

DRAINAGE AGENCY
DIVISION OF THE HIGHWAY DEPARTMENT
23 New Hempstead Road
New City, New York 10956
Phone: (845) 638-5060; Fax: (845) 708-7116

Charles H. "Skip" Vezzetti
Superintendent of Highways
Chairman, Drainage Agency

Vincent Altieri, Esq.
Executive Director

Via email: jcioffi@suffernny.gov

April 10, 2023

Village of Suffern
61 Washington Avenue
Suffern, NY 10901
Attn.: Joanne Cioffi, Clerk to the Board

Re: Industrial Park for Warehousing and Logistics Center

Location: 19 Hemion Road, 206 Lafayette Avenue, & 25 Old Mill Road, Suffern, NY 10965
Parcel ID(s): Section 55.06, Block 1, Lot(s) 1, & Section 55.37, Block 1, Lot(s) 31
Section 55.22, Block 1, Lot(s) 1
Municipality: Village of Suffern
Resource: Mahwah River

Dear Planning and Zoning Board members:

The Rockland County Drainage Agency (RCDA) has reviewed the above referenced proposal included with your Lead Agency Coordination notification dated 3/31/2023. Based on a review, the RCDA offers the following comment(s):

- 1) The above referenced site is outside the jurisdiction of the RCDA, pursuant to the Rockland County Stream Control Act, Chapter 846. Therefore, a Stream Control Act permit from the RCDA is not required for developments within this site. Also, the RCDA has no further comments regarding the proposal, pursuant to the State Environmental Quality Review (SEQR). **III.D.1**
- 2) The RCDA recommends that the municipal land use boards and/or departments review all development proposals for this site and ensure that developments with increase in impervious areas and/or land disturbances will not result any increase in stormwater runoff from the site and will have adequate measures to prevent soil erosion and control sediment from leaving the site. **III.D.2**

Please contact the undersigned at (845) 638-5060 or by email: dergutil@co.rockland.ny.us, if you have any questions regarding this matter.

Very truly yours,



Liron Derguti, Engineer I
Rockland County Drainage Agency

c: Vincent Altieri, Esq., RCDA
Building Department, Village of Suffern
Zoning Board of Appeals, Village of Suffern
Rockland County Planning Department
Joseph LaFiandra, Rockland County Sewer District No. 1
File

tshedler@suffernny.gov
mreimer@suffernny.gov
(by email)
(by email)
(File: 23 RGR 19)

ROCKLAND COUNTY SEWER DISTRICT NO. 1

4 Route 340
Orangeburg, New York 10962
Phone: (845) 365-6111 Fax: (845) 365-6686
RCSD@co.rockland.ny.us

Michael Specht
Chairman

Michael R. Saber, P.E.
Executive Director

April 24, 2023

Mr. Richard Gandon, Chairman
Village of Suffern Planning Board
61 Washington Avenue
Suffern, NY 10901

Re: IV2 Rockland Logistics Center, LLC
25 Old Mill Road & 206 Lafayette Avenue (Route 59)
Village of Suffern Tax Lots 07/55.22-1-1 & 55.37-1-31 (formerly 16.B/259/B1A & B1C)
Village of Montebello Tax Lot 17/55.06-1-1 (formerly 16.B/259/B1B)

Dear Mr. Gandon:

Our office has received and reviewed a Draft Environmental Impact Statement (DEIS) that was last revised on January 30, 2023, which VHB Engineering prepared for the above referenced project. We thank you for the opportunity to comment on this application. Our comments are as follows:

1. Our records show that Rockland County Sewer District No. 1 (“the District”) owns and maintains an 18-inch sanitary force main in an easement on Tax Lot 55.06-1-1, which is part of this application, in the Village of Montebello. The second to last sentence of the first paragraph of the DEIS Executive Summary explicitly states, “No buildings are proposed for the Montebello portion of the Project Site.” Regardless, we wish to state the following for the record: **I.1**
 - a. No permanent structures shall be built within our easements. If any foundation work or other types of major excavation work is to be done near to the easement boundary, we must be notified. Shoring or other types of precautions may be needed to protect the sewer main. A District permit will be required. The property owner must pay these expenses.
 - b. To prevent any damage from occurring to the force main, the District must be notified if any portion of the land within the easement is to be modified. This includes but is not limited to regrading and lowering or raising of manhole frames within the easement. Our office must approve any changes done within our easements, and any expenses must be borne by the property owner.

Mr. Richard Gandon

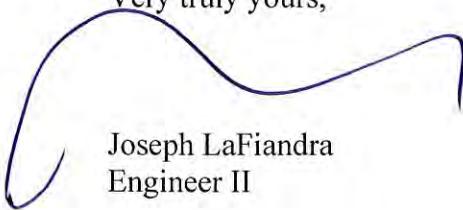
Page 2

April 24, 2023

- c. Contractors must obtain required insurance and sign a waiver to defend, indemnify, save and hold harmless both the **County of Rockland** and **Rockland County Sewer District No. 1** from any claims arising from work performed within our easements.
2. The third paragraph on page I.4 of the Executive Summary states, “All easements are shown on the Survey (see Figure I-3 which can also be found in Appendix A) and described in the Title Report (Appendix B).” I.2
 - a. The easement for the District’s force main is not shown on the Survey or described in the Title Report.
 - b. Attached please find an as-built drawing showing the force main in an easement on Old Mill Road (formerly Geigy Chemical Road).
 - c. If the easement was not filed with the County Clerk, we require the property owner to grant the District a 20-foot-wide easement for the force main.

Please inform us of all developments in this project. If you have any questions, please contact this office at 845-365-6111.

Very truly yours,



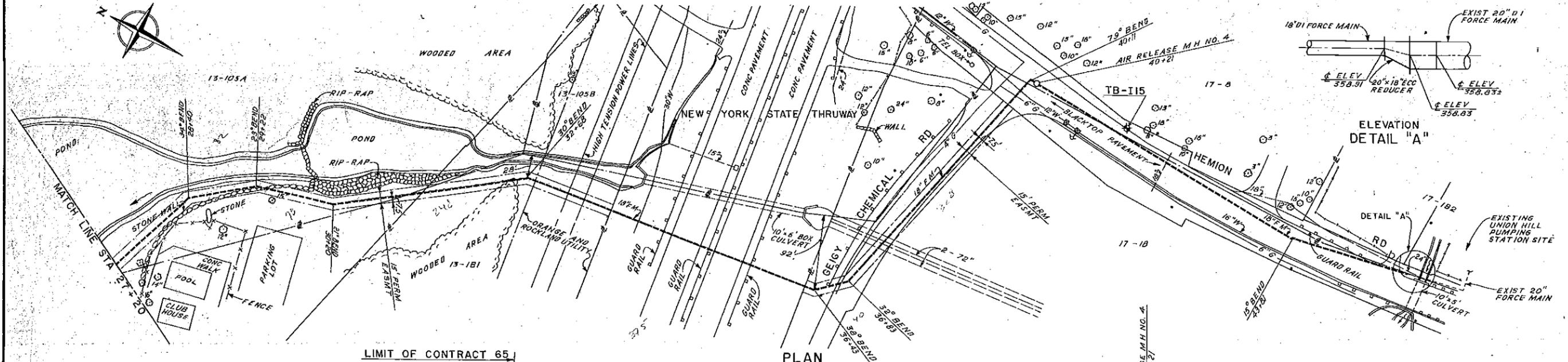
Joseph LaFiandra
Engineer II

Attachment

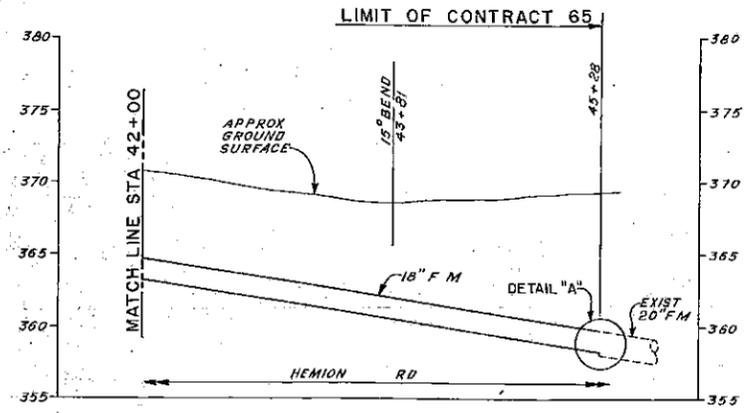
cc: M. Saber M. Dolphin
Richard Schiafo – Rockland County Department of Planning
Adam Gordon – Village of Montebello Building Department
Gina Martini – VHB Engineering, 50 Main Street, Suite 360, White Plains, NY 10606
Justin Drysdale – Brookfield Properties, One Meadowlands Plaza, Suite 802, East
Rutherford, NJ 07073

File: TOR 55.22-1-1 – Suffern Partners
Reader

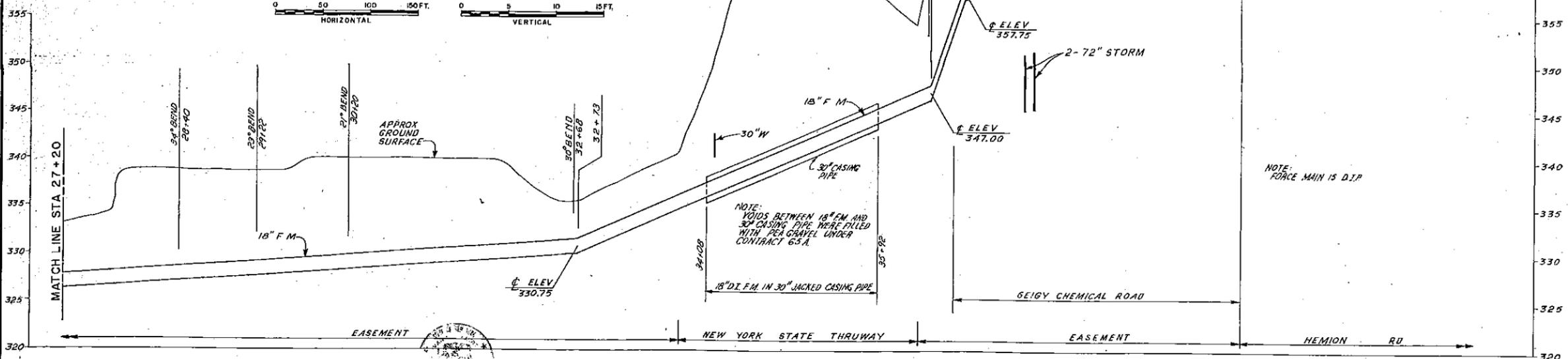
VILLAGE OF SUFFERN



PLAN



PROFILE



PROFILE

NOTE: FOR ADDITIONAL DETAILS SEE SHOP DRAWINGS.

NOTE: FORCE MAIN IS D.I.P.

NOTE: VOIDS BETWEEN 18" F.M. AND 30" CASING PIPE WERE FILLED WITH PEA GRAVEL UNDER CONTRACT 63 A.

CLINTON BOGERT ASSOCIATES
CONSULTING ENGINEERS

IVAN L. BOGERT N.Y.P.E. 023108
RECORD DRAWING - APRIL, 1988
APPROVED: [Signature] DATE: APRIL, 1988

DESIGNED: M.N./M.V.
DRAWN: M.V.
CHECKED: J.R.

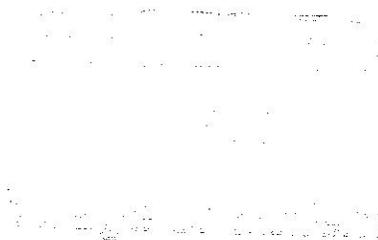
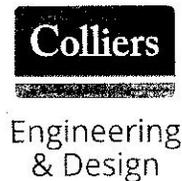
COUNTY SEWER DISTRICT NO. 1
ROCKLAND COUNTY, NEW YORK

INTERCEPTORS, FORCE MAINS AND
PUMPING STATIONS
STAGE 3

MAHWAH FORCE MAIN
PLAN AND PROFILE

CONTRACT 65
RECORD DRAWING 22

400 Columbus Avenue
 Suite 180E
 Valhalla New York 10595
 Main: 877 627 3772
 colliersengineering.com



April 21, 2023

Chairman Richard Gandon
 Village of Suffern Planning Board
 61 Washington Avenue
 Suffern, NY 10901

IV2 Rockland Logistics/Brookfield Properties Review
 Suffern, Rockland County, New York
 Colliers Engineering & Design Project No. 22004165A

Dear Chairman Gandon and Members of the Village of Suffern Planning Board,

Colliers Engineering & Design CT, P.C. (CED) has been engaged by Mayor Lance Millman and the Village Trustees of the Village of Montebello to review the IV2 Rockland Logistics/Brookfield Properties Project relative to the potential traffic related impacts of the development as they pertain to the both the Village of Montebello and the overall roadway network in the vicinity of the Site. This Project is of concern to the Village of Montebello since all Project generated traffic (both passenger cars & trucks) will travel through the Village of Montebello to access the Project Site.

It is also our understanding that the Applicant will appear before the Village of Montebello Planning Board at some point in the future relative to improvements/modifications proposed as part of the Project within the Village of Montebello specifically along the southern access driveway connecting to Hemion Road. It is anticipated that our office may have additional detailed comments relative to any modifications proposed within the Village of Montebello at that time.

CED has conducted a review of the Draft Environmental Impact Study (DEIS) dated March 29, 2023 as well as the Appended Traffic Impact Study (TIS) dated March 13, 2023 and additional traffic related information contained in Appendix E of the DEIS. The DEIS has been reviewed for completeness in accordance with the DEIS Scoping Document Adopted by the Village of Suffern Planning Board on July 20, 2022, as well as the technical substance of the study. Based on our review of these items we provide the following comments on the Project for the Boards consideration.

General Comments

1. Scope Item III.F.2.b. requires a description of *"...access to the Project Site from both driveways. Specifically include a description of anticipated passenger car and truck usage for both driveways. Address RCHD request to have trucks only be able to make a right turn from the access drives onto Hemion Road and configured and designed to achieve this objective."* It appears the intent is to have both of the access driveways Old Mill Road as well as the existing access to Hemion Road (CR 93) to serve both passenger cars and trucks, however this should be more clearly identified in the DEIS. Furthermore, the utilization of both Old Mill Road driveway connections for passenger cars and trucks should be discussed. The proposed access configuration is generally discussed on DEIS Page II.15 under **Access, vehicular circulation, parking and loading, pedestrian circulation**

III.F.1

Bergmann has joined Colliers Engineering & Design

- and sidewalks, but the usage of the access driveways for both passenger cars and trucks should be added to this discussion. III.F.1, continued
2. There is no discussion in any of the documents regarding the RCHD request to have trucks only be able to make a right turn from the access drives onto Hemion Road and the driveways configured and designed to achieve this objective other than the discussion of designated access highways provided in DEIS Section III.F – Proposed Traffic Generation and also provided in the TIS. Further discussion of the RCHD request should be provided. III.F.2
 3. There is no discussion of the existing rail crossing at Airmont Road and the usage of the same as it relates to traffic flow along Airmont Road. This should be discussed in the DEIS and TIS as it relates to the operation of the Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway and Airmont Road (CR 89) & North DeBaun Avenue which are in close proximity to this rail crossing. III.F.3
 4. The sight distance conditions at the intersection of Old Mill Road and Hemion Road should be reviewed relative to required Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) for both passenger cars and trucks based on American Association of State Highway Transportation Officials (AASHTO) criteria for all movements entering and exiting Old Mill Road. It appears based on our review that sight distance looking to the left from this location is somewhat limited and improvements may be required to achieve the minimum required sight distances. Sight distance profiles may be required to properly analyze the sight distances at this location. III.F.4
 5. The sight distance conditions at the intersection of Hemion Road and the existing southerly Site Driveway should be reviewed relative to required Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) for both passenger cars and trucks based on American Association of State Highway Transportation Officials (AASHTO) criteria for all movements entering and exiting the site driveway considering the horizontal and vertical curves along Hemion Road in this area. Sight distance profiles may be required to properly analyze the sight distances at this location. III.F.5
 6. It is not clear what if any improvements are proposed to the existing southern site access driveway or Old Mill Road particularly for the sections of these roadways within the Village of Montebello. III.F.6

Draft Environmental Impact Statement – Section III.F Traffic & Transportation

Section III.F.1 – Existing Traffic Volumes

7. Scope Item III.F.1.b indicates “Consult with New York State Department of Transportation (NYSDOT), Rockland County Highway Department (RCHD), and New York State Thruway Authority (NYSTA) on methodology for the traffic study prior to conducting the analyses.” Correspondence from NYSDOT is included as Appendix E5 of the DEIS. No other correspondence from RCHD or NYSTA is provided, therefore it cannot be concluded that the Applicant consulted with these agencies prior to performing the Traffic Impact Study although it is noted that these agencies were provided with the opportunity to comment on the Scoping Document. III.F.7

8. DEIS Section III.F - Existing Traffic Volumes indicates that "...an adjustment factor of 1.12 and 1.22 for the AM and PM were applied to the collected traffic volumes respectively..." to account for the effects of COVID-19 on the existing traffic data utilized in the analysis. However, the TIS indicates a 1.14 adjustment factor was utilized for both peak hours. This should be clarified. The 1.14 adjustment factor noted in the TIS appears appropriate.

III.F.8

9. DEIS Section III.F - Existing Traffic Volumes also indicates that "A seasonal adjustment factor of 1.112 for commuter-dominated roadways during the work week was obtained from the NYS DOT Seasonal Adjustment Factor Table published in May 2022 to account for the decrease in traffic during the summer months." It should be confirmed that this seasonal adjustment factor was applied together with the COVID-19 adjustment factor mentioned above.

III.F.9

Section III.F.1 – Crash Analysis

10. The crash analysis indicates that the average accident rates for the study area intersections were "...compared to compared to the 2016 Average Accident Rates Table published by the New York State Department of Motor Vehicles." The accident rates should be compared to the latest Average Accident Rate information which is based on Accident data January 1, 2019 through December 31, 2020 and can be found at the following link:

<https://www.dot.ny.gov/divisions/operating/oss/highway/crash-analysis-toolbox>

III.F.10

11. The following intersections were found to exhibit average accident rates greater than twice the statewide average accident rate:

- Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road (CR 93)
- Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)
- Airmont Road (CR 89) & North DeBaun Avenue
- Lafayette Avenue (Route 59) & Brookside Avenue

Since the Project will add significant traffic to each of the identified intersection, these intersections should be reviewed for potential low-cost mitigation measures that could be implemented to mitigate the high accident rates at these intersections.

III.F.11

Section III.F.2 – No-Build Traffic Volumes

12. The DEIS indicates that 2024 is the anticipated build year for the Proposed Project and that none of the coordinating agencies for the TIS requested an analysis year beyond the build year. The DEIS Section II – Construction Schedule and Construction Phasing Plan discussion indicates a 26-month construction phase. Even if all project approvals were granted by July 2023, as an example and construction began in August 2023, which seems aggressive, the Project construction would not be completed until October 2025. This would seem to indicate that a build year of 2026 is more appropriate for the traffic analysis. Further clarification should be provided on the anticipated build year and the analysis update to reflect the same as necessary.

III.F.12

13. We understand that a proposed approximately 650,000 sq. ft. warehouse project known as the Suffern Quarry Logistics Center has been submitted to the Village of Suffern on August 31, 2022, which appears to propose access to Old Mill Road as well as possible access to NYS Route 59 via Tilton Road (this may be emergency access only). This project was not required to be included as part of the No-Build analysis by the Scoping Document since it was submitted after the Scoping Document was accepted, however given the significance of this potential Project and that it appears that Old Mill Road is also proposed to be utilized for access to that Project, it is our opinion that a supplemental analysis should be provided considering the traffic associated with the potential Suffern Quarry Logistics Center project.

III.F.13

Section III.F.2 – Site Access and Circulation

14. The DEIS indicates, *“The Proposed Project security gate would be located to allow for ample throat length to accommodate potential queuing vehicles and trucks.”* However, there is no clear indication in the DEIS, TIS or Site Plans where any security gates will be located. This information should be provided if proposed.

III.F.14

Section III.F.3 – Mitigation Measures

15. Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road (CR 93) proposed mitigation measures include:

- Minor signal timing adjustments;
- Restriping the eastbound and southbound left turn lanes to provide 325 and 300 feet of storage length, respectively; and
- Modification to the radius on the northeast corner of the intersection to facilitate tractor trailer turning maneuvers

A summary of the proposed signal timing changes should be provided in the DEIS and/or TIS for clarity. The ability to make these signal timing adjustments, which are necessary to mitigate the Project impacts, requires input from NYSDOT. Also note that the TIS indicates the restriping of the eastbound and southbound approaches will provide 300 ft. of storage length for both left turn movements not 325 as identified in the DEIS. This should be clarified. Furthermore, it is not clear how these improvements in storage length will be achieved with restriping alone.

III.F.15

Conceptual improvement plans should be provided showing the full extent of the proposed improvements.

The timing modifications at this intersection also indicate that the northbound approach will experience a greater increase in delays with the timing modifications than without. This is likely to the benefit of other movements at the intersection.

16. Lafayette Avenue (NYS Route 59) and Airmont Road (CR 89) proposed mitigation measures include

- Minor signal timing adjustments; and
- Modification of the radius on the northwest corner of the intersection to facilitate tractor trailer turning maneuvers

A summary of the proposed signal timing changes should be provided in the DEIS and/or TIS for clarity. The ability to make these signal timing adjustments, which are necessary to mitigate the Project impacts, requires input from NYSDOT. Even with the signal timing improvements the Project generated traffic will still result in an approximately 125 ft. increase in the eastbound left turn queue length over future No-Build conditions. This intersection should be reviewed for further improvements such as a double left turn from NYS Route 59 to Airmont Road.

The timing modifications at this intersection also indicate that the southbound through movement queue is projected to increase from 730 ft. to 926 ft., an increase of nearly 200 ft. as a result of the Project.

III.F.16

17. Signal timing adjustments are proposed for the intersections of Airmont Road (CR 89) at the I-87 SB/I-287 EB Ramps and Airmont Road (CR 89) at the I-87 NB/I-287 WB Ramps. A summary of the proposed signal timing changes should be provided in the DEIS and/or TIS for clarity.

III.F.17

18. The installation of all-way stop control is proposed for the intersection of Montebello Road (CR 64) at Hemion Road (CR 93)/Ryan Mansion Drive which will mitigate Project related impacts at this intersection. The DEIS indicates that this "...would require an evaluation submitted to Rockland County to determine if such control is warranted according to Manual on Uniform Traffic Control Devices (MUTCD) criteria." This warrant analysis should be provided as part of the DEIS, so the full mitigation measures are known. Furthermore, if warranted, a conceptual plan should be provided showing the proposed signage and striping at the intersection and any advanced signage.

III.F.18

19. Any proposed improvements to the Hemion Road (CR 93) & Old Mill Road and Hemion Road (CR 93) & Site Driveway intersections such as signage, striping, sight distance improvements, etc., should be discussed. These intersections should also be reviewed in consultation with the RCHD for the potential need for a left turn lane along Hemion Road in accordance with AASHTO left turn lane warrant criteria.

III.F.19

20. The Vehicle Circulation Plan Sheet 1 of 3 contained in Appendix E2 appears to show significant improvements to the existing southerly access driveway including the following:

- Widening of the entire length of the roadway to provide a consistent width of approximately 36 ft.
- Pavement widening to accommodate truck turning maneuvers at the first internal intersection with the onsite circulation roadway.
- Widening of the site access driveway to provide a separate left and right turn lane exiting the site.
- Widening of Hemion Road to provide a separate left turn lane northbound and a separate right turn lane southbound for vehicles entering the site.

III.F.20



Engineering & Design

These improvements are not discussed in the DEIS or TIS. These should be added to the list of mitigation measures proposed by the Project. It should also be noted that land dedication may be required to accommodate a portion of the proposed widening along Hemion Road.

III.F.20,
CONTINUED

Traffic Impact Study (DEIS Appendix E)

Existing Capacity Analysis

21. No justification for the heavy vehicle percentages or peak hour factors utilized in the capacity analysis is provided in the count data provided in the TIS Appendix B. These analysis inputs cannot be confirmed. Additional information should be provided.

III.F.21

22. The traffic volume data contained in TIS Appendix B does not appear to include pedestrian volume data for all but one intersection. It is not clear if this is because no pedestrians were observed during these counts or if pedestrian counts were not conducted. However, the capacity analyses include conflicting pedestrian volumes for some intersections. How was this information obtained? We would expect greater numbers of pedestrians along Route 59 than are included in the analysis.

III.F.22

23. For the intersections of Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps, Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps it is noted *“that traffic signal timings were requested from the Town of Ramapo, Rockland County, NYSDOT, and NYSTA but were not received.”* The ownership of these traffic signals has not been identified in the study as required by Scope Item III.F.1.i. The ownership of these signals must be determined since the Project proposes traffic signal timing changes at each of these intersections as indicated in DEIS Section III.F.3.

III.F.23

24. For the intersections of Lafayette Avenue (NYS Route 59) and Campbell Avenue/Hemion Road (CR 93) & Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) it is noted that *“...HCM 6th Edition methodology does not support clustered intersections. In order to include the bus pre-emption in the analysis, the intersection was modeled as a clustered intersection with a separate signalized intersection for the bus pre-emption. Therefore, Synchro methodology was used to obtain the levels of service, delays, and queues.”* While we agree with this methodology, it should be confirmed if NYSDOT was consulted prior to performing this analysis as required by Scope Item III.F.1.k.

III.F.24

Assumed Arrival & Departure Distributions

25. The traffic study assumes just 10% of passenger car traffic to and from I-287 via the Exit 14B interchange. This seems to be an excessively low assumption. Further support for this assumption should be provided or a sensitivity analysis with a higher portion of passenger car traffic to and from I-287 be conducted. Based on a review of the existing traffic volumes and knowledge of existing travel patterns in the area we would estimate a minimum of 15-20% of the site generated traffic to and from each direction along I-287.

III.F.25

26. It is also noted that 5% of the passenger car traffic will be to and from N. Debaun Ave. Further support for this assumption should be provided. N. Debaun Avenue only serves a hotel and a senior living facility and we would not anticipate that it would accommodate any significant traffic to and from the Project.

III.F.26

Traffic Generation

27. The TIS indicates on Page 26, "Regulatory signage and pavement markings will be provided to direct trucks to turn right onto Hemion Road. Further, drivers will be informed of the necessary restriction associated with travel to/from the site." This statement should also be included in the DEIS Section III.F. This proposed signage and striping should also be mentioned in the TIS Findings and Conclusions on Page 67 and included as part of the mitigation measures identified in DEIS Section III.F.3.

III.F.27

Southern Site Driveway Alternative

28. A separate analysis was conducted considering a potential access scenario with no access to Old Mill Road and all vehicles entering and exiting the existing southerly site driveway location. The analysis results do not significantly change under this scenario, however, as noted previously the intersection should be reviewed in consultation with the RCHD for the potential need for a left turn lane along Hemion Road.

III.F.28

Alternative Land Use Code Future Conditions

29. A separate analysis was conducted utilizing potentially higher traffic generation estimates in accordance with ITE Land Use Code 130 – Industrial Park. Based on this analysis additional mitigation measures were identified that may be necessary if the Project generates traffic volumes closure to Land Use 130. These additional mitigation measures include:

- 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 (*assumed to be the existing southerly access to Hemion Road, but this should be clarified*).

III.F.29

A Post Construction Monitoring study should be conducted by the Applicant, to be completed after occupancy of the proposed development to confirm the assumptions of the TIS. This study should specifically review the traffic generation of the Project after occupancy along with an analysis of the three intersections where the potential for additional improvements has been identified to assess the need for further improvements based on actual traffic generation of the Project. If traffic generation is found to be higher than anticipated in the TIS and further improvements warranted, the improvements would be completed at that time by the Applicant. Appropriate bonding for the Post Construction Monitoring study and potential improvements

could be provided by the Applicant for these potential improvements as well to ensure the completion of the study and potential improvements. .

III.F.29,
CONTINUED

Additional Traffic & Transportation Related Comments

30. The eastbound left turn lane at Airmont Road is significantly over capacity under existing conditions, accommodating over 400 vehicles during each peak hour. This level of volume warrants consideration of a double left turn lane on NYS Route 59 turning onto Airmont Road prior to any additional traffic added by the proposed Project. As noted previously, significant queues are experienced on this eastbound left turn movement. These will be exacerbated by the Project generated traffic.

III.F.30

31. Considering the proximity to the CSX Rail Line that borders the subject property to the south, has there been any consideration of constructing a rail siding into the property? This could be implemented in an effort to potentially reduce the number of truck trips to and from the Project depending on the ultimate uses.

III.F.31

Draft Environmental Impact Statement – Section III.N Construction

32. There is no discussion of construction related jobs and the anticipated traffic generated by workers to and from the Project in this section of the DEIS or the Construction Traffic Impact Letter Report Contained in DEIS Appendix E4. The DEIS Section I – Executive Summary indicates, *“Approximately 643 jobs would be supported by construction of a two-year period.”* Information should be provided on the maximum number of construction workers anticipated to be onsite at any one time.

III.F.32

33. Traffic related impacts associated with construction worker traffic should be assessed. It is likely that construction workers arriving to the site in the morning will not coincide with the peak hour of traffic as they typically will arrive prior to or around 7AM. However, the DEIS notes that planned construction hours are 7 AM to 3:30 PM, which would indicate that construction workers leaving the site will coincide with the Weekday PM peak hour of traffic on the surrounding area roadways, which was identified as 3:15 to 4:15 PM in the TIS.

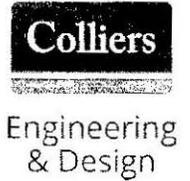
III.F.33

34. DEIS Section III.N – Traffic indicates, *“During the construction of Proposed Project, 300,000 cubic yards of fill will be imported.”* The Construction Traffic Letter Report indicates *“During the construction of The Project, there is anticipated to be 300,000 cubic yards (CY) of imported fill per day.”* Is the 300,000 CY number a total during construction or a per day number?

III.F.34

35. The studies indicate, *“Based on construction estimates, this will require 100 trucks a day, which are assumed to arrive to the site spread throughout the ten-hour workday, which equates to an average of 10 trucks per hour.”* How was the number of 100 trucks per day determined? What size truck is assumed to be used for fill material import? What is the 10-hour workday referring to? As noted previously the planned construction hours are 7 AM to 3:30 PM which is an 8 ½ hour workday. What is the total estimate duration of fill import, i.e. how many days, weeks?

III.F.35



36. What are the anticipated trips for export of materials associated with demolition of the existing building? How does this compare to the estimates of fill material import truck trips? III.F.36
37. The studies indicate, *"The traffic signal timing modifications recommended as part of the development proposal would mitigate any resulting impacts from construction related traffic."* Are these signal timing modifications therefore proposed to be implemented prior to construction? If so, they should be identified in Section III.N.3 – Mitigation Measures. III.F.37
38. The TIS indicates modifications to the radius on the northeast corner of the NYS Route 59/Hemion Road intersection and on the northwest corner of the NYS Route 59/Airmont Road intersection to facilitate tractor trailer turning maneuvers. Are these modifications required to be implemented prior to the start of construction to accommodate construction truck traffic? III.F.38

Sincerely,

Colliers Engineering & Design CT, P.C.
(DBA Maser Consulting Engineering & Land Surveying)

A handwritten signature in black ink, appearing to read "R. D'Andrea".

Richard D'Andrea, P.E., PTOE
Assistant Department Manager

From: Patsy Wooters <patsy.wooters@gmail.com>
Sent: Monday, May 1, 2023 9:10 AM
To: Drysdale, Justin <justin.drysdale@brookfieldproperties.com>
Subject: IV2 Rockland Logistics LLC

[You don't often get email from patsy.wooters@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION EXTERNAL EMAIL: DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS UNLESS YOU KNOW THE CONTENT IS SAFE.

We spoke after the public hearing for the DEIS on Wednesday. In the hearing I asked for land to be reforested with shade trees and paved areas to be coated with reflective paint to reduce the heat island effect.

I understand that there are paving materials and after treatment paints with a high solar reflective index (high SRI). I don't know about the actual products. Perhaps your people have access to information.

If all the paved areas in the project had a high SRI, as well as the white coat your plans have for flat roofs, these would mitigate the increase in the built footprint of the project. Cooler ambient temperature for the site would be an economy for operations and cooler paved surfaces would extend the life of the pavement.

Considering the issue with 18 wheelers that Mayor Millman raised, NYS Department of Transportation has done stellar work in the region. In Harriman they rebuilt a highly effective intersection with cross over traffic. In Sloatsburg they created traffic calming without traffic jams.

The intersection at Airmont and Route 59 has been a mess for a long time. If your project could lead to that intersection being reworked by NYS DOT, it would be a boon everyone for the region.

I appreciate your considering my suggestions.

Patsy Wooters
845-304-9688

III.H.1

III.F.39

400 Columbus Avenue
Suite 180E
Valhalla New York 10595
Main: 877 627 3772
colliersengineering.com

Correspondence
#5, Letter

Colliers

Engineering
& Design

May 2, 2023

Chairman Richard Gandon
Village of Suffern Planning Board
61 Washington Avenue
Suffern, NY 10901



IV2 Rockland Logistics/Brookfield Properties Review
Suffern, Rockland County, New York
Colliers Engineering & Design Project No. 22004165A

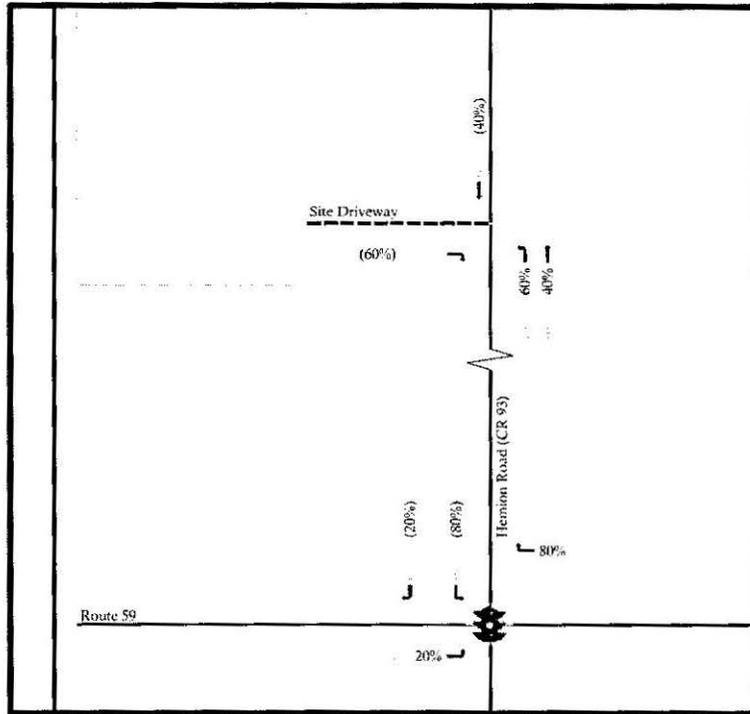
Dear Chairman Gandon and Members of the Village of Suffern Planning Board,

As you are aware, Colliers Engineering & Design CT, P.C. (CED) was in attendance at the April 26, 2023 Village of Suffern Planning Board Public Hearing for the IV2 Rockland Logistics/Brookfield Properties Project at which we were provided with the opportunity to present our major items of concern for the Project relative to the potential traffic related impacts of the development. Our full detailed comments on the Project DEIS were contained in our April 21, 2023, letter submitted to the Planning Board. Based on the presentation and discussions at the April 26th Planning Board Public Hearing we are writing to provide some additional comments for clarification within the FEIS to be prepared by the Applicant and the Planning Board. These additional comments/questions are provided below.

1. As part of their presentation at the April 26th Planning Board Public Hearing, the Applicant indicated that no mitigation is proposed within the Village of Montebello. This statement is unclear or misleading. The whole of Hemion Road falls within the Village of Montebello. While Hemion Road is a County roadway, improvements are proposed along Hemion Road including the extension of the left turn lane on Hemion Road southbound at Route 59 and potential installation of an all-way stop at the intersection of Hemion Road & Montebello Road. These improvements would be within the Village of Montebello. Similarly, any modifications to signal timings at the I-287 Ramp intersections with Airmont Road would also fall within the Village of Montebello, although again these signals are not under the jurisdiction of the Village of Montebello. Lastly, any proposed improvements along Old Mill Road or the southerly driveway may also fall within the Village of Montebello (see also Items 2 and 3 below). The Applicant should clarify what improvements are proposed as part of the Project and whose jurisdiction they fall under. **III.F.40**
2. As part of their presentation at the Public Hearing the Applicant indicated that the primary truck access to the Site will be via Old Mill Road. However, the traffic analysis contained in Appendix E of the DEIS does not reflect this statement. Figure No. 8 contained in Appendix A of the Traffic Impact Study (DEIS Appendix E) indicates that 60% of the truck traffic to and from the Project will utilize the southerly exit. See excerpt of this figure below. **III.F.41**

Bergmann has joined Colliers Engineering & Design

Accelerating success.



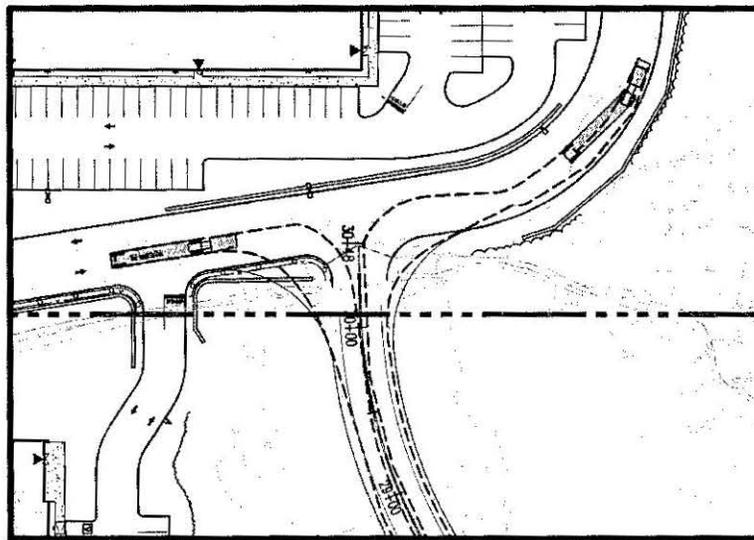
Excerpt of TIS Figure No. 8 - Percent Distribution (Truck Trips)

As shown above the traffic analysis assumes that the southerly access driveway will accommodate 60% of the truck traffic to and from the Project. The remaining 40% of truck traffic is assumed to utilize the Old Mill Road access from Hemion Road. If this is not anticipated, the traffic analysis must be revised to appropriately reflect the anticipated arrival and departure patterns of the truck traffic. Furthermore, if trucks are not anticipated to utilize the southerly access driveway, the Applicant must clarify what controls will be in place both internally and at Hemion Road to ensure this driveway will not be utilized by trucks. Given the location of Buildings 2 and 3 on the site, it seems unlikely that they would not want to utilize the southerly access driveway for trucks. However, if it is planned for all trucks to utilize the Old Hill Road access, the Applicant should also provide a Vehicular Circulation Plan showing how the trucks will access Buildings 2 and 3 from Old Hill Road and that all required WB-67 design vehicle truck turns can be accommodated within the site.

**III.F.41,
continued**

3. In addition to Item 2 above, we note that the Applicant indicated at the Public Hearing that the modifications to the southerly access driveway shown on Vehicular Circulation Plan, Sheet No. 1 of 3 (contained in DEIS Appendix E2) are not proposed to be implemented as part of the Project and that these were only considered as part of the alternate with no Project access to Old Mill Road. However, if trucks are planned to use the southerly access driveway from Hemion Road as noted in Item 2 above, the vehicle circulation path shown on the Sheet 1 of 3 plan indicates that modifications to the southerly access driveway are necessary to accommodate the WB-67 design vehicle. Specifically, widening of the internal intersection of the southerly access driveway at the internal circulation roadway is required as shown in the excerpt below.

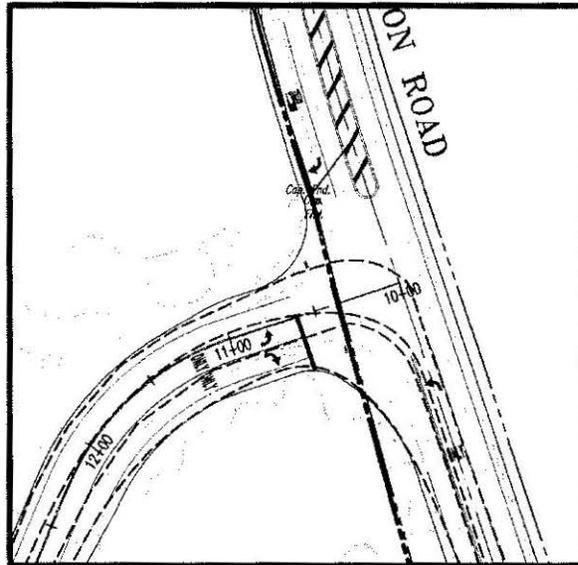
III.F.42



Excerpt of Vehicle Circulation Plan Sheet 1 of 3 - Internal Intersection

In addition, it appears widening of the southerly access driveway at Hemion Road is also required to accommodate the left turn entry and right turn exit movements for the trucks at this intersection as shown in the excerpt below. This plan also shows widening of Hemion Road to provide a separate northbound left turn lane and a separate southbound right turn lane. The Applicant should further assess the need for these intersection modifications as previously noted in Comment No. 22 in our April 21, 2023 letter.

**III.F.42,
continued**



Excerpt of Vehicle Circulation Plan Sheet 1 of 3 - Hemion Road Intersection

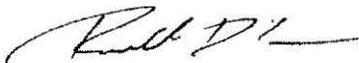
Lastly, the Vehicular Circulation Plan, Sheet No. 1 of 3 depicts widening of the entire length of the southerly access driveway, which we assume was proposed to accommodate the truck traffic along this roadway. The need for improvements to the entire length of this driveway should be clarified based on the anticipated access scenario.

**III.F.42,
continued**

On behalf of the Village of Montebello, we appreciate your time and consideration of this important Project. If the Board or the Applicant has any questions regarding the above items or our prior comments, please do not hesitate to contact our office.

Sincerely,

Colliers Engineering & Design CT, P.C.
(DBA Maser Consulting Engineering & Land Surveying)



Richard D'Andrea, P.E., PTOE
Assistant Department Manager

From: Brenner, Jason (DOT) <Jason.Brenner@dot.ny.gov>

Sent: Friday, May 5, 2023 4:18 PM

To: Kevin Savage <ksavage@dynamictraffic.com>; Corey Chase <cchase@dynamictraffic.com>

Cc: Philip Grealy <philip.grealy@collierseng.com>; Richard D'Andrea <richard.dandrea@collierseng.com>; Gorney, Lance (DOT) <Lance.Gorney@dot.ny.gov>

Subject: SEQR 23-089 IV2 Rockland Logistics - Village of Suffern

Kevin,

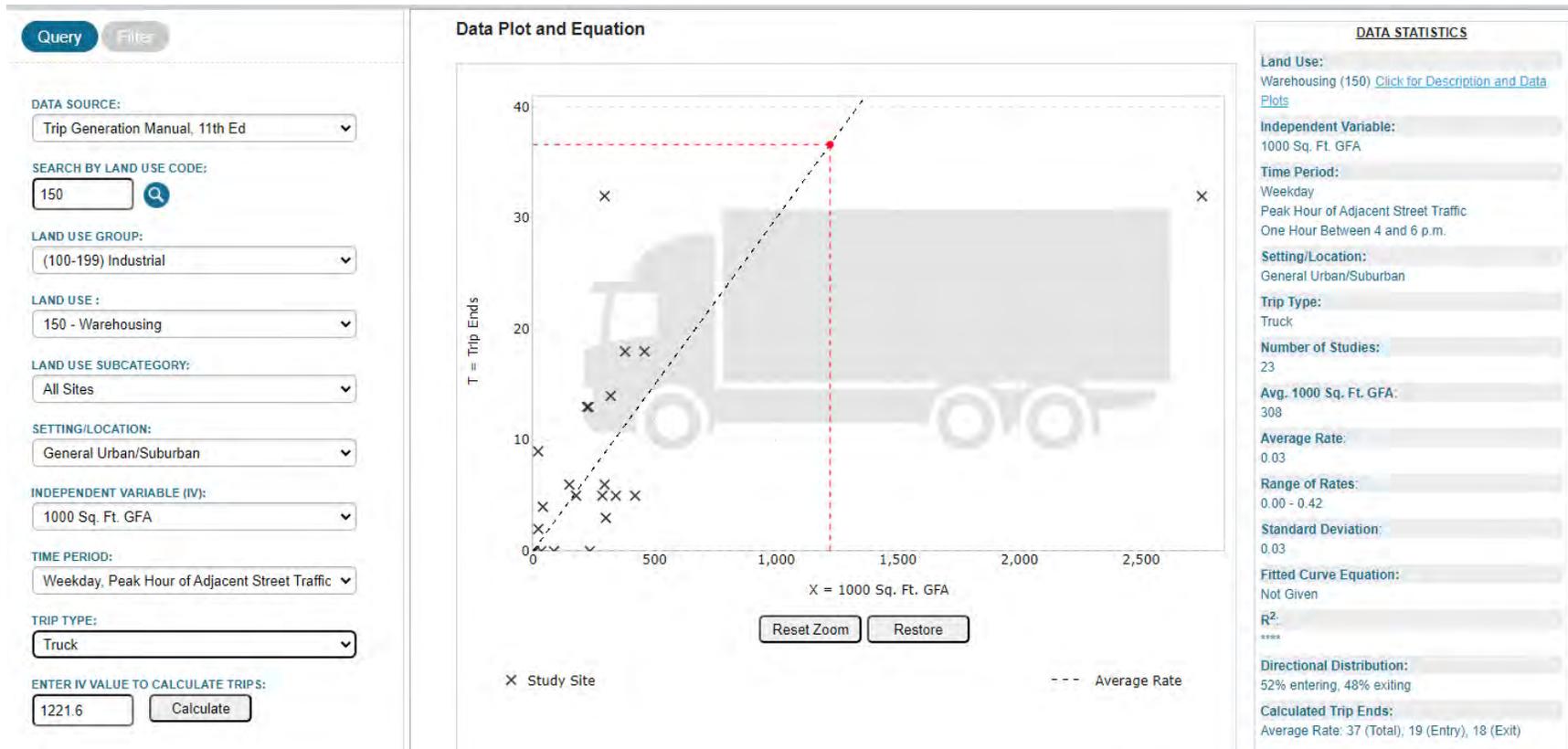
The NYSDOT has reviewed the Draft Environmental Impact study for the IV2 Rockland Warehousing and Logistics Center. Please review our below comments and if you have any questions please contact me at Jason.Brenner@dot.ny.gov.

Mitigations

1. NYSDOT will need to be provided with the conceptual plans for the proposed mitigations at our intersections. Please included the location of the Highway Boundary in all sketches. **III.F.58**
2. Please be aware when designing Route 59 that it is designated a future bike route and should be designed based on Chapter 2 of the NYSDOT Highway Design Manual. **III.F.59**
3. With the turning counts and queuing at the intersection of Route 59/Airmont Road a double left turn lane should be reviewed for the eastbound traffic on Route 59. **III.F.60**
4. Included truck turning diagrams for the intersections where trucks will make a turning movement. **III.F.61**
5. What is the proposed signal timing changes at the NYSDOT intersections. Please provided a written explanation for the proposed changes at each intersection. **III.F.62**

Traffic Impact Study

1. Reviewing Table VI Proposed Trip Generations the trips proposed for building 1 use the fitted curve. Based on ITE Trip Generation Web based app the average rate trips is higher than the fitted curve and the NYSDTO recommends the change it trips. **III.F.63**
2. Based on the ITE trips generation for trucks for warehousing the PM trucks trips are 37 trips. **III.F.64**



3. How was the 27-29% Saturday trip generation determine for the project as ITE does not have extensive studies for warehousing projects. **III.F.65**
4. Based on the proposed mitigations and work within the ROW, NYSDOT would like an analysis of build plus 10 years for the updated traffic study. **III.F.66**
5. Route 59 posted speed limit is 40mph not 30mph as stated in the traffic impact study. **III.F.67**
6. With the traffic study reviewing Montebello Road /N Airmont Road and WB I-287 on/off Ramp/N Airmont Road the NYSDOT ask that the study included signal R-885 PS at Executive Blvd/N Airmont Road. **III.F.68**

Jason Brenner
 Assistant Engineer
 New York State Department of Transportation, Hudson Valley
 Traffic & Safety Group

4 Burnett Boulevard, Poughkeepsie, NY 12603

(845) 437-5144 | Jason.Brenner@dot.ny.gov | www.dot.ny.gov



CENTER FOR ENVIRONMENTAL HEALTH

Dr. Robert L. Yeager Health Center
50 Sanatorium Road, Building D
Pomona, New York 10970
Phone: (845) 364-2608 Fax: (845) 364-2025



Public Health
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EDWIN J. DAY
County Executive

SAMUEL RULLI, PE
Director, Environmental Health

May 4, 2023

Joanne Cioffi, Clerk
Village of Suffern Planning Board
61 Washington Avenue
Suffern, New York 10901

Re: IV Rockland Logistics Center LLC
Draft Environmental Impact Statement
Tax lot 55.22-1-1 & 55.06-1-1

Dear Ms. Cioffi:

We have received the Draft Environmental Impact Statement as prepared by VHB, with a Date of Acceptance of March 29, 2023, for the above referenced project. Comments are as follows:

1. Under the Hazardous Materials section of the Executive Summary, it is mentioned that there was a history of groundwater infiltration into the sewer main. More detail is to be provided as to the location of that main and if repairs were made. Subsequent text mentions that the existing sewer connection will be utilized. If there is still groundwater infiltration, the sewer service must be replaced. **I.4**
2. In the Executive Summary, Summary of Required Approvals table, the following approvals from this department are to be added: **I.5**
 - a. Mosquito Breeding Suppression Plan Review
 - b. Backflow Prevention Device Approval
 - c. Food Service Establishment (if a kitchen is proposed)
3. Application for the review and approval of a backflow prevention device for the connection to the Village of Suffern's water main for both domestic and fire service must be made to this department. Applicant is made to the Village of Suffern Water Department and that office forwards the application to the RCDOH. **III.J.2**
4. Application is to be made to the Rockland County Health Department for sanitary sewer extension approval. Any changes to the existing pump station must be included in the Engineer's Report. **III.J.3**
5. If a kitchen is proposed, the wastewater design flow must be increased by 25 gallons per seat. **III.J.4**
6. If proposed, a permit for the kitchen will need to be obtained from the Rockland County Department of Health. **II.1**
7. Application is to be made to the RCDOH for review of the storm water management system for compliance with the County Mosquito Code. **II.2**

If you have any questions regarding this matter, do not hesitate to call.

Very truly yours,



Elizabeth Mello, P.E.
Senior Public Health Engineer
(845) 364-2616

cc: Rich Schiafo, Rockland County Department of Planning
VHB
Charles Sawicki, Village of Suffern DPW
Stan Dobrinski, Village of Suffern DPW
Patrice Robertson, RCDOH (via email)



#8

DEPARTMENT OF PLANNING

Dr. Robert L. Yeager Health Center
50 Sanatorium Road, Building T
Pomona, New York 10970

Phone: (845) 364-3434 Fax: (845) 364-3435

Douglas J. Schuetz
Acting Commissioner

Helen Kenny Burrows
Deputy Commissioner

May 8, 2023

Village of Suffern Planning Board
61 Washington Avenue
Suffern, NY10901

RE: IV2 Rockland Logistic Center, LLC DEIS

Dear Planning Board:

As an ongoing interested agency under the New York State Environmental Quality Review Act (SEQRA), our department has reviewed the Draft Environmental Impact Statement (DEIS) for the proposal to demolish the existing 533,000-square-foot (SF) Novartis pharmaceutical complex and construct three warehouse buildings totaling 1,221,800 square feet on 161.505 acres in the PLI zoning district and Suffern Flood Plain District. Building 1 will comprise 963,100 SF with 158 loading bays, 210 trailer stalls, and 479 parking stalls. Building 2 will have an area of 170,500 SF, 25 loading bays, 28 trailer stalls, and 119 parking stalls. Building 3 will be 88,200 SF in area, with 11 loading bays and 63 parking stalls. These actions are also subject to our review under Sections 239-m.3.(a)(i), (ii) and (iv), Sections 239-n.3(i) and (iii), and Sections 239-nn.3.(b) and (c) of the New York State General Municipal Law (GML). The subject site is located on the south side of Old Mill Road, just south of the NYS Thruway and on the north side of Lafayette Avenue which is NYS Route 59. It is also within 500 feet of the Mahwah River, a County-regulated stream, and the Village of Montebello. The property is environmentally constrained in that it contains federally regulated wetlands, is within the 100-year floodplain of the Mahwah River and a non-attainment area for ozone. Our review of the DEIS will focus on the impact of the proposed actions on these GML criteria, as well as community character, infrastructure capacity and other issues of countywide concern. It will also consider whether the proposed actions are consistent with the goals and objectives of the 2011 Rockland Tomorrow: Rockland County Comprehensive Plan. We offer the following comments on the DEIS, organized by section.

Existing Zoning P. II.4

The text indicates that the Proposed Project would be in compliance with the Schedule of Zoning Requirements (§266-Attachment 6) as shown in Table II-2 Schedule of Zoning Requirements-Planned Light Industrial (PLI) Zone-Suffern. Table II-2 (p. II-4) indicates an allowable building height of 40 FT. and a

II.3

proposed building height of 46.16 FT. Based on this Table, a variance will be necessary for building height and should be reflected in the text and in Table II-2.

Table II-3 Proposed Warehouse Buildings II-6

The building heights indicated in this Table are inconsistent with Table II-2 Schedule of Zoning Requirements- (p.II-4). Warehouse Building 1 has a proposed height of 50'7", and Buildings 2 and 3 are both 41'6". Additionally on page II.7 it is indicated that *varying heights with a maximum height of approximately 46 feet (Warehouse Building 1 would have a finished floor elevation to the top of the parapet wall elevation of 50' 7")*. Please make sure all building height references are clear and consistent and applicable variances are appropriately identified. **II.4**

Overall Site Plan II.7

The DEIS indicates that the overall site plan has been designed, to the maximum extent practicable, to concentrate development on portions of the site that have already been disturbed and to minimize impacts to sensitive environmental features such as wetlands, steep slopes, and floodplains. It is recommended that the overall design be reevaluated to further minimize the environmental impacts, particularly to tree removal, habitat fragmentation, energy use and air quality. **II.5**

Sustainability, green technologies and energy efficiency aspects of the Proposed Action P. II.9

The DEIS indicates that the applicant is committed to Net Zero for the Proposed Project but does not identify a strategy or path to achieve net zero. There is a general reference to the use of renewable energy and reducing greenhouse gas emissions however there is no mention of the use of renewables and achieving net zero for the proposed action.

This project presents an opportunity to advance the goals of the New York State Climate Leadership and Community Protection Act (CLCPA), through the inclusion of on-site renewable energy. The Climate Act, which was signed into law in 2019, set a goal of reducing greenhouse gas emissions by 85% from 1990 levels by 2050. This development will result in an increased demand for energy and will pull that energy from the grid. Warehouse buildings may be conducive to the installation and use of solar panels and the installation of solar walls. It is recommended that the potential use of on-site renewable energy be evaluated and strongly considered. Likewise, the buildings should be designed and constructed to maximize energy efficiency.

II.6

The Applicant proposes sustainable redevelopment of the site, implementing green technologies and energy efficiency throughout the design, development and site operations as detailed in this DEIS. We applaud the proposed installation of electric vehicle charging stations. We encourage the applicant to also use electric vehicles at the site to further the goal of achieving a net zero project.

Ecology and Natural Resources III.8Threatened, Endangered, and Special Concern SpeciesNorthern Long-eared bat

The DEIS recognizes that the Proposed Project may affect the northern long-eared bat. This department supports the recommendation of the NYSDEC to protect the potential existence of the northern long-eared bat. The applicant should follow the NYSDEC tree cutting guidance for protection of the northern long eared bat. While a voluntary recommendation from NYSDEC, the project should also leave snags and cavity trees standing as recommended by the NYSDEC. Additionally, if bats are observed flying from a tree that has been cut, tree cutting activities should cease immediately and the regional DEC office should be contacted. **III.B.1**

Box Turtle p. II.B.17

The eastern box turtle was identified on-site within the western portion of Wetland A. The DEIS should address that habitat fragmentation is also a major threat and preventing fragmentation is an important management tool for protecting this Species of Special Concern. There are no mitigation efforts identified in the DEIS to protect the eastern box turtle. While State law does not provide specific protections for the box turtle, the applicant should make all efforts to develop and implement mitigation strategies to minimize adverse effects of habitat fragmentation to not negatively impact the habitat necessary for the box turtle. The DEIS indicates herbicides may be used to control very aggressive invasive vegetation. (p. III.B.20.) Such use of herbicides should be carefully considered so as not to potentially harm the box turtle.

III.B.2Habitat Fragmentation, Tree Removal and Biodiversity

The Proposed Project will result in the removal of 534 trees exceeding 12 inches in diameter at a height of four feet measured from the ground which will require a Village of Suffern tree removal permit (Chapter 251, Tree Removal, of the Suffern Village Code).

The Proposed Project will result in a loss of 16.29 acres of oak-tulip tree forest, 17.76 acres of successional old field, the filling and loss of 2.23 acres of wetlands, and the removal of 534 trees. Based on the magnitude of these site alterations, it is unclear how it is concluded in the DEIS, that the long-term impacts from habitat fragmentation as a result of the construction and operation of this project are not expected to be significant. It is also stated on page III.B.19, that "The loss of the on-site forested and unforested uplands would minimally alter the movement of wildlife that may use the Project Site to access the adjacent forested and wetland areas." Additionally, the DEIS indicates that "successional old field habitats are of marginal value to wildlife." Such habitats can often support diverse vegetation with a variety of plant species and may provide habitat for grassland birds, rare birds, plants, invertebrates, butterflies, and the timber rattlesnake.

The impacts of the removal of 534 mature trees should be more carefully evaluated, including the carbon storage and greenhouse gas impacts of removing so many trees. Efforts should be made to increase the number of trees to be retained. While the proposed plan is to have a one-to-one replacement of trees and to plant 534 trees, replacing mature trees with small saplings has significant environmental impacts

III.B.3

and does not provide the same diversity for foraging, nesting, and shelter for the wildlife. It will take many years for the trees that are planted to mature and would significantly change the biodiversity of the area including the roosting and nesting opportunities for birds.

Proactive planning that avoids or minimizes impact to the habitat of important areas and maintains habitat connections for wildlife movement will contribute to the long-term biodiversity of the region. The Planning Board must consider the impacts of this development, particularly the impacts of the loss of trees, loss of tree species, the increase of impervious surface and the loss of wetland areas, on the biodiversity of the area, specifically habitat fragmentation and the impact of the movement of species to and from and within these sensitive habitats.

It is recommended that the applicant review "An Approach for Conserving Biodiversity in the Hudson River Estuary Corridor" that identifies voluntary, non-regulatory strategies for conserving wildlife and habitat in the region. A pdf can be found at: <https://hudson.dnr.cals.cornell.edu/library>

There are a number of references to removal of invasive species. It is recommended that an Invasive Species Removal Plan be created and submitted for review.

III.B.3 Continued

Fertilizer, Pesticide, Herbicide, and Fungicide Use

In addition to the sustainability practices identified in this DEIS, the applicant is encouraged to investigate and employ the use of sustainable landscape management practices and use fertilizers and pesticides only as a last resort. There are considerable number of resources to consider in development of a sustainable landscape management plan <https://ogs.ny.gov/greenNY/sustainable-landscaping>

III.B.4

Landscaping Plan and Native Plants **III.B.5**

There are a number of references in the DEIS to the use of native plantings; however, there are a number of non-native plantings proposed.

Of the 534 trees proposed for replanting at the site, 395 are not native.

In the DEIS it is proposed to use *Festuca rubra* (Red Fescue) in the infiltration basins as part of the Stormwater Management Plan and as part of the wetlands mitigation (III.C.23). While native in the United States, the New York Flora Atlas lists *Festuca rubra* as not native in New York and the Invasive Plant Atlas of the United States has *Festuca rubra* as invasive.

It is recommended that all wetlands mitigation efforts use only native plantings including only native grasses.

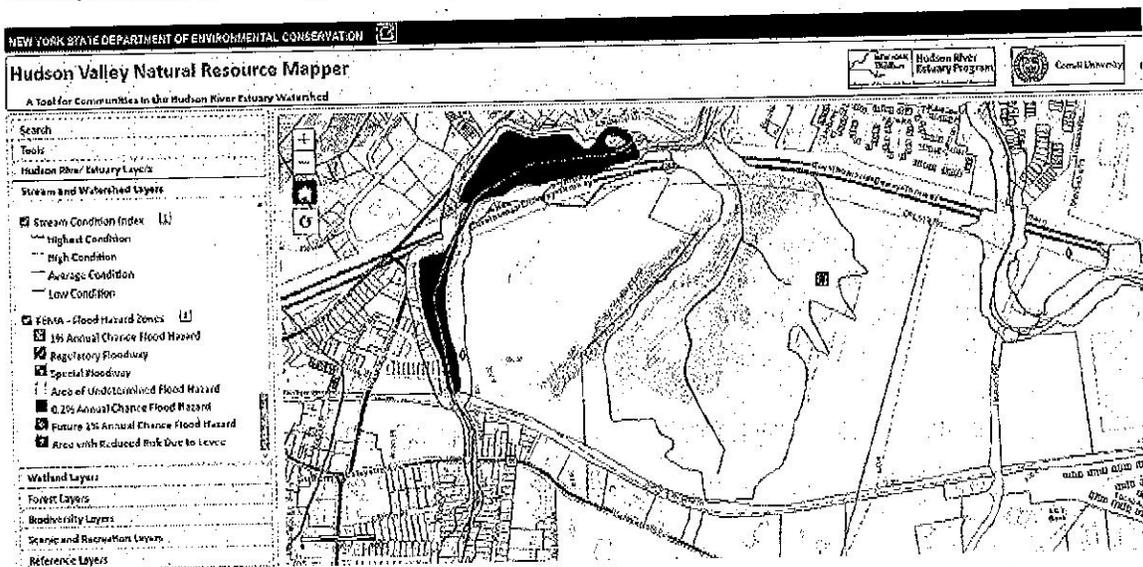
This department recommends that the applicant shall use trees and plants that are native to New York for the site landscaping. Native plants are better adapted to the local climate and soils and are therefore easier to care for. This results in the need for less fertilizer, pesticides, and use of water. This helps to prevent erosion and increased runoff into local waterbodies. Native plants also help to preserve and promote biodiversity. A pdf titled "Native Plants for Gardening and Landscaping Fact Sheets" that lists

native species and the environments in which they can grow can be found on the New York State Department of Environmental Conservation's website: <https://www.dec.ny.gov/public/44290.html>

It is also recommended that assurances be provided that plantings survive and be replaced if they do not.

Surface Water III. C.2 **III.C.1**

Based on the Hudson Valley Natural Resource Mapper, depicted below, almost the entire site is in the riparian buffer of the Mahwah River. The Natural Heritage Program (NHP) has identified riparian buffers to highlight important streamside areas that influence stream dynamics and health. Well-vegetated riparian buffers intercept stormwater runoff, filter sediment and nutrients, and help attenuate flooding. Natural buffers also support unique and diverse habitats, and often serve as wildlife travel corridors. Development within the riparian buffer with additional impervious surfaces will result in the degradation of the quality of local waterways and exacerbate localized flooding. Additionally, tributaries 1 and 5 are mapped by NYSDEC and assigned a classification of 'C'. The best usage for class C fresh surface waters is fishing. Measures should be taken that prohibit any further degradation of these waterbodies but instead can result in water quality improvements. These impacts to environmental resources from the proposed development should be mitigated to the greatest extent possible.



Floodplains III.C.7 **III.C.2**

The western portion of the Project Site contains 100 and 500-year floodplains (areas with a 1 and 0.2 percent chance of flooding in a given year, respectively) and a floodway. Along the western tributaries (Tributary 1 and 4), the Project Site is located within the 100-year floodplain. Based on FEMA FIRM maps, the 500-year flood elevation within the western portion of the site has not been determined.

The subject property is located in the Suffern Flood Plain District, which is subject to Section 266-17 of the Village of Suffern Zoning Code. Per Section 266-17.C., all uses in the Flood Plain District require the

issuance of a special permit. A plan demonstrating that floodproofing measures are consistent with the flood protection elevation and associated flood factors for the area must be submitted to the Planning Board by a registered professional engineer. This plan must demonstrate that the proposed development will not result in any adverse effects on the neighboring properties within the floodplain. The Floodplain Administrator for the Village of Suffern shall certify that the proposed construction is in compliance with the floodplain regulations of the Village and the Federal Emergency Management Agency.

Wetlands II.C.9 **III.C.3**

In Table III.C.1, Wetland Functions and Values, Wetlands B, D and F are not recognized for flood attenuation. Further discussion should be provided as to why these wetlands are not being recognized for flood attenuation. Wetlands B and F are not in the 100-year floodplain which does not necessarily mean they do not have value for alleviating flooding, as the DEIS recognizes that the hydrology is maintained by groundwater seepage and runoff/precipitation. Additionally, Wetland D drains to Wetland E which is recognized for flood attenuation.

The Proposed Project will result in unavoidable impacts to federally regulated wetlands and tributaries. The Village and other involved and interested agencies must be satisfied that the applicant has worked with the United States Army Corps of Engineers (USACOE) to acquire all necessary permits for the filling of wetlands, any wetland disturbance, and that the replacement of existing culverts and installation of new culverts will maintain the existing connectivity between USACOE regulated freshwater wetlands via USACOE regulated tributaries.

The applicant suggests that the loss of wetland functions and values would be compensated for with mitigation, through the implementation of stormwater management practices (i.e., vegetated infiltration basins) and other vegetated areas. This should be further substantiated and demonstrated. The Village must be satisfied that the mitigation measures proposed will reduce or avoid potential significant adverse environmental impacts to natural resources.

Stormwater Management /Stormwater Pollution Prevention Plan

The proposed project will result in 52.79 acres of impervious surface coverage, an increase of 31.93 acres., an overall increase in impervious cover by 153 percent. **III.D.3**

There is no mention or reference to the use of 'green infrastructure' in any of the discussion of stormwater management practices in the DEIS other than the use of a series of 'vegetated' stormwater infiltration and detention facilities. To help reduce the impact of this development, reduction of impervious surface should be considered. It is recommended that porous pavers or porous concrete be considered to replace the use of conventional asphalt. If installed correctly and properly maintained porous pavers have been shown to be effective in helping manage off-site runoff of stormwater. In addition to permeable pavers, other green infrastructure techniques should be considered such as bioswales, rain gardens, and rainwater capture. For long term effectiveness of permeable pavers and other green infrastructure techniques, it is recommended that the Village and the applicant review Chapter 5 'Green Infrastructure Practices' of the 2015 NYSDEC Stormwater Design Manual.

Hazardous Materials **III.E.1**

The DEIS indicates that standard demolition practices such as the removal or abatement of any existing chemicals on-site would be employed prior to construction of the proposed buildings. It may be necessary to apply for NYSDEC permits and submit work plans for approval from this remedial work.

Any required permits should be referenced in the Summary of Required Approval on Page 1.14 and on Page II.16

Traffic and Transportation **III.F.69**

With the Proposed Project projected to generate 217 trips during the weekday morning peak hour, 226 trips during the weekday evening peak hour, and 61 trips during the Saturday peak hour, it is hard to understand the DEIS conclusion that there will not be a significant adverse impact on the level of service on the existing roadways.

The Village and other involved and interested agencies must be satisfied that with the implementation of the proposed traffic mitigation measures, the construction of the Proposed Project would not result in any significant degradation in the operating conditions of the surrounding street system of the local municipalities, Rockland County, and NYSDOT, and therefore the findings of the DEIS that there are no significant adverse traffic impacts of the Proposed Project are acceptable.

Parking Spaces **III.F.70**

According to the DEIS (III.F.35) there are a total of 230 parking spaces required for the three (3) buildings that are proposed yet the Proposed Project would provide almost three times as many parking spaces, 661. Similarly, the local ordinance requires a total of 121 loading spaces for the Proposed Project, yet 194 are proposed. With project impacts to habitat, wetlands and the 100-year floodplain, an explanation should be provided as to why almost three times as many parking spaces and 60 percent more loading spaces are being proposed than are required. Justification needs to be provided as to why such a massive parking layout is required. Reduction of impervious surface should be considered.

Also, County Planning notes that in the General Municipal Law 239 site plan referral that this department received on March 4, 2022, Site Plan dated 12/17/2021, there were a total of 234 loading bays proposed. Building 1 had 186 loading bays, Building 2 had 27 loading bays, and Building 3 had 21 loading bays. The DEIS has Building 1 with 158 loading bays, Building 2 with 25 loading bays, and Building 3 with 11 loading bays. The current Site Plan on the Suffern Planning Board web site is dated 08/30/2022. The amended site plan will need to be referred to County Planning for review under GML 239.

Noise **III.G.1**

The Village should be satisfied that the installation of two sound barriers to be constructed to the south of Buildings 2 and 3 will adequately address noise impacts of the proposed project and complies with Chapter 175 of the Village code.

Air Quality III.H **III.H.2**

The DEIS concludes that impacts of vehicular emissions from the project generated trips would be insignificant. Additionally, the DEIS indicates the Proposed Project would not cause any significant adverse air quality impacts at the nearby sensitive land uses and no mitigation measures to reduce air quality impacts are required. As is recognized in the DEIS, Rockland County is designated as a moderate non-attainment area for the 2015 8-hour ozone standard and a serious non-attainment area for the 2008 ozone standard as part of the larger New York-Northern New Jersey-Long Island, NY-NJ-CT metropolitan area.

Also, as a part of the larger metropolitan area, the County is designated a maintenance area for PM2.5. Both mobile and stationary sources at the project site will result in the emission of carbon monoxide, particulate matter (PM2.5 and PM10) and NO2.

The Village and other involved and interested agencies must be satisfied that the vehicle trips created by the construction of the Proposed Project would not result in any significant degradation of local and region-wide air quality and that the findings of the DEIS that there are no significant adverse air quality impacts are acceptable.

HVAC **III.H.3**

The DEIS pledges to create a sustainable project with a goal of net zero emissions. The heating, air conditioning and ventilation (HVAC) systems and hot water units in the proposed warehouse buildings would use natural gas. To further the goals of The Climate Act, consideration should be given to alternative HVAC systems so as to reduce or eliminate the use of fossil fuels. Alternate forms of heating and cooling can include consideration of the use of geothermal or the electrification of the facility.

Idling **III.H.4**

The DEIS recognizes that on-site emissions would result from starting, moving, and idling vehicular activity. However, there is no information provided regarding the impacts of such vehicular activity, particularly the air quality and noise impacts that can result from idling trucks. The DEIS should analyze and consider the impacts from idling vehicles. Additionally, traffic and air quality impacts should be analyzed and reviewed cumulatively with all other proposed development in the area.

Restrictions on Vehicle Idling. 6 NYCRR 217-3 is only referenced in terms of a mitigation measure during construction. There is no reference to idling impacts or restrictions on idling during operations. In addition to the reference to the state regulations regarding idling, the DEIS and the applicant should recognize that Rockland County regulates the Idling of Vehicles. Chapter 377 <https://ecode360.com/9669826> limiting idling longer than three consecutive minutes when the motor vehicle is not in motion.

Retaining Walls **II.7**

The project is proposing retaining walls up to 14'. Retaining walls shall be designed by a licensed New York State Professional Engineer and be in compliance with the NYS Fire Prevention and Building Code. Design plans shall be signed and sealed by the licensed NYS Professional Engineer.

Greenhouse Gas Emissions**III.H.5**

As is spelled out in the Utilities section on page II.11, natural gas service is proposed to be used for the development. The proposed development would utilize the existing service line to the best extent practicable. The service provider for natural gas is Orange and Rockland Utility Company. Additionally, the electric service provider for electric is Orange and Rockland Utility Company.

The DEIS states erroneously that "Contribution of a (the) proposed project's GHG emissions to global GHG emissions is likely to be considered insignificant when measured against the scale and magnitude of global climate change." III.H.1

The impacts of this project must be considered in the larger context of all development activity not only in the Village, but in the County, the region, and the State. Each project cannot be looked at in isolation for this is what has, in part, led to the global climate crisis. Buildings and transportation are the two largest contributors to greenhouse gas emissions. The applicant is proposing to use fossil fuels for both buildings and transportation, hence likely will be a significant contributor to greenhouse gases. A full analysis of proposed energy usage and a full accounting of potential GHG emissions is recommended.

On page III.H.13 it is indicated that "*The main sources of GHG in New York State are transportation, building's heating and cooking...*" It is presumed that the DEIS intended to reference heating and cooling in this sentence, not heating and cooking.

Mitigation Measures**III.H.6**

The section, as was previously referenced, indicates that the applicant is committed to Net Zero for the Proposed Project but does not identify a strategy or path to achieve net zero. There is a general reference to the applicant's use of renewable energy and reducing greenhouse gas emissions however there is no mention of the use of renewables and achieving net zero for the proposed project.

As previously noted, this project presents an opportunity to advance the goals of the New York State's Climate Act through the inclusion of on-site renewable energy. Flat roofs of warehouses may be conducive to the installation and use of solar panels. Warehouses can also be conducive to the use of solar walls. It is recommended that the potential use of on-site renewable energy be evaluated and strongly considered. Likewise, the building should be designed and constructed to maximize energy efficiency.

We applaud the proposed installation of electric vehicle charging stations. We encourage the applicant to also use electric vehicles at the site to further the goal of achieving a net zero project.

Based on the DECinfo Locator (<https://gisservices.dec.ny.gov/gis/dil/>), the subject site is located within a draft 'Disadvantaged Community' (DAC). These areas, as designated under The Climate Act, are those that bear the burdens of negative public health effects, environmental pollution, impacts of climate change, and possess certain socioeconomic criteria, or comprise high-concentrations of low-and moderate-income households. This department recommends that the Planning Board, the applicant and the DEIS recognize this designation and the disproportionate impacts of climate change on this community and take steps such as the use of native plants to address them locally. As part of a DAC, the urgency is heightened to invest and take action to advance the goals of the Climate Act.

Utilities **III.J.5**

Water is a scarce resource in Rockland County; thus, proper planning and phasing of this project are critical to supplying the current and future residents of the Villages, Towns, and County with an adequate supply of water. The DEIS indicated that the Proposed Project is anticipated to result in a decrease in demand for water and sanitary sewer service when compared to the existing Novartis Pharmaceutical facility. (p. ii.J.2) Nevertheless the incorporation of energy saving measures and water saving fixtures into the design of the facility is an important mitigation measure.

Community Services and Facilities- Solid Waste **III.N.1**

The DEIS does not address construction debris that will be created by the demolition of the existing facility. In accordance with the Rockland County Solid Waste Management Plan, C&D materials generated by the demolition of the existing structures should be reused and recycled to the greatest extent possible.

Wastewater Management **III.J.6**

For installation of a sanitary sewer system, engineering plans and specifications shall be reviewed and approved by the Rockland County Department of Health prior to construction.

Lighting

A lighting plan shall demonstrate that the intensity of the candle lumens is less than 0.1 at the property line. This especially crucial along the northern property line, as the site is visible from the NYS Thruway. The perimeter lighting must not be a distraction to drivers traveling on the Thruway. **III.L.1**

Many of the graphics, charts and maps in the digital version of the DEIS are illegible making it difficult to conduct a complete review of the document. **II.8**

Thank you for the opportunity to comment on the DEIS for the proposed development of a warehousing and logistics center. We reserve the right to provide additional comments upon further review of the document and its appendices. In addition, this department will undertake review of amended site plan and variance applications at such time as the Village refers these actions for review under GML 239. If you require additional information or clarification, please contact Rich Schiafo at 845-364-3418.

Sincerely,



Douglas J. Schuetz
Acting Commissioner

CC: Mayor Michael F. Curley
New York State Thruway Authority

New York State Department of Transportation
New York State Department of Environmental Conservation
Rockland County Drainage Agency
United States Army Corps of Engineers
Federal Emergency Management Agency
Rockland County Office of Fire and Emergency Services
Tallman Fire District
Suffern Fire District
Rockland County Highway Department
Village of Montebello

From: Ripley, Laura <Laura.Ripley@thruway.ny.gov>
Sent: Tuesday, May 9, 2023 11:02 AM
To: Joanne Cioffi <jcioffi@suffernny.gov>
Subject: Suffern Logistics Center - NYS Thruway Comments

#9

Hi Joanne,

As discussed on the phone, we received some comments last night from our Traffic Engineers in our HQ on the Suffern Logistics Center. I understand the deadline for these was yesterday, but we are hoping these will still be considered.

Thank you very much.

Laura

Suffern Logistics Center - NYS Thruway Comments

1. The Institute of Transportation Engineers (ITE) publication – Trip Generation, 11th Edition was used to determine trip generation projections. Consistent with ITE, they have used 13% trucks in the AM and 15% in the PM. The truck percentages seem low for a warehouse facility that has just under 200 truck bays and over 200 trailer stalls. If these 3 warehouses are utilized to their maximum capacity, it seems that the percent of trucks could be higher than the 13% and 15%. Please review the applicability or address potential capacity issues. **III.F.71**
2. Within the proposed “build” analysis, increased traffic volumes seem to be equally distributed at all intersections. But under the trip generation section, it specifies the traffic patterns for employee automobile traffic to/from the Thruway via Lafayette Ave (NY59); and trucks were routed to/from Thruway and NY 17 along designated truck routes. Does this mean there are no potential trips being routed via Montebello and Hemion? If this is the case, why is there such an increase in traffic along this road and why is there a need to propose mitigation to any intersection outside of the N. Airmont, NY 59, and Hemion corridor? **III.F.72**
3. Many of the intersections already at a LOS of E and F, the proposed traffic generated will make these intersections worse. Making small changes to the timing of the signals can help but will not fix the overcapacity of the intersections during the peak times. Timing changes could cause longer queues in other directions, or other traffic issues along the corridor (i.e., increase in rear end crashes, or more aggressive maneuvers to get through the signal) – please review and address. **III.F.73**
4. On Page IIIF.6, the 2nd paragraph states that the COVID factor used was 1.12 for AM and 1.22 for PM. However, this is not consistent with what is in the TIS (Appendix E) on page 12 where it shown in Table I and stated that the adjustment factor of 1.14 was applied to both AM and PM.

III.F.74

5. There is no information in the TIS regarding calibration of the simulation model created for existing conditions. Did the simulation model represent the existing LOS and queue lengths based on field data that was collected for the peak AM and PM hours? Should a calibration report be included in the TIS? III.F.75
6. 5.2.3.6 of the NYSDOT Highway Design Manual states that Synchro will “underestimate” queues in oversaturated conditions. Was this considered in using Synchro for this analysis? III.F.76
7. Two tables of site generated trip assignments are included in Appendix E - LUC 150 and LUC 130. The number of trips in the two figures are different. Only the LUC 150 is discussed in the main report. Any reason why the LUC 130 wasn’t included in the DEIS report, but is in Appendix E? III.F.77
8. Was the railroad crossing signal on N. Airmont Rd. factored into any of the analysis? How often do trains cross here? What is the average delay? Assuming there is a preemption included in the signal at the Thruway SB/EB ramp intersection with Airmont Ave. Just curious on how the railroad crossing factors into the LOS and queue for that signal (both existing and proposed generated traffic). III.F.78
9. Is it anticipated that trucks will be arriving and departing at the warehouse facilities during AM and PM peak hours? Has any consideration been given to restricting the time frames that trucks would arrive and depart based on off-peak volume times? III.F.79
10. In addition to time specific truck arrivals and departures, has any consideration been given to “shift” work for the employees? With the Middle and Elementary Schools to the north, it would be ideal to schedule shift changes outside of the school arrival and dismissal times. It is hard to estimate traffic volumes without knowing exactly what business(es) will be utilizing the warehouses. III.F.80
11. The proposed site generated trip assignments should be included in the main report so readers can easily find where site generated trips are distributed, such as how many site generated trucks/cars will use Thruway ramps, etc. III.F.81
12. Two figures of site generated trip assignments are included in Appendix E and the number of trips in the two figures are different. But only one trip generation method is discussed in the main report. Please address/provide explanation. III.F.82
13. Each figure should has a clear title/name, proper to the content of the figure. For example, the same title of “Total Site Generated Trips” is used in Figure 10 and Figure 15 in Appendix E. But the number of trips showed in the figures are different and the two figures are actually for two different trip generation methods. III.F.83

Laura Ripley, PE
Capital Program Manager

NYS Thruway Authority

4 Executive Boulevard, Suite 400
Suffern NY 10901

Laura.Ripley@thruway.ny.gov

Office: (845) 918-2515

Cell: (845) 540-9733



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MEMORANDUM

TO: Village of Suffern Planning Board

FROM: Bonnie Franson, AICP CEP
William Brady, AICP
Sam Justiniano, Planning Analyst
Rusty Schmidt, Landscape Ecologist
Karthi Shanmugam, PE, Nelson + Pope
Osman Barrie, PE, Nelson + Pope

RE: **IV2 Rockland Warehousing and Logistics Center Substantive Review**
25 Old Mill Road, V. Suffern; SBL 55.22-1-1
19 Hemion Road, V. Montebello; SBL 55.06-1-1

DATE: **May 23, 2023**

CC: Suffern Village Board
Joanne Cioffi, Planning Board Secretary
Robert Magrino, Esq., Planning Board Attorney
Terry Rice, Esq., Village Board Attorney

this memo represents NPV's substantive review of the impacts and mitigation measures of the DEIS to ensure that the impacts were appropriately and accurately investigated and addressed to the extent that they will not result in a large and substantial unmitigated adverse impact. These comments shall be responded to in the Final Environmental Impact Statement for (FEIS) the project.

The DEIS has been also been reviewed by Osman Barrie, PE, regarding the traffic analysis, Rusty Schmidt for landscape and ecology, and Karthi Shanmugam, PE, for overall site plan and engineering.

Ultimately, the FEIS is considered the Lead Agency, i.e., Planning Board, document. The Applicant is responding to the comments in the FEIS, but the Lead Agency is responsible for the content of the FEIS. As per the regulations implementing the New York State Environmental Quality Review Act (SEQRA), the process is as follows:

"The lead agency is responsible for the adequacy and accuracy of the final EIS, regardless of who prepares it. The final EIS should be prepared within 45 calendar days after the close of any hearings or within 60 days after the filing of the draft EIS, whichever occurs last. The final EIS must consist of: the draft EIS, including any necessary revisions and supplements; copies or a summary of the substantive comments received and their sources; and the lead agency's response to the comments. The Notice of Completion of the Final EIS must be prepared, filed distributed and published as described in section 617.12. The lead agency must also publish the Final EIS on a publicly available website."

The Village has separately retained Aurora Acoustical Consultants to review the noise analysis, and any substantive comments will be submitted under a separate review letter.

We offer the following substantive review comments on the DEIS:

DEIS Comments

Cover Sheet, Table of Contents and General Information

Comment #	Page #	Comment
	Cover sheet	Please make sure the list of plans identified in the coversheet matches the plans. Existing Condition Plan and Construction details are missing. CL.1
Engineering Plan Comments by Karthi Shanmugam, PE		
1.	Existing Condition / Demolition Plans	<ol style="list-style-type: none"> Identify the limits of disturbances accurately on the existing condition/ demolition plans. EP.1 Provide references for approvals from agencies for wetland disturbance or work within the setbacks. EP.2
2.	Site Plans	<ol style="list-style-type: none"> Propose 'no parking sign' for accessible striped stalls and stop signs as required with proper callouts. EP.3 Specify limits of disturbances on the Site Plans. EP.4 Specify bollards for the light pole bases for protection. EP.5 Propose fall protection per NYS code as needed and identify them. EP.6 Check width of drive aisles at turning radii and make sure it meets the required widths. EP.7 Provide setbacks from wetlands and add references of approval for relocation of wetlands / areas where the setbacks are not met. EP.8 Identify surface cover for each surface and label them. EP.9 Propose trash compactor at the final location. If placed within the loading dock, strip the space. EP.10 Retaining walls shall be specified with the start and end location label. Identify the exact location with proper dimensions and top and bottom of wall elevations. EP.11 Provide legend for signs and symbols. EP.12 Site Plan notes are missing. EP.13
3.	Site Details	<ol style="list-style-type: none"> Site details shall comply with the local jurisdiction not NJ. EP.14 Please provide project specific site details for paving and comply with jurisdiction and geotechnical recommendation. EP.15 Site concrete / exposed concrete shall comply with the NYS Code. EP.16

		4. HDPE UG basin shall provide 4'-0" ground water separation, if not, please provide waiver from NYSDEC. EP.17
		5. Provide detailed calculations for the orifice and detention walled basin. EP.18
7.	Administrative	1. Add jurisdictional compliance notes. EP.19
		2. Upon receipt of a re-submission further comments will be issued. EP.20
		3. Add references to all agency approvals for clarity. EP.21
		4. SWPPP will be reviewed upon revisions to the plans as the area of disturbance may be different with the plan revisions. EP.22

Chapter I: Executive Summary

Comment #	Page #	Comment
1.	I.4	<ul style="list-style-type: none"> - The FEIS should disclose the current status of the purchase of Old Mill Road. I.6 - Paragraph 3 should end with a list of easements, restrictions and/or other conditions that would affect the future development and use of the project site. If there are none this should be stated. I.7 - Purpose and Need for the Project paragraph 1 states the applicant is proposing reuse of the site; expansion may be a more appropriate term as the applicant is expanding the overall disturbance footprint. I.8
2.	1.7	<ul style="list-style-type: none"> - <i>Long-term impacts from habitat fragmentation are not expected to be significant</i>—We believe these impacts as well as others are expected and may be significant. I.9 - We believe there are short term impacts expected, impacts on specific species, as well as increased competition amongst the species. These are not discussed in detail. I.10 - What about the box turtles? They were found on the project site and there were recommendations to avoid certain areas. This is not discussed. I.11
3.	I.8	<ul style="list-style-type: none"> - Wasn't lead based paint (LBP) also found on the property? This should be included as a potential impact. I.12 - Who is going to be ensuring the standard practices for redevelopment, removal, abatement, etc. will be followed? Is there a certain officer in charge of this? I.13 - We believe there will be a substantial change to the noise on site as there are two additional buildings proposed. The traffic on site will not be the same as that of the single building, and the two additional buildings are located closer to residential uses than the initial building. I.14
4.	I.9	Construction of the proposed action would be conducted in accordance with the Village of Suffern Code to minimize potential impact —this section repeatedly stated there would not be an impact? I.15

Chapter II. Project Description

Comment #	Page #	Comment
1.	II.24	<ul style="list-style-type: none"> - <i>The loss of wetland functions and values would be compensated for with mitigation...</i> We do not agree with this claim as wetlands are being removed. II.9 - The projected water demand is approximately 6,750 gallons per day, which in the Applicant’s opinion... Is the numerical value less than or greater than the demand for the previous Novartis usage? This does not provide enough information to determine if an impact is present (This comment is also applicable to the sewage information provided after this section.) II.10 - Overall, the summary of proposed utilities compares to the Novartis usage without providing numbers for that usage. The Applicant should provide quantitative information for the previous data to support the numerous qualitative comments made regarding the usage, otherwise any conclusions made do not seem properly supported. II.11
2.	II.27	<ul style="list-style-type: none"> - <i>Security gates would be setback sufficiently to ensure adequate space is available for queuing.</i> What amount of queuing is expected? The applicant shows that 167 trips and 163 trips can be expected to come in for the AM PSH and go out for the PM PSH respectively. II.12

Chapter III. Existing Conditions, Environmental Impacts and Mitigation Measures

III.A. Geology and Soils

Comment #	Page #	Comment
1.	III.A.13	WeB, WeC, and WeD are identified as having moderate or severe erosion potential on page III.A.7. The explanation on this page does not seem to adequately show how the erosion potentials of those soils will be addressed. III.A.1
2.	III.A.14	The applicant claims that no significant adverse environmental impacts to geology and soils are anticipated yet the project involves the disturbance of over 60 acres. There are going to be impacts, as discussed earlier in this same chapter. The applicant has put in place numerous mitigation measures to try to limit the impacts, but to say there are “none” is inaccurate. III.A.2

Engineering Plan Comments by Karthi Shanmugam, PE

1.	Grading Plans	<ol style="list-style-type: none"> 1. Provide clear contour tie-in with existing contours. EP.23 2. Slopes within the landscape areas shall not exceed 33%. Confirm and provide proper mitigation methods where it exceeds 33%. EP.24 3. Provide accessible areas with additional spot elevations, cross slopes and running slopes for clarity. Provide 10 scape view ports
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		for the accessible routes and egress doors that are required to meet the accessible design requirements. EP.25
		4. Provide profiles for the retaining walls and provide elevations at both low side, high side, and the top of wall elevations. EP.26
		5. Grading shall be revised such that the site doesn't drain to the ROW or towards the building. EP.27
		6. Provide approvals / documentation for grading within the wetlands. EP.28
		7. Coordinate grading with landscaping to ensure the limits of vegetation to remain is accurate with the proposed grading. EP.29
		8. Fix in-correct spot elevations. EP.30
2.	Soil Erosion and Sediment Control Plans	1. Provide pre-construction and during construction sequences. Provide construction phasing plans for further review. EP.31 2. Provide details of storm storage during construction, details of sediment basins, sediment traps or other storage. EP.32 3. Provide calculations for storage per NYS Blue book. EP.33 4. Plans shall comply with the NYS Stormwater Design manual. Revise the plans for further review. EP.34

III.B. Ecology and Natural Resources

Comment #	Page #	Comment
1.	General Comments	- In general, the landscaping plan does not demonstrate that any habitat or ecological communities are being replaced or replicated on site. While Tulip poplars are proposed as shade trees, the proposed oak species is not native. Plantings are generally linear and do not represent usable habitat area. III.B.6 - The applicant supplied information of the communities present on site but did not include the common wildlife present in those communities. Are any of these communities usually home to the various wildlife that are of concern in the area? (III.B.4-III.B.10) III.B.7
2.	III.B.15	The applicant states that any of the species of site will be relocated before construction, but then says increased competition is not expected. We do not agree with this conclusion, as there is not enough evidence to support it. The applicant should provide estimates for the number of animals that will need to be moved or indicate there will be an overall decline in the habitat diversity and number of species. This is also mentioned on page III.B.26. III.B.8
3.	III.B.24	<i>"The loss of the on-site forested and unforested uplands would minimally alter the movement of wildlife that may use the Project Site to access the adjacent forested wetland areas."</i> The project will reduce the oak-tulip forest area by 16.29 acres. There are 96.53 acres of the oak tulip forest in total on the site which equates to roughly a 17% decrease of this habitat. This should not be characterized as minimal. Where the forest is disturbed is as important as the amount of disturbance that occurs. The FEIS should address what wildlife corridors are retained. III.B.9

Comment #	Page #	Comment
4.	III.B.25	<i>"No significant adverse environmental impacts to wildlife are anticipated. Approximately 38.21 acres will now be developed that were previously habitat. This is significant.</i> III.B.10
5.	III.B.26	<ul style="list-style-type: none"> - The applicant identifies several <i>"habitats on the site [that] are of high value to wildlife, as they are a more diverse plant community and as such, are not to be significantly impacted by the proposed project."</i> How do the reductions shown on III.B.22 support this conclusion? Oak-tulip tree forest will be reduced by 16.29 acres. III.B.11 - The applicant asserts that <i>"no impacts to the monarch butterfly are anticipated with the Proposed Project"</i> but identifies the successional old field habitat as having Monarch Butterflies. This habitat is being reduced by 6.79 acres. The applicant states that common milkweed has been integrated into the Proposed project but does the amount that it is integrated account for the acres of natural habitat being reduced? How much is being planted, and to what extent will it support the population? III.B.12
6.	III.B.27	<i>"...box turtles will have ample wetland and upland habitat to utilize throughout the remaining western southern and eastern portions of the project site..."</i> We do not believe that the applicant has provided sufficient data to support the conclusion that the box turtles will have ample habitat and will not be significantly impacted. Construction is occurring right up to the wetland on the eastern side of it. The turtles do not selectively use side versus the other side of the wetland – where they travel to uplands depends on where their habitat is within the overall wetland. How far is the core habitat from the improvements, and what measures will be put in place to avoid increased mortality from traffic. III.B.13
7.		During the public hearing, a comment was raised regarding the replacement of trees on the project site. The concern was to avoid planting ornamental trees but rather replace the trees with those common to the oak-tulip forested areas that are being reduced. For example, the applicant is proposed 64 white flowering dogwood trees as per the landscape schedule on Figure III.B-6: Overall Landscape Plan which are designated as Ornamental trees. III.B.14
8.		Please address the amphibian/turtle population in the pond, which was determined to be a jurisdictional wetland. What impacts will occur to it and what mitigations are proposed? Please be more specific as to the species population present in the pond. III.B.15
9.	Appendix J2	The survey noted, <i>"The ca. 50-acre mosaic of undeveloped upland forest, wetlands, and early successional habitat within the project site (between Route 287 and the railroad and extending off site) provides a small but high-quality block of unfragmented habitat that would be best left intact to preserve this potentially sizable concentration of eastern box turtles."</i> This recommendation from the survey is not included in the DEIS. Does any of the proposed project overlap with this area that is "best left

Comment #	Page #	Comment
		intact"? How much is being removed? Please provide a map of the 50-acre area, and superimpose the limits of disturbance on top of it. III.B.16
Landscaping Comments by Rusty Schmidt, Landscape Ecologist		
10.	III.B.28	The overall landscape schedule does not have a lot of diversity compared to the native vegetation and ecological communities surrounding the site. Only four deciduous trees are shown, one deciduous ornamental tree, one non-native evergreen tree, one evergreen shrub and two deciduous shrubs. Please add more diversity, especially trees, with the higher impacted communities of oak-tulip forest and successional old field. The only oak being utilized is the <i>Quercus alba</i> (white oak). All of the plant schedules on the plans are identical in numbers and species, which are not accurate to the plans shown. III.B.17
11.	II.B.29	Within the DEIS, Figure III.B.6: Overall Landscape Plan does include one more deciduous shrub and ornamental grasses with <i>Asclepias syriaca</i> (Common Milkweed) added into the grasses. The additional species will help with the ecology of the site. III.B.18
12.	II.B.30	However, Table III.B-3 Landscape Schedule is different and has a variety of species that do not follow the plans and has a number of non-native species which contradicts the recommendations in this section of using native species. The following species are listed as non-native species <i>Cercidiphyllum japonicum</i> (Japanese Katsura Tree), <i>Cupressus x Leylandii</i> (Leland Cypress), <i>Quercus acutissima</i> (Sawtooth Oak), <i>Cornus rutgan</i> , (Stellar Pink Dogwood). It is recommended that these non-native species are reconsidered, especially as the majority of the impacts are to an Oak-Tulip Forest ecological community. III.B.19
13.	II.B.31	For the Monarch Butterfly, <i>Asclepias syriaca</i> (Common Milkweed) is the host plant and great that this specific plant was added to the plant list and mixed with native grasses. However late season, high nectar sourced flowers are also needed like asters and goldenrods. Please indicate how these will be added to the mix. III.B.20
14.		In general, indicate who and how will these habitats, which are intended as mitigation, will be maintained. III.B.21
Engineering Plan Comments by Karthi Shanmugam, PE		
15.	Landscape Plan	<ol style="list-style-type: none"> 1. Address all conflicts with utilities, catch basins, UG structures, pipes and proposed landscaping. EP.35 2. Review proximity of trees and retaining walls and provide constructability notes. EP.36

III.C. Wetlands, Waterbodies and Watercourses

Comment #	Page #	Comment
1.	III.C.7	The representation that the pond was constructed for industrial stormwater purposes is incorrect. The pond appears in aerial images from 1953. This valley area, between what was Snake Hill to the west and the forested upland rise to the east, was in farm use, and the pond likely served as a source of water for irrigation. It was not created with the arrival of Ciba-Geigy – it was retained, including throughout all the various expansions at the plant. The project would remove the pond, and all habitat/wildlife associated with it. The FEIS needs to disclose specifically what species were found within this pond, which is proposed to be removed. III.C.4
2.	III.C.7	The “pond” keeps being represented as a “stormwater pond”. It is our understanding that it is fed by the intermittent streams and then discharged to a swale which then feeds the wetland. With the removal of the pond, how is discharge going to feed the wetland system? The wetlands are where the various turtle species have been encountered. Changing the hydrologic regime and the impact on the quality of the wetlands, is not evaluated. Page III.C.19 needs to address the extent to which the paths of flow may be changed. III.C.5
3.	III.C.19	The DEIS discusses the culverts that will continue to allow wetland flow along the tributaries. However, there is no discussion that these wetland corridors are running through a hardwood swamp, and vegetation is being removed. How does the removal of the natural wetland vegetation within the canopy of the wetlands affect its function? How are the wetlands affected by removing the canopy around the perimeter of may of the on-site wetlands to maximize impervious surfaces on the site? III.C.6
4.	III.C.26	Impacts to the pond are not unavoidable. Smaller warehouses, and alternative designs would allow for it to be retained. The FEIS should acknowledge these impacts are not “unavoidable”. Why is the wetland impact not compensated by wetland creation? Two acres of ponded wetland are being removed. Does the ACOE find the mitigation acceptable and does it meet regulatory requirements? III.C.7

Engineering Plan Comments by Karthi Shanmugam, PE

Comment #	Page #	Comment
5.	Drainage Plans	<ol style="list-style-type: none"> 1. Demonstrate the groundwater separation for infiltrating drainage structures is 4'-0". Demonstrate that all drainage structures are outside the influence of groundwater, if not provide buoyancy calculations for submerged structures. EP.37 2. Provide tributary area map for roof drains and provide pipe capacity calculations for roof drains and conveyance pipes. EP.38 3. Proposed 4'-0" manholes with 3 to 4 - 18" dia pipe penetrations will compromise structural integrity. Document with calculations or provide appropriate structures. EP.39 4. Similar to manholes, review outfall structures and size them appropriately. EP.40 5. Provide tributary area map for the site drainage. EP.41 6. Provide horizontal and vertical separation distances between the drainage and the utilities. Ensure code compliance for the separation proposed. EP.42 7. Provide key map for interconnecting drainage systems. EP.43 8. Provide flow direction of drainage pipes. EP.44 9. Reducing the pipe size in the direction of flow is not recommended. Revise the plans. EP.45 10. Provide calculations for the pre-treatment devices. EP.46 11. Provide access ports for the UG storage for maintenance purposes. EP.47 12. Fix conflicts between manholes and curbs, retaining walls, site elements. EP.48 13. Site shall drain away from the building not towards the building. EP.49 14. Provide details for pipe penetration through retaining walls. EP.50 15. Provide details for retaining wall drains, footing drains etc. EP.51

III.D. Stormwater Management

Comment #	Page #	Comment
1.	III.D.3	We note that the NYS DEC is drafting revisions to the Stormwater Management Design Manual with public comment through November 18, 2022. The Final SWPPP must be prepared in accordance with the most recently adopted standards unless the project is somehow grandfathered. Please address which standards the project will be required to meet. III.D.4

Engineering Comments by Karthi Shanmugam, PE

1.	SWPPP	1. Provide tributary areas based on site grades, contours, identify contributing areas, surface cover for such areas clearly. Based on site grading plans, there are locations where the site drains to NYS ROW and takes flow from NYS ROW, flows towards building and
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Comment #	Page #	Comment
		portions of existing area contributing to site stormflow not included etc. EP.52
		2. Provide confirmation on ground water separation meeting NYS requirements for each drainage system (infiltration and conveyance). EP.53
		3. Show limits of disturbance accurately, excavation drawing will help to understand the constructability of retaining walls, limits of disturbance. Adjust area calculations accordingly. EP.54
		4. Show clearly how stormflow will be handled during construction. Sediment basins, sediment traps? Storage during construction? EP.55
		5. Show how wetland areas remain protected during construction and how wetland areas impacted are treated during construction. EP.56
		6. Provide detailed calculations for existing and proposed runoff calculations. EP.57
		7. Provide detailed calculations for RRv using standard practices and alternate practices and provide percentages for each. EP.58
		8. Provide key map to relate the watershed model with the Site plan. EP.59
		9. Provide stormwater system profile for the conveyance and storage system. EP.60
		10. Provide summary table for the input data for the hydrographs. Infiltration rates vary from 5 inches/hour-24 inches/hour, including rates used for individual infiltration systems. EP.61
		11. Site drainage systems, specifically infiltration systems, are proposed within the fill areas will need notes to confirm that the soil shall be tested for adequate infiltration rates prior to installation of the system. EP.62
		12. SWPPP requires further detailed review upon revising the limits of disturbance, tributary areas, providing storm system profile along with the input data for the hydro model. EP.63
		Administrative:
		1. Add Jurisdictional compliance notes. EP.64
		2. Submit detailed phasing plans EP.65
		3. Upon receipt of a re-submission further comments will be issued. EP.66
		4. Add references to all agency approvals for clarity. EP.67

III.E. Hazardous Materials (Note that the Applicant is presently remediating the site)

Comment #	Page #	Comment
1.	III.E.3	The applicant has provided additional information regarding changes to the remediation of various materials on the project site. The most recent Hazardous Materials Survey (L1) included lists for various hazardous/universal waste products still on site, as well as the presence of lead-based paint. The applicant had previously stated that all hazardous/universal waste had been removed from site, but the June 2022 shows a different conclusion. We defer to the Building Inspector to handle any issues regarding the final remediation of the project site. III.E.2
2.	III.E.7	Overall, the mitigations measures section does not include the recommendations from the Hazardous Materials Survey Report, such as the recommended recycling of the light ballasts on the site. If these recommendations are not implemented, it does not seem that these impacts are properly mitigated. III.E.3
3.	III.E.7	The applicant states “ <i>any remaining hazardous waste (such as sludge left in tanks)</i> ” was disposed of. Does this include all of the materials regulated by the TSCA inventoried in Appendix L1? III.E.4
4.	III.E.8	“ <i>After hazardous material removal, asbestos abatement, and universal waste removal is complete...</i> ” suggests that none of this work is done yet. The applicant seemed to make previous comments suggesting it was. Considering that demolition is already in progress, this should be clarified and the status of the demolition activities provided in the FEIS. III.E.5
5.	III.E.9	The applicant claims that the use of water “ <i>...will ensure that no dust is able to leave the property.</i> ” We do not believe this to be a factual conclusion, although it may be more appropriate for the applicant to state it will greatly limit the dust from leaving the property. The applicant should provide potential impacts of dust leaving the site. III.E.6
6.	Appendix L	<ul style="list-style-type: none"> - “<i>the minor acetone exceedance at LAN-SB-4 is not believed to be associated with a site-related spill.</i>” Is there another reason why the level was higher? If it is not spill related, the applicant should provide a reasonable explanation for why the level of acetone is higher, especially considering it is commonly used in labs. III.E.7 - The Hazardous Waste Storage Shed had a temporary well point put in but no soil borings were completed. The study states “<i>As elevated concentrations of these constituents were not also detected in the soils</i>” but soil borings were not done near the TWP-5 location. This conclusion cannot yet be determined accurate or inaccurate for the Hazardous Waste Storage Shed. Also is there a reason why no borings were completed by the Hazardous Waste Storage Shed area? Please provide. III.E.8 - The metals table on page 10 is not correctly labelled. TWP-3 and TWP-4 had metal levels exceeding NYSDEC TOGS GA. We also note that this would provide levels exceeding standards in both the

Comment #	Page #	Comment
	3/27	water and soil at the approximate location of the fiber drums. Please explain and address. III.E.9
		- The conclusion has no mention of the SVOCs in the groundwater. III.E.10

III.F. Traffic and Transportation

Comment #	Page #	Comment
Engineering Plan Comments by Karthi Shanmugam, PE		
1.	Vehicle Circulation	1. Identify fire truck apparatus access road and compliance with NYS Code. EP.68 2. Provide truck turning movements to the end stalls while the trailers are parked. EP.69
Traffic Study Comments by Osman Barrie, PE, PTOE, PTP		
2.		The overall study methodology followed standard traffic engineering practice. III.F.84
3.		The seasonal adjustment factor of 1.112 applied to the July 27, 2022, count conducted at the intersection of Airmont Road (CR 89) at Montebello Road (CR64)/Rella Boulevard to account for seasonal traffic fluctuation is appropriate. III.F.85
4.		The COVID -19 traffic adjustment factors (1.12 and 1.22 for AM and PM peak hours) contained in Section III.F (Traffic and Transportation) of the DEIS prepared by VHB is not consistent with the COVID-19 adjustment factor of 1.14 applied to the 2022 traffic count volumes in the Traffic Impact Study prepared by Dynamic Traffic. The writeup in Section III.F should be corrected. III.F.86
5.		The crash analysis in the study notes that the highest number of crashes in the study area occurred at the intersections in the immediate vicinity of the project site (Lafayette Avenue at Hemion Road, Lafayette Avenue at Airmont Road and Lafayette Avenue at North DeBaun Avenue), where the project would have the greatest impact if developed. These locations also demonstrated a very high rate of crashes as compared to the statewide averages. The study report does not provide any discussion on the potential safety impact of the project on these intersections and proposed corrective measures. Insofar as the proposed project significantly increases traffic volumes at these locations, this should be corrected. III.F.87
6.		The Existing Queue Analyses section of the traffic study indicates that "Queue Length conditions at the study intersections were analyzed under the existing conditions. Queueing conditions were observed by our traffic on Thursday, May 26 th and Thursday, December 18 th , 2022. The synchro model was calibrated based upon the field observations." Detailed information on the field observed queues, the synchro queue predictions and any adjustment made to calibrate the synchro models to reflect field conditions should be provided. The Synchro model for the existing

Comment #	Page #	Comment
7.		<p>condition needs to be calibrated to demonstrate that the model is appropriately representing prevailing conditions. The calibration and validation process are intended to identify discrepancies between the software results and the conditions observed in the field to ensure that the analyses result reasonably reflect existing conditions and can therefore be relied upon to represent future conditions, and to estimate impacts due to the additional traffic generated by development proposed. III.F.88</p>
		<p>The Traffic Impact Study assumes a build year of 2024. Given the lengthy approval and construction process associated with a development of this size, it is not certain that this project will be built and fully occupied by 2024. To account for the uncertainty of full completion of the project by 2024, a more realistic build year considering a realistic construction schedule and approval process should be provided and analyzed. At a minimum an alternative analysis with mitigations for a more realistic build year should be conducted. III.F.89</p>
8.		<p>It is stated in the TIS that “Per initial correspondence with NYSDOT and NYSTA, an ETC +10 or ETC +20 analysis was not required for any proposed intersection modifications identified in the initial Traffic Study”. Please provide correspondence to this effect. III.F.90</p>
9.		<p>As stated in the traffic report, traffic anticipated to be generated by the proposed development was determined from data contained in the ITE publication, Trip Generation, 11th Edition, for warehousing (Land use Code 150). The trip generation source used is acceptable, however, the trips were estimated using the peak hour of the adjacent street. The peak hour of the Generator could have yielded more traffic, especially truck traffic as compared to the estimated trips from the peak hour of the adjacent street. It should also be noted that trip ends calculated from the Average Rate could have yielded more trips than those from the Fitted Curve utilized in the Traffic Study. Please provide a justification for the methodology used in estimating the trips and update the study to show the effect of using the most conservative trip generation numbers to determine the differences between the two analyses. III.F.91</p>
10.		<p>From the review of the automobile percent distribution (Figure 6), a vast majority of the traffic is coming from Airmont Road north of Rella Boulevard, no trips generated from South Airmont Road north of Madison Hill Road, only 5% from NYS Route 59 east of N Airmont Road, only 5% each from I-87 NB/I-287 EB and WB Off-Ramps but yet 5% of the traffic is generated from N DeBuan Avenue east of North Airmont Road. Please provide a justification for this distribution or revise the traffic analyses with a more realistic trip distribution. III.F.92</p>
11.		<p>Use of the Synchro Software that is based on the methodologies of the Highway Capacity Manual (HCM) is acceptable. From the review of the synchro analyses worksheets, it appears that the analyses were conducted correctly, however, the accuracy of the heavy vehicle percentages and peak hour factors used in the analyses cannot be verified from the traffic data provided. Please provide the heavy vehicles</p>

Comment #	Page #	Comment
		percentage and peak hour factor calculation for our review. Further, to what extent is the project introducing significant heavy vehicle traffic which is not presently in the traffic stream? III.F.93
12.		<p>The applicants' engineer conducted capacity analyses at the study intersections under the No Build and Build Conditions and provided mitigation where level of service degradations, significant increases in delay and or queue lengths extending beyond available storage were observed. From the review of the analyses:</p> <ul style="list-style-type: none">• Some traffic movements at the intersection of Lafayette Avenue (NYS Route 59) at Campbell Avenue/Hemion Road experienced significant increase in delays and queues after the construction of the project. To mitigate these traffic impacts, the applicant proposed minor signal timing adjustments and to restripe the eastbound left turn lane to provide 300 FT of storage length and the southbound left turn lane to provide 300 FT of storage length at the intersection. However, it appears that the proposed mitigations did not fully mitigate the traffic impacts. With the proposed mitigation during the PM peak hour, the northbound left turn lane will degrade from LOS D to LOS E with an increase in delay of 24 seconds, the northbound through/right turn movement will degrade from LOS E to LOS F with an increase in delay of 21 seconds and the southbound left turn will degrade from LOS D to LOS F with an increase in delay of 42 seconds. Hence the proposed improvement is not adequate to mitigate the impacts from the proposed project.• Some traffic movements at the intersection of Lafayette Avenue (NYS Route 59) at Airmont Road (CR 89) experienced a significant increase in delay and queues after the construction of the project. To mitigate these traffic impacts, the applicant proposed minor signal timing adjustments. However, it appears that the proposed mitigation did not fully mitigate the traffic impacts. With the proposed mitigation during the PM peak hour, the northbound left turn lane will degrade from LOS D to LOS E with an increase in delay of 9 seconds and the northbound through/right turn movement will continue to operate at LOS E with an increase in delay of 13 seconds. Hence the proposed improvement is not adequate to mitigate the impacts from the proposed project.• During the No Build Condition, the eastbound left turn lane at the intersection of Lafayette Avenue (NYS Route 59) at Airmont Road (CR 89) experience a queue length of 947 feet during the PM peak hour, 617 feet in excess of the available storage length of 330 feet. With the proposed mitigation at this intersection, the eastbound left turn lane will experience a queue length of 1069 feet during the PM peak hour, which is in 122 feet in excess of the No Build queue length and 739 feet in excess of the available storage length. Queues exceeding the available storage length

Comment #	Page #	Comment
		<p>were also observed at the westbound right turn lane, northbound through/right turn lane and southbound left turn lane. Hence the proposed improvement is not adequate to mitigate the impacts from the proposed project.</p> <ul style="list-style-type: none"> With the minor signal timing adjustments recommended at the intersection of Airmont Road (CR89) and 1-87NB/I-287 WB Ramps, the northbound left turn lane and the southbound right turn lane will experience queues in excess of the provided storage lengths. Hence proposed mitigation is not adequate. III.F.94
13.		<p>Trip generation estimate for the Alternative Land Use Code was determined from data contained in the ITE publication, Trip Generation, 11th Edition, for Industrial Park (Land use Code 150). The trip generation source used is acceptable, however, the trips were estimated using the peak hour of the adjacent street. However, the peak hour of the Generator could have yielded more traffic, as compared to the estimated trips from the peak hour of the adjacent street. Please provide a justification for the methodology used in estimating the trips or update the study to reflect the most conservative trip generation numbers. III.F.95</p>
14.		<p>Under the Alternative Land Use Code Analyses, Some traffic movements at the intersection of Lafayette Avenue (NYS Route 59) at Campbell Avenue/Hemion Road experienced significant increase in delay and queues. To mitigate these traffic impacts, the applicant proposed to widen the eastbound and southbound approaches to provide two dedicated left turn lanes at each approach and modify the radius on the northeast corner of the intersection to help facilitate westbound right turn movements for tractor trailers. However, it appears that the proposed mitigations did not fully mitigate the traffic impacts. With the proposed mitigation during the PM peak hour, the northbound left turn lane will degrade from LOS D to LOS E with an increase in delay of 22 seconds and the southbound left turn will degrade from LOS D to LOS E with an increase in delay of 19 seconds. Hence the proposed improvement is not adequate to mitigate the impacts from the proposed project. III.F.96</p>
15.		<p>With the minor signal timing adjustments recommended at the intersection of Lafayette Avenue (NYS Route 59) at Airmont Road (CR 89) under the Alternative Land Use Code analyses, the northbound left turn lane the northbound through/right turn lane and southbound left turn lane will experience delays in excess of 13 seconds and the queues on the eastbound left turn lane, the westbound right turn lane, the northbound through/right turn lane and the southbound left turn lane are in excess of the provided storage lengths. Hence proposed mitigation is not adequate. III.F.97</p>
16.		<p>With the minor signal timing adjustments recommended at the intersection of Airmont Road (CR89) and 1-87NB/I-287 WB Ramps, under the Alternative Land use Code analyses, the northbound left turn lane and the southbound right turn lane will experience queues in excess of the provided storage lengths. Hence proposed mitigation is not adequate. III.F.98</p>

Comment #	Page #	Comment
17.		It is stated in the Construction Traffic Impact letter report that “During the construction of The Project, there is anticipated to be 300,000 cubic yards (CY) of imported fill per day. Based on construction estimates, this will require 100 trucks a day”. With these numbers, it can be deduced that a 3,000 cubic yard truck will be used to transport the fill. This seems to be inaccurate or unrealistic. Please review the numbers and update accordingly. III.F.99
18.		The Site Generated Construction Traffic only took into consideration the truck traffic transporting fill material to the site. Traffic generated by construction phase employees and delivery of other construction material should be considered in the analyses. III.F.100
19.		From the review of the construction levels of service and vehicle-to-capacity ratios tables, it can be seen that the eastbound left turn movement at the intersection of Lafayette Avenue (NYS Route 59) and Airmont Road (CR 89) and the northbound right turn movement at the intersection of Airmont Road (CR 89) and I-87 SB/I-287 EB Ramps will experience significant increases in delays during construction in the AM and PM peak hours. These impacts need to be addressed. III.F.101
20.		Please respond to the Colliers Engineering and Design comments on the proposed project in their letter to the Village of Suffern Planning Board dated April 21, 2023, as well as any agency traffic-related comments. III.F.102
21.		At this time, the project has not mitigated intersection operations to an acceptable level of service- please analyze how the intersections would operate if Buildings 2 and 3 were not constructed. III.F.103

III.G. Noise

Comment #	Page #	Comment
1.	3/27 General	<p>As mentioned during completeness review, NPV retained certain comments as substantive comments, some of which may have been addressed. They are as follows:</p> <p>As a general comment, we find the responses to the DEIS completeness review lack support. The Scoping Document specifically states: “New measurements will be made during the weekday AM, weekday PM, Sunday peak periods, and monitoring protocol and method of evaluation will be reviewed and approved by the Planning Board prior to measuring ambient noise levels.” No such coordination occurred. The noise analyses did not comply with the Scoping Document. III.G.2</p> <p>Referring to “standard methodology”, without actually indicating what “standard methodology” has been used, is nonresponsive. For example: “It is noted that locations west of Location 1 would also be slightly closer to U.S. Route 59 and as a result, could result in sound levels somewhat higher than those measured at Location 1. For these reasons, the approach taken</p>

Comment #	Page #	Comment
	3/27	is considered standard acceptable methodology and conservative.” There may be many reasons why one receptor location is different from another – one could be more substantially blocked by an intervening structure, versus another location, which may result in higher noise levels. It is standard practice to model existing ambient noise levels at the sensitive receptors surrounding a project site. This was not done. We also note that construction is not occurring every day at the apartment complex site, and monitoring could have been done – our office is about one mile from the apartment site, and we regularly travel into the Suffern central business district seeing the progress of construction. We reject the representation that it was not possible to get reasonable ambient noise levels in this location. III.G.3
2.	Appendix M	<ul style="list-style-type: none"> - We question whether the points selected for ambient sound analysis represent locations closest to sensitive receptors. Figure 1 of Appendix M shows one collection point for ambient sound at the southeastern boundary of the site, while sensitive receptors shown in Figures 3 and 4 are clustered to the southwestern boundary of the site. We would like additional measurements to include monitoring the southwestern boundary of the SBL 55.22-1-1 given the proximity to the senior apartments in that location and another multifamily building under construction. III.G.4 - We question the assumption here, and in other noise analyses, that noise from a single truck is appropriate to model. There are three different buildings, each operating independently. The noise analysis appears to model 5 trucks operating at 1 million sf gfa of space. This needs to be supported. III.G.5 - We question whether the scenario for truck noise in Figure 4 of the noise analysis represents a reasonable worst-case scenario as site operations remain unclear. III.G.6

III.H. Air Quality

Comment #	Page #	Comment
1.		No comments.

III.I. Historic, Archaeological, and Cultural Resources

Comment #	Page #	Comment
1.	III.I.3	The proposed project will not “improve” conditions at Tagaste Monastery – the Project would introduce a new building and associated grading, parking, and truck vehicles in closer proximity than Building 1. This conclusion is unsupported, and the potential impacts to this historic resource is not fully discussed. III.I.1

III.J. Utilities

Comment #	Page #	Comment
Engineering Plan Comments by Karthi Shanmugam, PE		
1.	Utility Plans	<ol style="list-style-type: none"> 1. Show sizes for utilities. EP.70 2. Add a crossing table with inverts at each crossing as part of the overall utility plan. EP.71 3. Provide separation dimensions for utilities both horizontal and vertical to meet 10 state standards and County DHS standards. EP.72 4. Provide thrust blocks at bends and size them appropriately with calculations. EP.73 5. Include bollards for gas meters / show compliance. It appears that the POE for gas is through the sidewalk. EP.74 6. Show clear dimensions at the gas meter. EP.75 7. Demonstrate burial depth for water mains to prevent frost. EP.76 8. Provide required notes from the utility companies. EP.77 9. Show sanitary profile with pipe sizing /capacity calculations. EP.78 10. Locate thrust blocks for the water mains and associated calculations / details. EP.79 11. Locate on-site hydrants and compliance with NYS Code. EP.80
2.	Lighting Plan	<ol style="list-style-type: none"> 1. All utility and drainage layers shall be turned on for lighting plan to review conflicts. EP.81 2. Light pole footing detail shall be revised to reflect the proposed pole height. EP.82 3. The lighting schedule shall accurately reflect the proposed fixtures. EP.83 4. Light poles within the parking areas shall be protected with bollards. EP.84

III.K. Community Services and Facilities

Comment #	Page #	Comment
1.	III.K.3	<p>Should determine whether any additional police protection personnel will be needed. This can be addressed during substantive review. The DEIS notes that while there will be an increase in calls, the project would incorporate features to increase security and reduce demand for police protection (lighting, cameras, gates, security card access, etc.) Project would generate taxes to offset costs. This should be detailed, as it will be included in the Findings Statement.</p> <p>Please also address whether the entrances to the facility will be gated, and whether a guardhouse will be reconstructed. Many warehouse complexes, depending on the loads, require that drivers check into the gatehouse before continuing to make a delivery.</p>

III.K.1

Comment #	Page #	Comment
2.	III.K.4	<ul style="list-style-type: none"> - Fire Services Impacts – does not note correspondence from Fire Chief that the “first due” apparatus “will not meet the needs of the proposed facilities for several reasons...” and “without proper aerial device, no firefighting operation will be successful in mitigating damage to the entire building.” Letter from Chief notes that same apparatus is next slated for replacement. Please address whether the fire department’s apparatus needs are met. III.K.2 - No response was received from Spring Hill EMS and William P. Faist Ambulance Corps (until recently the site was within Ramapo Valley Ambulance Corps). Has an additional efforts been made to obtain input? III.K.3

III.L. Visual Resources

Comment #	Page #	Comment
1.	General Comments	<ul style="list-style-type: none"> - As we noted during completeness review, the DEIS did not adequately address visual impacts. Our comments are set forth below. - In general, and as mentioned previously, the photos of views toward the site inadequately represented such views. The images are small, and the color contrast does not allow for details to be seen, for example, forested areas show up as one large dark area. This is evident from a review of Photo III.L-2b versus Photo III.L-3b. III.L.2 - It is also still unknown what mm photo was taken for the images – it is unknown if they represent what the viewer would actually see, or whether the images show the site as being more distant which would serve to minimize the actual views of the site. An example is Photo III-L-6a versus Photo III.L-6b, which are shown at different camera focal lengths. The full leaf-on image is more magnified than the leaf-off image. In general, the analysis lacks methodology. III.L.3 - As a general comment, despite the additional assessment, it is our opinion that construction of proposed buildings 2 and 3 will open up views into the site from various vantage points along Route 59. These should be photosimulated – the analysis does not fully depict the cumulative impact of the removal of vegetation and the introduction of the buildings. The buildings and limits of disturbance, to maximum the total impervious surface areas, are right up to and against wetlands. This does not allow for any visual buffering as is evident from a review of the overall landscape plan. III.L.4
2.	III.L.7	The perspective of these images does not offer a visual of the buildings and uses from the street. In many of the images the roadway and/or driveway is in the foreground of the image. This is still the case. III.L.5

Comment #	Page #	Comment
3.	III.L.15	The conceptual renderings provide a sense of the materiality of the buildings, but are not photosimulations showing accurately what the site will look like after construction. III.L.6
4.	III.L.19	Footnote 2 is inaccurate. Photosimulations were not created. Further, before and after comparison of the images are not provided which would have documented whether or not trees were removed from the viewshed, which would be evident from an existing conditions photo. Rather, it appears that no vegetation has been removed from the images, and only a line appears where the building mass would be. III.L.7
5.	III.L.20	The DEIS lacks any discussion of the methodology to simulate the outline of the buildings shown in the imagery. It does not discuss whether buildings, especially 2 and 3, are being constructed in a fill condition, and whether the buildings that are outlined represent the full height of the building, taking into consideration scale. III.L.8
6.	III.L.25	While this image provides the potential massing for the site, it is not a photosimulation, and it does not represent any tree removal which is occurring in this area. Warehouse 3 and the new access road to Warehouses 2 and 3 are removing vegetation. III.L.9
7.	III.L.28	On this page, the DEIS shows the “best” case view from Esther Gitlow Towers. Here, no development is occurring across from the parking lot. However, Building 2 is only 81 feet from the southerly property line. No effort was made to represent Building 2 from the parking lot which is immediately behind the apartment building. Images further in the analysis as part of the Field Assessment do consider potential impacts. III.L.10
8.	III.L.36	It was our expectation that the “beacons” would be used to assist in preparing photosimulations of the buildings and site from the various vantage points. It cannot be concluded, from a single “beacon” that there will not be a significant visual impact. This point is one along a building wall which is approximately 280 feet in length. In addition, approximately 30 feet of vegetation is being removed from along the southerly wall in order to grade the site. This image does not effectively represent the visual impacts that may result. III.L.11
9.	III.L.38	Likewise, the length of the building needs to be considered when viewing from the Esther Gitlow Tower. A photosimulation, with trees removed, needs to be included in the FEIS to understand the full visual impact from this vantage point. The corner of Building 1 is only 150 feet from the Gitlow property line, and the edge of parking and wall is about 110 feet. The building, parking, wall, and removal of vegetation needs to be photosimulated for this location. III.L.12
10.	III.L.41	These images do not provide evidence that the buildings will not be visible. The images only show existing vegetation, and no consideration is given to the removal of vegetation for construction. Building 2 is being constructed within the forested portion of the site, as well as Building 3 (except for the small area with existing accessory maintenance building). III.L.13

Comment #	Page #	Comment
11.	III.L.43	Within Mitigation Measures, suggest possible landscape planting off-site at adjacent sites, particularly at rear of parking area at Esther Gitlow Towers to reduce visibility and impacts of Building 2. III.L.14
12.	III.L.43	The DEIS has not fully analyzed the impacts from the project, and methods to mitigate it against visual impacts that would result to southerly vantage points. "Maintenance of vegetative buffers where practicable" is not a mitigation. Except for the project maximizing development up to existing wetlands, there is no reason why it is not practicable to either relocate, redesign, or resize Buildings 2 and 3 to provide additional buffering and provide a meaningful setback to disturbances. III.L.15
13.	III.L.43	The proposed buildings are still using generally lighter colors on portions of the building, e.g., winter white. This is not as muted as could potentially be integrated into the colors of the building to reduce visibility. This is why additional screening would be preferred. III.L.16

III.M. Fiscal Impacts

Comment #	Page #	Comment
1.		Please address whether the various agencies allow the exemptions that are represented as being available to the applicant. Is the applicant seeking 485-b exemptions? III.M.1

III.N. Construction

Comment #	Page #	Comment
1.		No comments.

Chapter IV. Alternatives

Comment #	Page #	Comment
1.	IV.4	Description of potential access NYS Thruway via Dunnigan Drive should be more fully described in the fourth paragraph or as a separate alternative access route. Possibly describe any required improvements to Dunnigan Drive and how access to NYS Thruway would occur with vehicles travelling on Dunnigan Drive east to N. Airmont Road. IV.1

Chapter V. Adverse Environmental Impacts That Cannot Be Avoided

Comment #	Page #	Comment
1.	V.2	As a general comment, the amount of land being disturbed is not an impact that cannot be avoided – the project could be resized to allow for less disturbance. Table V-1 should be characterized as a summary of the impacts, not those which can be avoided. V.1

Chapter VI. Irreversible and Irretrievable Commitment of Resources

Comment #	Page #	Comment
1.		No comments.

Chapter VII. Growth Inducing Impacts

Comment #	Page #	Comment
1.		No comments.

Chapter VIII. Effects on the Use and Conservation of Energy Resources

Comment #	Page #	Comment
1.	VIII.1	Although described in the Project Description, no mention is made regarding the use of solar panels on the rooftops of the building. There should be a commitment to installing these – this section should include all those measures described in the Project Description. VIII.1
2.	VIII.1	Please show the location of the EV charging stations on the site plan. VIII.2

**AURORA ACOUSTICAL CONSULTANTS Inc.**

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

June 2, 2023

Nelson Pope Voorhis
156 Route 59, Suite C6
Suffern, NY 10901

Attention: Bonnie Franson, AICP CEP, PP, Partner
Subject: Rockland Logistics Center facility noise assessment review

Dear Ms. Franson:

As requested, Aurora Acoustical Consultants Inc. reviewed the facility noise assessment prepared by the developer of the proposed Rockland Logistics Center in Suffern, NY. The following discussions summarize our reviews of the study findings and our recommendations for the developer to provide further information to supplement the assessments.

Summary assessment review findings

The developer's noise assessments characterized the average sound levels from described typical facility operations received at representative sensitive receptors along the facility boundaries and at other locations. The assessments were performed by means of modeling using an environmental noise predictor program developed from site development parameters and equipment source representations. The acceptability of the predicted received sound levels was compared to a day-night average ambient sound level measured at one location near the facility's site boundary.

Noise Criteria

The noise assessment evaluates potential noise acceptability referencing the codes of the Village of Suffern and the Village of Montebello and the NYSDEC noise policy.

Village of Suffern

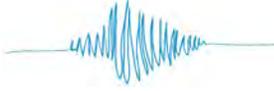
The Code of the Village of Suffern Chapter 175 prohibits activities that produce a noise disturbance, which is defined to include noise that annoys or disturbs a person of normal sensitivities, or is clearly audible outside the real property boundary from which it originates. The code does not specify permissible sound level limits.

The code restricts operations of machinery including fan and air conditioning equipment, and loading and unloading, that creates a noise disturbance. The code restricts operations of machinery including fan and air conditioning equipment, and operations of engines, that create a noise disturbance. The code limits uses of vehicle horns that create a noise disturbance.

The code restricts uses of heavy equipment to 7:00 a.m. to 8:00 p.m. and construction equipment to 8:00 a.m. to 8:00 p.m.

Village of Montebello

The Code of the Village of Montebello Chapter 118 restricts activities that produce unreasonable noise, which is defined as that which annoys or disturbs a person of normal sensitivities based on the source level or noise character. The code restricts business operations that produce unreasonable noise, and the creation of noise adjacent to sensitive properties that may disrupt activities while in use or annoy



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

persons at such properties. The code does not define permissible sound level limits

The code restricts specific acts including loading and unloading within a residential district or within 300 ft of hotels/motels from 10:00 p.m. to 6:00 a.m., and uses of horns on motor vehicles.

The code restricts uses of construction equipment from sunset to 8:00 a.m. and limits sound levels received during construction activities to an L_{10} statistical sound level of 60 dBA.

New York State Department of Environmental Conservation

As means to determine whether the facility operations may provide potential disturbance or annoyance, the noise assessment references the ambient sound level criteria contained in the current noise program policy of NYSDEC, DEP-00-1. The policy defines human reactions and degrees of annoyance to sound level increases above ambient sound levels. The policy states:

“Increases ranging from 0-3 dB should have no appreciable effect on receptors. Increases from 3-6 dB may have potential for adverse noise impact only in cases where the most sensitive of receptors are present. Sound pressure increases of more than 6 dB may require a closer analysis of impact potential depending on existing SPLs and the character of surrounding land use and receptors.” “An increase of 10 dB(A) deserves consideration of avoidance and mitigation measures in most cases.” In non-industrial settings the SPL should probably not exceed ambient noise by more than 6 dB(A) at the receptor. An increase of 6 dB(A) may cause complaints.”

The noise assessment employed a threshold of 6dBA to conclude noise acceptability.

The DEC policy also states:

“In general, the EPA’s “Protective Noise Levels” guidance found that ambient noise levels 55 dBA L_{dn} was sufficient to protect public health and welfare and, in most cases, did not create an annoyance.”

The day-night average sound level metric can be an appropriate additional criterion to evaluate received noise from a facility having 24-hour operations. An L_{dn} sound level is calculated from each of the fifteen daytime hourly-average sound levels in the hours from 7:00 a.m. to 10:00 p.m., and the nine nighttime hourly-average sound levels in the hours from 10:00 p.m. to 7:00 a.m. that are each increased by 10 dBA to account for potential increases in annoyance in those hours. The L_{dn} sound level limit was not referenced in the developer’s noise assessments.

The DEC noise policy also describes assessments of noise acceptability being based on sound source factors that include tonalities, impulsivity, and changes in sound levels with time. Tonal sounds can be produced equipment backup alarms, which were discussed in the assessment, and by rotating mechanical building equipment, which was not specifically evaluated. Temporal sound level changes can occur during peak operating periods and in periods of minimum activity. Temporal noise factors were not addressed in the noise assessments.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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Noise Assessment Review

The noise assessment for the warehouse facility predicts sound levels that may be generated by components that include building mechanical equipment, site truck traffic combined with mechanical equipment, and truck activities at docks combined with mechanical equipment. The noise assessment evaluates the facility sound levels received at the location of use at residences and sensitive institutions along Lafayette Avenue to the south of the project site and at receptors to the north of the project site in comparison to an ambient sound level determined from an average of hourly measurements obtained from continuous sound level logging at one location along the south end of the project site.

The predicted received sound levels used to develop conclusions of facility noise acceptability are based on the sum of the sound levels produced by an *hourly-average* volume of truck traffic on the site roads without contributions of employee traffic and the *continuous* sound levels from combined building ventilation equipment, without contributions from dock activities or trucks idling in parking areas.

The site truck traffic was characterized using an hourly-average volume of trucks on the south entrance road leading to the south warehouse (22 trips based on 532 daily trips). Other road segments leading to other warehouses were represented with different volumes (59 trips). The traffic study states the projected daily truck traffic (532 trips or pass-bys) may represent 13% to 15 % of the site traffic in the morning and afternoon periods out of the total vehicle trips (1437 trips or pass-bys). The noise assessment does not evaluate site traffic on an hourly basis, including peak-hour values. Employee and other vehicle traffic, which represent a large percentage of the facility vehicle trips, were not represented as components in the site roadway traffic.

The noise assessment evaluated site truck traffic combined with mechanical equipment, without truck activities at docks and idling trucks in other parking areas and employee traffic. This may result in an underestimation of received sound levels from potential simultaneous sound sources.

The noise assessment states the facility may operate at all times of the day, however, the assessments do not predict the sound levels received during specific hours of operation, including peak periods with increased truck traffic and assumed increased dock operations, and nighttime operations. The peak facility operational periods might be determined based on the facility traffic report, which provides tables of expected hourly distributions of site truck traffic and total vehicle traffic.

The noise assessment bases conclusions of the acceptability of received facility sound levels based on comparisons of the predicted hourly-average sound levels from site truck traffic combined with building mechanical equipment to a calculated day-night average ambient sound level in Table 2. The comparisons of the site truck traffic sound levels that are represented on the main road segment by an average hourly count to an average daily ambient sound level may not represent the sound levels produced by full combinations of facility sources. The comparisons may not identify the sound levels received during facility peak operating periods compared to ambient sound levels in the same periods. The comparisons may not describe potential impacts generated in nighttime hours compared to minimum nighttime ambient sound levels.

The noise assessments bases conclusions of facility noise acceptability on comparisons to the daily average ambient sound level of 48 dBA. This average level was developed from data obtain from



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

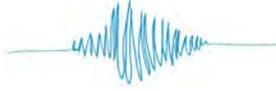
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continuous sound level surveys obtained over a period of several days at a location on the south boundary. This average ambient sound level is stated to represent the environmental noise ambient at receptors along the same boundary away from immediate roadway traffic. Ambient surveys were performed at a second location close to a roadway, which resulted in an average sound level of 63 dBA. This level was stated to be representative of the environmental noise ambient at receptors close to roadways. The noise assessment conservatively applies the lower hourly-average sound level as the acceptability criterion at represented receiver locations. Hourly-average sound levels were not reported on an hourly basis as means to evaluated peak period activities and nighttime activities. Ambient sound levels were not measured at other locations along the south boundary, where there are a number of residential and institutional receptors, to develop receptor specific noise acceptability criteria or to otherwise confirm the referenced ambient noise criteria.

Based on the developer's sound survey data we calculated the average ambient sound levels by representative time periods, using the measured hourly-average L_{eq} sound levels obtained from logging measurements at survey Location 1. From the data for the morning period from 7:00-9:00 a.m. the average value is 49.3 dBA. From the data for the midday period from 11:00 a.m.-1:00 p.m. the average value is 47.8 dBA. From the data for the afternoon period from 3:00 p.m.-5:00 p.m. the average value is 47.9 dBA. For the evening period from 7:00 p.m.-9:00 p.m. the average value is 48.2 dBA. Accordingly, the referenced average ambient sound level of 48 dBA may be representative of the average ambient sound level during the morning, midday, and afternoon peak periods and the evening periods. From the data for the nighttime period from 12:00 a.m.-4:00 a.m. the calculated average ambient sound level is 45.4 dBA. Accordingly, our calculations suggest the average nighttime sound level of 45 dBA may be representative of the ambient in sensitive nighttime periods during minimum local roadway traffic. This nighttime average sound level should be used as comparative criterion for use in evaluations of increases in received sound levels nighttime facility traffic, dock activities, and mechanical equipment operations.

Using the developer's received sound level predictions for component sources we calculated the combined sound levels from the hourly-average site truck traffic, the represented dock activities, and the represented building mechanical equipment. The combined calculations suggest there may be sound level increases greater than 6 dBA above the 48 dBA daytime average ambient sound level at certain evaluated receptor locations (from tables on p13-14). The calculations of the noise of combined nighttime operations suggest there may be sound level increases greater than 6 dBA above the calculated 45 dBA nighttime average ambient sound level at the majority of the evaluated receptor locations. The calculations do not include possible sound level increases that may occur from component and simultaneous peak site traffic and peak dock activities, which may result in greater exceedances and which may affect additional receivers.

Further reviews of the received sound levels by us included calculations of the day-night average sound levels. using our calculated daytime and nighttime sound levels from combined average site truck traffic, represented dock activities, and represented building mechanical equipment. The calculations suggest there may be day-night sound levels greater than 55 dBA L_{dn} at the majority of the represented receptor locations.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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The DEC noise policy defines points of noise compliance in the following statements:

“Appropriate receptor locations may be either at the property line of the parcel on which the facility is located or at the location of use or inhabitation on adjacent property. The solid waste regulations require the measurements of sound levels be at the property line. The most conservative approach utilizes the property line. The property line should be the point of reference when adjacent land use is proximal to the property line. Reference points at other locations on adjacent properties can be chosen after determining that existing property usage between the property line and the reference point would not be impaired by noise, i.e., property uses are relatively remote from the property line.”

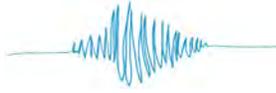
The noise assessment evaluated DEC ambient noise increase acceptability at the points of use or inhabitation of a number of representative receptors, consisting of multi-family residences (Loc F, K, M, N) south of the project site, institutional properties south of the project site including a monastery (Loc G) and library (Loc I), a number of receptors further south of the site including a residential area (Loc J), hospital (Loc H), college (Loc L), and a residential area to the north of the development (Loc B, C, and D) and Suffern Middle School (Loc E). Certain other residential receptors were not represented in the noise assessment, including single-family residences between Tilton Road and Cedar Lane to the south, multi-family housing under development to the south, and existing apartments and residences to the east on Lackawanna Trail, to the west off Washington Avenue, and single-family residences, apartments, and park areas to the northwest off Memorial Drive and Wayne Avenue. Assessments of sound levels at the actual facility boundaries or at actual receptor boundaries were not included. The predicted sound levels may therefore be under estimated where there may be outdoor uses on a receiver property.

The noise assessment employed settings of modeling program calculation parameters that might not be conservatively representative of the site layout and conditions. The parking lot surfaces and building surfaces were set to be partly sound absorptive and not fully sound reflective ($G=0$), and local roadways and highways appear to have been excluded as surfaces. Site road segments may have been represented with the source elevation located at the road surface, which may not ideally represent exhaust and engine heights. The predicted received sound levels may therefore be under characterized from reduced reflections, and the sound attenuation from the included facility barriers may therefore be over estimated from reduced source heights.

In summary, it is our recommendation that the noise assessment for the warehouse facility be modified and expanded to evaluate the received sound levels from combined operating sources, representing daytime and nighttime operating periods, with assessments evaluated based on measured ambient sound levels by corresponding time periods.

Ambient sound levels are recommended to be measured at a number of additional receptor locations as means to identify ambient noise criteria specific to each receptor. The measurements may consist of sampling surveys in representative sensitive time periods or continuous logging over an extended time period.

The evaluated time periods used for facility noise modeling and for measurement of ambient sound levels are recommended to include the peak morning, midday, and afternoon periods, evening periods, and nighttime periods.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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The site truck traffic should be characterized for each represented time period using hourly site traffic volume projections presented in, or extrapolated from, the facility traffic report. Employee and other vehicle traffic should be included as inputs for the site road segments.

The dock activities and idling trucks should further be characterized by time periods, with operations based on the traffic study truck volumes. Peak periods can be represented with additional sources at additional dock and parking lot locations.

Actual building mechanical equipment types and locations should be evaluated using the developed building mechanical plans. The assessments should evaluate simultaneous operations representing peak heating or cooling conditions.

The ambient sound levels from roadway and highway traffic around the site might also be predicted by modeling for comparison to measured ambient sound levels. The surrounding roadway and highway segments may be characterized in the facility noise model using hourly roadway traffic counts from the traffic report, NYSDOT published data, or other traffic data sources.

The modeling program parameters should be adjusted to represent conservative modeling predictions, including use of typical heights of truck sources on road segments, by adding parking areas and roadways at surrounding properties, and by setting parking lot surfaces and building surfaces to be fully sound reflective corresponding to concrete, asphalt, and other non-porous materials.

The noise assessments are recommended to include other residential and sensitive use receptors not currently included in the evaluations, including existing residences and residential buildings under development to the south, existing apartment complexes to the east, and residential communities to the west and northwest of the site.

Construction sound levels and impacts were discussed in general although construction sources were not modeled in the noise assessment. Construction noise assessments might be requested to evaluate temporary noise impacts and in severe cases to determine potential needs for temporary noise mitigation. Construction noise assessments could be performed by modeling of defined working groups of construction equipment sources and site construction traffic, with source levels characterized using published source level data from FHWA and other references. Scenarios might be developed to evaluate noise produced during building demolishing and material removal phases, ground clearing and leveling phases, and pavement laying phases that might generate noise increases.

Noise screens are included in the assessment at two locations beside two warehouses. The screens are proposed to reduce noise from dock operations and from truck traffic on site roads. It is recommended the developer amend or extend such mitigations should the recommended follow-on noise assessments to characterize peak operating periods and nighttime periods determine the potential relative ambient noise increases to be above 6 dBA in each evaluated time period, or should the associated day-night average sound levels be determined to exceed 55 dBA L_{dn} .

The potential ambient traffic noise level increases at the sensitive receptors along roadways around the project site due to added facility traffic on local roadways and highways were not evaluated. Whereas significant sound level increases might not be expected due to the low estimated relative percentage



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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increases, assessments of ambient traffic sound levels with and without added facility traffic by time period might be requested for verification. The surrounding roadways should be added to the noise model, with hourly volumes and speeds characterized using data contained in the facility traffic report and using NYSDOT traffic data.

Facility noise assessment model parameters

The facility noise was assessed in acoustical model scenarios developed using the CADNA/A environmental noise prediction modeling program (version unstated). The program is internationally accepted, and is based on calculation factors and formulas specified in international standard ISO 9613-2. The model was developed using the facility site plans and aerial photos to identify locations of facility buildings, site roads, parking areas, ground terrain elevations, and receptor properties. The volumes of site traffic data were referenced from the facility traffic study. The sound levels and heights of truck activities at docks were referenced from measurements of typical operations. The sound levels for represented mechanical equipment were referenced from ratings of assumed equipment types, with assumed layouts.

The received sound levels were predicted at representative residential and sensitive use receptors at assumed facade locations. Not all of the closest potentially affected residential and sensitive use receptors may have been represented. The assessment did not evaluate received sound levels at points on the actual facility boundaries or on the property boundaries of the receptors.

The assessment bases conclusions of acceptability of the predicted received sound levels on comparisons of the predicted facility sound levels to measured background sound levels, referencing guidelines contained in the NYSDEC noise program policy. The program policy recommends maximum limits to increases in sound levels with respect to the ambient noise levels. The policy further recommends permissible limits to sound levels, including the day-night average sound level metric.

The acceptability conclusions are based on summaries of combined sound levels from groups of sources listed in Table 2. The assessment concludes the sound level increases will be less than 6 dBA at each represented receptor. The conclusions are based on sound levels received from an average volume of site truck traffic on certain road segments, combined with assumed building rooftop ventilation equipment, (from Figure 4). Assessments of the sound levels received from combined site traffic, dock operations, and building mechanical equipment do not appear to have been presented. Assessments of noise in peak operating hours do not appear to have been presented. The study states the assessment “assumes the potential to operate at all hours of the day and night”. However, noise impacts in nighttime hours do not appear to have been evaluated in detail.

The model parameters were configured with the Ground Absorption factor of $G=0.5$, which represents mixed terrain conditions such as combinations of grass or snow and waterlogged or compacted soil. This is consistent with recent environmental noise studies performed in New York State and others, including assessments of wind turbine and solar farm installations. The facility parking lots appear to have been evaluated with this partial sound absorption factor. Conservatively, paved surfaces should be defined to be sound reflecting ($G=0$). Other surrounding parking areas and roadways were not included in the model scenarios, which would potentially increase the degree of reflected sounds and increase the received sound levels. It is recommended that amended calculations should be performed with parking lot surfaces set to be reflective, and with other paved parking areas and public roadways around the



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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receptors added and set to be reflective.

Buildings were represented in the noise assessment with heights of 30 ft, which may be reasonable for a warehouse. The calculations were programmed with two orders of reflection, which may be adequate to represent flutter reflections between adjacent buildings. The building surfaces were characterized with absorption coefficients of 0.21, which may characterize a partly porous material such as unpainted concrete masonry block. Conservatively, poured concrete panels, metal wall panels, glazing, and metal doors are defined to be predominantly sound reflecting with coefficients of zero. Noise assessment calculations are recommended to be performed with the building surfaces defined as reflective.

Building surfaces were defined to be partly sound absorptive, with absorption coefficients of 0.21, which may be characteristic of materials such as porous unpainted masonry units.

The model parameters were configured with daytime hours from 6:00 a.m.-6:00 p.m., evening hours from 6:00 p.m.-10:00 p.m., and nighttime hours from 10:00 p.m.-6:00 a.m. Nighttime is most commonly defined to extend from 10:00 p.m. to 7:00 a.m. [ref. 6 NYCRR Part 360.1.19(j)]. Recommended assessments of nighttime facility operations for comparison to nighttime ambient sound levels, and recommended assessments of day-night average sound levels for comparison to the DEC permissible L_{dn} sound level limit, should be performed with daytime hours defined from 7:00 a.m. to 10:00 p.m. and nighttime hours defined from 10:00 p.m. to 7:00 a.m.

Facility sound sources

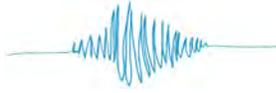
The facility was represented with noise sources consisting of truck traffic on internal site roadways, truck operations at selected dock locations, and estimated rooftop mechanical equipment types and layouts. Refrigerated operations do not appear to be planned to be included in the development, therefore, building refrigeration units and running refrigerated truck trailers were not included in the noise assessments.

Site traffic

Site traffic was modeled as road segments around the warehouses and on two entrances. In the modeling program, roads are defined based on mean emission levels (specified in standard RLS-90), total vehicle counts and percentage mix of heavy trucks, car and truck speeds, lane width, surface type, and other factors. The site roads were characterized in the assessment using the hourly-average truck count, a 100% truck mix, a speed of 15 mph, representative widths, and smooth surface.

The heights of the site road segments in the model were not provided. Engine exhausts are commonly represented with source height several feet above the surface. Roads that are specified the same elevation as ground elevation may reflect a zero foot source height. This can be a factor when considering the contributions of reflections from road surfaces and the noise reduction of barriers that are relative to source height.

The mean emission level associated with roads is calculated in accord with a formula referenced from the roadway noise standard that is part of the modeling program. The emission level is determined from the vehicle volume and the percentage truck mix. The emission level is adjusted with factors associated with the road surface type and the road gradient. Site road pavement type was selected to be smooth pavement with a surface correction factor associated with relatively low speeds. The standard assumes one order of



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

surface reflection.

The project traffic study estimates total project trip generation at 217 (with 28 trucks) in the a.m. peak hour, 226 (with 34 trucks) in the p.m. peak hour, and 61 total vehicles in the Saturday peak hour. The noise study states the estimated total daily truck volume to be 532 truck trips based on a warehouse land use factor, which is used to develop an average hourly count of 22 trucks. The noise assessment evaluated noise emissions from truck traffic on internal road segments based on volumes of 22 trucks/hour on the south entrance leading to the smaller building, and (a non-average) 59 trucks/hour on other site road segments around the large and medium sized buildings and on the north entrance. The truck roads were configured with the same average hourly count for day, evening, and night periods. Truck speeds were set at 15 mph. The 22 trip representation appears to be an undervalue compared to the 28 and 34 peak hour values. The 59 trip representation may be represent a peak midday value.

The table included in Figure 4 of the noise assessment lists the noise levels from trucks at the evaluated receivers. The highest average received sound level is listed as 53 dBA at Location F. Evaluations of potential nighttime truck traffic on site roads compared to nighttime ambient sound levels were not performed. The noise assessments do not appear to include the contributions of employee and other vehicle traffic.

The facility traffic study provides hourly estimates for site traffic volumes by individual warehouse building, for trucks and by employee vehicles and other vehicles (Appendix D). The noise assessment should be amended with these traffic data to more accurately assess noise from actual counts on the warehouse road segments by representative time periods including sensitive receptor hours (e.g., morning peak morning, peak midday, peak afternoon, evening, minimum nighttime) rather than a daily hourly average, and to develop nighttime volume estimates, for both trucks and cars.

For example, the traffic report lists the following hourly total and truck volumes for peak and off peak sensitive hours. Note that the peak periods are characterized with truck volumes notably higher than the hourly-average volume of 22 assumed in the assessment.

<u>Weekday Hour</u>	<u>Period</u>	<u>Entering and Exiting Vehicles</u>	
		<u>Trucks</u>	<u>Total</u>
2:00-3:00 a.m.	Night	5	7
6:00-7:00 a.m.	Night	23	84
7:00-8:00 a.m.	Morning	28	94
9:00-10:00 a.m.	Morning	53	103
11:00 a.m.-12:00 p.m.	Midday	59	105
3:00-4:00 p.m.	Afternoon	49	129
8:00-9:00 p.m.	Evening	8	12

Dock operations

Truck dock operations characterizing startups, backups, or pullouts at docks were represented as five simultaneous sources operating at three corners of building 1 and one at each of buildings 2 and 3. The individual dock sources were characterized with a maximum sound pressure level of 79 dBA at a distance of 50 ft, which is equivalent to a sound power level of 113.4 dBA. This level is comparable to



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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maximum sound levels we have measured from truck operations at docks. The table included in Figure 3 lists the noise levels from truck dock operations at the evaluated receivers. The highest average received sound level is listed as 57 dBA at Location N.

Evaluations of greater numbers of truck dock operations per hour, which might be represented at additional locations corresponding to the numbers of departing trucks to describe peak hours, were not performed. Inclusions of periods of idling trucks prior to departure at dock locations and at distributed truck parking lot locations were not performed. Evaluations of potential nighttime truck operations at docks compared to nighttime ambient sound levels were not performed. The noise assessments should be amended to more accurately assess noise from idling tractors and from truck dock operations to characterize additional source locations in various time periods, including peak operating periods and nighttime periods.

Building mechanical equipment

The building rooftop mechanical equipment was represented with a distributed arrangement of fifty-four 25-ton air handling units. Each rooftop unit was represented as a point source at a height of 4 ft above the roof plane. The individual sources were characterized with a sound power level of 92.5 dBA, which is equivalent to a sound pressure level of 81.5 dBA at a distance of 1m.

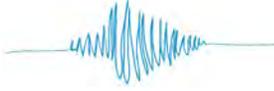
The table included in Figure 2 of the noise assessment lists the predicted received sound levels from the rooftop units at the evaluated receivers. The highest average received sound level is listed as 53 dBA at Location F. Nighttime evaluations of rooftop unit noise were not performed. The source levels may be the same unless speeds are reduced or fewer units are operated, although the ambient sound levels are commonly lower in comparison.

The representations of the rooftop mechanical equipment with large units in multiple locations may be conservative. In our experience, warehouses are likely to have installed a smaller number of mid-sized outdoor units only to heat and air condition the building office spaces, and install unit heaters inside to serve the loading bays, which may emit noise only when bay doors are open.

The noise assessment defined the rooftop equipment with a sound power level rating of 92.5dBA. This level is comparable ratings of typical commercial rooftop 25-ton units. The noise assessment should be amended to assess actual types and locations of building rooftop units with actual sound level ratings.

Roadway traffic

Calculations of the volumes of facility traffic added to existing roadways were performed using the traffic report data. Calculations for Hemion Road south of the south entrance suggest possible increases of approximately 14% in the morning and 11% in the afternoon relative to 2022 growth-adjusted existing counts. Calculations for Lafayette Avenue west of Hemion Road suggest possible increases of approximately 2.5% in the morning and 2.2% in the afternoon relative to 2022 growth-adjusted existing counts. The increases are estimated will provide negligible and imperceptible increases in perceived ambient sound levels along the two roadways.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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Ambient sound surveys

Ambient sound surveys were recorded continuously at two locations adjacent to the project site in the period from March 16 to 21, 2023, which consisted of several weekdays and weekend days. The sound levels were measured with logging instruments that recorded sound levels using one-minute time history periods and one-hour periods. The measured metrics included the A-weighted L_{eq} average, the maximum, and the statistical L_{90} sound level that is commonly referred to as the background level.

One survey location was selected near the south edge of the project site, which characterized the ambient sound levels adjacent to the boundaries of adjoining sensitive use properties (library, monastery, daycare facility) and adjoining residential use properties (single family, multifamily senior residence) on the north side of Lafayette Avenue (Rt 59). The measured ambient sound levels were averaged for the entire survey period, which resulted in a value of 48 dBA L_{eq} and 45 dBA L_{90} at Location 1. The ambient sound levels may be influenced by ambient roadway and highway traffic and environmental sources.

A second survey location was selected on the west side of Hemion Road near Lackawanna Trail, which characterized the ambient sound levels near a medical facility and commercial buildings. An apartment complex is located remote from the road on the east side. The measured ambient sound levels were averaged for the entire survey period, which resulted in a value of 63 dBA L_{eq} and 53 dBA L_{90} at Location 2. The sound levels at the survey location may be influenced by traffic on Hemion Road. The sound levels at Location 2 may represent the ambient sound levels at front facade locations of receptors close to local roadways.

The day-night L_{eq} average ambient sound level of 48 dBA which the developer determined from the logging data at the south location was used as the ambient noise criterion to assess facility noise acceptability at each of the receiver locations. Examinations of plotted ambient sound level time history data shows the sound levels in nighttime hours are lower than this average value, and at times fall under 40 dBA at Location 1 and approximates 55 dBA at Location 2. The following graphs plot the logged hourly-average L_{eq} and L_{90} sound level data. Based on mathematical averaging of the survey data by hours, a 48 dBA criterion is appropriate for the morning peak period (7:00-9:00 a.m.), the afternoon peak period (3:00-6:00 p.m.), the midday period (11:00 a.m.-1:00 p.m.), and an evening period (7:00-9:00 p.m.). For nighttime hours, a criterion of 45 dBA or lower would instead be more appropriate to represent the average ambient L_{eq} sound level from 12:00 a.m. to 4:00 a.m.

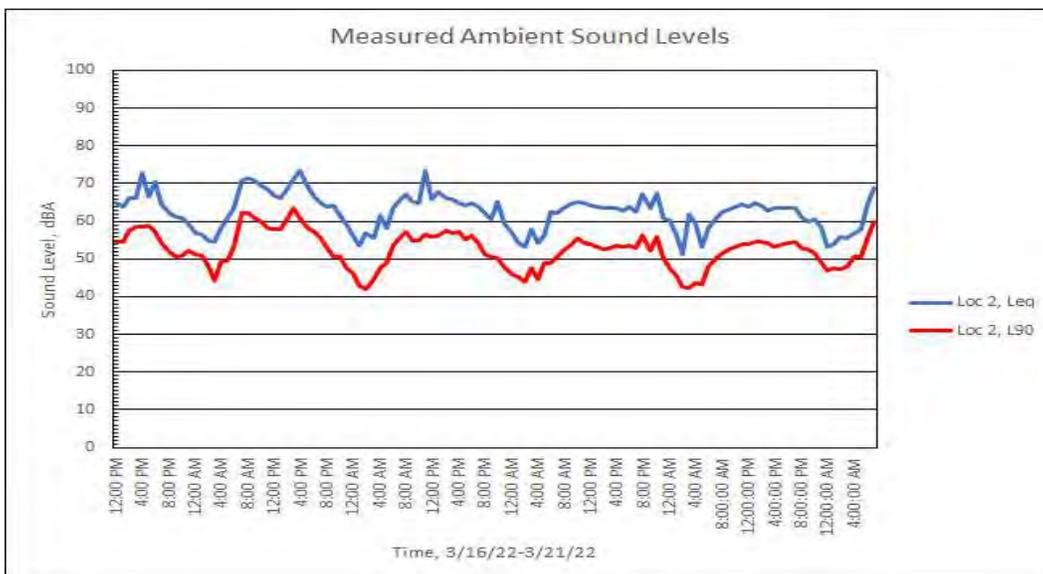
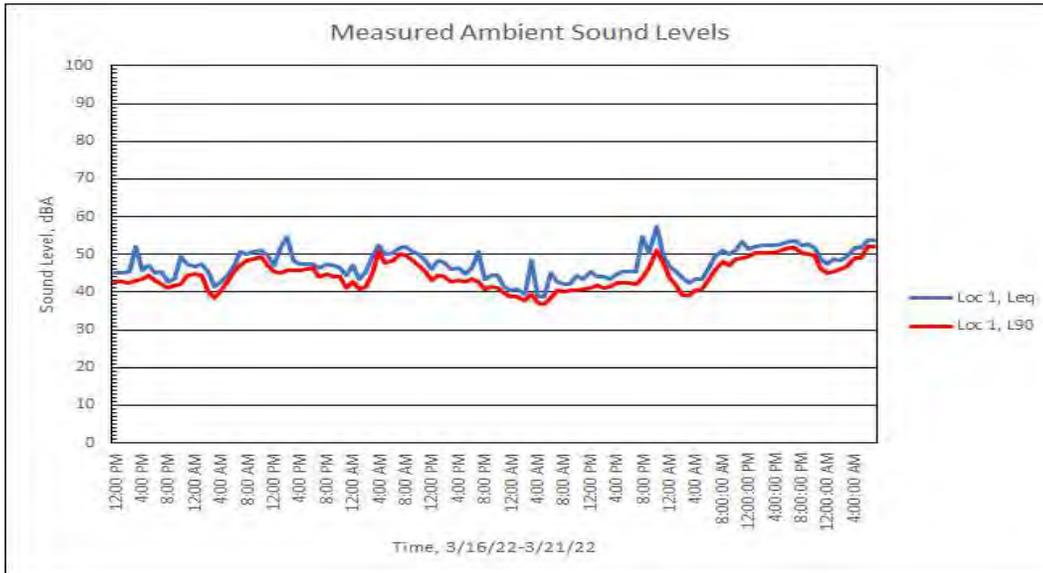
Short term ambient sampling surveys were not obtained at the logging locations or at other community locations. Sampling surveys would be desirable to characterize the ambient sound levels at additional sensitive and residential receiver locations south of the project site, and at locations north of the site where logging was not performed.

Ambient sound levels produced by traffic on local roadways were not modeled in the noise assessment. Traffic sound levels can be modeled at each of the receiver locations using NYSDOT hourly traffic volumes as means to supplement the limited ambient measurements and develop noise criteria by time periods. Ambient sound levels from traffic on each adjoining roadway should be modeled to characterize the ambient in representative time periods for comparison to predictions of facility noise levels in corresponding time periods.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com





AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
 East Aurora, New York 14052
 716-655-2200 office
 info@auroraacoustical.com

Potential noise impacts based on noise assessment reviews

The modeled sound levels associated with the facility sources and shown in Figures 2, 3, and 4 are summarized in the following tables. Two of the assessment noise contour figures include contributions of HVAC sources, therefore the HVAC contributions were removed by us by calculation to determine the truck and dock component sound levels. The component source levels were then combined to estimate the total facility sound levels. The calculated combined daytime sound levels are compared to the referenced daytime ambient sound level criterion. Nighttime activities would be expected to vary. The various component levels and combined sound levels were compared to the suggested nighttime sound level criterion. Differences that exceed the 6 dBA limit of NYSDEC noise assessment policy are highlighted.

It can be concluded from the daytime table comparisons that the average daytime sound levels from combined facility sources may exceed the hourly-average daytime ambient sound level criterion by more than 6 dBA at some receptor locations in the daytime.

It can be concluded from the nighttime table comparisons that the average nighttime sound levels from HVAC sources alone may not exceed the suggested nighttime criterion, although the combination of HVAC with either dock activities or truck traffic, the received sound levels may exceed the suggested nighttime criterion by more than 6 dBA at a number of receptors in the nighttime period.

The tables do not include factors to represent peak facility operational periods, which could result in higher sound levels and/or cause exceptions at additional receptors.

Component and Total Source Levels and Daytime Sound Level Comparisons, Calculated by AAC								
Loc	HVAC Fig 2	Docks+ HVAC Fig 3	Docks alone	Truck traffic+ HVAC Fig 4	Truck traffic alone	Calc total (dBA, L _{eq})	Daytime Criterion	Total Exceeds Criterion by
B	42	50	49.3	48	46.7	51.7	48	3.7
C	41	48	47.0	51	50.5	52.5	48	4.5
D	38	42	39.8	49	48.6	49.5	48	1.5
E	36	41	39.3	45	44.4	46.0	48	0
F	44	52	51.3	53	52.4	55.2	48	7.2
G	45	52	51.0	49	46.8	53.1	48	5.1
H	43	48	46.3	46	43.0	49.2	48	1.2
I	46	51	49.3	49	46.0	52.2	48	4.2
J	40	45	43.3	44	41.8	46.7	48	0
K	49	53	50.8	51	46.7	53.9	48	5.9
L	39	47	46.3	44	42.3	48.3	48	0.3
M	47	55	54.3	50	47.0	55.6	48	7.6
N	47	57	56.5	50	47.0	57.4	48	9.4



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
 East Aurora, New York 14052
 716-655-2200 office
 info@auroraacoustical.com

Component and Total Source Levels and Nighttime Sound Level Comparisons, Calculated by AAC									
Loc	HVAC Fig 2	Docks+ HVAC Fig 3	Truck traffic+ HVAC Fig 4	Calc total (dBA, L _{eq})	Recom. Nighttime Criterion	HVAC Exceeds Criterion by	Docks+ HVAC Exceeds Criterion by	Trucks+ HVAC Exceeds Criterion by	Total Exceeds Criterion by
B	42	50	48	51.7	45	0	5	3	6.7
C	41	48	51	52.5	45	0	3	6	7.5
D	38	42	49	49.5	45	0	0	4	4.5
E	36	41	45	46.0	45	0	0	0	1.0
F	44	52	53	55.2	45	0	7	8	10.2
G	45	52	49	53.1	45	0	7	4	8.1
H	43	48	46	49.2	45	0	3	1	4.2
I	46	51	49	52.2	45	1	6	4	7.2
J	40	45	44	46.7	45	0	0	0	1.7
K	49	53	51	53.9	45	4	8	6	8.9
L	39	47	44	48.3	45	0	2	0	3.3
M	47	55	50	55.6	45	2	10	5	10.6
N	47	57	50	57.4	45	2	12	5	12.4

The day-night average sound level, L_{dn}, was calculated by us for each receiver location using the daytime and nighttime facility sound levels for the combined sources. The L_{dn} sound levels received at each location are listed in the following table. The L_{dn} sound levels were calculated using the calculated daytime sound levels from combined sources over a period of fifteen hours, and the calculated nighttime sound levels with a penalty factor of 10 dB from combined sources over a period of nine hours. The calculated received L_{dn} sound levels are compared to the NYSDEC recommended 55 dBA L_{dn} sound level limit as an additional means to evaluate acceptability of facility noise. Day-night average sound levels that exceed the 55 dBA L_{dn} limit of NYSDEC are highlighted.

It can be concluded from the L_{dn} table that the day-night average sound levels from combined source operations may exceed the 55 dBA limit by up to several decibels.

The day-night average sound level table does not include sound levels that might represent peak facility operational periods, which could result in higher sound levels or cause exceptions at additional receptors.

The calculations do not represent the received sound levels at facility boundaries, or at boundaries or locations of all potential sensitive residential receptor locations to the south, east, west, and northwest of the facility.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

Day-Night Average Sound Level	
Loc	Calculated Ldn, dBA
B	58.1
C	58.9
D	55.9
E	52.5
F	61.6
G	59.6
H	55.6
I	58.6
J	53.1
K	60.3
L	54.7
M	62.0
N	63.8

At receiver locations where the predicted hourly-average sound level increases exceed 6 dBA, and at receiver locations where the calculated day-night average sound level exceeds 55 dBA L_{dn} , additional noise mitigations may be necessary to meet the criteria. Mitigation options might include additional screens and berms, changes to dock and road layouts, and avoiding source operations in particular time periods at certain facility locations.

Conclusions

A noise assessment was prepared by the developer of the Rockland Logistics Center to evaluate sound levels received from facility traffic and operations. The assessments appear to be based on sound level increases due to truck traffic noise components combined with building mechanical equipment, and does not include contributions from dock operations, idling tractors at docks and in truck parking spaces, and other possible sources.

The noise assessment represents site roads using an *hourly-average* truck volume for truck traffic on the south entrance and on one site road segment, and different volumes for other site road segments that could be peak values. The noise assessment does not evaluate site traffic operations by specific time periods, including in peak daytime traffic periods presented in the traffic report with volumes higher than the assumed average volume, in sensitive evening periods, or in nighttime periods when ambient sound levels are least. Volumes of site traffic sources including employee vehicles and visiting vehicles are not included in the road segment volumes, which may result in underestimation of the traffic sound levels.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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The noise assessment evaluates a number of simultaneous dock operations at the three buildings in combination with building mechanical equipment. The numbers of dock sources are smaller than the projected hourly numbers of truck trips. A conservative approach would be to characterize a greater number of simultaneous dock activities at additional dock locations and parking lot locations to represent peak operating periods, relative to the traffic report hourly distribution tables.

The noise assessment represents the rooftop mechanical equipment as a number of distributed sources on each building, characterized with a typical sound level rating. The representation of the rooftop sources may not reflect an actual installation. Whereas in our experience the contributions of rooftop warehouse equipment may not be dominant in daytime hours, the sources may be perceptible in nighttime hours when ambient sound levels are least, in particular if the fans produce tonalities. The noise assessment might be revised to characterize the actual equipment types and layouts should mechanical plans be developed.

The noise assessment evaluates the received sound levels at certain representative sensitive and residential receivers to the south and north of the project. Sound levels are not characterized at other receptors to the south, east, west, and northwest. Sound levels were not characterized at the facility boundaries and receptor property boundaries.

The noise assessment bases conclusions of compliance with respect to NYSDEC recommended limits to sound level increases above ambient sound levels.

The model calculation parameters do not appear to consider parking lot surfaces and solid building surfaces as fully sound reflective to provide conservative representations.

Based on our reviews of the information used as inputs to the modeling program, the model configuration parameters, and the resulting output sound levels, it is our conclusion that the study's use of average received sound levels from limited sources in comparison to and hourly average ambient sound level may underestimate the potential received sound levels and sound level increases, and does not address noise impacts in peak operating periods and nighttime periods.

The assessment does not provide calculations of the day-night average sound level, L_{dn} , to further assess the received sound levels in comparison to NYSDEC noise criteria. These might be calculated from modeled hourly-average facility sound levels that include the peak daytime periods and nighttime periods.

The assessment does not provide construction noise assessments of site demolishing phases and site construction phases for comparison to the ambient sound levels and to the Village of Montebello L_{10} statistical sound level limit to evaluate potential construction noise impacts and needs for mitigations.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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Recommendations

1. The warehouse facility noise assessment is recommended to be amended to include evaluations of total received sound levels from combined facility sound sources. The represented sources should include site traffic, distributed dock operations, building ventilation equipment, idling tractors, and other identified sources. **III.G.7**
2. The represented traffic volumes on each site entrance road and road segment around each building should include both trucks and other site vehicles. The traffic volumes, percentage mixes, and distributions should be determined referencing the traffic report's estimated hourly distribution volumes and turning lane projections for peak hours. **III.G.8**
3. The represented dock operations should be characterized to represent hourly operations including peak periods and nighttime periods relative to the hourly distribution volumes listed in the traffic report. The sources should represent expected the total hourly numbers of trucks backing up and pulling out from docks, engine startups, and idling tractors at docks and in parking lot locations. Peak periods might be represented with sources at additional dock locations and parking lot locations. **III.G.9**
4. The noise assessments should represent the building mechanical equipment using actual mechanical plan layouts and source sound levels for actual equipment. **III.G.10**
5. The noise assessment is recommended to be expanded to evaluate the sound levels in representative peak daytime periods and nighttime periods, for comparison to measured ambient sound levels in corresponding time periods. Assuming a 24 hour operation and referencing the traffic report, the represented operating periods might include the weekday peak morning, peak midday, and peak afternoon hours, an evening period, and a nighttime period concurrent with hours of minimum ambient. **III.G.11**
6. Evaluations of facility noise acceptability with respect to the local noise codes should be based on goals to avoid noise that generates annoyance or that is audible indoor. These factors are dependent on the level of the ambient noise environment in addition to the level and character of the source noise. Noise criteria recommended in the NYSDEC noise policy can be referenced **III.G.12**
7. To develop appropriate noise criteria to apply to facility operating periods, it is recommended that ambient sound level data be expanded, both to verify and supplement the sound level logging records and to confirm the referenced ambient noise criteria for each receiver location. One means would be to obtain logging measurements or sampling sound surveys for a portion of an hour in corresponding time periods, at one or more of the evaluated receiver locations and at additional receivers or boundaries, including existing residential locations and housing development locations south of the project site. An additional means to develop ambient noise criteria would be to model the background noise generated by traffic on roadways and on the I-87 highway by modeling, using hourly traffic volumes referenced from the traffic report and from NYSDOT traffic data. **III.G.13**



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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8. The noise assessment should apply noise acceptability criteria that are based on the average ambient sound levels measured in corresponding time periods, and modeled using traffic volumes for corresponding time periods as practical. Referencing the logged hourly-average L_{eq} sound level data from survey Location 1, the noise acceptability criteria of 48 dBA may be appropriate to assess daytime operating periods, including peak periods, and evening periods in hours from 7:00 a.m. to 10:00 p.m. The suggested average ambient sound level of 45 dBA determined from the logged data may be an appropriate criterion for the nighttime hours from 10:00 p.m. to 7:00 a.m., including the minimum nighttime ambient period. Actual criterion for each time period should be developed from the recommended follow-on survey data. **III.G.14**
9. The noise assessment should be expanded to include calculations of the received L_{dn} sound levels for comparison to the NYSDEC recommended 55 dBA permissible sound level limit. The calculations might employ the predicted sound levels associated with the corresponding daytime and nighttime operating periods. **III.G.15**
10. The noise model calculation parameters should be reviewed and set to conservative values, including choosing reflective surface coefficients for paved parking areas and for building walls. **III.G.16**
11. The noise assessment might identify facility and background sound levels received at additional receptor locations at residential developments and communities to the south, east, west, and northwest. Sensitive locations to be considered for follow-on surveys should include sites at or near boundaries of Gitlow Towers, Montebello Crossing development east of the monastery, Suffern Free Library/Tagaste Monastery, and Good Samaritan Hospital. Other candidate survey locations might include residential areas along Lafayette from Tilton Road to Cedar Lane, Lackawanna Trail, Wayne Avenue, Washington Avenue, Ramapough, and Ramapo Cirque, the community park along Memorial Drive, and the Suffern Middle School. **III.G.17**
12. Compliance of sound levels and sound level increases from facility operations with the NYSDEC noise policy should improve the likelihood the perceived noise will comply with regulations in the Village of Suffern and Village of Montebello codes that restrict unreasonable, annoying, and audible noise. **III.G.18**
13. Should the predicted received sound levels in one or more time periods at any represented receiver location exceed the NYSDEC 6 dBA limit to increases in ambient sound levels, or should the predicted day-night sound level at any location exceed the NYSDEC 55 dBA L_{dn} sound level limit, noise mitigation options should be evaluated and included in the facility design. Revised noise contours, summary levels tables, and associated conclusions of acceptability tables that include the mitigations should then be prepared. **III.G.19**
14. Construction noise scenarios are recommended to be developed to assess sound levels received from representative major construction phases for comparison to measured and modeled ambient sound levels in corresponding time periods and to the Village of Montebello 60 dBA L_{10} sound level limit. **III.G.20**



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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AURORA ACOUSTICAL CONSULTANTS, Inc.

Daniel P. Prusinowski
Principal Consultant



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

September 29, 2023

Nelson Pope Voorhis
156 Route 59, Suite C6
Suffern, NY 10901

Attention: Bonnie Franson, AICP CEP, PP, Partner

Subject: Rockland Logistics Center facility revised noise assessment review

Dear Ms. Franson:

As requested, Aurora Acoustical Consultants Inc. reviewed the revised facility noise assessment prepared by the developer of the proposed Rockland Logistics Center in Suffern, NY. The following discussions summarize our reviews of the updated study findings with comments. We conclude from our reviews that the expanded hourly assessments of facility operation, in comparison to hourly ambient sound survey data, representing additional nearest locations, support the conclusions that sound level increases should not be unacceptable in accord with the noise requirements of the village codes and the NYSDEC noise policy.

Summary assessment review findings

The developer's expanded noise assessment study evaluated the relative sound level increases from the combination of facility truck and passenger vehicle traffic, truck dock operations, and building rooftop mechanical equipment operations with respect to the ambient sound levels. As recommend, the assessments were performed on an hourly basis to characterize operating conditions in potentially sensitive receiver hours.

To develop community noise acceptability criteria referencing NYSDEC noise assessment guidelines, ambient sound surveys were obtained at expanded locations around the project site to supplement previous measurements. The survey locations represented single- and multiple-family residential properties and institutional facilities opposite the south boundary of the project site along Lafayette Avenue from Washington Avenue to the west and Lackawanna Trail to the east. These locations are in addition to previous survey points at the south end of the property and at a location along Hemion Road to the east. Added ambient sound surveys included a residential area to the northwest and a school location to the northeast representing single- and multiple-family residential properties adjoining the north boundary of the project site. The ambient sound survey locations are described in Figure 1 of the supplemental noise report of July 17, 2023.

The ambient surveys were obtained by means of periodic sampling surveys and continuous 24-hour logging at multiple surrounding locations in a morning period, a midday period, a mid-afternoon period, an evening period, and a nighttime period. The hourly-average ambient sound level data are included in Table 1 of the supplemental noise report. It can be seen from the data the lowest ambient sound levels occur at each location in the hours from approximately 1:00 a.m. to 6:00 a.m. Also provided in the table are calculated day-night average ambient sound levels for the six employed logging locations.

The expanded facility noise assessment is stated to include the hourly contributions of site truck and passenger vehicle traffic and truck dock activities in time periods corresponding to the ambient sound



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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surveys, combined with sounds of continuous operations of rooftop mechanical equipment with updated building mechanical equipment selections and layouts. The vehicles are stated to be characterized with maximum sound levels determined from measurements. The source levels for idling trucks, moving trucks, and dock operations were identified in the report and appear to be reasonable. Sound levels used as model inputs for passenger vehicle pass-bys were not stated.

The hourly site traffic counts were estimated from the projected total daily vehicle volumes using ITE standard hourly distributions for warehouse operations, which may be an acceptable approach when actual counts are not available. Table V summarizes total hourly vehicle volume estimates and truck percentages by warehouse building used as site roadway inputs to the facility noise model. The lowest volumes are expected in evening and nighttime hours from approximately 6:00 p.m. to 4:00 a.m., when fewer than ten trucks may operate per hour. This implies a very small number of dock operations or idling trucks may occur in sensitive nighttime hours. The volumes of passenger vehicles may be lowest in hours from approximately 10:00 p.m. to 5:00 a.m. These hours correspond to the periods of lowest ambient sound levels. With assumed continuous operations of building mechanical equipment, the greatest potential for noise increases would occur in these nighttime hours, as confirmed in Table IX. In nighttime hours from 5:00 a.m. to 7:00 a.m., passenger vehicle and truck volumes begin to increase, during which period the ambient sound levels also begin to increase. Peak vehicle traffic counts are estimated will occur in the mid-morning to midday period, and in the mid-afternoon period, which would correspond to periods of the highest ambient sound levels. The predicted hourly-average sound levels at each receiver from vehicle traffic on site roads combined with building HVAC equipment, excluding dock activities, are summarized in Table VI. The building HVAC sound levels may be most influential at the closest receiver locations in evening and nighttime hours from 9:00 p.m. to 4:00 a.m.

Dock operations were represented in the noise assessment to include idling vehicles, with numbers based on a fraction (1/6) of the estimated hourly truck traffic volumes to each building. The dock activities such as backup and decoupling were stated to be represented to occur for 30 seconds each. The represented received sound levels from dock activities were evaluated as an hourly average sound level from the number of brief events at distributed building locations, in accord with the Leq time-averaged sound level approach described in the NYSDEC noise assessment policy. The source levels should not be interpreted to represent an instantaneous or continuous maximum sound level from a single dock source, or a worst case sound level from combined concurrent dock sources.

The truck sources were modeled with source heights of eight feet, which would be an appropriate representation of exhaust heights. Heights of passenger vehicle sources were not described but are assumed to be ground level representing tire contact.

Noise contours from dock operations in the midday period (11:00 a.m.-12:00 p.m.) are described in Figure 4, representing six concurrent dock operations and ten concurrent idling trucks (based on estimated 59 trucks at building 1, less than two at Building 2, and less than one at Building 3). Noise contours from nighttime dock operations (6:00 a.m.-7:00 a.m.) are described in Figure 5, representing six concurrent dock operations and six concurrent idling trucks (based on estimated 24 trucks at building 1, less than one at Building 2, and less than one at Building 3). The numbers of modeled dock operations may be reasonable representations of activities in these periods.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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The mechanical equipment layouts and selections were updated as recommended based on designs of a comparable warehouse building prepared by the developers consultant. The equipment on each building was represented with rooftop air handling units, makeup air fans, and exhaust fans, with equipment types and sizes and their associated sound levels based on building volumes. The layouts were assumed to be uniformly distributed over the warehouse houses with additional equipment located over assumed office locations. The source sound levels are identified in Table IV of the noise report. The average source heights of the fans were modeled as an average four feet above the roof elevations.

The noise assessments included recommended installations of noise barriers projecting from the southwest corners of the two smaller warehouse buildings to screen outdoor dock operations that would be closest to south residential boundaries.

The predicted received sound levels from all facility sources (HVAC, truck traffic, dock activities) combined with the ambient sound levels are shown in Table VIII. The calculated combined day-night sound levels are also reported. The received sound levels are calculated for receiver heights assumed to correspond to second floor or other upper floor heights which may correspond to upper sleeping locations or other sensitive heights that may least benefit from the barrier heights.

The predicted increases in hourly-average sound levels from combined facility sources with respect to the existing hourly-average ambient sound levels (sampled and logged) are summarized in Table IX. At most of the evaluated locations the received sound levels are not expected to significantly change in any period. The greatest increases may occur at the closest receptor point to the southwest represented as survey Location 8/Model Locations M and N, where nighttime increases of 2 to 5 dBA and daytime increases of 2 dBA may occur; at the library and monastery represented as survey Location 5/Model Location G, where nighttime increases of 2 to 3 dBA and daytime increases of 3 to 5 dBA may occur; and at the residential towers represented as survey Location 7/Model Location K, where nighttime increases of 4 dBA and midday increases of 4 dBA may occur.

It is concluded these sound level differences are below the NYSDEC recommended limit of 6 dBA to sound level increases caused by a source, and should be unnoticed or acceptable to most individuals. The differences might only be perceptible by individuals of increased sensitivities located along the southern boundary who might be outdoors or have open windows in the nighttime hours.

The day-night average ambient sound levels at each evaluated location were calculated from the ambient hourly average sound levels to approximate 55 dBA at most receiver locations. This is the NYSDEC recommended limit based on EPA guidelines. The future day-night sound levels may slightly increase by 2-3 dBA with the noise contributions of facility operations, but the increases would not indicate significant impacts.

The modeling parameters were not specifically described in the expanded noise assessment, although a response to comments indicates the settings included partly sound absorptive ground terrain surfaces, rather than fully absorptive, and fully reflective building facades and barrier surfaces, rather than partly absorptive. The setting for paved parking areas and roads was not specifically stated but is assumed to be representative of reflective concrete and asphalt.



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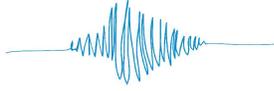
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East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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Construction equipment scenarios were not specifically evaluated as recommended to identify potential daytime sound levels and relative sound level increases as means to identify potential needs for temporary mitigation measures. It was stated the facility construction plan has not yet been defined. Recommendations were included in the noise report for restrictions to hours of construction, and for avoiding placing equipment and performing noisy activities near residences, as needed to comply with village code restrictions and to meet the Village of Montebello's permissible L10 sound level limit for construction. Conditions might be included in the construction permit to require periodic sound level monitoring during construction phases to ensure compliance with the village code requirements and L10 sound level limit at sensitive boundaries.

AURORA ACOUSTICAL CONSULTANTS, Inc.

Daniel P. Prusinowski
Principal Consultant



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

September 29, 2023

Nelson Pope Voorhis
156 Route 59, Suite C6
Suffern, NY 10901

Attention: Bonnie Franson, AICP CEP, PP, Partner

Subject: Rockland Logistics Center facility revised noise assessment review

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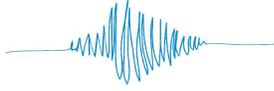
Summary assessment review findings

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To develop community noise acceptability criteria referencing NYSDEC noise assessment guidelines, ambient sound surveys were obtained at expanded locations around the project site to supplement previous measurements. The survey locations represented single- and multiple-family residential properties and institutional facilities opposite the south boundary of the project site along Lafayette Avenue from Washington Avenue to the west and Lackawanna Trail to the east. These locations are in addition to previous survey points at the south end of the property and at a location along Hemion Road to the east. Added ambient sound surveys included a residential area to the northwest and a school location to the northeast representing single- and multiple-family residential properties adjoining the north boundary of the project site. The ambient sound survey locations are described in Figure 1 of the supplemental noise report of July 17, 2023.

The ambient surveys were obtained by means of periodic sampling surveys and continuous 24-hour logging at multiple surrounding locations in a morning period, a midday period, a mid-afternoon period, an evening period, and a nighttime period. The hourly-average ambient sound level data are included in Table 1 of the supplemental noise report. It can be seen from the data the lowest ambient sound levels occur at each location in the hours from approximately 1:00 a.m. to 6:00 a.m. Also provided in the table are calculated day-night average ambient sound levels for the six employed logging locations.

The expanded facility noise assessment is stated to include the hourly contributions of site truck and passenger vehicle traffic and truck dock activities in time periods corresponding to the ambient sound



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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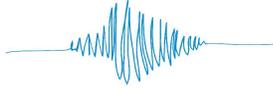
surveys, combined with sounds of continuous operations of rooftop mechanical equipment with updated building mechanical equipment selections and layouts. The vehicles are stated to be characterized with maximum sound levels determined from measurements. The source levels for idling trucks, moving trucks, and dock operations were identified in the report and appear to be reasonable. Sound levels used as model inputs for passenger vehicle pass-bys were not stated.

The hourly site traffic counts were estimated from the projected total daily vehicle volumes using ITE standard hourly distributions for warehouse operations, which may be an acceptable approach when actual counts are not available. Table V summarizes total hourly vehicle volume estimates and truck percentages by warehouse building used as site roadway inputs to the facility noise model. The lowest volumes are expected in evening and nighttime hours from approximately 6:00 p.m. to 4:00 a.m., when fewer than ten trucks may operate per hour. This implies a very small number of dock operations or idling trucks may occur in sensitive nighttime hours. The volumes of passenger vehicles may be lowest in hours from approximately 10:00 p.m. to 5:00 a.m. These hours correspond to the periods of lowest ambient sound levels. With assumed continuous operations of building mechanical equipment, the greatest potential for noise increases would occur in these nighttime hours, as confirmed in Table IX. In nighttime hours from 5:00 a.m. to 7:00 a.m., passenger vehicle and truck volumes begin to increase, during which period the ambient sound levels also begin to increase. Peak vehicle traffic counts are estimated will occur in the mid-morning to midday period, and in the mid-afternoon period, which would correspond to periods of the highest ambient sound levels. The predicted hourly-average sound levels at each receiver from vehicle traffic on site roads combined with building HVAC equipment, excluding dock activities, are summarized in Table VI. The building HVAC sound levels may be most influential at the closest receiver locations in evening and nighttime hours from 9:00 p.m. to 4:00 a.m.

Dock operations were represented in the noise assessment to include idling vehicles, with numbers based on a fraction (1/6) of the estimated hourly truck traffic volumes to each building. The dock activities such as backup and decoupling were stated to be represented to occur for 30 seconds each. The represented received sound levels from dock activities were evaluated as an hourly average sound level from the number of brief events at distributed building locations, in accord with the Leq time-averaged sound level approach described in the NYSDEC noise assessment policy. The source levels should not be interpreted to represent an instantaneous or continuous maximum sound level from a single dock source, or a worst case sound level from combined concurrent dock sources.

The truck sources were modeled with source heights of eight feet, which would be an appropriate representation of exhaust heights. Heights of passenger vehicle sources were not described but are assumed to be ground level representing tire contact.

Noise contours from dock operations in the midday period (11:00 a.m.-12:00 p.m.) are described in Figure 4, representing six concurrent dock operations and ten concurrent idling trucks (based on estimated 59 trucks at building 1, less than two at Building 2, and less than one at Building 3). Noise contours from nighttime dock operations (6:00 a.m.-7:00 a.m.) are described in Figure 5, representing six concurrent dock operations and six concurrent idling trucks (based on estimated 24 trucks at building 1, less than one at Building 2, and less than one at Building 3). The numbers of modeled dock operations may be reasonable representations of activities in these periods.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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The mechanical equipment layouts and selections were updated as recommended based on designs of a comparable warehouse building prepared by the developer's consultant. The equipment on each building was represented with rooftop air handling units, makeup air fans, and exhaust fans, with equipment types and sizes and their associated sound levels based on building volumes. The layouts were assumed to be uniformly distributed over the warehouse houses with additional equipment located over assumed office locations. The source sound levels are identified in Table IV of the noise report. The average source heights of the fans were modeled as an average four feet above the roof elevations.

The noise assessments included recommended installations of noise barriers projecting from the southwest corners of the two smaller warehouse buildings to screen outdoor dock operations that would be closest to south residential boundaries.

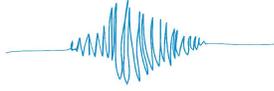
The predicted received sound levels from all facility sources (HVAC, truck traffic, dock activities) combined with the ambient sound levels are shown in Table VIII. The calculated combined day-night sound levels are also reported. The received sound levels are calculated for receiver heights assumed to correspond to second floor or other upper floor heights which may correspond to upper sleeping locations or other sensitive heights that may least benefit from the barrier heights.

The predicted increases in hourly-average sound levels from combined facility sources with respect to the existing hourly-average ambient sound levels (sampled and logged) are summarized in Table IX. At most of the evaluated locations the received sound levels are not expected to significantly change in any period. The greatest increases may occur at the closest receptor point to the southwest represented as survey Location 8/Model Locations M and N, where nighttime increases of 2 to 5 dBA and daytime increases of 2 dBA may occur; at the library and monastery represented as survey Location 5/Model Location G, where nighttime increases of 2 to 3 dBA and daytime increases of 3 to 5 dBA may occur; and at the residential towers represented as survey Location 7/Model Location K, where nighttime increases of 4 dBA and midday increases of 4 dBA may occur.

It is concluded these sound level differences are below the NYSDEC recommended limit of 6 dBA to sound level increases caused by a source, and should be unnoticed or acceptable to most individuals. The differences might only be perceptible by individuals of increased sensitivities located along the southern boundary who might be outdoors or have open windows in the nighttime hours.

The day-night average ambient sound levels at each evaluated location were calculated from the ambient hourly average sound levels to approximate 55 dBA at most receiver locations. This is the NYSDEC recommended limit based on EPA guidelines. The future day-night sound levels may slightly increase by 2-3 dBA with the noise contributions of facility operations, but the increases would not indicate significant impacts.

The modeling parameters were not specifically described in the expanded noise assessment, although a response to comments indicates the settings included partly sound absorptive ground terrain surfaces, rather than fully absorptive, and fully reflective building facades and barrier surfaces, rather than partly absorptive. The setting for paved parking areas and roads was not specifically stated but is assumed to be representative of reflective concrete and asphalt.



AURORA ACOUSTICAL CONSULTANTS Inc.

745 Warren Drive
East Aurora, New York 14052
716-655-2200 office
info@auroraacoustical.com

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Construction equipment scenarios were not specifically evaluated as recommended to identify potential daytime sound levels and relative sound level increases as means to identify potential needs for temporary mitigation measures. It was stated the facility construction plan has not yet been defined. Recommendations were included in the noise report for restrictions to hours of construction, and for avoiding placing equipment and performing noisy activities near residences, as needed to comply with village code restrictions and to meet the Village of Montebello's permissible L10 sound level limit for construction. Conditions might be included in the construction permit to require periodic sound level monitoring during construction phases to ensure compliance with the village code requirements and L10 sound level limit at sensitive boundaries.

AURORA ACOUSTICAL CONSULTANTS, Inc.

Daniel P. Prusinowski
Principal Consultant