



III.L

Visual Resources

1. Existing Conditions

Existing visual conditions at the Project Site and in the surrounding area were identified and documented during a site visit conducted on August 13, 2022. The site visit included an inventory of parcels within a study area of approximately one quarter mile from the Project Site. Existing condition photographs of the Project Site and surrounding area, in both leaf-off and leaf-on conditions, are included below (see **Figure III.L-1** for a photo key map).

Project Site

The aesthetic character of the Project Site is defined by its use as a former pharmaceutical office and manufacturing facility. The developed portion of the Project Site contains approximately 50 acres of buildings, roadways, parking areas, and lawn or landscaped areas, while the remainder of the 162-acre Project Site is wooded. There are four main buildings on the existing campus, including the Head Building, a 55,000-square-foot (SF) two-story office and laboratory building; the Production Building, a 425,000-SF two-story manufacturing building located closest to Old Mill Road; the 74,000-SF Terminal building formerly used for warehousing; and the 24,000-SF Energy Center, a one-story building with two adjacent cooling towers. The Project Site also contains several support buildings including a guard house, sewage pump house, and waste storage shed, along with large parking areas, access roadways, a stormwater pond, and large lawn areas. The character of the buildings reflect the industrial use of the site, with metal and glass facades, loading bays, limited landscaping, and large paved areas. Building heights vary, with a maximum building height of approximately 90 feet.

Visibility of the Project Site improvements is limited to Old Mill Road, where fencing lines the northern perimeter of the site (**Photo III.L-1a/b** and **2a/b**), and Hemion Road, which provides views of the southern access road (**Photo III.L-3a/b**), as well as immediately adjacent properties to the south of the Project Site as analyzed in detail in the Potential Impacts section below. Otherwise, the Project Site buildings are largely shielded from view from the surrounding roadways by the significant wooded areas, including from the area's major roadways: Montebello Road to the north (**Photo III.L-4a/b**), Hemion Road to the east (**Photo III.L-5a/b**), and Route 59 to the south (**Photo III.L-6a/b**).

Figure III.L-1 Visual Resources Photo Key



- Project Site
- Quarter-Mile Study Area
- Photo Location
- ➔ Photo Direction



Photo III.L-1a: View of Project Site buildings from Old Mill Road (photo taken 8/13/22, leaf-on)



Photo III.L-1b: View of Project Site buildings from Old Mill Road (photo taken 12/5/22, leaf-off)



Photo III.L-2a: Old Mill Road Project Site Access Roadway (photo taken 8/13/22, leaf-on)



Photo III.L-2b: Old Mill Road Project Site Access Roadway (photo taken 12/5/22, leaf-off)



Photo III.L-3a: View of southern access to Project Site from Hemion Road (photo taken 8/13/22, leaf-on)



Photo III.L-3b: View of southern access to Project Site from Hemion Road (photo taken 12/5/22, leaf-off)



Photo III.L-4a: Views south from Montebello Road blocked by fencing and vegetation (photo taken 8/13/22, leaf-on)



Photo III.L-4b: Views south from Montebello Road blocked by fencing and vegetation (photo taken 12/5/22, leaf-off)



Photo III.L-5a: View of the Project Site west from Hemion Road; Project Site buildings are not visible (photo taken 8/13/22, leaf-on)



Photo III.L-5b: View of the Project Site west from Hemion Road; Project Site buildings are not visible (photo taken 12/5/22, leaf-off)



Photo III.L-6a: View of Project Site north from Route 59 through the Tagaste Monastery property; Project Site buildings are not visible (photo taken 8/13/22, leaf-on)



Photo III.L-6b: View of Project Site north from Route 59 through the Tagaste Monastery property; Project Site buildings are not visible (photo taken 12/5/22, leaf-off)

Project Site Trees

As detailed in **Chapter III.B, Ecology and Natural Resources**, a tree survey for the Project Site was conducted in accordance with Chapter 251, Tree Removal, of the Suffern Village Code, to determine the need for removal of trees exceeding 12 inches in diameter at a height of four feet measured from the ground. As shown on **Figure III.B-5**, there are a total of 534 trees within the Proposed Project limit of disturbance.

Surrounding Area

The area surrounding the Project Site, which for the purposes of this analysis is defined as the area within a quarter-mile radius, can be organized into three areas each with a distinct aesthetic character and land use mix. These include the area to the north of the New York State Thruway (the "Thruway"), east of Hemion Road, and the Route 59 corridor to the south of the Project Site.

The aesthetic characteristics of the area north of the Thruway are influenced mainly by the presence of 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. These developments are located along winding roads south of Montebello Road and west of Hemion Road. Significant tree cover along these roadways block most views of and through these developments, with the exception of a portion of Montebello Road that ascends as it approaches Hemion Road, providing longer views to the southwest (**Photo III.L-7a/b** and **Photo III.L-8a/b**). Detached single-family homes are located north of Memorial Drive, with traditional suburban setbacks, front yards, and mature tree-lined streets (**Photo III.L-9a/b**). In addition to these residential uses, Suffern Middle School is located north of the Thruway, just east of Hemion Road. The Middle School is a two- to three-story brick building with surface parking areas and sports fields surrounding the building (**Photo III.L-10a/b**).

The area to the east of Hemion Road and south of the Thruway contains a mix of building types including 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 contains a large (over 800,000-

SF) industrial building with loading bays and surface parking (**Photo III.L-11** and **Photo III.L-12**). The large-footprint building is nondescript, with few windows or appurtenances. Despite the size of the complex however, this property has a heavily wooded perimeter, and therefore is primarily shielded from view from Hemion Road. Other buildings east of Hemion Road include a small townhouse development along Lackawanna Trail, just south of the industrial complex. However, these homes are similarly not visible from Hemion Road given the tree cover and distance from the roadway. A railway roadbed runs generally east-west across the study area, 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.



Photo III.L-7a: View of Ramapo Cirque development southwest from Montebello Road (photo taken 8/13/22, leaf-on)



Photo III.L-7b: View of Ramapo Cirque development southwest from Montebello Road (photo taken 12/5/22, leaf-off)



Photo III.L-8a: Gated entrance to Ramapo Cirque development from Hemion Road (photo taken 8/13/22, leaf-on)



Photo III.L-8b: Gated entrance to Ramapo Cirque development from Hemion Road (photo taken 12/5/22, leaf-off)



Photo III.L-9a: Single-family residential neighborhood with detached homes and large front yards (photo taken 8/13/22, leaf-on)



Photo III.L-9b: Single-family residential neighborhood with detached homes and large front yards (photo taken 12/5/22, leaf-off)



Photo III.L-10a: View of Suffern Middle School from Hemion Road (photo taken 8/13/22, leaf-on)



Photo III.L-10b: View of Suffern Middle School from Hemion Road (photo taken 12/5/22, leaf-off)



Photo III.L-11: Industrial complex east of Hemion Road (photo taken 8/13/22, leaf-on)



Photo III.L-12: Industrial complex east of Hemion Road (photo taken 8/13/22, leaf-on)

In contrast to the two areas described above, which are largely characterized by the natural wooded landscape that shields buildings from view along the major area roadways, the Route 59 (Lafayette Avenue) corridor is more densely developed area with a mix of commercial, institutional, and residential buildings that are visible from the roadway and therefore more influential on the area's aesthetic character. Prominent buildings along this corridor include the Indian Rock commercial shopping center at the northeast corner of Route 59 and Hemion Road (**Photo III.L-13a/b**), the Good Samaritan Hospital complex (**Photo III.L-14a/b**), Tagaste Monastery (**Photo III.L-15a/b**), the Suffern Free Library (**Photo III.L-16a/b**), and the Salvation Army College for Officer Training. These large commercial and institutional buildings range from one to five stories in height and display varying architectural styles and materials. Of note is Tagaste Monastery, which has been designated as eligible for listing on the State or National Registers of Historic Places for its architecture and historic associations, and therefore is considered a visual resource in the surrounding area. The 2.5-story building is a Dutch Colonial Revival-style institutional building with a gabled roof and hipped-roofed dormers. Further west of the Salvation Army College for Officer Training are a mix of land uses including single-family homes, small scale commercial buildings, and a five story residential development (the New Antrim development) currently under construction (**Photo III.L-17a/b**). Overall, though the Route 59 corridor is diverse in terms of land uses and architectural styles, there are certain consistent aesthetic features along the corridor, include monument signs, sidewalks, street trees, and stone walls, that provide a cohesive aesthetic character along this roadway (**Photo III.L-18a/b**).



Photo III.L-13a: Indian Rock commercial shopping center (photo taken 8/13/22, leaf-on)



Photo III.L-13b: Indian Rock commercial shopping center (photo taken 12/5/22, leaf-off)



Photo III.L-14a: Good Samaritan Hospital along Route 59 (photo taken 8/13/22, leaf-on)



Photo III.L-14b: Good Samaritan Hospital along Route 59 (photo taken 12/5/22, leaf-off)



Photo III.L-15a: Historic Tagaste Monastery (photo taken 8/13/22, leaf-on)



Photo III.L-15b: Historic Tagaste Monastery (photo taken 12/5/22, leaf-off)



Photo III.L-16a: Suffern Free Library (photo taken 8/13/22, leaf-on)



Photo III.L-16b: Suffern Free Library (photo taken 12/5/22, leaf-off)



Photo III.L-17a: Varying building heights along Route 59 (photo taken 8/13/22, leaf-on)



Photo III.L-17b: Varying building heights along Route 59 (photo taken 12/5/22, leaf-off)



Photo III.L-18a: Route 59 roadway features include sidewalks, mature tree cover, and stone walls (photo taken 8/13/22, leaf-on)



Photo III.L-18b: Route 59 roadway features include sidewalks, mature tree cover, and stone walls (photo taken, 12/5/22, leaf-off)

2. Potential Impacts

According to the New York State Department of Environmental Conservation (NYSDEC) guidance related to evaluating visual impacts under State Environmental Quality Review: “[a]n ‘aesthetic impact’ is the consequence of a visual impact on the public’s use and enjoyment of the appearance or qualities” of relevant resources.¹ In accordance with this guidance, this chapter of the DEIS presents an analysis of potential aesthetic impacts to the Project Site and the character of the surrounding areas as a result of implementation of the Proposed Action.

¹ New York State Office of Parks, Recreation and Historic Preservation. “Cultural Resource Information System.” Available online at <https://cris.parks.ny.gov/Default.aspx> (accessed August 2021).

Project Site

The aesthetic character of the Project Site would change minimally as a result of the Proposed Project, with an increase in building and parking area footprints compared with the existing conditions described above. **Figure III.L-2** provides a comparison diagram of the existing limit of disturbance on the Project Site compared with the proposed limit of disturbance, showing that the Proposed Action would increase the area of disturbance on the site by approximately nine acres. The new areas proposed to be disturbed are primarily located in the future locations of Buildings 2 and 3, within the southern portion of the Project Site.

However, the Applicant believes overall the site would maintain its existing overall character, with one- or two-story large footprint buildings and very limited visibility to and from the surrounding roadways. 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. Building 1 would be 963,100 SF 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. Building 2 would be 170,500 SF and would be oriented at an angle to Building 1 to its southwest, with loading bays provided along the west side of the building. Building 3 would be 88,200 SF and would be located just south of and parallel to 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. The Proposed Project would also provide an additional access point along Old Mill Road. Though the Proposed Project would involve some tree removal (detailed below), the majority of the existing wooded area on the Project Site would be maintained. **Figure III.L-3** and **III.L-4** show the existing wooded coverage and the proposed wooded coverage on the Project Site, respectively. As shown, the Proposed Action would preserve approximately 92 of the existing approximately 112 acres of wooded area on the Project Site, and a minimum of 40 feet of wooded area at any site boundary, with the majority of the wooded buffer areas measuring well beyond 40 feet.

Building Massing and Materials

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 46 feet (**44 feet shorter than the maximum height of the buildings currently developed on the Project Site**). See **Figure III.L-5** and **III.L-6** for a conceptual rendering of Building 1 and an aerial view of the Project Site. **Figure III.L-7** and **Figure III.L-8** provide Conceptual Elevations of Buildings 2 and 3, which would be the closest buildings to adjacent land uses to the south of the Project Site (these elevations are also provided in **Appendix D**). As shown, 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. Specifically, the buildings would include aluminum siding and doors, concrete ramps and siding panels, and glass windows. The buildings would be generally gray and white colored with blue accents, as specified in the paint scheme colors provided in the Conceptual Elevations in **Figure III.L-7** and **Figure III.L-8**.

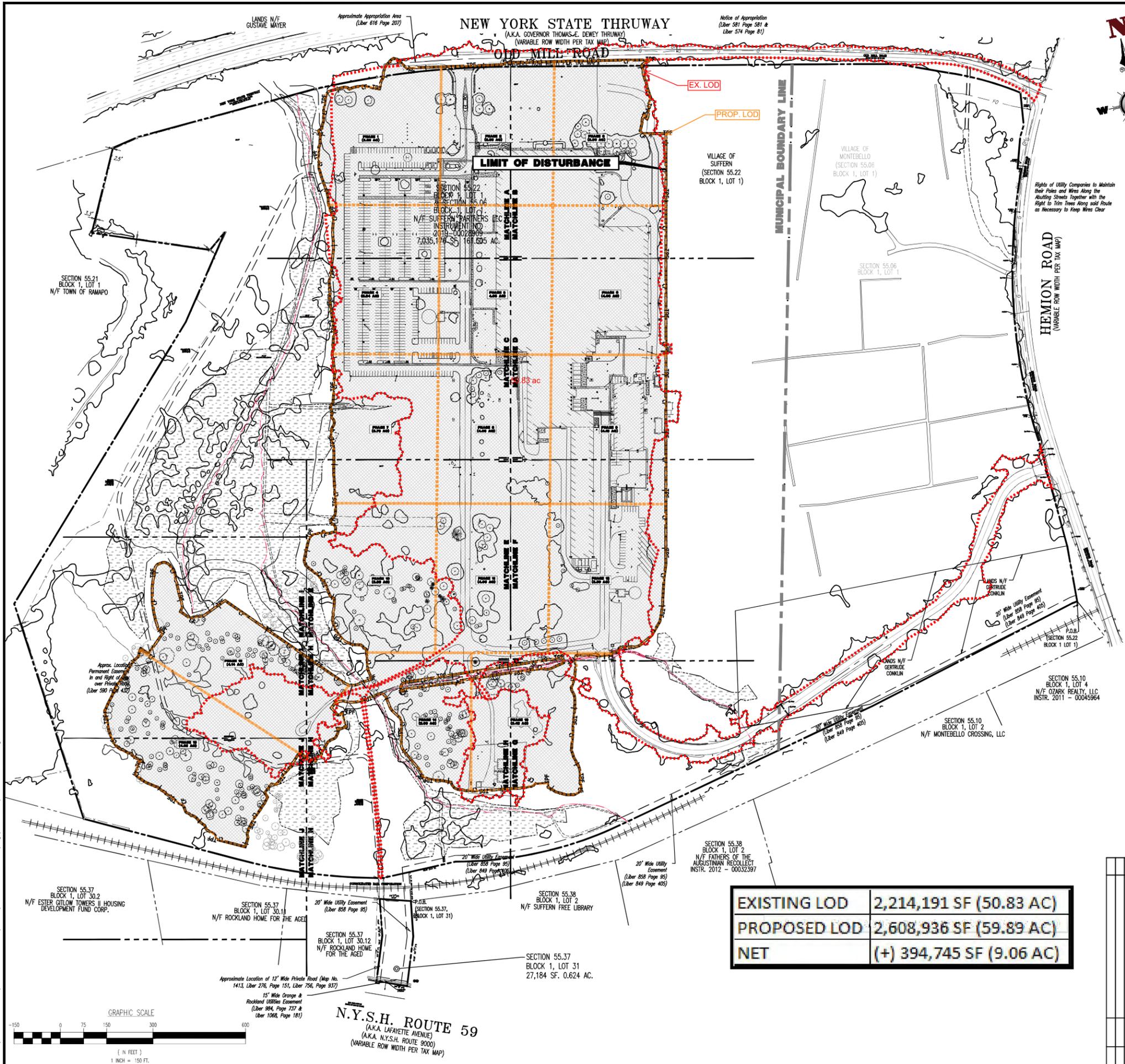
Figure III.L-2
Limit of Disturbance Comparison



DEMOLITION PLAN LEGEND

	PROPOSED LIMIT OF DISTURBANCE LINE
	PROPOSED TREE PROTECTION FENCE LINE
	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

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

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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 33)
VILLAGE OF SUFFERN, ROCKLAND COUNTY, NEW YORK**

JOB No.: 3709-99-004 DATE: 12/17/2021
DRAWN BY: CAM SCALE: (H) 1"=150'
DESIGNED BY: JMS (V)
CHECKED BY: JMS SHEET No.:
CHECKED BY: JMS **1**

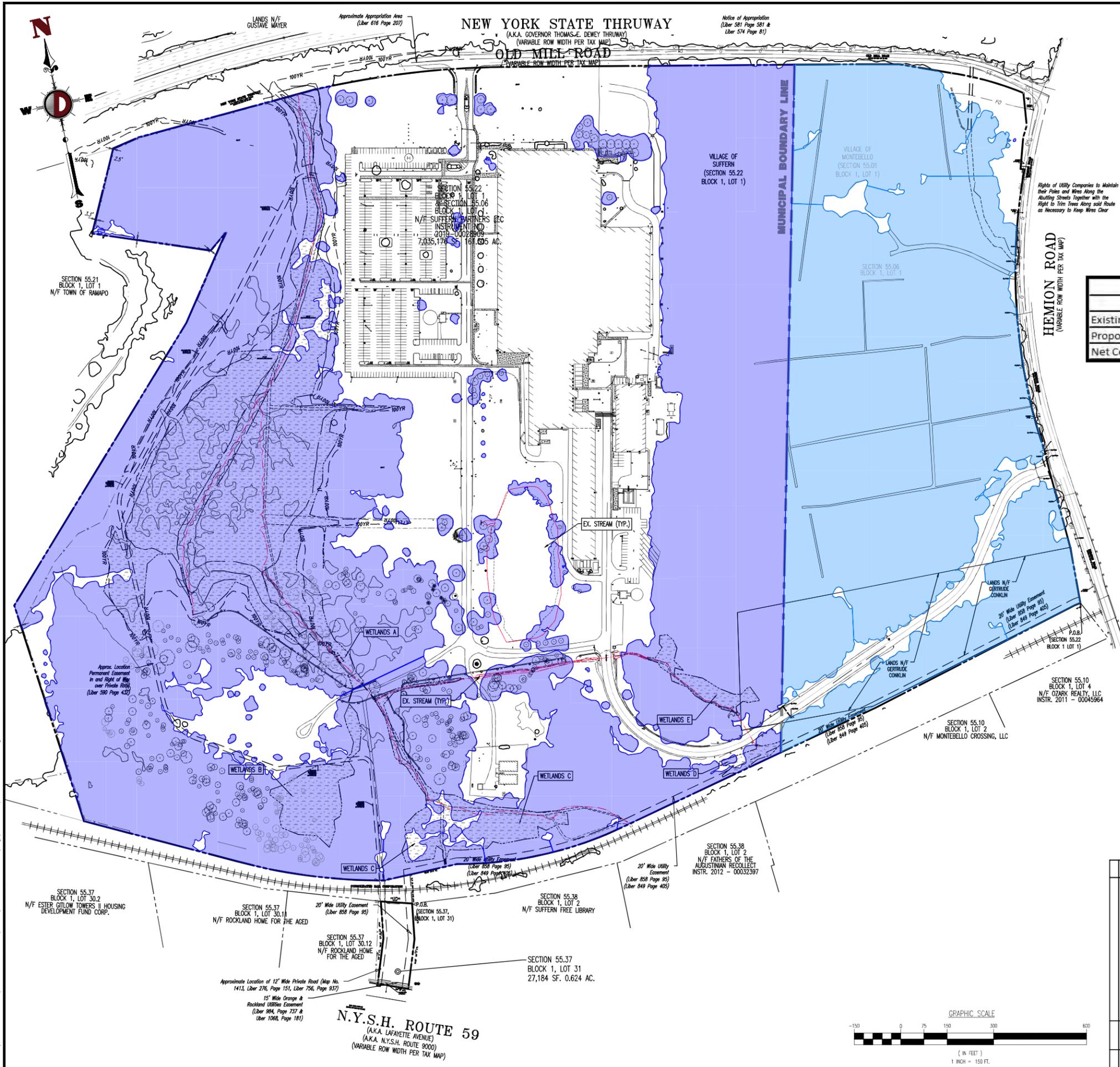
JOHN A. PALUS PROFESSIONAL ENGINEER
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File: P:\MEPC PROJECTS\1709 Brookfield Properties\99-004 Suffern, NY\Dig\Site Plans\0370999004SRZ.dwg, ---> 05 OVERALL DEMOLITION PLAN

Figure III.L-3 Existing Wooded Coverage Area



Woods Coverage Table			
	Suffern	Montebello	Total
Existing Woods	3,422,000 SF (78.56 AC)	1,432,574 SF (32.89 AC)	4,854,574 SF (111.45 AC)
Proposed Woods	2,571,566 SF (59.04 AC)	1,432,574 SF (32.89 AC)	4,004,140 SF (91.92 AC)
Net Coverage	(-)850,434 SF (19.52 AC)	0 SF (0.00 AC)	(-)850,434 SF (19.52 AC)

Plotted: 09/01/22 - 11:09 AM, By: Kgray, Product Ver: 24.1s (LMS Tech) File: P:\MEPC PROJECTS\1709 Brookfield Properties\99-004 Suffern NY\Site Plans\0370999004E02.dwg, 04- EXISTING CONDITIONS PLAN

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F: 732.874.3501
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TITLE: **EXISTING WOODS COVERAGE 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 (OR 33)
VILLAGE OF SUFFERN, ROCKLAND COUNTY, NEW YORK

JOB No: 3709-99-004 DATE: 12/17/2021
DRAWN BY: XXX SCALE: (H) 1"=XXX' (V) 1"=XXX'
DESIGNED BY: JMS SHEET No: 1
CHECKED BY: JMS
CHECKED BY: --

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

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

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Figure III.L-5 Proposed Project Conceptual Rendering – Building 1 Entrance

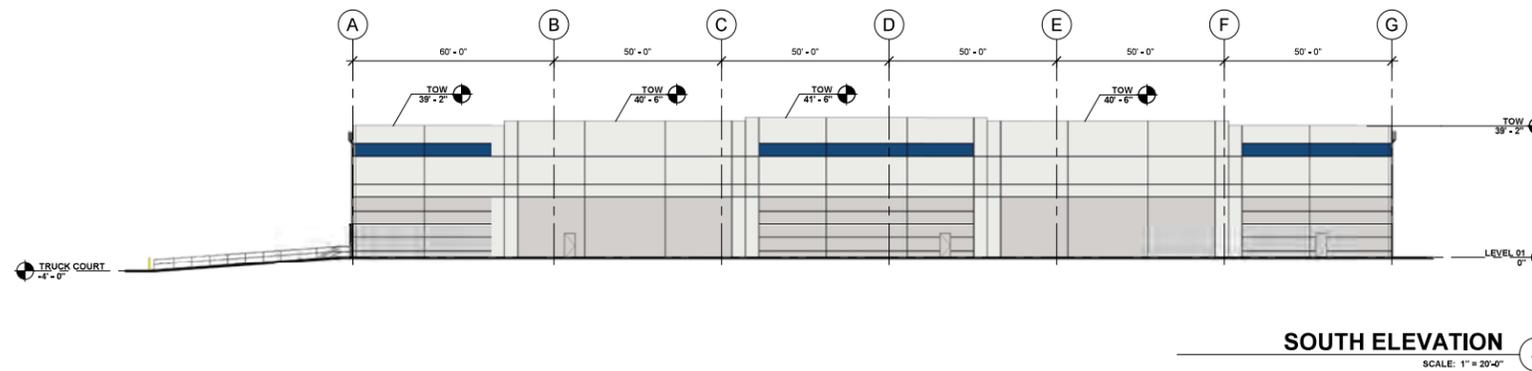
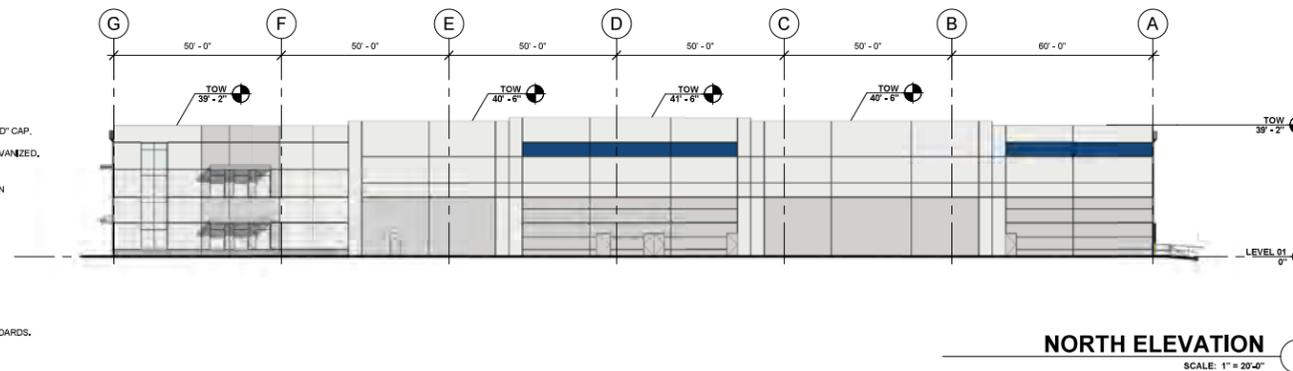
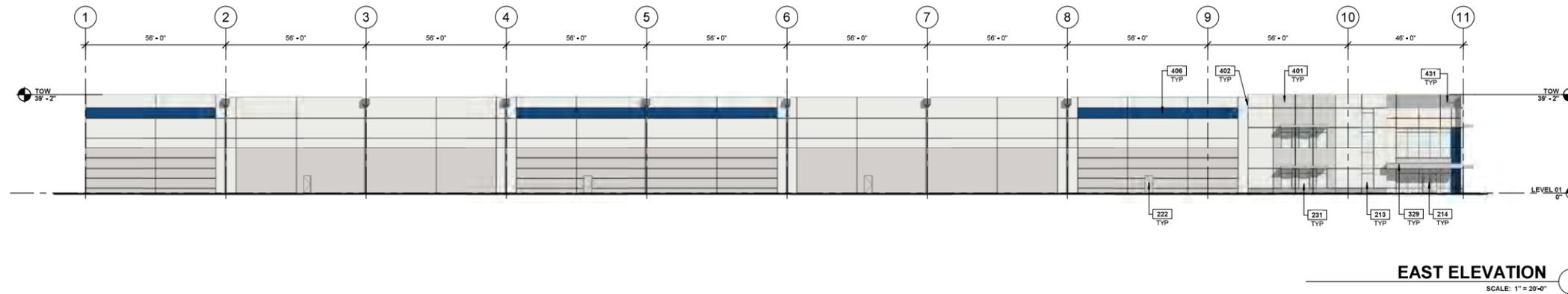
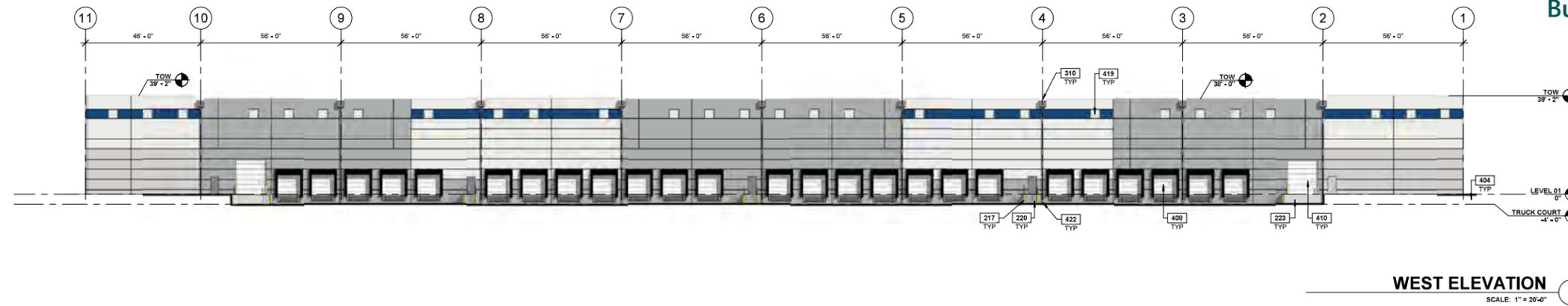


Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

Figure III.L-6 Proposed Project Conceptual Rendering – Aerial View



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC



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

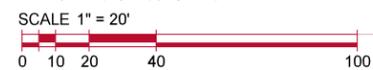
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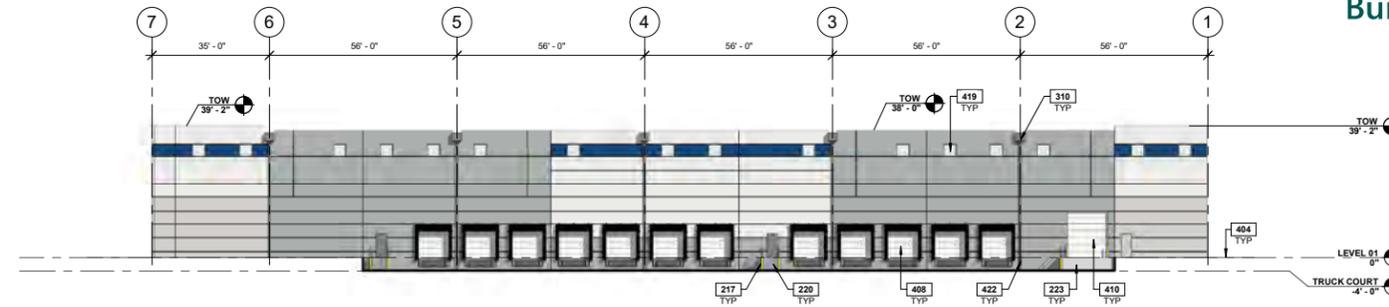
	P-1 - BASE COLOR: SW 6252 ICE CUBE (RAL 000 90 00 WINTER WHITE)
	P-2 - ACCENT COLOR: SW 7667 ZIRCON (RAL 000 80 00 FOGGY GREY)
	P-3 - ACCENT COLOR: SW 7659 GRIS (RAL 000 70 00 LIGHT GREY)
	P-4 - ACCENT COLOR: SW 6811 HONORABLE BLUE (RAL 270 30 35 KÖLBERG BLUE)
	P-5 - ACCENT PANEL: DEKTON AGED TIMBER

KEYNOTE LEGEND

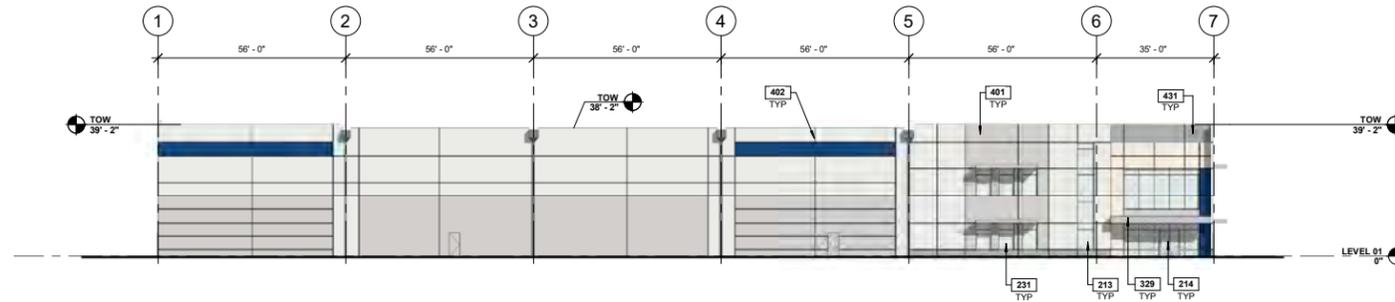
213	ALUMINUM STOREFRONT SYSTEM.
214	ALUMINUM STOREFRONT DOOR.
217	BOLLARD, 6" DIA, CONCRETE FILLED, GALVANIZED STEEL, WITH "TOP-GUARD" CAP, PAINTED YELLOW.
220	STEEL STAIR WITH GUARDRAIL AND HANDRAIL. ALL MATERIALS TO BE GALVANIZED.
222	HOLLOW METAL DOOR AND FRAME, PAINTED.
223	CONCRETE EXTERIOR DRIVE-IN 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.
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.

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.

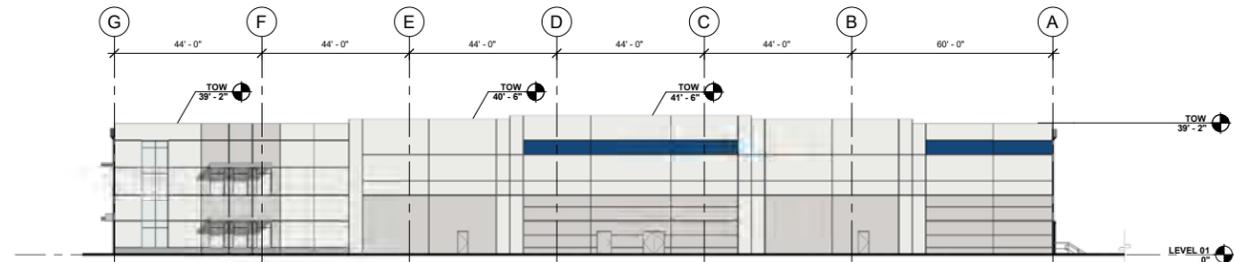




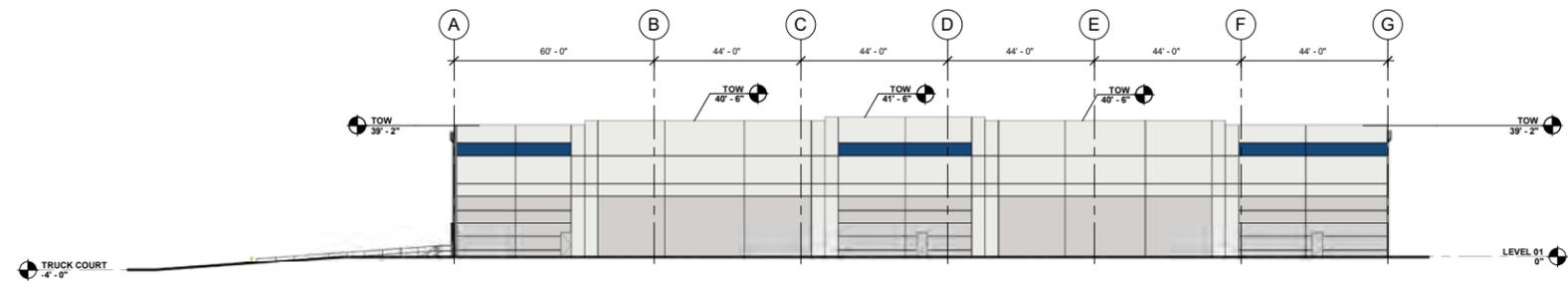
WEST ELEVATION 1
SCALE: 1" = 20'-0"



EAST ELEVATION 2
SCALE: 1" = 20'-0"



NORTH ELEVATION 3
SCALE: 1" = 20'-0"



SOUTH ELEVATION 4
SCALE: 1" = 20'-0"

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 CLERESTORY WINDOW.
- 422 DOWNSPOUT GUARD.
- 431 EXTERIOR BUILDING SIGNAGE & BUILDING ADDRESS TO BE PER CITY STANDARDS.

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

SEE GLAZING TYPES SHEET FOR GLAZING TYPES & SPECIFICATIONS

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- 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.

Site Landscaping

The proposed Landscape Plan for the Project Site is provided in **Figure III.L-9**, as well as **Appendix C (see Sheet No. 60 through Sheet No. 71 in Appendix C for the complete Landscape Plan, Landscape Notes and Details)**. As shown, the Proposed Project would include substantial 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. See additional details below comparing the proposed tree clearing and planting.

Site Lighting

A Lighting Plan for the Proposed Project is shown in **Figure III.L-10**, with detailed specifications also provided in **Appendix C (see Sheet No. 72 through Sheet No. 83 in Appendix C for the complete Lighting Plan, Lighting Notes and Lighting Details)**. 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, 139 lighting fixtures not to exceed 25 feet in height would be provided along the building exteriors, roadways, and parking areas, with a flush mount foundation along the building exteriors and a pedestal foundation within the proposed parking areas. All lighting would provide a color temperature of 3000K to render a warm atmosphere, in keeping with the residential context of the Project Site to the south. Illuminance within the paved areas on the Project Site (roadways and driveways) would be an average of 2.33 footcandles and within the parking areas on the Project Site would be an average of 2.41 footcandles.

Lighting would be shielded and downward directed such that it would not be visible from beyond any of the property lines, in keeping with dark sky principles. As shown in the Proposed Project Lighting Plan, light levels would be zero footcandles at all adjacent sensitive receptors. 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. Therefore, there is no potential for light pollution from parking areas and drives on the Project Site.

Surrounding Area and Visual Analyses

In order to evaluate the potential visual impacts of the Proposed Project on the surrounding area, the Applicant Team prepared a viewpoint assessment based on photosimulations, as well as a field visibility assessment to field-verify the conclusions. The results of these two assessments are summarized below.

Viewpoint Assessment

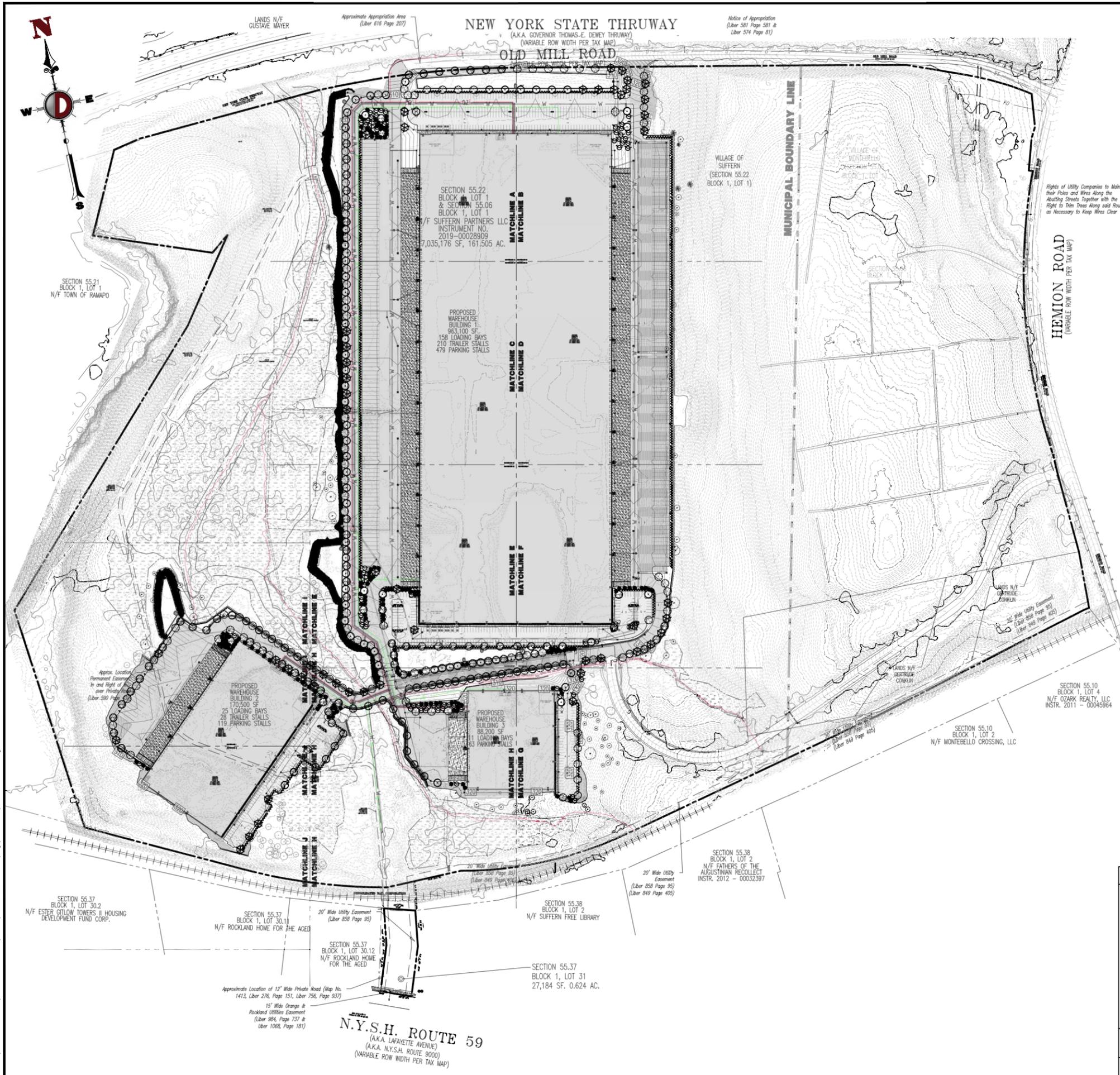
The Applicant Team prepared viewpoint photosimulations of the Project Site and proposed development from surrounding significant viewpoints,² including the following:

² In order to create the project photosimulations, Dynamic Engineering utilized existing surveyed topographic information combined with offsite Lidar data provided by NOAA (2011 USGS Lidar: Northeast (NY to ME) (ne2011_usgs_lftne_job753726)) and existing aerial imagery, to create a bare earth model (In Autodesk Infravorks). This bare earth topographic model excludes trees, buildings and all surface objects. The proposed grade civil 3D surface was added to the model to create an overall visual of the proposed development to showcase the spatial arrangement/relationship of the proposed development within surrounding existing topographic conditions.

1. Hemion Road at the NYS Thruway overpass
2. Tagaste Monastery
3. Suffern Free Library
4. Hillcrest Road at Vista Way
5. Route 59/Lafayette Avenue at entrance driveway to Esther Gitlow Towers
6. Montebello Road at Brooklands Avenue
7. Ramapo Cirque
8. Ryan Mansion Estates along Montebello Road
9. Montebello Crossing development along Route 59 (under construction)
10. New Antrim development along Route 59 (under construction)
11. Route 59 adjacent to Tagaste Monastery

Figure III.L-11 shows the locations of these viewpoints. In the case of private property, views were captured from the public rights-of-way closest to that location. Viewpoints were rendered in leaf-off conditions (winter months) to provide a worst-case representation of visual impacts to surrounding properties.

Figure III.L-9: 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

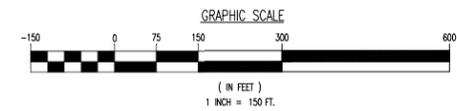
- IG (ILEX GLABRA, INKBERRY HOLLY) - 501

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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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

JOB No: 3709-99-004 DATE: 12/17/2021
DRAWN BY: CAM SCALE: (H) 1"=150'
DESIGNED BY: JMS SHEET No: **60**
CHECKED BY: JMS
CHECKED BY: -

JOHN A. PALUS

PROFESSIONAL ENGINEER
NEW YORK LICENSE No. 087502

JOSHUA M. SEWALD

PROFESSIONAL ENGINEER
NEW YORK LICENSE No. 097639

60

OF 100

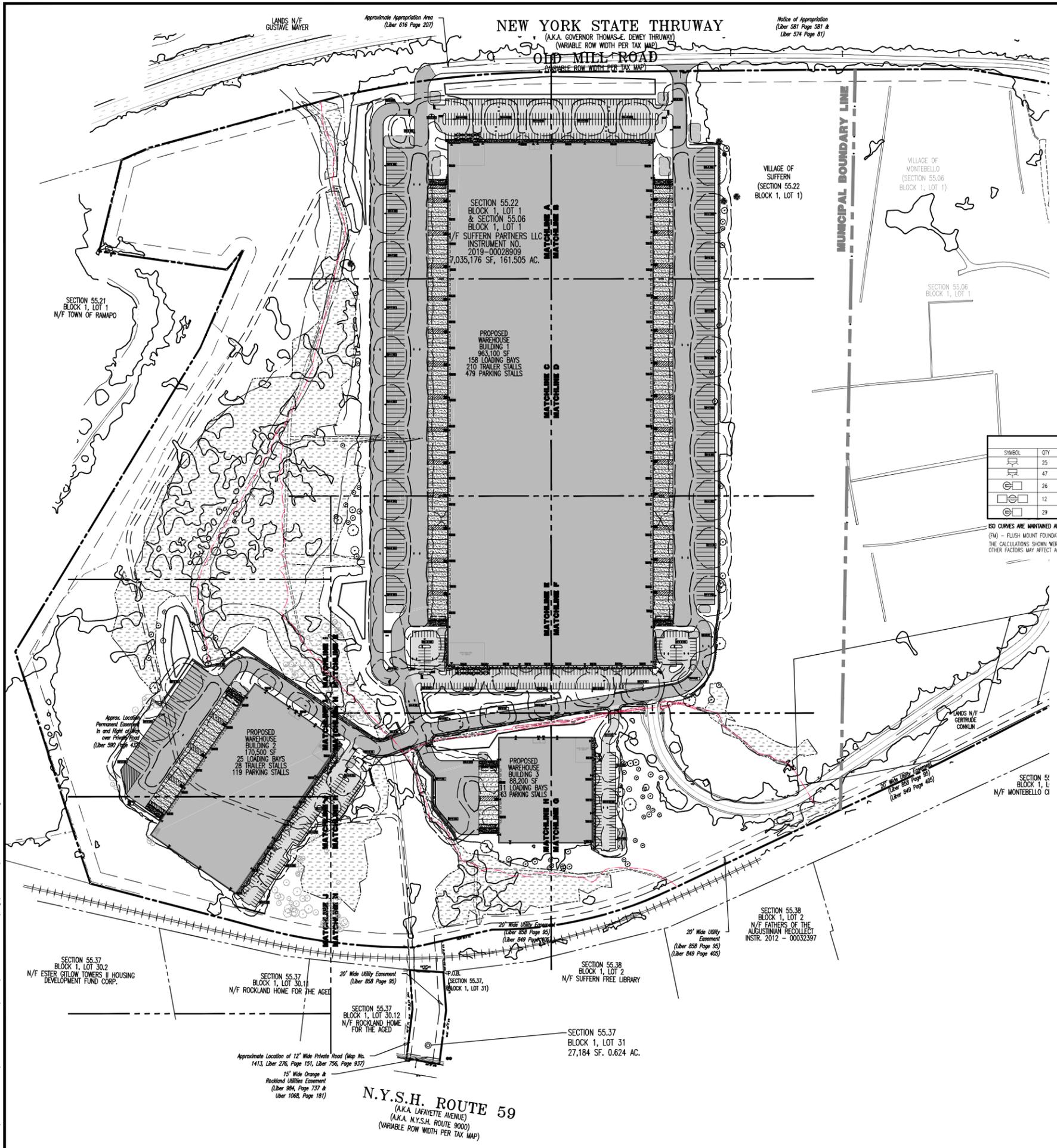
Rev. # 3

Plotted: 03/10/23 - 11:34 AM. By: cmanicila. Product Ver: 24.2a (LMS Tech) File: P:\NEPC PROJECTS\1709 Broadfield Properties\99-004 Suffern NY\0mg\Site Plans\037099904SL3.dwg. ---> 00 OVERALL LANDSCAPE PLAN

Figure III.L-10: Overall Lighting Plan



THIS PLAN TO BE UTILIZED FOR LIGHTING PURPOSES ONLY

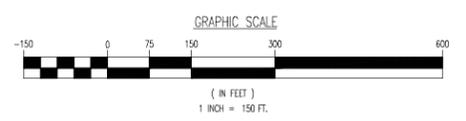


LUMINAIRE SCHEDULE											
SYMBOL	QTY	LABEL	ARRANGEMENT	MOUNTING HEIGHT	DESCRIPTION	LF	LUMINAIRE LUMENS	LUMINAIRE WATTS	COLOR TEMP	TOTAL WATTS	MANUFACTURER
	25	EWS-W1	SINGLE	25.0 FT	EWS01_AZANT30_...-120-27V	1	2900	21	3000K	525	GE LIGHTING SOLUTIONS
	47	EWS-W2	SINGLE	25.0 FT	EWS01_G44F730_...	1	16100	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
PAVED AREA	ILLUMINANCE	FC	2.33	13.9	0.1	23.30
PARKING AREA	ILLUMINANCE	FC	2.41	6.3	0.1	24.10

SEE SHEET 83 OF 100 FOR LIGHTING PLAN NOTES



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TITLE: **OVERALL LIGHTING 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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 CHECKED BY: -

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

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

72

OF 100

Rev. # 2

Plotted: 01/12/23 - 8:44 AM. By: araves, Product Ver: 24.2a (JMS Tech) File: P:\VCEPC PROJECTS\1709 Broadfield Properties\99-004 Suffern NY\Dig\Site Plans\037099900-LS2.dwg. --- 72 OVERALL LIGHTING PLAN

Figure III.L-11 Visual Impact Analysis Viewpoints Key Map



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

“Proposed” visual conditions of the Project Site from Viewpoints 1 through 11 are analyzed below. Where there is potential visibility, white dotted lines are provided to indicate approximate building locations.

Viewpoint 1: Hemion Road

As shown in Viewpoint 1 (**Figure III.L-12**), even in leaf-off conditions the Proposed Project would not be visible from the Hemion Road overpass of the Thruway. The character of Hemion Road would not change significantly as a result of the Proposed Action, as the Project Site would remain fully shielded from view from much of the roadway. Overall, given the significant tree cover between Hemion Road and the Proposed Project buildings, the Proposed Action would not impact visual conditions along Hemion Road.

Figure III.L-12 Viewpoint 1: Project Site from Hemion Road



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

Viewpoint 2: Tagaste Monastery

Tagaste Monastery is located to the south of the Project Site along Route 59. As shown in Viewpoint 2 (**Figure III.L-13**), the existing view of the Project Site facing north from Tagaste Monastery would not be significantly impacted by the Proposed Project. The Project Site buildings would be visible during the winter months, however the buildings would remain well below the tree line and would be further shielded from view in leaf-on conditions the remainder of the year. As the Proposed Action would significantly decrease the height of the Project Site buildings compared with existing conditions, and visibility would be minimal given the significant forested area to the north of the Monastery, the Proposed Project would not impact or alter the context under which Tagaste Monastery was deemed eligible for listing on the State and National Registers of Historic Places. However, given the proximity of this viewpoint to the Project Site, views from the Tagaste Monastery are further evaluated as part of the Field Visibility Assessment detailed below.

Figure III.L-13 Viewpoint 2: Project Site from Tagaste Monastery



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

Viewpoint 3: Suffern Free Library

Similar to the Tagaste Monastery, views from the Suffern Free Library would be minimally affected by the Proposed Action. The intervening vegetation and railroad embankment would obstruct all but the tallest portions of the proposed buildings, as shown in Viewpoint 3 (**Figure III.L-14**). Therefore, the Proposed Action would not adversely impact visual conditions from this community institution. Views from the Suffern Free Library are also evaluated as part of the Field Visibility Assessment detailed below.

Figure III.L-14 Viewpoint 3: Project Site from the Suffern Free Library



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

Viewpoint 4: Hillcrest Road at Vista Way

As shown in Viewpoint 4 (**Figure III.L-15**), the Project Site would not be visible from the residential neighborhood to the south, centered on Hillcrest Road. Therefore, the Proposed Action would have no impact on these residential properties.

Figure III.L-15 Viewpoint 4: Project Site from Hillcrest Road



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

Viewpoint 5: Route 59/Lafayette Avenue at entrance driveway to Esther Gitlow Towers

Viewpoint 5 indicates that the Project Site would not be visible from Route 59 at the entrance driveway to Esther Gitlow Towers due to the intervening forested area and grade change between the roadway and the proposed buildings (**Figure III.L-16**). Based on this viewpoint, the Proposed Action would not adversely impact visual conditions from the ground level public right-of-way adjacent to this senior residential development. However, given the proximity to the Project Site, views from the Esther Gitlow Towers are further evaluated as part of the Field Visibility Assessment detailed below.

Figure III.L-16 Viewpoint 5: Project Site from Route 59/Lafayette Avenue at entrance driveway to Esther Gitlow Towers



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

Viewpoint 6: Montebello Road at Brooklands Avenue

The Project Site would not be visible from Montebello Road at Brooklands Avenue due to the intervening forested area south of Montebello Road (as the Project Site would not be visible, **Photo III.L-19** shows the existing conditions, which would not be altered). The forested area between Montebello Road and the Project Site would not be impacted as part of the Proposed Action. Therefore, the Proposed Action would not adversely impact visual conditions from this location.



Photo III.L-19: View from Montebello Road at Brooklands Avenue (photo taken 12/10//22)

Viewpoint 7: Ramapo Cirque

As shown in Viewpoint 7, the Project Site would not be visible from the Ramapo Cirque neighborhood due to the intervening forested area south of Montebello Road (see **Photo III.L-20**). This intervening forested area is not located on the Project Site and would not be impacted as part of the Proposed Action. Furthermore, **Figure III.L-17** provides a line of sight section drawing from Montebello Road, illustrating the significant distance between this viewpoint and the Project Site as well as an elevation change that would block direct views to the Project Site. Based on this analysis, the Proposed Action would not adversely impact visual conditions from this location.



Photo III.L-20: View from Montebello Road adjacent to the Ramapo Cirque neighborhood (photo taken 12/10/22)

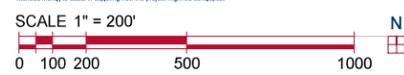


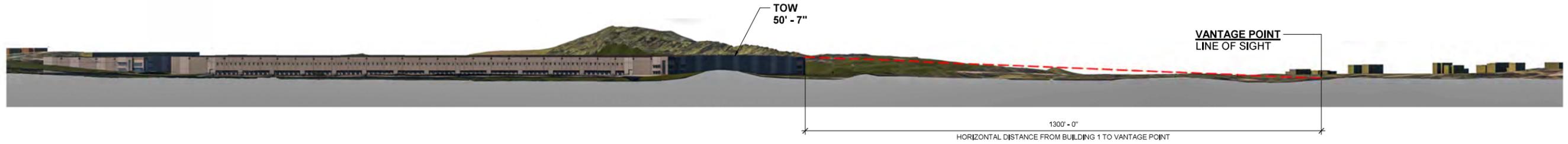
ARCHITECTURAL SITE PLAN ①
 SCALE: 1" = 200'-0"

CONCEPTUAL SITE PLAN

ROCKLAND LOGISTICS CENTER
 25 OLD MILL RD., SUFFERN, NY
 A5397-22 | 01-13-23

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.

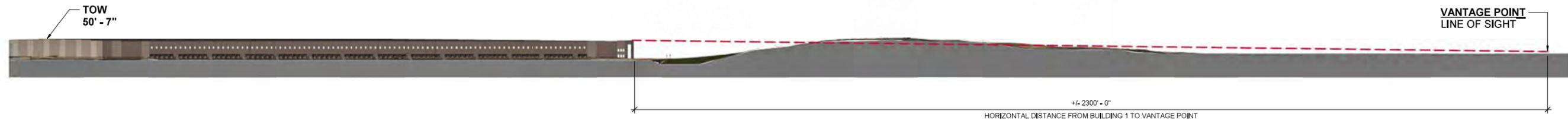




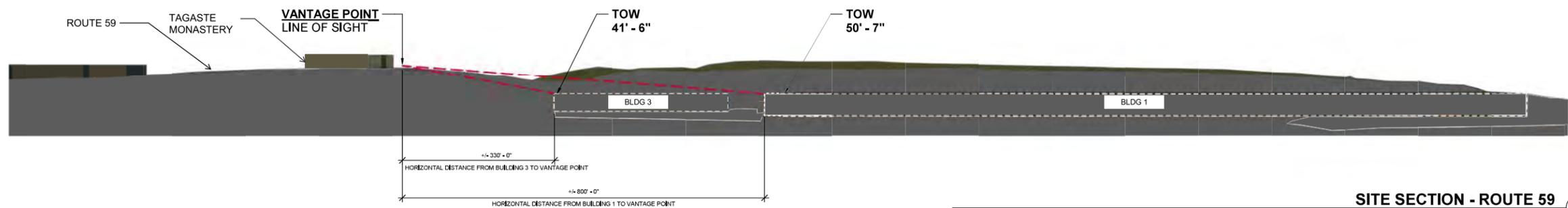
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SCALE: 1" = 100'-0" 6



SITE SECTION - RAMAPO CIRQUE NEIGHBORHOOD
SCALE: 1" = 100'-0" 7

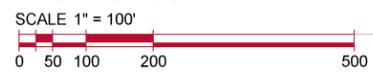


SITE SECTION - RYAN MANSION ESTATES
SCALE: 1" = 100'-0" 8



SITE SECTION - ROUTE 59
SCALE: 1" = 100'-0" 11

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.



Viewpoint 8: Ryan Mansion Estates along Montebello Road

As shown in Viewpoint 8, the Project Site would not be visible from the Ryan Mansion Estates development due to the intervening structures and forested area (see **Photo III.L-21**) and the change in elevation from this location to the Project Site (**Figure III.L-17**). Therefore, the Proposed Action would not adversely impact visual conditions from this location.



Photo III.L-21: View from Montebello Road adjacent to the Ryan Mansion Estates (photo taken 12/10/22)

Viewpoint 9: Montebello Crossing development along Route 59

Figure III.L-18 provides a view from Route 59 adjacent to the Montebello Crossing development, a new residential development currently under construction adjacent to the Tagaste Monastery property. Based on the viewpoints assessment, the Project Site proposed buildings would not be visible from this location, and therefore would not adversely impact visual conditions.

Figure III.L-18 Viewpoint 9: Project Site from Montebello Crossing development along Route 59



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

Viewpoint 10: New Antrim development along Route 59

Figure III.L-19 provides a view from Route 59 adjacent to the New Antrim development, a residential development currently under construction immediately west of the Esther Gitlow Towers. Based on the viewpoints assessment, the Project Site proposed buildings would not be visible from ground level in this location. Due to its proximity to the Project Site, the potential for visibility from the upper floors of the proposed development is analyzed in further detail in the Field Visibility Assessment detailed below.

Figure III.L-19 Viewpoint 10: Project Site from New Antrim development along Route 59



Source: ARCO Design/Build Industrial and Dynamic Engineering Consultants, PC

Viewpoint 11: Route 59 adjacent to Tagaste Monastery

For illustrative purposes, an additional line of sight section drawing is provided in **Figure III.L-17** from Route 50 adjacent to the Tagaste Monastery. As shown in this figure, a drop in elevation from the properties along Route 59 to the Project Site would help shield the proposed buildings from view along this corridor. Although the buildings may be visible in certain locations, visibility would be limited to the top portions of the proposed buildings and would be at least partially screened by the intervening vegetation. The potential for visual impacts to the properties along Route 59 is further investigated as part of the Field Visibility Assessment detailed below.

Field Visibility Assessment

EDR completed a Field Visibility Assessment for the Proposed Project and documented the results in a report dated January 2023. The full report is included as **Appendix Y** and is summarized below.

In order to characterize the Proposed Project's visibility from abutting properties to the south of the Project Site, EDR positioned two visual beacons (three square-foot signs) at a central location along the proposed south walls of Buildings 1 and 2. Ground elevations were obtained using lidar data at these locations so that EDR could account for finished grade considerations at each location. The field team used a sub-meter global positioning system (GPS) with a digital base map illustrating each building footprint in order to find the appropriate south wall center points. The first sign was placed at a height of 41 feet above existing grade, approximately seven feet higher than proposed Building 2 (representing a conservative estimation of the proposed building height) and the second sign was placed at a height of approximately 43 feet, representing the proposed height of Building 3.

While the visual beacons were in place, EDR took photographs from several ground-level vantage points, including one location at the Tagaste Monastery, two locations at the Suffern Free Library, and four locations at the Esther Gitlow Towers. These photographs are presented below in **Photo III.L-22** through **Photo III.L-28**, with red circle indicators placed where the visual beacons are visible. Note that these photographs were taken in the winter months in leaf-off conditions and therefore represent a conservative indication of visibility from surrounding properties.

Varying degrees of visibility were observed at each of these locations, supporting the following general observations as outlined in the Field Visibility Assessment Report:

- › Though the Building 3 beacon was visible through the existing vegetative buffer from the north lawn of the Tagaste Monastery (**Photo III.L-22**) and from the Suffern Free Library parking lot (**Photo III.L-23**), the beacon is difficult to discern through the existing vegetation, and during the summer months (leaf-on conditions) it is anticipated that the proposed Building 3 would be substantially or completely screened from view.
- › The existing railroad embankment that runs between the Project Site and the abutting properties would be an effective screening element from the Suffern Free Library. The Building 3 beacon was visible through the trees from the library parking lot (**Photo III.L-23**) but was not visible from the recessed courtyard and library seating area due to extensive screening provided by the railroad embankment (**Photo III.L-24**).
- › The visual beacon for Building 2 was clearly visible from the Esther Gitlow Towers residential community rear parking area and roundabout (**Photo III.L-25** through **Photo III.L-28**). Though Building 2 may be visible from this location, the steep drop in grade from the residential development to proposed Building 2 would help reduce the perceived scale of the building when viewed from ground-level locations.



Photo III.L-22: Building 3 indicator as viewed from the Tagaste Monastery



Photo III.L-23: Building 3 indicator as viewed from the Suffern Free Library parking area



Photo III.L-24: Building 3 indicator not visible from the Suffern Free Library seating area



Photo III.L-25: Building 2 indicator as viewed from the Esther Gitlow Towers parking area (1 of 3)



Photo III.L-26: Building 2 indicator as viewed from the Esther Gitlow Towers parking area (2 of 3)



Photo III.L-27: Building 2 indicator as viewed from the Esther Gitlow Towers parking area (3 of 3)



Photo III.L-28: Building 2 indicator as viewed from the Esther Gitlow Towers roundabout

In addition to the visual beacons detailed above, EDR also raised a small unmanned aerial system (UAS or Drone) to the approximate maximum height of each structure in order to capture images toward the abutting properties. These images are provided in **Figure III.L-20** below. EDR concluded based on the drone images that the forest canopy that will remain after building construction will be an effective partial or total buffer from abutting properties. There are no existing structures above the tree line that would provide direct views to the buildings unobstructed by the existing vegetation. However, viewers of the Project Site from higher elevations, such as the upper floors of the Esther Gitlow Towers or other nearby residential developments currently under construction are likely to see substantially more of the proposed development buildings compared with viewers from the ground level.

Figure III.L-20 Drone Aerial Imagery from Proposed Project Building Heights



View from Proposed Building 1 - 40 Feet Above Ground Level (AGL) Looking Southwest to Southeast



View from Proposed Building 2 - 44 Feet Looking South-Southeast



View from Proposed Building 3 - 40 Feet AGL Looking South-Southeast

Source: EDR

Assessment Conclusions

Overall, based on the analysis above, the Proposed Project would have little to no effect on surrounding roadways, adjoining or nearby residential properties, or important local institutions. Generally, the significant wooded area that would be maintained to the maximum extent practicable on the Project Site would limit visibility to very narrow locations along adjacent roadways. Adjoining properties to the south may permit some limited views of the Project Site, particularly during winter months and from upper stories of taller residential developments (existing and under construction), but would be partially or fully buffered from these views for most of the calendar year. In addition, the Proposed Project buildings would be shorter than the existing buildings on the Project Site, in many cases reducing the visibility from surrounding ground level viewpoints as compared to existing conditions.

It should also be noted that the aesthetics of the Proposed Project would be similar in nature to the existing industrial facility located across Hemion Road to the east, with many similar features including large footprint industrial buildings with simple massing, significant surface parking, and loading bays. In addition, as with the industrial complex to the east, the Proposed Project buildings would be set back from the area's major roadways, allowing for significant wooded areas to provide a visual buffer from surrounding properties. Therefore, the Proposed Project would complement the existing visual conditions of the Hemion Road area, as detailed above.

For these reasons, the Proposed Action would not have significant adverse impacts to visual conditions in the surrounding area.

Tree Removal and Planting

As detailed in **Chapter III.B, Ecology and Natural Resources**, a tree survey was conducted to identify all trees with a minimum 12-inch diameter at breast height (dbh) within the project limit of disturbance. See **Figure III.B-5** for tree locations. As shown, 534 trees would be removed on-site during clearing and development for the Proposed Project. These trees to be removed are concentrated in the central and southern portions of the Project Site to accommodate the construction of Buildings 2 and 3, meaning tree removal would be most concentrated in the areas nearest to adjacent properties to the south including the Tagaste Monastery and the Suffern Free Library, among others along Route 59.

The Proposed Project Landscaping Plan (see **Figure III.L-9**) would involve the planting of 534 trees on the Project Site, providing a one-to-one replacement of the trees to be removed. The 534 trees would consist of 316 shade trees (primarily red maple, sugar maple, tulip poplar, and white oak), 64 ornamental tree (white flowering dogwood), and 154 evergreen trees (primarily Leyland cypress). In addition, 501 evergreen shrubs (inkberry holly) and 1,164 deciduous shrubs (spicebush and arrowwood viburnum) would be planted across the Project Site, including adjacent to the proposed buildings to beautify the Proposed Project. The proposed tree plantings would be concentrated along the interior Project Site roadways and along the perimeter of the Proposed Project buildings and parking areas in order to replace and enhance landscaped buffers from surrounding properties, particularly with evergreen varieties that would provide year-round visual buffers.

In addition, the Proposed Project would maintain a significant wooded area buffer along the southern property boundary that would not be disturbed during construction of the Proposed Project. This wooded area buffer to be maintained would be a minimum of approximately 50 feet wide along the property boundary to the south of Proposed Building 2. The closest uses to Building 2 include the Esther Gitlow Towers. However, across the majority of the site, the wooded area to be

maintained would be a minimum of 150 feet wide or more, maintaining a significant area for screening. In addition, the Applicant would implement tree protection measures for trees outside of the proposed limit of disturbance for the project, which would include tree protection fencing. Given these proposed measures, the loss of trees on the Project Site would not cause a significant adverse impact to visual conditions in the area.

3. Mitigation Measures

As detailed above, the Proposed Action would not result in significant adverse impacts to the aesthetic character of the Project Site or surrounding area. Visibility of the Project Site buildings would be largely limited to Old Mill Road, finite locations along Hemion Road, and minimal visibility from adjoining properties to the south of the Project Site. The Project Site would be partially, if not completely shielded from adjoining properties during spring, summer, and fall months when leaves are on the trees. The Proposed Project would also reduce the maximum building heights as compared to existing conditions. The Field Visibility Assessment Report prepared by EDR also recommends various mitigation measures to incorporate into the site and building design to minimize visual impacts, all of which, as detailed in this chapter, would be implemented as part of the Project Site. These include:

- › Siting of the proposed buildings in a topographic depression within the Project Site
- › Maintenance of existing vegetative buffers where practicable
- › Use of a muted color scheme for the proposed buildings
- › Proposed planting of a mix of evergreen and deciduous trees and shrubs to soften views to the Project Site
- › Use of variable colors to break up the scale of the building
- › Use of downward directed, fully shielded light fixtures

Based on the analysis detailed above, aesthetic mitigation is not warranted beyond these measures.