Ratios

Intersection	Direction/ Movement		Proposed Action (LUC 150)				Alternative Action (LUC 130)			
			Build		Build w/ Mit.		Build		Build w/ Mit.	
			LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive	EB	L	-	-	c (23)	0.694	-	-	E (59)	0.98
	WB	L	b (11)	0.380	d (30)	0.813	b (12)	0.467	E (60)	0.99
		TR							A (6)	0.09
	NB	LTR	f (213)	1.345	e (42)	0.894	f (426)	1.821	D (45)	0.86
	SB	LTR	f (55)	0.071	b (12)	0.014	f (82)	0.107	C (23)	0.02
Overall			-	-	-	-	-	-	D (52)	0.99
Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway	EB	LT	f (82)	0.455	-	-	f (82)	0.455	-	-
		R	b (13)	0.042	-	-	b (13)	0.042	-	-
	WB	LTR	b (14)	0.028	-	-	b (15)	0.030	-	-
	NB	L	b (10)	0.033	-	-	b (10)	0.033	-	-
SB	L	b (10)	0.007	-	-	b (11)	0.008	-	-	
Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard	EB	L	d (31)	0.089	-	-	d (31)	0.089	-	-
		R	b (14)	0.038	-	-	b (14)	0.038	-	-
	NB	L	a (9)	0.018	-	-	a (9)	0.018	-	-
	SB	L	a (9)	0.076	-	-	a (9)	0.076	-	-
Hemion Road (CR 93) & Suffern Middle School Egress Driveway	WB	LR	c (19)	0.183	-	-	c (19)	0.183	-	-
Montebello Road (CR 93) & Suffern Middle School Driveway	WB	L	a (9)	0.013	-	-	a (9)	0.013	-	-
	NB	LR	c (24)	0.406	-	-	c (24)	0.406	-	-
Montebello Road (CR 93) & Montebello Elementary School Driveway	WB	L	a (8)	0.069	-	-	a (8)	0.069	-	-
	NB	LR	b (14)	0.177	-	-	b (14)	0.177	-	-
Hemion Road (CR 93) & Old Mill Road	EB	LR	e (43)	0.234	-	-	f (88)	0.544	-	-
	NB	L	b (11)	0.088	-	-	b (12)	0.182	-	-
Hemion Road (CR 93) & Site Driveway	EB	L	e (36)	0.131	-	-	B (18)	0.18	-	-
		R	b (14)	0.060	-	-	C (27)	0.64	-	-
	NB	L	b (10)	0.109	-	-	A (8)	0.39	-	-
		T	-	-	-	-	A (3)	0.50	-	-
	SB	T	-	-	-	-	B (13)	0.82	-	-
		R	-	-	-	-	A (5)	0.14	-	-
Overall			-	-	-	-	A (8)	0.82	-	-

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

14. Findings and Conclusions

- › When utilizing ITE LUC 130 – Industrial Park, the proposed warehousing and logistics center is projected to generate 167 entering trips and 50 exiting trips during the weekday morning peak hour and 63 entering trips and 163 exiting trips during the weekday evening peak hour that are “new” to the adjacent roadway network. As noted, the current development proposal does not provide sufficient parking to accommodate the ITE average peak parking demand and therefore is not anticipated to be developed with a warehousing and logistics center type use.
- › Under the conservative warehousing and logistics center analysis, the following mitigation measures would be required:
 - Roadway widening and the construction of additional eastbound and southbound left turn lanes at the intersection of Lafayette Avenue (NYS Route 59) & Hemion Road (CR 93).
 - Roadway widening, the construction of a dedicated westbound left turn lane, and signalization of the intersection Hemion Road (CR 93)/Ryan Mansion Drive & Montebello Road (CR 64).
 - Signalization of the site driveway.

Table IV-7 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
<ul style="list-style-type: none"> › 60.97 acres of disturbance › ± 300,000 CY of fill material imported. › 3.52 acres of steep slopes impacted, and 0.37 acres excessively steep slopes impacted 	No additional disturbance. No fill material imported. No impacts to steep slopes.	3.25 acres of steep slopes impacted 0.31 acres excessively steep slopes impacted	Not a viable option – this access is not available.	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 >50%.	The topography in this portion of the Project Site would preclude access and render this alternative infeasible. This alternative is not a viable option.	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.	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.	Alternative is limited to NYS Route 59 trip generation. All other impacts are consistent with the Proposed Action.
<ul style="list-style-type: none"> › 534 trees (≥12" DBH) removed from the Site › 38.21 acres of habitat reduction consisting of forests, fields, lawns › Long-term impacts from habitat fragmentation are not expected to be significant 	No trees removed. No habitat reduction. No habitat fragmentation.	0.33 acres less disturbance to environmentally sensitive lands	This alternative is not a viable option.	Removal of 693 trees with a DBH ≥12". 693 trees would be replanted.	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.
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	No impacts to wetlands, waterbodies, or watercourses.	0.085 acres wetland disturbance 2.243 acres watercourses disturbance 0.8 acres floodplain disturbance	This alternative is not a viable option.	±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	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.
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	No changes to existing stormwater management facilities.	The overall approach to stormwater management on the site would be consistent with the Proposed Action.	This alternative is not a viable option.	The overall approach to stormwater management on the site would be consistent with the Proposed Action.	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.
<p>RECs on the Project Site include:</p> <ul style="list-style-type: none"> › Sewer break during construction activity in 1998 › Groundwater infiltration was reported to have occurred at the main sewer pipeline 	Existing RECs would remain. No remediation of existing RECs.	Abatement or remediation of hazardous materials would be consistent with the Proposed Action.	This alternative is not a viable option.	All RECs identified on-site are within the previously developed area of the property. This alternative would not change the needed mitigation plan.	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.

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<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>The trip generation from the Proposed Project is as follows:</p> <p>Weekday Peak AM Entry – 167 Exit – 50 Total – 217</p> <p>Weekday Peak PM 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>Weekday Peak AM Entry – 336 Exit – 79 Total – 415</p> <p>Weekday Peak PM Entry – 92 Exit – 323 Total – 415</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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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.
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 Appendix N).	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.
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.
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.
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.
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.
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	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 elsewhere on site resulting in	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.

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deliveries; and increased soil erosion from on-going earthwork operations. It is anticipated that construction of the Proposed Project will take approximately 26 months to complete.				approximately 1/3 fewer truck trips than the Proposed Action for import of fill material.				