

*Proposed Special Use
Permits and Site Plan
Application Wenner Plaza*

South of Sunrise Highway (NY27)
& West of Nicolls Road (CR97)
Bayport, New York

Prepared for **Richlaine Enhancements, LLC**
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Bayport, New York 11705

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**VOLUNTARY DRAFT ENVIRONMENTAL IMPACT STATEMENT
PROPOSED SPECIAL USE PERMITS AND SITE PLAN APPLICATION FOR
WENNER PLAZA
HAMLET OF BAYPORT, TOWN OF ISLIP
SUFFOLK COUNTY, NEW YORK**

PROJECT LOCATION: 16.97± acres situated south of Sunrise Highway and west of Nicolls Road, in the hamlet of Bayport, Town of Islip, Suffolk County, New York.

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**AVAILABILITY OF
DOCUMENT:**

This document represents a voluntary Draft Environmental Impact Statement (DEIS) prepared in accordance with 6 NYCRR §617.9 by the above-referenced applicant. It is submitted for treatment by the lead agency as an "environmental assessment form" for the purposes of determining significance pursuant to 6 NYCRR §617.6(a)(4). Copies are available for public review and comment at the offices of the Lead Agency and electronically at the Town of Islip website (www.townofislip-ny.gov).

DATE OF ACCEPTANCE:

DEADLINE FOR COMMENTS:

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1.0

Executive Summary

This document is a voluntary Draft Environmental Impact Statement (DEIS) prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617. Pursuant to 6NYCRR §617.6(a)(4) “[t]he draft EIS may be treated as an EAF for the purpose of determining significance.” This DEIS evaluates the potential adverse impacts associated with the proposed action, which consists of special permits and a site plan application to allow the development of the 16.97±-acre site with a supermarket, department store and additional retail space. The subject site is located south of Sunrise Highway and west of Nicolls Road, in the hamlet of Bayport, Town of Islip, Suffolk County, New York.

The Planning Board of the Town of Islip (Planning Board) is serving as lead agency. The voluntary DEIS evaluated the following issues, based on consultations with the lead agency (see Appendix A of this DEIS):

- Soils and topography
- Water resources
- Land use, zoning and community character
- Transportation
- Community facilities and services
- Aesthetics and cultural resources
- Energy

This Executive Summary is designed solely to provide an overview of the proposed action, a brief summary of the potential adverse impacts identified and mitigation measures proposed as well as alternatives considered. Review of the Executive Summary is not a substitute for the full evaluation of the proposed action performed in Sections 2.0 through 10.0 of this DEIS.

BRIEF DESCRIPTION OF THE PROPOSED ACTION

The proposed action consists of an application for special use permits and site plan approval to permit the construction of approximately 190,000± square feet of retail space and 1,086 parking spaces, on properties located south of the Sunrise Highway South Service Road and west of Nicolls Road. The subject property consists of nine Suffolk County Tax Map (SCTM) parcels with a combined total land area of 16.97± acres (hereinafter defined as the "subject property" or "subject site").

The majority of the subject site is currently developed with approximately 65,000± square feet of industrial space, paved areas and appurtenances associated with the Wenner Bread frozen dough plant. Areas in the western portion of the subject site are primarily cleared, with some low-lying, brush vegetation and material stockpiles. It is the intent of the project sponsor to consolidate the existing Wenner Bread facilities. The proposed redevelopment would facilitate this consolidation and the relocation of same to another site within the Town of Islip.

The parcels at the subject site are situated within the Business 1 District or split-zoned within the Business 1 and Industrial 1 zoning districts of the Town of Islip. Section 68-12(B) of the Code of the Town of Islip (Town Code) states that "when property is located in two different zones, it must meet the higher zoning classification." Therefore, the Business 1 District is the prevailing district on the subject property. Thus, retail development is permitted on these parcels.

Specifically, the proposed action includes the following components:

1. Demolition of the existing 65,000±-square-foot building (currently occupied by the Wenner Bread frozen dough plant).
2. Construction of 190,000± square feet of retail space, including a one-story, 45,000±-square-foot supermarket, a two-story, 90,000±-square-foot department store, and a two-story, 55,000±-square-foot retail building, 1,086 parking spaces and associated appurtenances.
3. Abandonment of a portion of Rajon Road.
4. Roadway improvements to portions of Rajon Road, Sylvan Avenue, the Sunrise Highway South Service Road, and Church Street, and new curb cuts on Rajon Road, Sylvan Avenue, and the Sunrise Highway South Service Road.

Access to the retail development is proposed from the Sunrise Highway South Service Road (ingress only) and Rajon Road via Sylvan Avenue (ingress and

egress). Additionally, improvements would be made to Church Street between Sylvan Avenue and Nicolls Road, to the southeast, to accommodate the projected traffic flow of the proposed action. Internal circulation would be provided through the on-site parking areas to access to the proposed individual buildings. Walkways and landscaping would also be included in the proposed action.

The subject property would be developed in two phases – the first phase would include the construction of the 45,000±-square-foot supermarket and the 90,000±-square-foot department store, totaling 135,000±-square-foot of gross floor area. The second phase would consist of the construction of 55,000± square feet of general retail space. The proposed department store and 55,000± square feet of retail space would be two buildings, at a maximum building height of 35 feet, and situated in the southern portion of the subject site.

The Wenner Bread frozen dough plant has existed on the subject site since the 1970s. The area of impervious surfaces on the subject property would increase from 5.17± acres under existing conditions to 13.68± acres under post-development conditions. The total area of landscaping and lawn would increase from 0.64± acre under existing conditions to 3.29± acres under post-development conditions. The existing 3.27± acres of natural vegetation, which includes low-lying brush and small sporadic trees, would be removed. Additionally, the 7.89± acres of unvegetated areas, including the material stockpiles, which currently exist on the subject site, would be eliminated under implementation of the proposed action.

The subject site is currently supplied electricity by the Long Island Power Authority (LIPA), natural gas by Natural Grid, and potable water by the Suffolk County Water Authority (SCWA). Upon implementation of the proposed action, electricity, natural gas, and potable water would continue to be supplied by these providers. Sanitary waste currently generated on the subject site is handled by on-site sanitary systems. Under the proposed action, sanitary waste would be handled by the municipal sewer system or an off-site privately-owned sanitary treatment plant (STP).

Stormwater runoff currently generated at the subject site is collected by a system of drainage structures on-site. The proposed action would improve the stormwater management system to comply with prevailing regulations through the use of drywells to collect and recharge all stormwater on-site. Specifically, 66 drywells would provide a storage capacity of approximately 106,550 cubic feet (cf), and would sufficiently accommodate a projected runoff of 102,865 cf associated with the proposed action. These drywells would be situated throughout the proposed paved parking areas of the subject site.

Purpose, Benefit and Need

The objective of the project sponsor is to redevelop the subject property with retail uses. The current occupant, Wenner Bread, intends to vacate the subject property in order to consolidate its business operations within the Town of Islip. Implementation of the proposed action would, therefore, facilitate productive reuse of the site and the relocation of the existing Wenner Bread operations within the Town.

The proposed mix of retail uses, including a supermarket, department store, and additional retail space, would provide a shopping option for eastbound travelers along Sunrise Highway, and residents of the hamlet of Bayport and surrounding communities. Currently, two Waldbaum's grocery stores are located along the Sunrise Highway South Service Road, one approximately 3.7± miles west, and one approximately 1.0± mile east of the subject site, respectively. The subject site is situated in a location that would provide a convenient shopping experience for not only eastbound travelers along Sunrise Highway, but also for people traveling south from Veterans Memorial Highway and Nicolls Road (CR 97).

Furthermore, the Suffolk County Department of Planning (SCDP) Sunrise Highway Corridor Study: Islip Town and Brookhaven Town, Suffolk County, New York, dated August 2009, states that:

"consideration should be given to permitting commercial development on other sites which may be developed as-of-right for retail uses, are characterized by blight or disinvestment, or would be instrumental in retention of the industrial employment base of the County."

The proposed retail development complies with the existing split zoning of the subject site of Industrial 1 and Business 1. Furthermore, as previously indicated, the proposed action would facilitate the relocation of the existing industrial use (i.e., the Wenner Bread frozen dough plant) within the Town of Islip, thus, retaining the associated industrial employee base while creating additional jobs at the subject site. Furthermore, the location of the subject site, directly off of the Sunrise Highway Service Road is appropriate to capture the passerby traffic that would likely benefit from the proposed retail uses (i.e., supermarket, department store and additional retail space).

Numerous benefits would result from the implementation of the proposed project, including gross property tax revenue of approximately \$911,228±, which is more than \$702,330 above existing property tax revenues (i.e., \$208,898), the addition of 475 permanent jobs (assuming full occupancy of the proposed retail spaces), based on a factor of 2.5 jobs per 1,000 square feet of retail space (i.e., 190,000 square feet proposed). Furthermore, as detailed in subsequent sections,

the proposed action would redevelop the subject site in a cohesive and aesthetically-pleasing manner.

Overall, the proposed action would be expected to result in significant benefits to the surrounding community, the Town of Islip, and Suffolk County.

Required Permits and Approvals

The following permits and approvals are required in order to implement the proposed action:

Permit/Approval	Agency
Site Plan Approval and Special Permits	Planning Department of the Town of Islip
280-a Relief	Zoning Board of Appeals of the Town of Islip
Public Water Connection	Suffolk County Water Authority
Sanitary Disposal and Water Supply	Suffolk County Department of Health Services
Referral	Suffolk County Planning Commission
SPDES General Permit for Stormwater Discharges for Construction Activities – GP-0-10-001 and Notice of Intent	New York State Department of Environmental Conservation
Curb Cuts	New York State Department of Transportation and Town of Islip

POTENTIAL ENVIRONMENTAL IMPACTS

Soils , Topography and Subsurface Conditions

Soils

According to the *Soil Survey of Suffolk County, New York (USDA, 1975) (Soil Survey)*, the subject property is primarily comprised of soils mapped as Cut and Fill land, gently sloping (CuB); Plymouth loamy sand, zero to three percent slopes (PIA); and Riverhead sandy loam, zero to three percent slopes (RdA). The CuB soils are located primarily in the northwestern portion of the subject site, with PIA soils in the eastern portion and RdA soils located primarily in western portion of the subject site.

Implementation of the proposed action would result in the disturbance of soils on the subject property for demolition of existing structures, foundation excavation, utility installation, minimal grading, paving, and landscaping. The disturbance of soils for construction and regrading activities increases the

potential for erosion and sedimentation. This disturbance, however, would be entirely contained within the boundaries of the subject site. As part of the proposed action, specific erosion and sediment control measures would be implemented prior to, and maintained during, demolition and construction, which would be designed to be consistent with the relevant portions of the NYSDEC's *New York Standards and Specifications for Erosion and Sediment Controls*, and would be maintained and inspected regularly to ensure proper function. With the aforementioned control measures employed, no significant adverse erosion- or sedimentation-related impacts are expected.

As previously indicated, there are three soil types (i.e, CuB, PIA, and RdA) mapped on the subject site. These soils present slight, moderate and/or severe planning and/or engineering limitations for relevant land use types. It is important to note that the Soil Survey provides general soils information, and site-specific investigations may indicate that conditions identified by the Soil Survey do not actually occur on-site.

Specifically, CuB soils are noted as having moderate limitations for streets and parking lots, due to the potential presence of slopes (one-to-eight percent slope); severe limitations for lawn and landscaping due to a sandy surface layer; and slight limitations for homesites. The subject site contains slopes at an average of approximately six percent. Therefore, slopes are not a limitation on the subject site. CuB soils are primarily found in the northwestern portion of the subject site, which is proposed to include the primary access drive, parking areas and landscaping. To overcome the limitations associated with sandy soils, topsoil would be used in areas where landscaping and lawn is proposed. For PIA soils, having slopes of zero-to-three percent, severe limitations are identified for lawn and landscaping uses, due to a sandy surface layer. PIA soils exist in the eastern portion of the subject site, which is currently developed with a portion of the 65,000-square-foot building, parking areas, Rajon Road, and lawn area, with an area of vegetation in the northern portion of the subject site. The proposed action would situate parking areas, buildings and landscaping within the area of the subject site identified with PIA soils. To overcome the limitations associated with sandy soils, topsoil would be used in areas where landscaping and lawns are proposed. PIA soils only have slight limitations in regard to homesites and streets and parking lots. For RdA soils, having slopes of zero-to-three percent, there are only slight limitations with regard to homesites, streets and parking lots, and lawns and landscaping. RdA soils are identified in the western portion of the subject site, which would be developed with the department store, additional retail space, and parking areas under the proposed action. Currently, this area is cleared and houses the material stockpiles, with some paved areas.

Overall, based on the noted limitations, the existing site conditions and the proposed methods to overcome limitations, no significant adverse impacts associated with on-site soils would occur.

Subsurface Conditions

A portion of the overall subject property was utilized for the stockpiling of C&D debris. Lot No. 6.16 (approximately 6.97± acres, located in the western portion of the subject site) was leased and/or occupied by the Long Island Recycling, Robert Cianculli and Atlas Asphalt Paving and Seal Coating, and by September 2007, vacated the site without removing the stockpiled C&D from the subject site.

The NYSDEC and Richlaine entered into Order on Consent No. R1-20090605-81, which required preparation of an approved Facility Closure Plan for the removal of the stockpiles on the subject site. In accordance with the Order on Consent, H2M conducted soil sampling and analysis activities. Samples were submitted for laboratory analysis for Target Compound List (TCL) semi-volatile organic compounds (SVOCs), TCL pesticides and polychlorinated biphenyls (PCBs), Target Analyte List (TAL) metals and herbicides. In addition, one grab sample was collected from each soil probe for analysis of TCL volatile organic compounds (VOCs).

Based on the identified contaminants, it was determined that Piles A and B could not be reused in accordance with the restricted criteria of 6 NYCRR Part 375 due to elevated concentrations of arsenic in Pile A and benzo(a)pyrene in Pile B. As such, H2M recommended that an alternate disposal facility with specific acceptance criteria, consistent with the sample results (i.e., concrete manufacturer for Pile A, and an asphalt manufacturer for Pile B) may be available for the stockpiles. Additionally, H2M recommended that each pile could be divided into smaller "sub-piles" in order to re-sample, which may allow identification for other disposal options for each respective sub-pile.

Based on the concentrations of contaminants identified in Piles C and D, H2M recommended that Pile C could be reused in accordance with the industrial restriction requirements, and Pile D could be reused in accordance with the residential restriction requirements of 6 NYCRR Part 375. Based on the analytical data presented in H2M's report, it was determined in the NYSDEC-approved Facility Closure Plan, dated August 2009 (hereinafter the "Closure Plan"), that the stockpiled C&D debris would be removed from the site and would be reused at off-site locations. Screening and removal of the C&D debris began in 2009. Removal activities would be completed prior to the construction of the proposed development. Once all debris is removed, the applicant will implement the test pit excavation program. The applicant will continue to remediate the site in accordance with the approved the Closure Plan. All stockpiles will be removed and remediation activities complete prior to the construction of the proposed development.

As such, no significant adverse impacts associated with hazardous materials at the subject property are expected to result from implementation of the proposed action.

Topography

A site-specific survey indicates the elevation of the site ranges from approximately 44± feet to 51± feet amsl (excluding the material stockpiles). The elevation is lowest (i.e., 44± feet amsl) in the southwestern portion of the subject site and increases slightly moving north and east throughout the site. As the majority of the subject site has been previously developed and/or cleared, 100 percent of the existing slopes on the subject property range from zero to 10 percent, with an average slope of approximately six percent.

As the majority of the subject site is currently developed, grading activities would be minimal to prepare the site for the proposed redevelopment. The finished grade of the property would be similar to the existing topography of the site, where the lowest elevations would occur in the southwestern portion of the subject property and the highest elevations would be found in the northeastern portions of the overall property. The slopes on the subject site upon implementation of the proposed action would average approximately three percent. To the extent practicable, the final grading of the property would be designed to achieve an essentially balanced condition where suitable cut approximately equals the required fill for the proposed development.

Overall, the proposed action would result in minimal alterations to the topography of the site. Therefore, no significant adverse impacts to on-site topography would result upon implementation of the proposed action.

Water Resources

Depth to Groundwater

According to the USGS Water Table of the Upper Glacial Aquifer on Eastern Long Island, New York in March-April 2000, the water table is approximately 20± feet amsl. With elevation of the subject property ranging from approximately 44± feet amsl to 51± feet amsl, the depth to groundwater would be expected to be approximately 24± feet to 31± feet below grade surface (bgs). Therefore, the subject site would permit adequate separation distance from the bottom of the proposed drywells to allow filtration before stormwater is discharged to groundwater.

Water Usage

Potable water is currently supplied to the subject property by the SCWA. Based on SCWA water bills, the subject property currently uses approximately 34,874 gpd of potable water. There is minimal landscaped area on the subject site (i.e., 0.64± acres), and thus, minimal, if any, water is used for irrigation purposes.

Based on Suffolk County Department of Health Service (SCDHS) factors, the projected water demand for the proposed development would be approximately 6,600± gpd. Therefore, overall potable water usage would decrease by 28,274± gpd upon implementation of the proposed action. In addition to domestic demand, irrigation water demand has been calculated for the proposed development. Based upon the proposed 143,675± square feet of landscaped area, the average daily water use for irrigation would be 1,840gpd. However, to minimize water demand, the proposed landscaping would consist of native species, to the maximum extent practicable. Thus, it is expected that water used for irrigation would be less than that estimated. In addition, it is expected that the proposed buildings would incorporate low-flow, water-saving fixtures, to the maximum extent practicable.

The SCWA provided correspondence, dated March 4, 2011, indicating that there is an existing water main available to the subject site. Consultations would continue with the SCWA to determine future connection fees and peak flow requirements. The anticipated 3.22± mgd of water projected to be required by the proposed development represents approximately 0.005 percent of the overall water that is pumped by the SCWA annually.

As the water usage associated with the proposed action represents approximately 0.005 percent of the SCWA's annual pumpage and the proposed action includes native species to the maximum extent practicable to reduce irrigation demand, no significant adverse impact upon the availability of water supplies is expected to result from implementation of the proposed action.

Sanitary Flow and Discharge

Sanitary waste generated by the existing use on the subject site is based on the SCDHS factor for industrial use (i.e., 0.04 gpd/square foot). Therefore, the total sanitary waste currently generated by the subject site is approximately 2,600 gpd, which is accommodated by on-site sanitary systems.

The subject site is part of an industrial subdivision with parcels to the east, which was the subject of various densities granted by the SCDHS since 1985. The parcels within the entire industrial subdivision are calculated together for a SCDHS-approved density of 6,633 gpd of sanitary waste. The total yield, once the density has been averaged over the entire industrial subdivision, cannot exceed the allowable 300 gpd.

The proposed retail development is expected to generate approximately 6,600± gpd of sanitary waste, based on SCDHS factors. Therefore, the proposed action would increase the sanitary waste generated on-site by approximately 4,000 gpd. Based on consultations with the SCDHS and reference drawings from 1985, the available sanitary capacity for the proposed action is approximately 2,621 gpd, including the capacity available from the proposed demolition of the existing

Wenner Bread frozen dough plant. Therefore, sufficient capacity is not available to accommodate the projected 6,600± gpd of sanitary waste associated with the proposed action with on-site systems. While the ultimate solution has not been finalized, the following options are being explored to accommodate the projected sanitary waste of the proposed retail development:

1. The subject site is located south of the Suffolk County Sewer District #14 – Parkland (hereinafter referred to as “Sewer District #14”). Currently, capacity is not available for the proposed action, as capacity has been allocated to other proposed developments in the area. However, the project sponsor is exploring the potential of obtaining reserved gallonage from sponsors of the proposed development in the area to provide the required capacity (i.e., approximately 6,600 gpd) for the proposed action. Under this option the proposed development would be connected to Sewer District #14 by a capacity purchase; or
2. The project sponsor is also exploring the possibility of connecting to an off-site privately-owned STP located near the subject site. This option presents the potential of connecting to a privately-owned STP associated with another development which has excess capacity or the construction of a STP within the industrial subdivision adjacent to the subject site. If the ultimate decision is to construct a STP within the industrial subdivision, various technologies are available to treat sewage at a capacity of 6,600 gpd (projected sanitary waste associated with the proposed development), including, but not limited to, the Cromaglass and Purestream Biologically Engineered Single Sludge Treatment (BESST) technologies. Cromaglass wastewater treatment systems are modified Sequencing Batch Reactors (SBR) where treatment is accomplished by timed sequences within a single vessel. The Purestream BESST wastewater treatment systems are continuous flow systems that utilize a pre-anoxic activated sludge process to maximize nutrient removal. This STP would be operated and maintained by the project sponsor. Under this option, the projected sanitary waste would be accommodated by an off-site privately-owned STP.

The proposed development (both Phases I and II) is contingent upon the availability of sanitary capacity off site, either by connection to Sewer District #14 or connection to an off-site privately-owned STP. It is understood that the proposed action must comply with prevailing regulations associated with sanitary waste discharge. As available sanitary waste capacity would be identified prior to construction and the project would comply with prevailing regulations, no significant adverse impacts associated with an increase in sanitary discharge from the subject site are expected.

Stormwater Runoff

The existing development on the subject property generates approximately 49,915 cf of stormwater, based on a two-inch rainfall and a runoff coefficient of 1.0 for the impervious area and 0.15 for the pervious area on site. There are drainage structures on the subject site, which contain stormwater on-site.

The proposed development would increase the area of impervious surfaces on the subject site from 5.17±-acres (30± percent of the subject site) to 13.68±-acres (81± percent of the subject site), and thus, increase the volume of stormwater runoff. The subject site would require approximately 102,865± cf of storage capacity, based on a two-inch rainfall event. The stormwater management system is designed with a storage capacity of 106,550± cf. Specifically, the proposed stormwater management system includes 66 drywells situated throughout the proposed parking areas. The drywells would also include inserts designed to filter hydrocarbons and other pollutants from stormwater. Therefore, the proposed stormwater management system would provide adequate capacity to contain and recharge all stormwater generated during a two-inch rainfall event on site.

A Stormwater Pollution Prevention Plan (SWPPP) would be prepared and would include erosion and sedimentation controls and methods by which stormwater would be accommodated during construction, consistent with the New York Standards and Specifications for Erosion and Sediment Control (NYSDEC, 2005) and the New York State Stormwater Management Design Manual (NYSDEC, 2008), respectively.

Overall, therefore, the proposed project would not be expected to result in significant adverse impacts related to stormwater during construction or post development.

Surface Water, Wetlands and Floodplains

There are no freshwater or federal wetlands on or contiguous to the subject property. The Federal Flood Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 36103C0693 H indicates that the subject property is located within Flood Zone X, which includes areas determined to be outside of the 500-year flood plain. Therefore, the subject site is not located within a special flood hazard area. As such, there would be no impacts to same upon implementation of the proposed action.

Land Use, Zoning and Community Character

Land Use

The 16.97±-acre subject property is bounded by the Sunrise Highway South Service Road to the north, industrial uses to the east with Sylvan Avenue beyond, an industrial facility to the south and undeveloped land and a LIPA easement to the west. There is a mix of land uses adjoining and surrounding the subject property, including retail, commercial, educational, industrial and residential uses, with some undeveloped land.

The proposed development of the 16.97±-acre subject site includes the demolition and removal of existing structures and pavement, and construction of 190,000± square feet of retail space (including a 45,000±-square-foot supermarket, a 90,000±-square-foot department store, 55,000± square feet of general retail space), and associated appurtenances. The proposed development would change the use of the subject site from industrial to retail, and would result in an aesthetically-pleasing, cohesive retail development on the subject site. As the applicant is in the process of consolidating and relocating the existing industrial use (i.e., the Wenner Bread frozen dough plant), the proposed action would redevelop the site and prevent same from becoming potentially vacant. Furthermore, the proposed retail use of the subject site would complement the surrounding land uses and provide additional retail services in the area.

Based on the above, the proposed development would provide a beneficial land use to the area, as it would improve the aesthetic conditions of the subject site; and provide retail offerings for existing uses in the area. The proposed development would also be a beneficial re-use of land currently occupied with industrial uses. Overall, it is not expected that the proposed action would result in significant adverse land use impacts.

Zoning

The subject property is situated within two zoning districts – Business 1 and Industrial 1. Four parcels are situated exclusively within the Business 1 District (i.e., Lot Nos. 9.8, 9.10, 9.11, and 9.12), and four parcels are split-zoned with Business 1 and Industrial 1 (i.e., Lot Nos. 6.9, 6.16, 6.19, and 9.13). It should be noted that although Lot No. 6.9 is shown as being situated within the Industrial 1 District on the Town of Islip zoning maps, upon acquisition by Richlaine Enhancements, LLC, this parcel was merged with Lot No. 6.16 (which is also owned by Richlaine Enhancements, LLC, and thus, benefits from the same split zoning (Business1/Industrial 1). Lot No. 6.10 is a roadway (i.e., Rajon Road) zoned Industrial 1. Section 68-12(B) of the Code of the Town of Islip (Town Code) states that “when property is located in two different zones, it must meet

the higher zoning classification." Therefore, the Business 1 District is the prevailing district on the split-zoned parcels on the subject property.

Zoning of the surrounding area is similar to that of the subject property. The properties to the north of the subject site (north of Sunrise Highway) are primarily situated within the Business 3 and Industrial 1 districts. Parcels to the south and west of the subject property are situated within the Industrial 1 District. East of the subject property, parcels are situated primarily within the Residential G District and Business 3 District.

Pursuant to §68-271 of the Town Code, retail businesses are permitted uses in the Business 1 District, and thus, the proposed action constitutes an "as-of-right" development. However, the proposed action requires special permits from the Planning Board for each of the three proposed buildings pursuant to §68-272.1(L) of the Town Code, as "any single-user freestanding retail use in excess of 10,000 square feet of gross floor area" requires a special permit.

The proposed action complies with the Business 1 District regulations, with the exception of the proposed minimum landscaping. Therefore, the proposed action requires relief for the total area of landscaping and area of landscaping in the front yard. However, the proposed action would improve the aesthetics of the subject site by incorporating a formal landscape plan with a variety of plant species. The proposed landscaping includes evergreens along the east, west and south property lines, and an aesthetically-pleasing entrance and front yard along the Sunrise Highway South Service Road. Consistency analyses of the proposed action with the special permit criteria and area variance criteria were performed and concluded that the proposed action complies with the relevant criteria and considerations.

In addition, while improvements to Rajon Road are proposed, this road would not be a dedicated public road. As such, relief from §280-a of the New York State Town Law would be required from the Zoning Board of Appeals.

Based on the foregoing, the analysis of the area variances and special permits indicates that the proposed action meets the criteria set forth in the Town Code for the evaluation of such requests and would not have a significant adverse impact on the environment or the neighborhood character. Therefore, the proposed action is not expected to create significant adverse zoning impacts.

Community Character

The character of the area is defined by a mix of land uses, including industrial, commercial, and residential, with some underutilized or vacant properties. Currently, the character of the subject site and immediate vicinity is comprised of industrial uses. These structures are generally one- and two-story structures set back from adjacent roadways, on lots with minimal landscaping features. As

previously indicated, the subject site is situated on the Sunrise Highway South Service Road, which is a heavily-travelled state road that has been developed with a mix of uses, including but not limited to, commercial, retail, industrial and residential, with some undeveloped land.

The proposed project would improve the subject site with a cohesive retail development, landscaping throughout the site and welcoming access drives. As such, the proposed development would enhance the existing community character with an aesthetically-pleasing development, while providing a retail service to the local residents and travelers along eastbound Sunrise Highway. The proposed retail use would be appropriate on the subject site, as the Sunrise Highway corridor is characterized by retail and commercial centers. Furthermore, as previously detailed, the existing industrial use on the subject site (i.e., the Wenner Bread frozen dough plant) would be relocated in the future, and thus, the proposed redevelopment would prevent the vacancy of the subject site. The vacancy of the subject site, situated on a prominent east-west corridor would negatively impact the character of the area. Overall, the impacts to community character as a result of implementation of the proposed action are expected to be positive.

Transportation

A traffic analysis (Traffic Impact Study) was conducted to evaluate existing traffic conditions and the potential changes in operating conditions with the proposed action.

To estimate the site-generated traffic for the proposed development, available trip generation data sources, including the ITE, Trip Generation, 8th Edition, were reviewed. The proposed development is projected to generate 265 trips during the AM weekday peak hour, 840 trips during the mid-day weekday peak hour, 840 trips during PM weekday peak hour, and 1,017 trips during the Saturday peak hour.

In addition, potential truck trips were projected and it is not expected that more than two-to-three tractor trailers, five single-unit trucks, and 15-20 box trucks/vans would access the subject site on a daily basis upon implementation of the proposed action. Overall, implementation of the proposed action is not expected to increase truck trips to the subject site, and would decrease the number of large tractor trailers visiting the site.

Two access points are proposed as part of the proposed development. A deceleration lane is proposed from the Sunrise Highway South Service Road to allow eastbound motorists to enter the proposed development directly. Due to the proximity of the ramp from the South Service Road to southbound Nicolls Road and potential weaving conflicts, this will be an entrance only driveway.

The deceleration lane will be designed with a physical barrier to prevent motorists from Veterans Memorial Highway from weaving across multiple lanes in a short distance in an attempt to enter the proposed development. Site access is also proposed from Rajon Road off Sylvan Avenue, which would provide both ingress and egress. The capacity analysis concludes that the site access, as proposed, would sufficiently accommodate the anticipated traffic entering and exiting the proposed development.

Based on the Town Code, 1,086 parking spaces are required for the proposed development. A total of 1,086 parking spaces would be provided under the proposed action, of which 77 spaces would be landbanked. According to the ITE's Parking Generation, the average peak parking demand for a shopping center is 4.74 vehicles per 1,000 square feet on Saturdays in December and approximately three vehicles per 1,000 square feet on Saturdays during the remainder of the year. Based on the size of the proposed development and the ITE parking demand, the peak parking demand of the proposed development would be 900 spaces (i.e., 4.74 vehicle spaces multiplied by 190). As the proposed development includes the construction of 1,009 spaces, exclusive of the landbanked stalls, there would be more than adequate parking to accommodate the anticipated parking demand.

Overall, the Traffic Impact Study concluded the following:

- The proposed shopping center will generate moderate amounts of traffic, during the mid-day, PM and Saturday peak hours.
- The adjacent roadways and key intersections can accommodate the projected additional traffic volumes and will operate satisfactorily provided that the recommended mitigation measures are implemented, including:
 - Geometric changes, including the addition of an eastbound through lane and a channelized eastbound to southbound right-turn lane are recommended at the intersection of Nicolls Road and Church Street.
 - Widening of the westbound approach to provide an exclusive through lane and an exclusive right-turn lane is recommended at the intersection of Sylvan Avenue and Church Street. In addition, signalization of this intersection is recommended to accommodate the traffic that will be generated by the proposed development. This proposed signal should be interconnected with the signal at the intersection directly to the east at Nicolls Road and Church Street.

- In order to accommodate the project-generated traffic, it is recommended that Sylvan Avenue be widened to four lanes between Church Street and Rajon Road, which would insure that the site traffic would not adversely impact the operation of the other properties along Sylvan Avenue.
- Although the analyses show that the intersections of Broadway Avenue with the Sunrise Highway North and South Service Roads would continue to operate at acceptable levels of service under future Build conditions, it is recommended that the signal timing be periodically reviewed to determine if timing adjustments can be effective in reducing the delays to various movements and/or approaches without adversely impacting the overall intersection operation.
- The proposed site access driveways provide satisfactory ingress and egress to the site and will operate satisfactorily during all time periods analyzed.
- The proposed development includes sufficient parking to meet the anticipated demand.
- Overall, the proposed shopping center will not have a significant adverse impact on the surrounding roadway network.

Socioeconomics

Population Generation

The population of both the hamlet of Bayport and the Town of Islip as a whole are growing. The existing uses of the subject site are strictly commercial and industrial, and do not generate residential population. The proposed action consists of a retail development on the subject site, and thus, would not generate a resident population.

Tax Revenues

The subject site presently generates taxes to various jurisdictions. The 2009-10 combined taxable value of the parcels constituting the subject site was \$1,121,600, and generated \$208,898 in tax revenues.

Consistent with the fiscal impact methodology, future property tax revenues have been determined by considering what would be generated if the development were completed and occupied today. The total projected future assessed value of the proposed development would be approximately

\$4,892,500±. It is projected that the proposed development would generate approximately \$911,228 in tax revenues. As the subject site currently generates \$208,898 in tax revenues, the proposed action would increase tax revenues on the subject site by \$702,330± (or 336 percent). The projected revenues presented are based on 2010 tax rates. With no changes in assessments, these rates are likely to increase over time.

Overall, the proposed development is projected to have a positive fiscal impact on the Town of Islip, Suffolk County, Sachem Central School District (CSD), and other relevant taxing jurisdictions. Furthermore, as it is the intent of the applicant to relocate the Wenner Bread facility to another site within the Town of Islip, the fiscal benefits gained from this industrial use would remain within the Town, County and associated taxing jurisdictions.

Job Generation

The proposed retail development would generate employment opportunities. Based on a factor of 2.5 jobs per 1,000 square feet of retail space (i.e., 190,000 square feet proposed), the proposed development could generate approximately 475± jobs (assuming full occupancy). It should be noted that, as previously indicated, the intent of the applicant is to consolidate and relocate the Wenner Bread frozen dough plant currently on the subject site to another location in the Town of Islip. Therefore, the industrial jobs associated with the Wenner Bread business would remain in the Town of Islip. As such, it is anticipated that the proposed project would provide employment opportunities to people in the surrounding area of the subject property, resulting in a beneficial impact.

Community Facilities and Services

Fire Protection and Ambulatory Services

The subject property is located within the jurisdiction of the Holbrook Fire District. The Holbrook Fire District, in addition to providing fire protection services, provides ambulance services as well. Based on the type of injury and/or illness, patients are transported to either Brookhaven Memorial Hospital or the Stony Brook University Medical Center (SBUMC).

Correspondence from Chief Joseph Fannon of the Holbrook Fire District indicated that the Holbrook Fire Department responded to 2,142 rescue calls in 2009, and that the response time to the subject site would be approximately four to five minutes. The proposed buildings on-site would conform to prevailing building and fire codes, which includes sprinklering. Furthermore, internal vehicular circulation has been designed to provide sufficient turning radii for emergency vehicles and full vehicular circulation around the proposed

buildings. Chief Fannon indicated in the aforesaid correspondence that this area currently has a demanding call volume and that the possibility of additional equipment needed and additional calls the proposed development may generate should be considered. Based on planning standards, it is estimated that the proposed action may generate a demand for 0.8± additional fire personnel, 0.06 additional EMS personnel and 0.02 additional EMS vehicle.

The proposed project would contribute approximately \$40,412± in tax revenues to the Holbrook Fire District annually. The projected property tax revenue would assist in off-setting the expected increase in costs associated with providing new equipment and would generally augment the Holbrook Fire District's capabilities, as necessary. Based on the foregoing, the proposed development is not expected to result in significant adverse impacts to the Holbrook Fire District.

Police Protection

The subject property is within the jurisdiction of the Suffolk County Police Department - Fifth Precinct (SCPD – Fifth Precinct). Correspondence from William J. English, Principal Management Analyst of the SCPD – Fifth Precinct, dated December 21, 2010, indicates that the “SCPD will adapt as necessary to protect and serve the community as it grows.” In addition, the SCPD – Fifth Precinct currently provides police protection to the industrial development on the subject site.

The proposed project would contribute approximately \$121,187± in tax revenues to the Suffolk County Police Department, which could be used to used to augment the Department's capabilities, as necessary. Based on the above, the proposed development is not expected to result in significant adverse impacts to the SCPD – Fifth Precinct.

Healthcare

The nearest receiving hospital to the subject property is Brookhaven Memorial Hospital, located at 101 Hospital Road in East Patchogue. SBUMC is also a receiving hospital and is Suffolk County's only Level 1 Trauma Center. As both Brookhaven Hospital and SBUMC are health care facilities that already serve the subject site, it is not anticipated that the proposed action would adversely impact health care services in the area.

Solid Waste (Collection and Disposal)

Solid waste generated at the subject property is currently collected by a licensed private carter and disposed of at a licensed facility. Based on a factor of two pounds of solid waste generated per 100 square feet of industrial space per day (i.e., 65,000±-square-foot building), the current use generates approximately

1,300 pounds of solid waste per day (i.e., 19.77± tons per month). The subject site, with maximum occupancy and utilization of the proposed facilities, could generate approximately 115.17± tons of solid waste per month. Therefore, the proposed action would increase the solid waste generated on the subject site.

Solid waste would continue to be collected by a licensed carter and disposed of at a licensed facility upon implementation of the proposed action. Therefore, the proposed action would not result in significant adverse impacts to solid waste disposal and collection in the Town of Islip.

Educational Facilities

The subject property is located within the Sachem CSD, which is comprised of 12 elementary schools, four middle schools and two high schools. The proposed action would not generate a resident population, including school-aged children. As such, the projected \$647,229± the proposed action would contribute to the Sachem CSD would be realized as a net gain to the District. As such, implementation of the proposed action is expected to result in a positive fiscal impact to the Sachem CSD.

Aesthetics and Cultural Resources

Aesthetics

The subject site is currently partially developed with industrial uses associated with the Wenner Bread frozen dough plant and appurtenances. These improvements and structures feature a mix of building materials and architectural styles (e.g., brick and concrete). Many of these structures have flat surfaces with several loading zones for large trucks. Typical of an industrial area, the existing structures were built for function, without any cohesive visual design. The primary visual elements of the developed portions of the subject site are large industrial buildings with parking lots.

Implementation of the proposed action would result in the alteration of views of the subject property from surrounding areas, as the proposed development would replace the existing industrial use with retail uses, including a supermarket, department store and general retail store, and associated appurtenances. The design of the proposed development would provide an aesthetically-pleasing transition of the property from industrial to commercial use. The proposed retail buildings would be built to have variation in appearance among adjacent commercial buildings, with a consistent character, to provide cohesion in the massing of the proposed buildings. In addition, where practicable, the proposed buildings would also be designed with a variety of materials and provide architectural variation and visual interest. The retail buildings would be arranged in a layout allowing for landscaping, which will

soften the appearance of the buildings and provide shaded areas. Also, architectural details of the proposed buildings would include variation in height, exterior color and building materials. Once tenants are secured for the proposed development, the proposed architectural plans would be submitted to the Town for review. It is important to note that, although not related to the proposed action, the C&D stockpiles would be removed from the subject site.

The proposed development would include 3.29± acres of landscaping throughout the subject site, which would consist of deciduous, evergreen, and flowering trees; and shrubs. The proposed landscaping would incorporate low-maintenance and/or native species to the maximum extent practicable. The front yard would be landscaped with a variety of species, creating an aesthetically-pleasing view from the Sunrise Highway South Service Road. In addition, the proposed access from the Sunrise Highway South Service Road would be lined with deciduous and flowering trees to create a welcoming entrance to the development. The proposed landscaping is expected to create an attractive environment for patrons of the proposed development, and development in the vicinity of the subject site. Also, the proposed landscaping plan has been designed to visually enhance the proposed development from the surrounding roadways, offering a significant improvement to the aesthetic character of this area.

The proposed lighting would be situated within the parking areas and on the exterior of the proposed buildings. The proposed on-site lighting would comply with Dark Sky standards and relevant regulations of Article LII (Exterior Lighting Standards) of the Town Code. Overall, the proposed action would improve the aesthetics of the subject site, and thus, no significant adverse aesthetic impacts are expected to result from the implementation of the proposed action.

Cultural Resources

The subject property is not on the State or National Registers of Historic Places or located within an archeological-sensitive area pursuant to New York State Office of Parks, Recreation and Historic Preservation (OPRHP) resources. Moreover, the majority of the subject site has been previously cleared and developed. There has been considerable subsurface disturbance associated with on-site development (e.g., foundations, sanitary systems, storm drains, utility manholes). As such, it is not anticipated that implementation of the proposed action would create adverse impacts to historical and archaeological resources.

Energy Usage

The subject property is currently supplied with electricity by LIPA, and with natural gas by National Grid. Upon implementation of the proposed action, the

subject site would continue to be supplied electricity by LIPA and natural gas by National Grid. Confirmation of availability has been received from National Grid, and confirmation from LIPA is pending.

The proposed project has the potential to minimally increase energy use on the subject site. However, the applicant and design team are committed to the principles of energy efficiency and sustainable design. As previously indicated, specific tenants for the proposed development have not been determined, but would be required to conform with the prevailing energy efficiency standards of §68-30.3.B of the Town Code. As such, upon securing said tenants, the applicant's team would consult with the Town of Islip on the specific design of buildings to meet the prevailing requirements of the Town Code, and to the maximum extent practicable, the proposed energy efficiency standards of the Town. Once tenants are secured, the potential for other energy efficiency and sustainability methods may be possible under the proposed action, and would be explored, including the use of recycled and/or local materials, use of energy star appliances and low-flow, water-saving fixtures. As such, it is not expected that the proposed action would result in significant adverse impacts to the energy use.

MITIGATION MEASURES

In an effort to minimize potential adverse environmental impacts from the proposed action, mitigation measures have been identified and are set forth below.

Soils, Topography and Subsurface Conditions

- Erosion and sedimentation control measures would be installed prior to and maintained during construction, and would include sediment barriers (i.e., silt fences, hay bales or approved equal), temporary seeding, and covering of stockpiles. After site clearing, the area would be paved and/or planted as soon as practicable to minimize the amount of time that soils are exposed.
- All erosion and sediment control measures would be routinely inspected and maintained during construction to ensure their proper functioning and will remain in place until disturbed areas are stabilized.
- A stabilized construction entrance would be maintained to prevent soil and loose debris from being tracked onto local roads, which would be maintained until the site is permanently stabilized.

- All topsoil and/or subgrade material that can be stockpiled during construction will be used in areas to be replanted and regraded.
- Topsoil would be used in areas where landscaping and lawns are proposed to overcome limitations associated with sandy soils, as necessary.

Water Resources

- The proposed project will adhere with the relevant recommendations of the *208 Study*, *NURP Study*, *Nonpoint Source Management Handbook* and other applicable studies to ensure adequate protection of groundwater.
- Low-maintenance and/or native species will be used, to the maximum extent practicable, to minimize the need for irrigation water and fertilizer.
- On- and off-site improvements shall be implemented to allow connection of the proposed development to the Sewer District #14 or an off-site STP.
- Under post-development conditions, the proposed stormwater management system would accommodate all stormwater runoff generated by a two-inch rainfall event on-site.

Land Use, Zoning and Community Character

As the proposed redevelopment would enhance the aesthetic appeal of the subject site and surrounding area, no mitigation is required. However, the proposed action would include landscaping along each property line to provide screening and landscaping in the front yard to create a welcoming entrance, and a cohesive retail development.

Transportation and Parking

- Geometric changes, including the addition of an eastbound through lane and a channelized eastbound to southbound right-turn lane at the intersection of Nicolls Road and Church Street would be provided.

- Widening of the westbound approach to provide an exclusive through lane and an exclusive right-turn lane at the intersection of Sylvan Avenue and Church Street. In addition, this intersection would be signalized to accommodate the traffic that will be generated by the proposed development. This proposed signal would be interconnected with the signal at the intersection directly to the east at Nicolls Road and Church Street.
- In order to accommodate the project-generated traffic, Sylvan Avenue would be widened to four lanes between Church Street and Rajon Road, which would insure that the site traffic would not adversely impact the operation of the other properties along Sylvan Avenue.
- The signal timing would be periodically reviewed at the intersections of Broadway Avenue with the Sunrise Highway North and South Service Roads to determine if timing adjustments can be effective in reducing the delays to various movements and/or approaches without adversely impacting the overall intersection operation.

Socioeconomics

The proposed action is expected to result in positive socioeconomic benefits to the surrounding area, Town and County by generating increased tax revenues on the subject site and facilitating the retention of the existing industrial use and associated tax revenues within the Town of Islip. Accordingly, no mitigation measures are required.

Community Facilities and Services

- The proposed access drives and internal roadways, as well as internal spaces have been designed to provide proper ingress and egress and accessibility for emergency service providers.
- The proposed development would be constructed in accordance with New York State and Town of Islip building and fire codes.
- Exterior lighting is proposed throughout the subject property, which would comply with §68-682 of the Town Code, to provide adequate visibility and increase site security.

Aesthetics and Cultural Resources

- The proposed development has been designed to provide an aesthetically-pleasing transition of the property from industrial to commercial use along a prominent corridor.
- The proposed buildings would be designed with a variety of materials and provide architectural variation and visual interest. Also, architectural details of the proposed buildings would include variation in height, exterior color and building materials.
- The retail buildings would be arranged in a layout allowing for landscaping, which will soften the appearance of the buildings and provide shaded areas. A variety of trees and shrubs would be planted around the perimeter of the proposed buildings. Evergreen trees are proposed along the property lines to provide buffers and screening, and would also be grouped in parking areas.
- Decorative lighting fixtures would be installed throughout the proposed project, to provide visibility and security, while complying with Dark Sky standards and prevailing regulations of the Town Code.

Energy Usage

- Upon securing retail tenants for the proposed buildings, the applicant's team would consult with the Town of Islip on the specific design of the buildings to meet prevailing energy efficiency requirements, and to the maximum extent practicable, the proposed energy efficiency standards of the Town.
- The proposed project will include a sound approach to energy efficiency and sustainability. For example, consideration will be given to the use of recycled and local materials to the maximum extent practicable, energy star appliances, and low-flow water-saving features.

ALTERNATIVES

No-Action Alternative

The No-Action alternative involves retaining the subject property in its present state. The project sponsor is planning to consolidate and relocate the existing industrial use (i.e., the Wenner Bread frozen dough plant) to another location absent the proposed action. Therefore, the No-Action alternative would result in the vacancy of the subject site. Redevelopment of the subject site would rely on an interested party to acquire and prepare a plan for redevelopment.

While the implementation of this alternative would leave the physical conditions of the property unchanged (e.g., impervious surfaces, cleared areas utilized for material stockpiling, and low-lying, sporadic vegetation), this alternative does not meet the objectives of the project sponsor and would deprive the project sponsor of the legal right to redevelop the subject property. Thus, implementation of the No-Action alternative would lead to the eventual vacancy of the subject property and site improvements and resultant community benefits associated with the proposed action would not be realized.

2.0

Description of the Proposed Action

2.1 Introduction and Project Location

The proposed action consists of an application for special use permits and site plan approval to permit the construction of approximately 190,000± square feet of retail space and 1,086 parking spaces, on properties located south of the Sunrise Highway South Service Road and west of Nicolls Road, in the hamlet of Bayport, Town of Islip, New York (see Figure 1). The subject property consists of nine Suffolk County Tax Map (SCTM) parcels with a combined total land area of 16.97± acres (hereinafter defined as the “subject property” or “subject site”) (see Figure 2). A description of the parcels included in the subject site follows:

Table 1 – Description of the Subject Parcels

SCTM No. (District-Section-Block-Lot)	Current Zoning District
500-239-4-6.9	Business 1/Industrial 1 ¹
500-239-4-6.10	Industrial 1 (Rajon Road)
500-239-4-6.16	Business 1 / Industrial 1
500-239-4-6.19	Business 1 / Industrial 1
500-239-4-9.8	Business 1
500-239-4-9.10	Business 1
500-239-4-9.11	Business 1
500-239-4-9.12	Business 1
500-239-4-9.13	Business 1 / Industrial 1

¹ Although Lot No. 6.9 is shown as being situated within the Industrial 1 District on the Town of Islip zoning maps, upon acquisition by Richlaine Enhancements, LLC, this parcel was merged with Lot No. 6.16 (which is also owned by Richlaine Enhancements, LLC), and thus, benefits from the same split zoning (Business 1/Industrial 1). This information was confirmed by Lisa Anderson during a meeting held on November 4, 2011.



FIGURE 1 – SITE LOCATION MAP

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: 1:13,249

SOURCE: ESRI Business Analyst, 2010

— = Approximate Site Boundaries



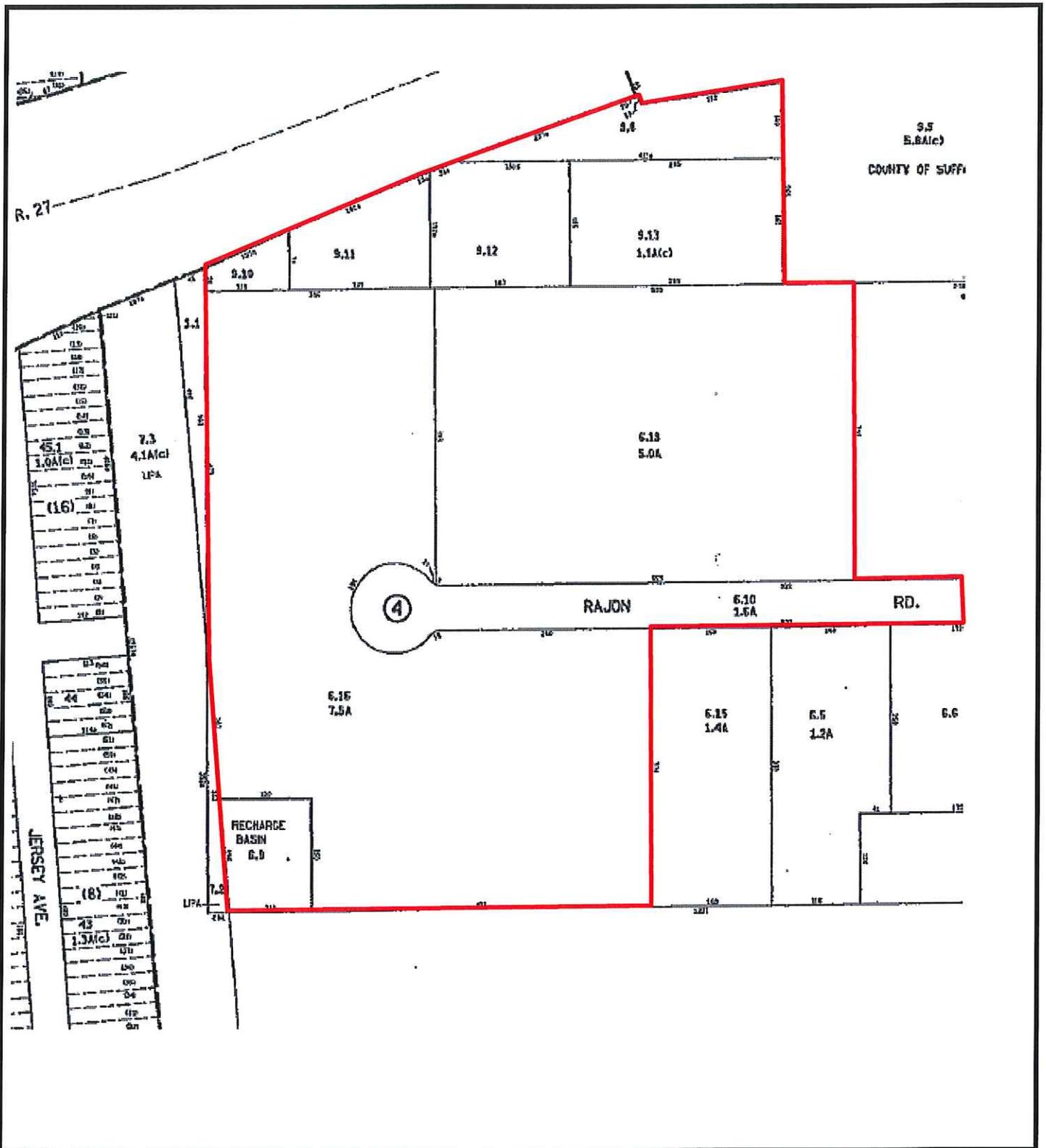


FIGURE 2 – EXCERPT OF SUFFOLK COUNTY TAX MAP

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: Not to Scale

SOURCE: County of Suffolk Real Property Tax Service Agency

— = Approximate Site Boundaries



The majority of the subject site is currently developed with approximately 65,000± square feet of industrial space, paved areas and appurtenances associated with the Wenner Bread frozen dough plant. Areas in the western portion of the subject site are primarily cleared, with some low-lying, brush vegetation and material stockpiles. It is the intent of the project sponsor to consolidate the existing Wenner Bread facilities. The proposed redevelopment would facilitate this consolidation and the relocation of same to another site within the Town of Islip.

Specifically, the proposed action includes the following components:

1. Demolition of the existing 65,000±-square-foot building (currently occupied by the Wenner Bread frozen dough plant).
2. Construction of 190,000± square feet of retail space, including a one-story, 45,000±-square-foot supermarket, a two-story, 90,000±-square-foot department store, and a two-story, 55,000±-square-foot retail building, 1,086 parking spaces and associated appurtenances.
3. Abandonment of a portion of Rajon Road.
4. Roadway improvements to portions of Rajon Road, Sylvan Avenue, the Sunrise Highway South Service Road, and Church Street, and new curb cuts on Rajon Road, Sylvan Avenue, and the Sunrise Highway South Service Road.

2.2 Existing Site Conditions and Site History

The subject site is currently developed with the Wenner Bread frozen dough plant totaling approximately 65,000± square feet, paved areas and associated appurtenances (see the *Existing Conditions Plan of Land* in Appendix B). In addition, there are material stockpiles and dirt/gravel in the western portion of the subject site. There is a small area of vegetation with vehicular paths in the northwestern portion of the subject site (see Figure 3). Vegetation exists in the northern portion of the subject site along the Sunrise Highway South Service Road.



FIGURE 3 – AERIAL PHOTOGRAPH

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: 1:9,288

SOURCE: Google Earth, 2009.

— = Approximate Site Boundaries



The Wenner Bread frozen dough plant has existed on the subject site since the 1970s. The subject site was purchased by its present ownership, Richlaine Enhancements, LLC (Richlaine), in March 2007. Prior to March 2007, Lot No. 6.16, located in the western portion of the subject site, was leased and/or occupied by the Long Island Recycling Corporation (Long Island Recycling), Robert Cianculli and Atlas Asphalt Paving and Seal Coating, who formerly utilized this lot for stockpiling of construction and demolition (C&D) debris.

Following a site inspection in June 2007 by the New York State Department of Environmental Conservation (NYSDEC), an Order on Consent No. R1-20071005-268 was issued, which required Long Island Recycling to submit an approvable closure plan to the NYSDEC for the C&D material, and upon approval, implement same. After failure to do so, Richlaine initiated eviction proceedings against Long Island Recycling and other occupants. By September 2007, Long Island Recycling, Robert Cianculli and Atlas Asphalt Paving and Seal Coating vacated the site without removing the stockpiled C&D from the subject site.

During a follow-up investigation conducted by the NYSDEC in April 2009, stockpiled C&D materials were again noted (NYSDEC field notes included in Appendix C). Subsequent to the follow-up site inspection, the NYSDEC and Richlaine entered into Order on Consent No. R1-20090605-81 (see Appendix C of this DEIS) which required preparation of an approved Facility Closure Plan for the subject site.

Summary of Facility Closure Plan and Sampling

As required within the Order on Consent No. R1-20090605-81, Richlaine retained Holzmacher, McLendon & Murrell, P.C. (H2M) to prepare an approved Facility Closure Plan for the subject site. The approved Closure Plan, dated August 17, 2009 (see Appendix C of this DEIS), documented sampling and removal procedures for the C&D material.

Screening and removal of the C&D debris began in 2009, as indicated in Section 3.0 of H2M's Closure Report (see Appendix C). Removal activities would be completed prior to the construction of the proposed development.

2.3 Project Description

The proposed retail development would consist of three buildings totaling approximately 190,000± square feet, and would include a one-story, 45,000±-square-foot supermarket; a two-story, 90,000±-square-foot department store; and 55,000± square feet of additional retail space (see the proposed *Layout and Materials Plan* in Appendix D). Implementation of the proposed action would redevelop the subject site with retail uses, as it is the project sponsor's intent to consolidate the existing

industrial use (i.e., the Wenner Bread frozen dough plant) on another site in the Town of Islip.

As part of the proposed action, 1,086 parking spaces would be developed on the subject site. Access to the retail development is proposed from the Sunrise Highway South Service Road (ingress only) and Rajon Road via Sylvan Avenue (ingress and egress) (see the proposed *Layout and Materials Plan* in Appendix D). Additionally, improvements would be made to Church Street between Sylvan Avenue and Nicolls Road, to the southeast, to accommodate the projected traffic flow of the proposed action. Internal circulation would be provided through the on-site parking areas to access to the proposed individual buildings. Walkways and landscaping would also be included in the proposed action.

Two of the nine parcels comprising the subject site are currently developed with a roadway, structures and parking associated with the Wenner Bread frozen dough plant (i.e., Lot Nos. 6.10 and 6.19). Lot No. 6.16 includes the material stockpiles and primarily unvegetated land. Lot No. 6.9 currently consists of unvegetated land. The remaining five parcels (i.e., Lot Nos. 9.8, 9.10, 9.11, 9.12, and 9.13), located along the Sunrise Highway South Service Road, are undeveloped and vegetated (see Figure 3). As part of the proposed action, all parcels would be redeveloped with retail uses and associated appurtenances, creating a cohesive retail development.

Three parcels at the subject site are split-zoned within the Business 1 and Industrial 1 zoning districts of the Town of Islip (i.e., Lot Nos. 6.16, 6.19, and 9.13). Section 68-12(B) of the Code of the Town of Islip (Town Code) states that "when property is located in two different zones, it must meet the higher zoning classification." Therefore, the Business 1 District is the prevailing district on the split-zoned parcels on the subject property. Thus, retail development is permitted on these parcels.

Relevant site data, as depicted on the proposed *Layout and Materials Plan* (see Appendix D), are as follows:

Table 2 – Site Data

Coverage	Existing Conditions (acres)	Proposed Action (acres)
Impervious Surfaces (Roads, buildings, and pavement)	5.17±	13.68±
Unvegetated (Rock, earth, or fill)	7.89±	0.0
Lawn/Landscaping	0.64±	3.29±
Natural Vegetation	3.27±	0.0
Total Acreage	16.97±	16.97±

As indicated in Table 2 above, the area of impervious surfaces on the subject property would increase from 5.17± acres under existing conditions to 13.68± acres

under post-development conditions. The total area of landscaping and lawn would increase from 0.64± acre under existing conditions to 3.29± acres under post-development conditions. The existing 3.27± acres of natural vegetation, which includes low-lying brush and small sporadic trees, would be removed. Additionally, the 7.89± acres of unvegetated areas, including the material stockpiles, which currently exist on the subject site, would be eliminated under implementation of the proposed action.

2.3.1 Access and Parking

The proposed access points would be from Rajon Road and the south Sunrise Highway South Service Road (see the proposed *Layout and Materials Plan* in Appendix D). The primary access point for the proposed development would be from the Sunrise Highway South Service Road, located at the north-westernmost portion of the subject site, and would provide ingress only. The Rajon Road access point would provide both ingress and egress to the proposed development from Sylvan Avenue.

Parking areas and internal drives would be provided within the proposed development. A total of 1,086 parking spaces are proposed, including 24 Americans with Disabilities Act (ADA)-accessible spaces, 985 standard spaces and 77 landbanked spaces.

Roadway improvements to Church Street, between Sylvan Avenue and Nicolls Road, are also included in the proposed action. These improvements would consist of the implementation of eastbound and westbound turning and through traffic lanes.

The aforesaid roadway improvements would comply with applicable regulations of the Suffolk County Department of Public Works (SCDPW), Town and local fire department.

2.3.2 Landscaping

The proposed action would include approximately 3.29± acres of landscaping. To the maximum extent practicable, indigenous and/or low-maintenance species would be utilized as part of the landscaping plan (see the proposed *Landscape Plan* in Appendix D).

Landscaped buffers would be situated along the property lines of the subject site, consisting of a variety of shrubs and evergreens. The front yard, along the Sunrise Highway South Service Road, would include approximately half of the total proposed landscaping, with a mix of deciduous, evergreen, and flowering trees; shrubs and lawn area.

In addition, the proposed access drives would be landscaped, and the parking areas would include landscaped islands. The proposed buildings would have a mix of landscaping along the exterior (see the proposed *Landscape Plan* in Appendix D). The proposed landscaping would enhance the aesthetics of the subject site, specifically from the Sunrise Highway South Service Road, and provide screening along the subject property lines.

2.3.3 Utilities

The subject site is currently supplied electricity by the Long Island Power Authority (LIPA), natural gas by Natural Grid, and potable water by the Suffolk County Water Authority (SCWA). Upon implementation of the proposed action, electricity, natural gas, and potable water would continue to be supplied by these providers.

Sanitary waste currently generated on the subject site is handled by on-site sanitary systems. Under the proposed action, sanitary waste would be handled by the municipal sewer system or an off-site privately-owned sanitary treatment plant (STP) proximate to the subject site.

2.3.4 Stormwater Management

Stormwater runoff currently generated at the subject site is collected by a system of drainage structures on-site. The proposed action would improve the stormwater management system to comply with prevailing regulations through the use of drywells to collect and recharge all stormwater on-site (see the proposed *Grading Plan* in see Appendix D). Specifically, 66 drywells would provide a storage capacity of approximately 106,550± cubic feet (cf), and would sufficiently accommodate a projected runoff of 102,865± cf associated with the proposed action.

These drywells would be situated throughout the proposed paved parking areas of the subject site.

2.4 Purpose, Benefit and Need

The objective of the project sponsor is to redevelop the subject property with retail uses. The current occupant, Wenner Bread, intends to vacate the subject property in order consolidate its business operations within the Town of Islip. Implementation of the proposed action would, therefore, facilitate productive reuse of the site and the relocation of the existing Wenner Bread operations within the Town.

The proposed mix of retail uses, including a supermarket, department store, and additional retail space, would provide a shopping option for eastbound travelers along Sunrise Highway, and residents of the hamlet of Bayport and surrounding communities. Currently, two Waldbaum's grocery stores are located along the Sunrise Highway South Service Road, one approximately 3.7± miles west, and one approximately 1.0± mile east of the subject site, respectively. The subject site is situated in a location that would provide a convenient shopping experience for not only eastbound travelers along Sunrise Highway, but also for people traveling south from Veterans Memorial Highway and Nicolls Road (CR 97).

Furthermore, the Suffolk County Department of Planning (SCDP) *Sunrise Highway Corridor Study: Islip Town and Brookhaven Town, Suffolk County, New York*, dated August 2009, states that:

"consideration should be given to permitting commercial development on other sites which may be developed as-of-right for retail uses, are characterized by blight or disinvestment, or would be instrumental in retention of the industrial employment base of the County."

As detailed in Section 4.3.2 of this DEIS, the proposed retail development complies with the existing split zoning of the subject site of Industrial 1 and Business 1. Furthermore, as previously indicated, the proposed action would facilitate the relocation of the existing industrial use (i.e., the Wenner Bread frozen dough plant) within the Town of Islip, thus, retaining the associated industrial employee base while creating additional jobs at the subject site. Furthermore, the location of the subject site, directly off of the Sunrise Highway service road is appropriate to capture the passerby traffic that would likely benefit from the proposed retail uses (i.e., supermarket, department store and additional retail space).

Numerous benefits would result from the implementation of the proposed project, including gross property tax revenue of approximately \$702,349±, which is more than \$493,451 above existing property tax revenues (i.e., \$208,898) (see Section 4.5.3), the addition of 475 permanent jobs (assuming full occupancy of the proposed retail spaces), based on a factor of 2.5 jobs per 1,000 square feet of retail space (i.e., 190,000-square feet proposed).² Furthermore, as detailed in subsequent sections, the proposed action would redevelop the subject site in a cohesive and aesthetically-pleasing manner.

Overall, the proposed action would be expected to result in significant benefits to the surrounding community, the Town of Islip, and Suffolk County.

▼
² ULI *Development Impact Assessment Handbook*, 1994.

2.5 Construction Schedule

The proposed action would be constructed in two phases. The first phase would consist of the construction of the one-story, 45,000±-square-foot supermarket and two-story, 90,000-square-foot department store, totaling 135,000± square feet of gross floor area. In addition, the 1,086 parking spaces, stormwater management system, landscaping, sanitary system improvements, and roadway improvements would be implemented during Phase I. The second phase (Phase II) would include the construction of the additional 55,000 square feet of retail space. As detailed in Section 4.2 of this DEIS, the construction schedule of the proposed development is contingent upon available capacity of the municipal system or an off-site privately-owned STP to accommodate the projected sanitary waste.

2.6 Required Permits and Approvals

The following permits and approvals are required in order to implement the proposed action:

Permit/Approval	Agency
Site Plan Approval and Special Permits	Planning Department of the Town of Islip
280-a Relief	Zoning Board of Appeals of the Town of Islip
Public Water Connection	Suffolk County Water Authority
Sanitary Disposal and Water Supply	Suffolk County Department of Health Services
Referral	Suffolk County Planning Commission
SPDES General Permit for Stormwater Discharges for Construction Activities – GP-0-10-001 and Notice of Intent	New York State Department of Environmental Conservation
Curb Cuts	New York State Department of Transportation and Town of Islip

3.0

Existing Environmental Conditions

3.1 Soils, Topography and Subsurface Conditions

3.1.1 Soils

According to the *Soil Survey of Suffolk County, New York (USDA, 1975) (Soil Survey)*, soils are classified according to distinct characteristics and placed (according to these characteristics) into "series" and "mapping units." A "series" is a group of mapping units formed from particular disintegrated and partly weathered rocks that lie approximately parallel to the surface and that are similar in arrangement and differentiating characteristics such as color, structure, reaction, consistency, mineralogical composition and chemical composition. "Mapping units" differ from each other according to slope, and may differ according to characteristics such as texture.

The subject property is primarily comprised of soils mapped as Cut and Fill land, gently sloping (CuB); Plymouth loamy sand, zero to three percent slopes (PIA); and Riverhead sandy loam, zero to three percent slopes (RdA) (see Figure 4). The CuB soils are located primarily in the northwestern portion of the subject site, with PIA soils in the eastern portion and RdA soils located primarily in western portion of the subject site. The relevant excerpts from the *Soil Survey* relating to the soil series and mapping units are presented below:

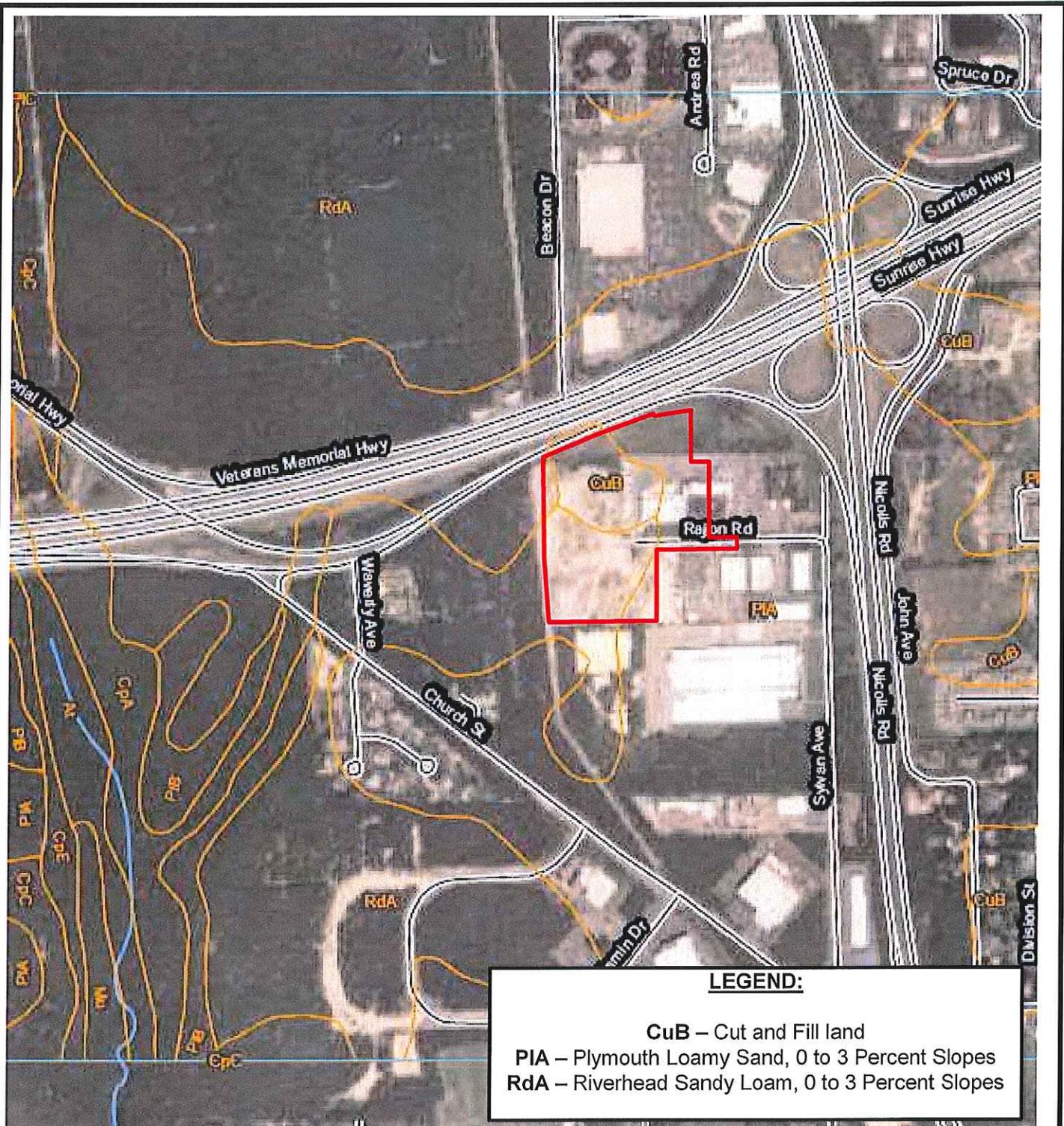


FIGURE 4 – EXCERPT OF SUFFOLK COUNTY SOIL SURVEY

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: 1:12,000 (Approximate)

SOURCE: United States Department of Agriculture Natural Resources Conservation Services National Cooperative Soil Survey, Web Soil Survey 2.0. Accessed June 2010.

— = Approximate Site Boundaries



Cut and Fill Land

A CuB soil designation represents areas that have been altered in grading operations for housing development, shopping centers, and similar nonfarm uses. Generally, the initial grading consists of cuts and fills for streets or parking lots. During this phase, excess soil material is stockpiled for final grading and top dressing around houses or other buildings.

Areas of CuB land contain deep cuts in or near the sandy substratum of the soil or sandy fills of 28 inches or more. Generally, cuts are so deep or fills so thick that identification of soils by series is not possible. The soil material making up the upper 40 inches of this unit contains as much as 12 inches of sandy loam, loam or silt loam in some places. The 28 inches that remain are loamy fine sand or coarser textured material. CuB land is generally associated with Carver and Plymouth soils.

The soil material that remains after grading operations are complete, has low available moisture capacity, is droughty, and is low to very low in natural fertility. The areas of CuB land have severe limitations in establishing and maintaining lawns and landscaping.

Plymouth Series

The Plymouth series consists of deep, excessively drained, coarse-textured soils that formed in a mantle of loamy sand or sand over thick layers of stratified coarse sand and gravel. These nearly level to steep soils are throughout the county on broad, gently sloping to level outwash plains and on undulating to steep moraines. Native vegetation consists of white oak, black oak, pitch pine, and scrub oak.

In a representative profile, the surface layer is very dark grayish-brown loamy sand, about four inches thick, in wooded areas. In cultivated areas, the surface layer is mixed with material formerly in the upper part of the subsoil, and there is a brown to dark-brown plow layer of loam about ten inches thick. The subsoil is yellowish-brown and brown, very friable and loose loamy sand to a depth of about 27 inches. The substratum, to a depth of about 58 inches, is yellowish-brown, loose gravelly coarse sand.

Plymouth soils have low to very low available moisture capacity. Natural fertility is very low. The response of crops to lime and fertilizer is fair. Reaction is strongly acid to very strongly acid throughout the profile of most of these soils, but it is strongly acid to medium acid in the lower substratum of soils in the silty substratum phase. The root zone is confined mainly to the upper 25 to 35 inches. Internal drainage is good. Permeability is rapid in all of these soils except in those of the silty substratum phase. Permeability is moderate in the silty layer of soils in the silty substratum phase.

Plymouth loamy sand, zero to three percent slopes (PIA) - This soil has the profile described as representative of the series. It is mainly on outwash plains south of the Ronkonkoma moraine. It is also on flat hilltops and in drainageways on morainic deposits. The areas generally are nearly level, but they are somewhat undulating in some places. Areas on outwash plains are large and uniform, and areas on the moraine are small and irregular.

Included with this soil in mapping are small areas of Riverhead soils that have a texture that is marginal to loamy sand. Also included are some loamy sands that have a profile similar in appearance to the soils of the Carver series. On moraines, scattered areas of Montauk sandy variant soils that have a weak fragipan and loose underlying till layers are included. These areas inter-grade between Plymouth loamy sands and Montauk loamy sand, sandy variants. In the larger areas of this unit, small acreages of Carver and Plymouth sands are included. Scattered throughout the county and on Fishers Island are areas that are dominantly fine sand.

This soil is fairly well suited to crops commonly grown in the county. Many areas were formerly cleared for farming, but most of these areas are idle or are in brush or trees. Small areas that are in large tracts with Riverhead or Haven soils are the only areas used for farming. In the western part of the county, most of this soil is used for housing developments and as industrial sites.

Riverhead Series

The Riverhead series consists of deep, well-drained moderately coarse textured soils that formed in a mantle of sandy loam or fine sandy loam over thick layers of coarse sand and gravel. These soils occur throughout the county in rolling to steep areas on moraines and in level to gently sloping areas on outwash plains. These soils range from nearly level to steep; however, they are generally nearly level to gently sloping. Native vegetation consists of black oak, white oak, red oak and scrub oak.

In a representative profile, the surface layer is brown to dark brown sandy loam about 12 inches thick. The upper part of the subsoil, to a depth of about 27 inches, is strong-brown, friable sandy loam. The lower part of the subsoil is yellowish-brown, very friable loamy sand to a depth of about 32 inches. Below is yellowish-brown, friable gravelly loamy sand to a depth of about 35 inches. The substratum is very pale brown and brown loose sand and gravel or sand to a depth of 65 inches.

Riverhead soils have moderate to high available moisture capacity. Internal drainage is good. Permeability is moderately rapid in the surface layer and in the subsoil and very rapid in the substratum.

Riverhead Sandy Loam, zero-to-three percent slopes (RdA) - This soil has the profile as that is described as representative of the series. It generally is on

outwash plains, and the areas are large and uniform. Where this soil occurs on outwash plains, it generally has slope characteristics of this landform. Slopes are undulating in places. A few small, irregular areas are on moraines.

Included with this soil in mapping are small areas of Sudbury soils that are less than one to two acres in size. Also included are areas of soils near Bridgehampton that have a profile similar to that of this soil, except that at a depth of about 30 inches they have layers of gray and strong brown silt loam 1 to 2 feet thick. Also included are areas of Haven and Plymouth soils that have a texture marginal to sandy loam and areas of soils that have a loam or fine sandy loam surface layer and a sandy loam subsoil. Areas of Montauk soils on moraines that have a very weak fragipan formed in loose sandy till are included.

The hazard of erosion is slight on this Riverhead soil. This soil is limited only by moderate droughtiness in the moderately coarse textured solum. It tends to develop a plowplan if it is intensively farmed.

This soil is well suited to all crops commonly grown in the county, and it is used extensively for that purpose. Most areas in the western part of the county, however, are used for housing developments and industrial parks.

A description of the engineering and planning limitations for the soils in the area of the proposed project is included in Table 3 below.

Table 3 – Soil Engineering and Planning Limitations

Symbol	Mapping Unit	Slopes	Homesites ¹	Streets and Parking Lots	Lawns and Landscaping
CuB	Cut and Fill Land, gently sloping ²	1-8 percent	SL	M(A) ³	SE(B)
PIA	Plymouth loamy sand	0-3 percent	SL	SL	SE(B)
RdA	Riverhead sandy loam	0-3 percent	SL ⁴	SL	SL

Engineering and Planning Limitation Rating:

SL = Slight - Few or no limitations or limitations can be overcome at little cost.
M = Moderate - Limitations are harder to correct or not possible to correct entirely.
SE = Severe - Use severely limited by some characteristics difficult or costly to overcome.

Reasons for Limitations:

(A) Slope
(B) Sandy Surface Layer

¹ High water table is less restrictive for houses without basements.

² These units are mainly in built-up areas, and they are not well suited to uses other than present use. Interpretations apply to small ungraded areas.

³ Slight for Town or County roads.

⁴ Possible pollution hazard to lakes, springs, or shallow wells in these rapidly permeable soils.

Source: *Soil Survey of Suffolk County, New York*, United States Department of Agriculture, Soil Conservation Service (1975).

3.1.2 Subsurface Conditions

A portion of the overall subject property was utilized for the stockpiling of C&D debris. Lot No. 6.16 (approximately 6.97± acres, located in the western portion of the subject site) was leased and/or occupied by the Long Island Recycling, Robert Cianculli and Atlas Asphalt Paving and Seal Coating, and by September 2007, vacated the site without removing the stockpiled C&D from the subject site.

As indicated in Section 2.2 of this DEIS, the NYSDEC and Richlaine entered into Order on Consent No. R1-20090605-81 (see Appendix C of this DEIS), which required preparation of an approved Facility Closure Plan for the removal of the stockpiles on the subject site.

As required within the Order on Consent No. R1-20090605-81, Richlaine retained H2M to prepare an approved Facility Closure Plan for the subject site. The approved Closure Plan, dated August 17, 2009 (see Appendix C of this DEIS), documented sampling procedures, which are summarized below:

Soil Sampling Analysis Program Results, April 10, 2009, and April 29, 2010

In accordance with the Order on Consent, H2M conducted soil sampling and analysis activities at 50 Rajon Road. Sampling of soil stockpiles was conducted between March 16, 2009 and March 19, 2009. The sampling program included collection and laboratory analysis of grab and composite samples from four existing C&D stockpiles located on the subject site (see Figure 1 of April 10, 2009 Soil Sampling report in Appendix C of this DEIS).

Samples were collected from the four C&D stockpiles (hereinafter referred to as Piles A, B, C and D, respectively) that were located at the subject site. Samples were collected from C&D stockpiles A, B and C from five soil probes that were advanced with continuous soil sampling to native material or refusal, using the direct push method (i.e., Geoprobe). Samples were submitted for laboratory analysis for Target Compound List (TCL) semi-volatile organic compounds (SVOCs), TCL pesticides and polychlorinated biphenyls (PCBs), Target Analyte List (TAL) metals and herbicides. In addition, one grab sample was collected from each soil probe for analysis of TCL volatile organic compounds (VOCs).

Pile D was noted to be a smaller stockpile. As such, one composite sample was collected from four locations sampled by hand auger. The composite sample was analyzed for TCL SVOCs, TCL pesticides/PCBs, TAL metals, and herbicides. Additionally one grab sample was collected from one location that was analyzed for TCL VOCs.

As indicated in H2M's report (see Appendix C of this DEIS), sample results were compared to the New York State Unrestricted Use Soil Cleanup Objectives (UUSCOs) are summarized by each respective C&D stockpile as follows:

➤ Pile A

Analytical results of Pile A indicate that no VOCs or herbicides were detected in any sample at concentrations exceeding their respective UUSCOs. However, several samples contained one or more SVOCs at concentrations slightly exceeding their respective UUSCOs, and four samples contained pesticides and/or PCBs at concentrations exceeding their UUSCOs. All the samples contained heavy metals at concentrations exceeding their respective UUSCOs.

➤ Pile B

Analytical results of Pile B indicate that no VOCs or herbicides were detected in any sample at concentrations exceeding their respective UUSCOs. Several samples contained one or more SVOCs at concentrations exceeding their respective UUSCOs, and all samples contained pesticides and/or PCBs at concentrations exceeding their respective UUSCOs. Moreover, four samples contained metals at concentrations exceeding their respective UUSCOs.

➤ Pile C

Analytical results for Pile C indicate that SVOCs, PCBs and herbicides were not detected in any sample at concentrations exceeding their respective NYSDEC UUSCOs. However, one sample contained one VOC at a concentration exceeding its respective UUSCO, and three samples contained pesticides at concentrations exceeding their respective UUSCOs. Moreover, four samples contained metals at concentrations exceeding their respective UUSCOs.

➤ Pile D

Analytical results for Pile D indicates that no VOCs, SVOCs, PCBs, herbicides or metals were detected in any sample at concentrations exceeding NYSDEC UUSCOs. It should be noted, however, that one sample contained one pesticide at a concentration exceeding its respective UUSCO.

Based on the identified contaminants, it was determined that Piles A and B could not be reused in accordance with the restricted criteria of 6 NYCRR Part 375 due to elevated concentrations of arsenic in Pile A and benzo(a)pyrene in Pile B. As such, H2M recommended that an alternate disposal facility with specific acceptance

criteria, consistent with the sample results (i.e., concrete manufacturer for Pile A, and an asphalt manufacturer for Pile B) may be available for the stockpiles. Additionally, H2M recommended that each pile could be divided into smaller "sub-piles" in order to re-sample, which may allow identification for other disposal options for each respective sub-pile.

Based on the concentrations of contaminants identified in Piles C and D, H2M recommended that Pile C could be reused in accordance with the industrial restriction requirements, and Pile D could be reused in accordance with the residential restriction requirements of 6 NYCRR Part 375.

Based on the analytical data presented in H2M's report, it was determined in the NYSDEC-approved Facility Closure Plan, dated August 2009 (hereinafter the "Closure Plan"), that the stockpiled C&D debris would be removed from the site and would be reused at off-site locations. H2M identified the following three facilities for beneficial reuse of the material from the site and were approved by the NYSDEC to receive such materials:

- Old Town Tree Farm, Setauket, New York, with an office address of 440 Middle Island Yaphank Road, Yaphank, New York
- Blackman Plumbing Supply, Inc., 900 Sylvan Avenue, Bayport, New York
- Stafford Building, Bennett's Road, Setauket, New York

As indicated in the Closure Plan, it is anticipated that these three facilities will be able to beneficially reuse all of the C&D debris located at the subject site. As necessary, additional facilities will be identified if the three approved facilities are unable to take and reuse all of the materials.

Stockpiled C&D material will be screened to remove large debris and loaded onto trucks for transportation to the approved reuse facilities. The screening and loading operations will be conducted in the vicinity of the stockpile(s) being removed. Unacceptable materials to be separated during the screening process (i.e., materials that are odiferous, visibly contaminated, etc.) would be segregated and characterized for proper disposal. The applicant asserts that the NYSDEC will be notified of any anomalies discovered during the screening process, if such materials are encountered. These materials will then be transported and properly disposed of at a site which is authorized to accept such materials.

As indicated in the Closure Plan, a test pit excavation program will be implemented in order to verify that no buried materials and/or C&D debris remains on the site. The scope of the test pit program (i.e., number, location and/or depth of excavations) will be determined upon complete removal of the existing C&D stockpiles.

Screening and removal of the C&D debris began in 2009, as indicated in Section 3.0 of the Closure Report (see Appendix C of this DEIS). Removal activities would be completed prior to the construction of the proposed development. Once all debris is removed, as previously noted, the applicant will implement the test pit excavation program. The applicant will continue to remediate the site in accordance with the approved Closure Plan.

3.1.3 Topography

According to the United States Geological Survey (USGS) Topographic Map (Patchogue Quadrangle) (see Figure 5), the elevation of the overall property ranges from approximately 45± feet to 55± feet above mean sea level (amsl). A site-specific *Existing Conditions Plan of Land* (see Appendix B), indicates the elevation of the site ranges from approximately 44± feet to 51± feet amsl (excluding the material stockpiles). The elevation is lowest (i.e., 44± feet amsl) in the southwestern portion of the subject site and increases slightly moving north and east throughout the site. As the majority of the subject site has been previously developed and/or cleared, 100 percent of the existing slopes on the subject property range from zero to 10 percent, with an average slope of approximately six percent.

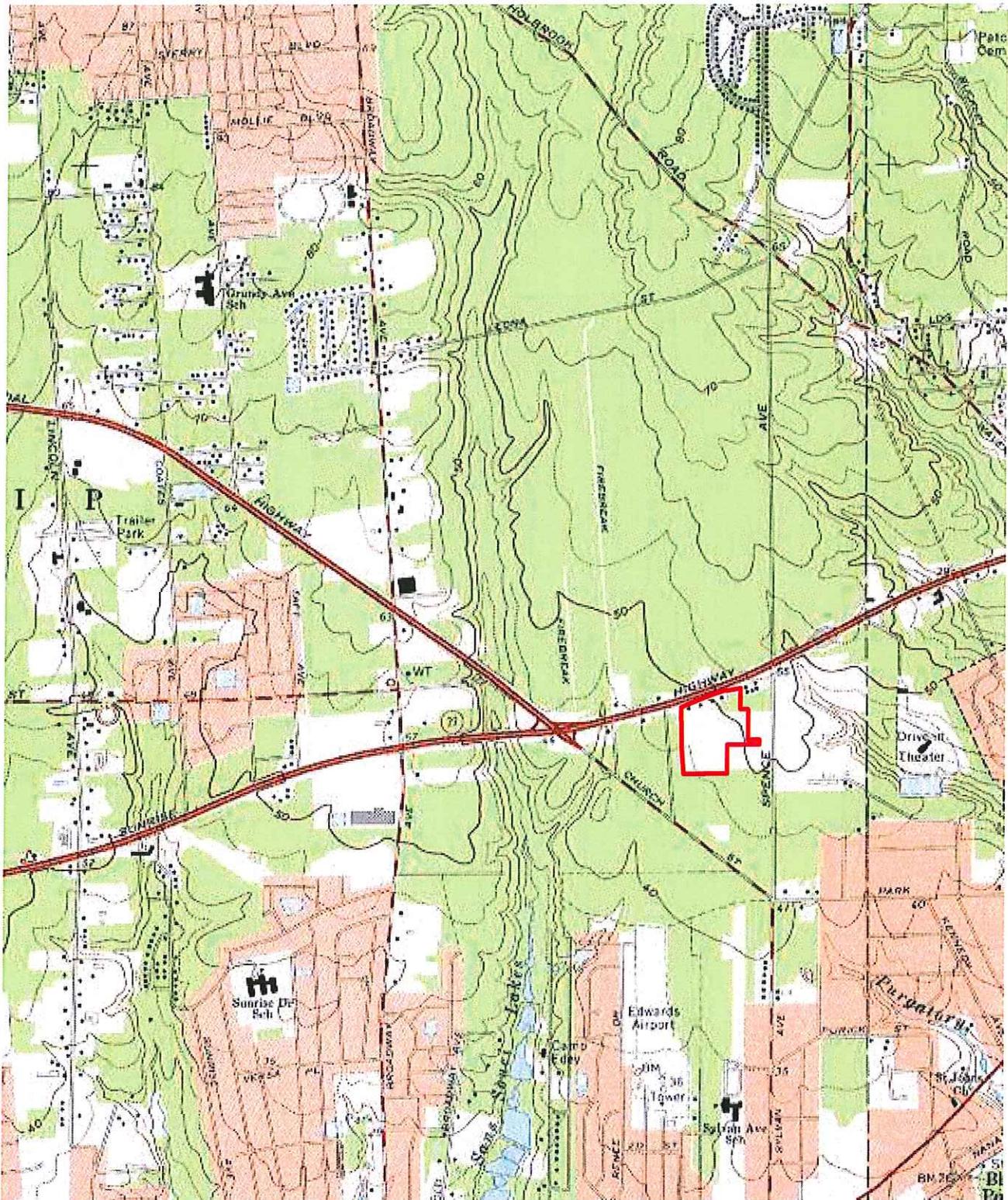


FIGURE 5 – EXCERPT OF USGS TOPOGRAPHIC MAP

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: 1" = 2000'

SOURCE: G-Ref ©, Inc. Topographic Map. 1996. Patchogue Quadrangle

— = Approximate Site Boundaries



3.2 Water Resources

3.2.1 Groundwater

Long Island is considered a sole source aquifer region, which means that groundwater is the single water supply source. Thus, land uses have the potential to impact the quality of the water supply.

There are three major aquifers under Long Island: the Upper Glacial, the Magothy and the Lloyd. The Upper Glacial and Magothy are the significant water supply sources for most of Long Island. In recent years, suburbanization has caused contamination in areas of the Upper Glacial aquifer, since it is closest to the surface.

Depth to Groundwater

According to the USGS *Water Table of the Upper Glacial Aquifer on Eastern Long Island, New York in March-April 2000*, the water table is approximately 20± feet amsl (see Figure 6). With elevation of the subject property ranging from approximately 44± feet amsl to 51± feet amsl, the depth to groundwater would be expected to be approximately 24± feet to 31± feet below grade surface (bgs).

Water Usage

Potable water is currently supplied to the subject property by the SCWA. Based on monthly SCWA water bills dated April 1, 2010 through March 3, 2011 (see Appendix E), the subject site uses approximately 34,874 gpd of water for the existing Wenner Bread frozen dough facility. As previously indicated, there is minimal landscaped area on the subject site (i.e., 0.64± acres), and thus, minimal, if any, water is used for irrigation purposes.

Sanitary Flow and Discharge

Sanitary waste generated by the existing use on the subject site is based on the Suffolk County Department of Health Services (SCDHS) factor for industrial space (i.e., 0.04 gpd per square foot). Therefore, the total sanitary waste currently generated by the subject site is approximately 2,600 gpd, based on the existing 65,000 square feet of industrial space, which is accommodated by on-site sanitary systems.

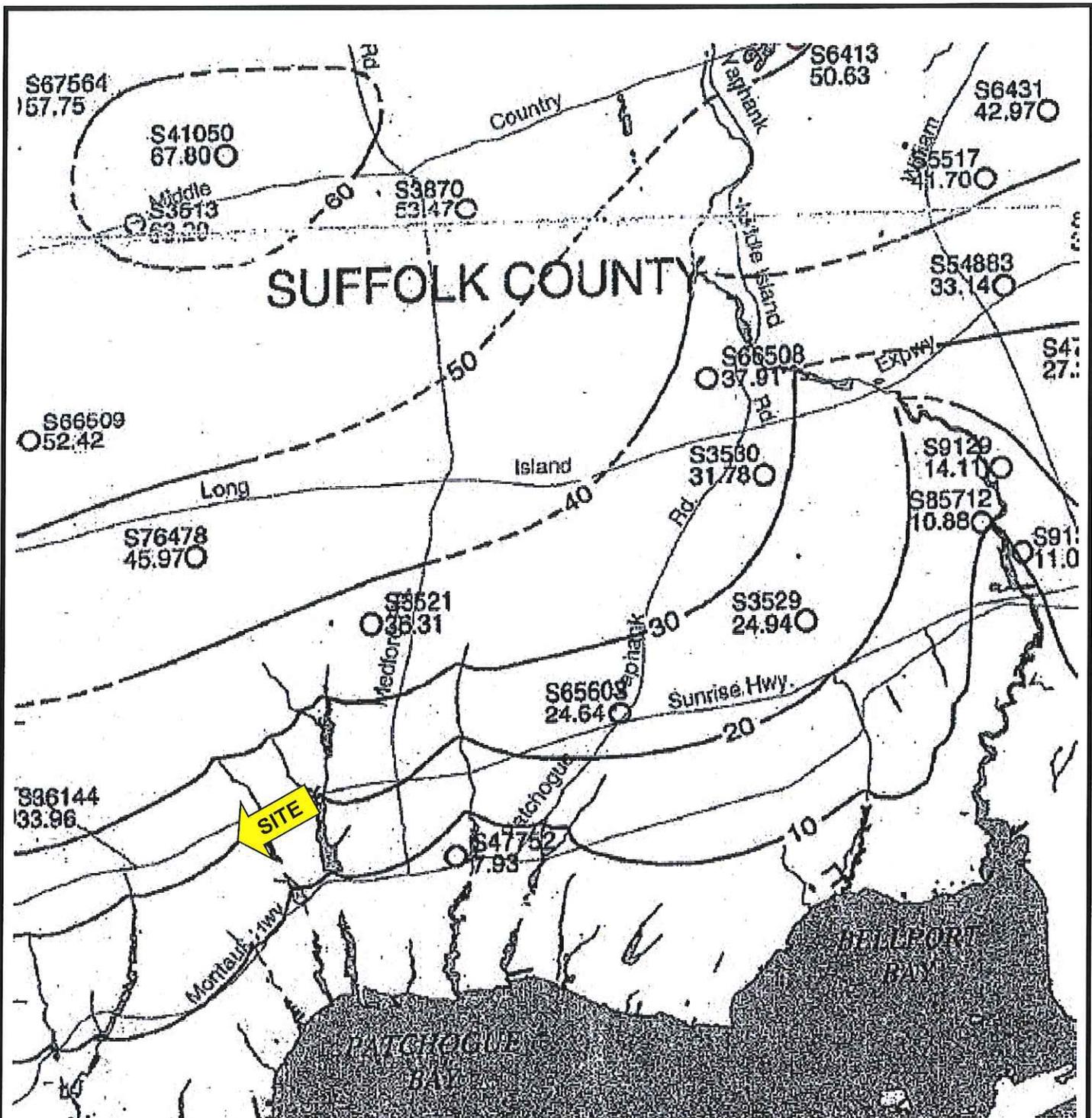


FIGURE 6 – EXCERPT OF USGS SUFFOLK COUNTY GROUNDWATER CONTOUR MAP

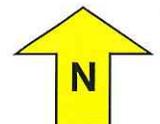
SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: 1:250,000 (Approximate)

SOURCE: United States Geological Survey Water Table of the Upper Glacial Aquifer on Western Long Island, New York, March – April 2000 (2002).



The subject site is part of an industrial subdivision with parcels to the east of the subject site (see the *Existing Conditions Plan of Land* in Appendix B), which was the subject of various densities granted by the SCDHS since 1985. The parcels within the entire industrial subdivision are calculated together for a SCDHS-approved density of 6,633 gpd of sanitary waste. The total yield, once the density has been averaged over the entire industrial subdivision, cannot exceed the allowable 300 gpd.

The Long Island Comprehensive Waste Treatment Management Plan (208 Study)

In 1978, Long Island was divided into eight hydrogeologic zones in the *Long Island Comprehensive Waste Treatment Management Plan* (hereinafter referred to as the "208 Study"). The subject site is located in Hydrogeologic Zone VI, according to the 208 Study (Page 45, Volume 1) (see Figure 7). Hydrogeologic Zone VI, which is designated as a "surface water impact area," is the portion of the ground water system that discharges into the eastern Great South Bay and Moriches Bay. This zone, located on the south shore of Suffolk County, spans from the eastern portion of the Town of Islip to the western portion of the Town of Southampton. This Zone is characterized by a shallow flow system, which directly impacts the water quality in the eastern portion of the Great South Bay and Moriches Bay. In order to protect the important natural resources of these Bays, it is necessary to maintain groundwater and stream nitrogen concentrations at, or below, two milligrams per liter. Because the flushing rate in the eastern Great South Bay is so low, contaminant concentrations are not sufficiently dispersed and diluted. As such, alternatives developed for this zone stress the protection of the marine surface water quality.

The 208 Study lists structural and non-structural recommendations, and from these recommendations, defines the highest priority areawide alternatives to manage potential impacts to groundwater in each Hydrogeologic Zone. For Zone VI, the highest priority area-wide alternatives relevant to the proposed action are as follows:

- Control stormwater runoff to minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria to ground or surface waters
- Restrict the use of inorganic, fast-acting fertilizers, as well as promote the use of low-maintenance lawns

The Long Island Comprehensive Special Groundwater Protection Area Plan (SGPA Plan)

Special Groundwater Protection Areas (SGPAs), which are Critical Environmental Areas (CEAs), are significant, largely undeveloped or sparsely developed geographic areas of Long Island that provide recharge to portions of the deep flow aquifer system. They represent a unique, final opportunity for comprehensive, preventive management to preclude or minimize land use activities that can have a deleterious impact on groundwater. Nine SGPAs are located on Long Island: North Hills, Oyster Bay, West Hills/Melville, Oak Brush Plains, South Setauket Woods, Central Suffolk, Southold, South Fork and Hither Hills. The subject property is not located within an SGPA.

Final Long Island Groundwater Management Plan

The Final Long Island Groundwater Management Plan (NYSDEC, 1986) is the product of a study effort, funded by a grant from the USEPA under Section 208 of the Federal Clean Water Act (CWA). Under this grant, the NYSDEC, in cooperation with numerous other State, Federal and local agencies, conducted an intensive review of Long Island groundwater problems and the programs that address them, and prepared a detailed Groundwater Management Program designed to assure a viable, high quality groundwater resource for the future.

The *Final Long Island Groundwater Management Plan* was reviewed to determine whether there is any reported presence of organics, nitrates or aldicarb in groundwater. There are no public water supply wells proximate to the subject site with reported organics, nitrates or aldicarb contamination. The subject site is not located within an area where shallow groundwater has been impacted with aldicarbs, nitrates, or organics.

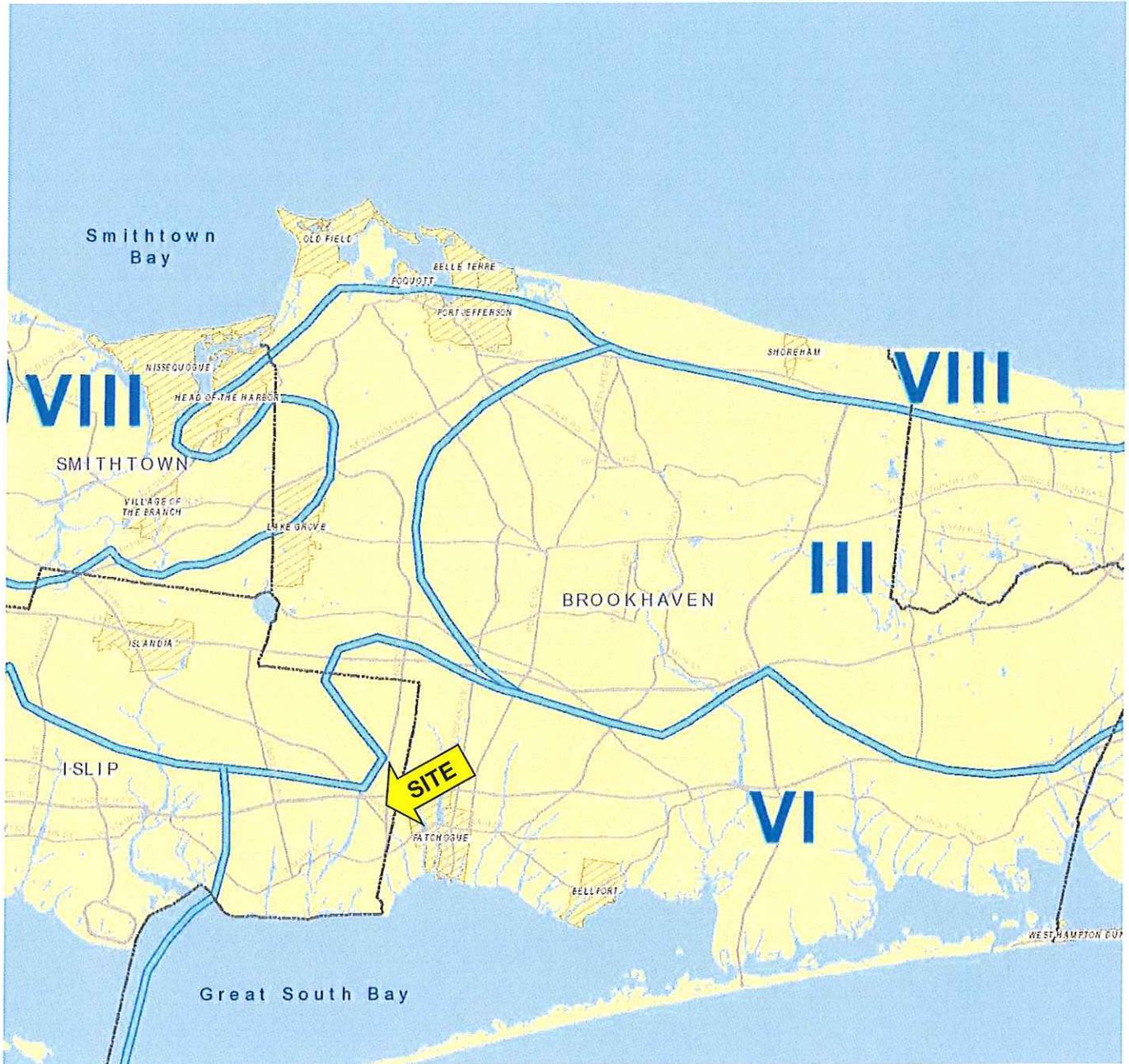


FIGURE 7 – EXCERPT OF LONG ISLAND 208 STUDY HYDROGEOLOGIC ZONE MAP

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: Not to Scale

SOURCE: Long Island Comprehensive Waste Treatment Management Plan, 1978.



Suffolk County Sanitary Code

In order to protect the groundwater quality in Suffolk County, the SCDHS adopted Articles 6, 7 and 12 of the Suffolk County Sanitary Code (SCSC). A discussion of these Articles, as they relate to the subject site, is included below. According to the *Suffolk County Sanitary Code - Article 7 Groundwater Management Zones & Water Supply Sensitive Areas Map*, prepared by the SCDHS, the subject site is situated within Groundwater Management Zone VI; however the subject site is adjacent to the boundary of Groundwater Management Zone I (a deep recharge area) (see Figure 8). As indicated on the *Suffolk County Sanitary Code - Article 7 Groundwater Management Zones & Water Supply Sensitive Areas Map*, deep recharge areas (i.e., Zones I, II, III and V) include all properties that front on the boundary. The subject site is not within a Water Supply Sensitive Area, nor is it proximate to a wellfield with upper glacial wells. The closest wellfield with upper glacial wells is over 4,900 feet south of the subject site (see Figure 8).

Article 6, Realty Subdivisions, Developments and Other Construction Projects

Article 6, *Realty Subdivisions, Developments and Other Construction Projects*, contains several provisions relevant to this project, as summarized below.

Section 760-607(B) of Article 6 indicates that individual or subsurface sewerage systems may be approved as the method of sewage disposal for construction projects other than conventional single-family residential realty subdivisions and developments, when all of the following conditions are met:

- *The construction project is located within Groundwater Management Zones III, V, or VI, and the population density equivalent is equal to or less than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 40,000 square feet*

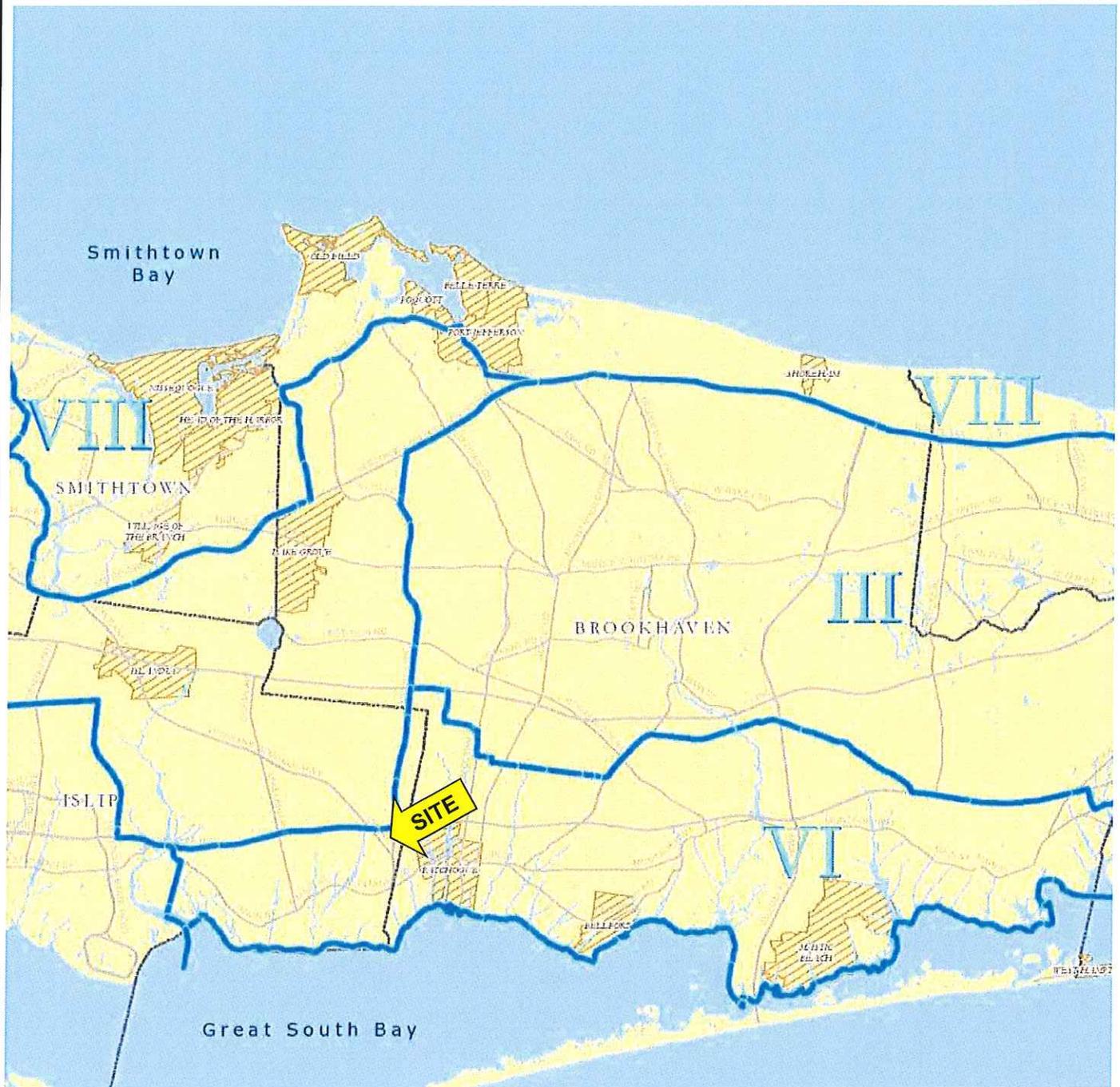


FIGURE 8 – EXCERPT OF GROUNDWATER MANAGEMENT ZONE MAP

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: Not to Scale

SOURCE: Suffolk County Sanitary Code – Article 6



- *The construction project is located outside of Groundwater Management Zones III, V, or VI, and the population density equivalent is equal to or less than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 20,000 square feet*
- *The construction project, or any portion thereof, is not located within an existing sewer district and is located in an area where subsoil and groundwater conditions are conducive to the proper functioning of an individual or subsurface sewerage system*
- *The individual or subsurface systems comply with the Department's current standards and minimum State requirements as set forth in 10 NYCRR Part 75 to the extent applicable to Suffolk County*

Pursuant to Article 6 of the SCSC, sanitary discharge to on-site sanitary systems in Groundwater Management Zone VI is limited to 300 gpd per 40,000 square feet, therefore, approximately 5,544± gpd of sanitary discharge is permitted under Article 6. As previously indicated, the subject site currently generates approximately 2,600± gpd of sanitary waste, and thus, complies with this section of Article 6 of the SCSC. It should be noted however, as previously indicated, that the overall industrial subdivision, which includes the subject site, has an overall SCDHS-approved sanitary density of 6,633 gpd.

Article 6 also includes requirements with regard to water facilities for construction projects other than conventional single-family residential realty subdivisions and developments. This section states that a community water system method of water supply is required when any of the following conditions are present:

- *the construction project, or any portion thereof, is located within an existing water district or service area*
- *the construction project is reasonably accessible to an existing water district or service area (note that this requirement shall apply in the absence of proof satisfactory to the Department that the developer cannot effect arrangements for the installation and/or connection to the water system to the existing water district or service area facilities)*
- *individual wells cannot provide sufficient yield of freshwater meeting Department requirements or standards, or groundwater in the area are non-potable or potentially hazardous*

As previously indicated, water is currently supplied to the subject property by the SCWA, and thus, complies with this section of Article 6 of the SCSC.

Article 7, Water Pollution Control

Article 7, *Water Pollution Control*, was adopted and added to the SCSC in 1985 to protect the groundwater of Suffolk County, especially in the deep recharge areas of Zones I, II, III and V described in the 208 Study, from discharge of sewage, industrial wastes, toxic or other hazardous materials and stormwater runoff. Section 760-706 provides restrictions on toxic and hazardous materials storage and discharge for those properties in the deep recharge zones and water supply sensitive areas.³ As the subject site is situated within Zone VI, which is not considered a deep recharge area, and is not situated within a water supply sensitive area, Article 7 is not applicable to the subject site.

Article 12, Toxic and Hazardous Materials Storage and Handling Controls

Pursuant to §760-1210, new storage facilities to be used for the underground storage of toxic or hazardous materials shall be "designed and constructed in a manner which will, in the opinion of the Commissioner [of the SCDHS], provide the maximum reasonable protection available against leakage or spillage from the facility due to corrosion, breakage, structural failure, or other means. Double-walled or equivalent facilities are required for all toxic and hazardous materials." Article 12, *Toxic and Hazardous Materials Storage and Handling Controls*, relates to the storage and handling of toxic and hazardous materials. The relevant aspects of Article 12 relate to the storage of fuel in tanks. As the subject site is currently provided natural gas by National Grid, fuel is not stored on the subject site, and thus, Article 12 is not applicable.

Nonpoint Source Management Handbook

The *Nonpoint Source Management Handbook*, which was prepared as part of the USEPA's 208 Plan Implementation Program, is divided into several elements: Land Use, Stormwater Runoff, On-site Systems, Highway Deicing, Fertilizer, Animal Waste, Wells-Water Supply, Boat Pollution, and Site Plan Review and Ordinances. The *Nonpoint Source Management Handbook* makes a variety of recommendations for counties, municipalities, engineers, etc., to use in the controlling of non-point sources of groundwater contamination. Relevant recommendations from this study along with a review of the project's consistency therewith are included in Section 4.2 of this DEIS.

▼
³ Pursuant to §760-703(W) of the SCSC, Water Supply Sensitive Areas are defined as follows: "(1) a groundwater area separated from a larger regional groundwater system where salty groundwater may occur within the Upper Glacial aquifer, and where deepening of private wells and/or development of community water supplies may be limited; (2) areas in close proximity to existing or identified future public water supply wellfields." In general, for the purposes of this Article, "close proximity" shall mean within 1,500 feet upgradient or 500 feet downgradient of public supply wells screened in the Upper Glacial aquifer. According to the Suffolk County Sanitary Code – Article 7 Groundwater Management Zones & Water Supply Sensitive Areas Map, the subject property is not within 1,500 feet upgradient or 500 feet downgradient of a public supply well that screen in Upper Glacial Aquifer and is not, therefore, located within a Water Supply Sensitive Area.

3.2.2 Stormwater Runoff

Stormwater runoff is generated by precipitation events and is divided into three components: surface runoff, interflow and base flow. Surface runoff is that portion of the stormwater that remains after a precipitation event and is not captured by depression storage or ponding, does not infiltrate the surface and is not evapotranspired from the earth's surface. Interflow is that portion of stormwater that infiltrates the surface into the soil zone and moves in a horizontal direction until reaching a surface water body. Finally, the base flow is that portion which infiltrates the surface and soil profile to reach groundwater.⁴

In the NYSDEC's manual, *Reducing the Impacts of Stormwater Runoff from New Development*, the concept of stormwater management is such that there is qualitative control, as a system of vegetative and structural measures can be used "to control the increased volume and rate of surface runoff caused by man-made changes to the land" and "to control or treat pollutants carried by surface runoff" (page 5). The goal of stormwater management is to prevent substantial alteration of the "quantity and quality of stormwater run-off from any specific development...from predevelopment conditions" (page 6).

The existing development on the subject property generates approximately 50,351± cf of stormwater, based on a two-inch rainfall and a runoff coefficient of 1.0 for the impervious area and 0.15 for the pervious area on site. There are drainage structures on the subject site, which contain stormwater on-site (see the *Existing Conditions Plan of Land* in Appendix B).

Long Island Segment of the Nationwide Urban Runoff Program (NURP Study)

With regard to stormwater runoff, the *Long Island Segment of the Nationwide Urban Runoff Program* (hereinafter referred to as the "NURP Study") has made the following findings relating to groundwater:

- *In general, with the exception of lead and chloride, the concentrations of inorganic chemicals measured in stormwater runoff do not have the potential to adversely affect groundwater quality*
- *Infiltration through the soil is generally an effective mechanism for reducing lead and probably chromium from runoff on Long Island. Chloride is not attenuated. The effect of infiltration on nitrogen is undetermined*

▼
⁴ *Reducing Impacts of Stormwater Runoff From New Development*, New York State Department of Environmental Conservation. As indicated on the NYSDEC website (www.dec.state.ny.us), "This document provides guidance on site planning and stormwater management including an example of a model stormwater ordinance. The document is out of print at this time because it is being revised and updated. Watch this web page for the update."

- *Coliform and fecal streptococcal indicator bacteria are removed from stormwater as it infiltrates through soil*

A discussion of the proposed project's consistency with the relevant recommendations of the *NURP Study* is included in Section 4.2.2 of this DEIS.

3.2.3 Surface Water, Wetlands and Floodplains

According to the NYSDEC Freshwater Wetlands Map No. 27 of 39 (Patchogue Quadrangle), no freshwater wetlands are found on or contiguous to the subject property (Figure 9). In addition, based on the National Wetland Inventory Map (NWI) Map No. 647, there are no federal wetlands on or contiguous to the subject property (see Figure 10).

The Federal Flood Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 36103C0693 H (see Figure 11) indicates that the subject property is located within Flood Zone X, which includes areas determined to be outside of the 500-year flood plain. Therefore, the subject site is not located within a special flood hazard area.

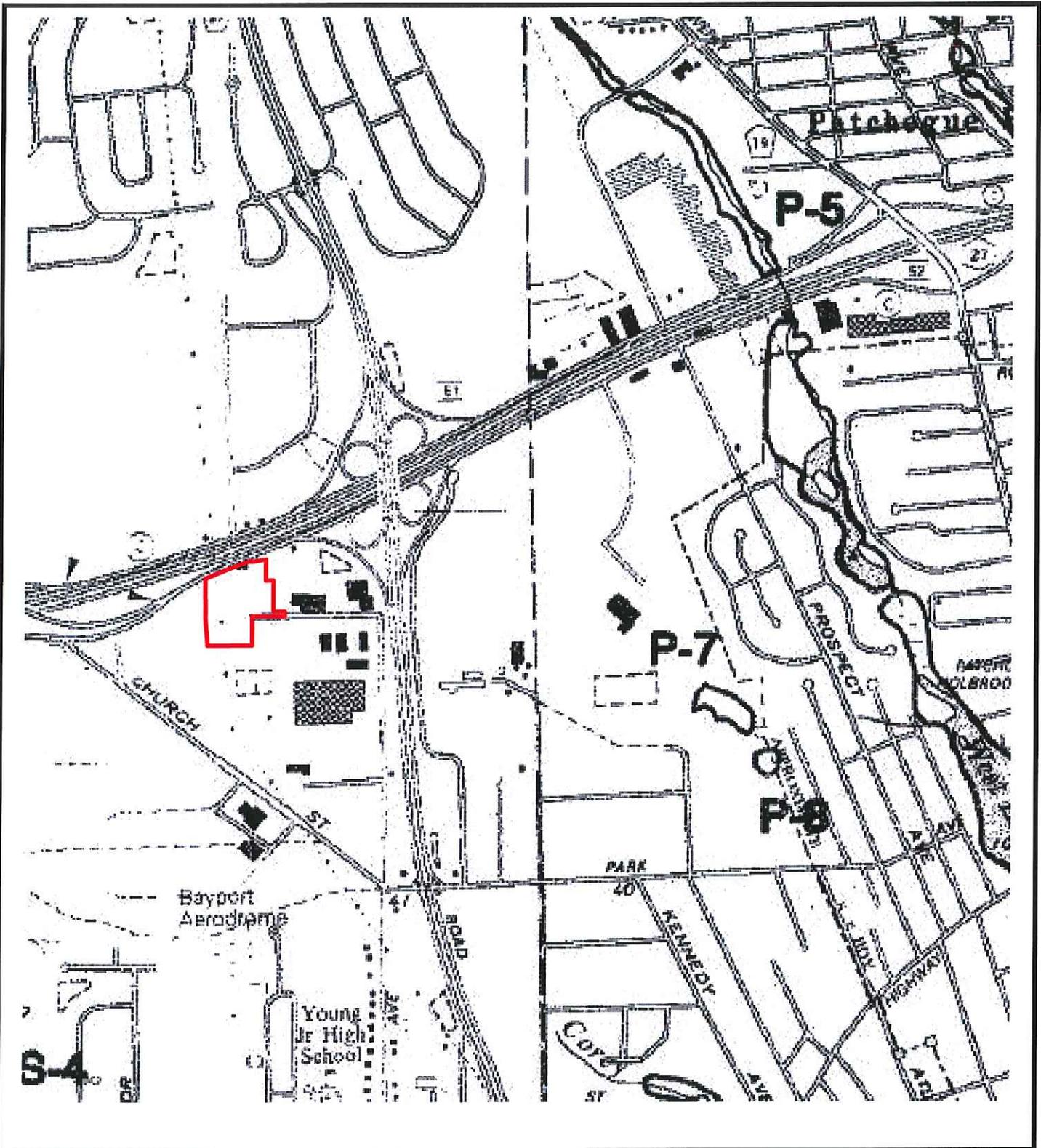


FIGURE 9 – EXCERPT OF NYSDEC FRESHWATER WETLANDS MAP NO. 27 OF 39

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: 1:24,000

SOURCE: New York State Department of Environmental Conservation, 1991

— = Approximate Site Boundaries



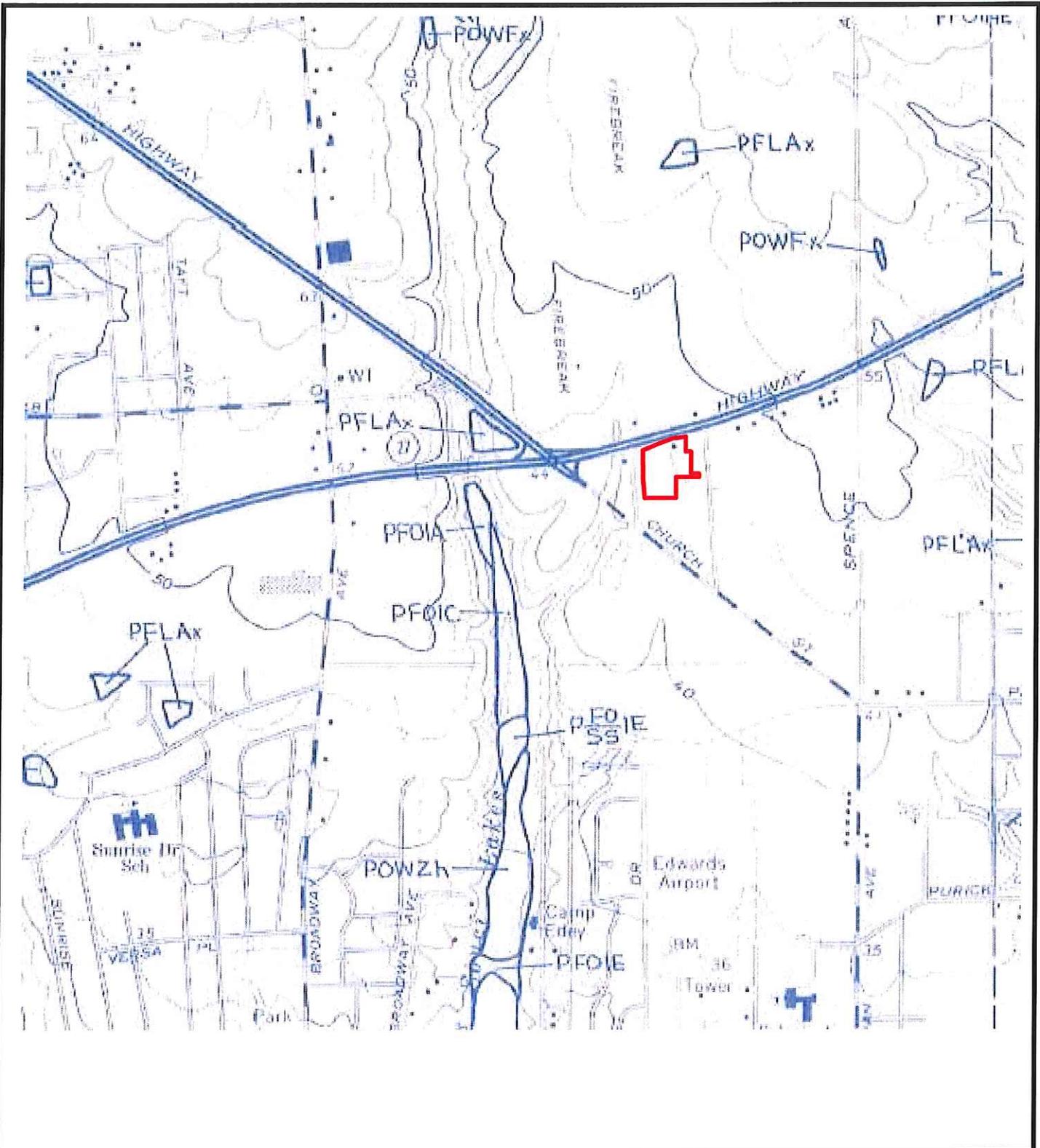


FIGURE 10 – EXCERPT OF NATIONAL WETLANDS INVENTORY MAP NO. 644

SITE NAME: Wenner Plaza

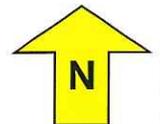
LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: 1:24,000 (Approximate)

SOURCE: United States Fish and Wildlife Service National Wetlands Inventory. 1994.

— = Approximate Site Boundaries



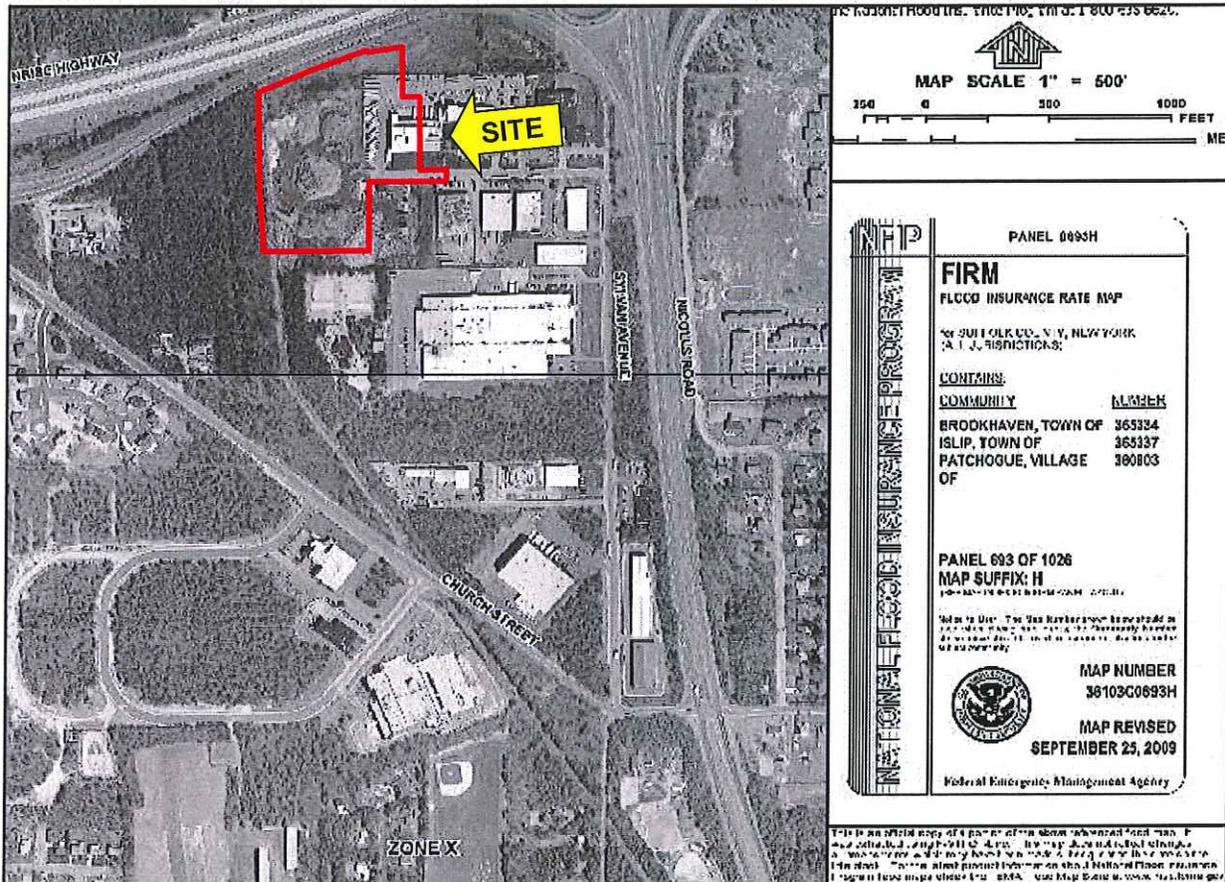


FIGURE 11 – EXCERPT OF FEMA MAP NO. 36103C0693H

SITE NAME: Wenner Plaza

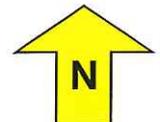
LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: 1" = 500'

SOURCE: FEMA Map Service Center (msc.fema.gov).

— = Approximate Site Boundaries



3.3 Land Use, Zoning and Community Character

3.3.1 Land Use

Subject Property

The 16.97±-acre subject property is bounded by the Sunrise Highway South Service Road to the north, industrial uses to the east with Sylvan Avenue beyond, an industrial facility to the south and undeveloped land and a LIPA easement to the west. Rajon Road (Lot No. 6.10) intersects the property such that a portion of Lot Nos. 6.9 and 6.16 are south of the road and Lot Nos. 6.19, 9.10, 9.11, 9.12, 9.13, 9.8, and a portion of 6.16, are in the northern portion of the subject property (see Figure 2). As previously indicated, the subject site includes industrial uses associated with the Wenner Bread frozen dough plant, internal access driveways, Rajon Road, undeveloped land (some formerly utilized for C&D debris stockpiling), and vegetated areas (see Figure 3 and Table 4 below). There is a 65,000±-square-foot building situated in the eastern portion of the subject site that is currently used as the frozen dough plant of the Wenner Bread facility. Photographs of these parcels are included in Appendix F of this DEIS.

Table 4 – Land Use Inventory of the Subject Property

Lot No.	Area of Parcel (acre)	Existing Land Use
6.9	0.40±	Undeveloped
6.10	2.07±	Rajon Road
6.16	6.97±	Stockpiling Yard
6.19	5.08±	Industrial (Wenner Bread)
9.8	0.59±	Undeveloped
9.10	0.14±	Undeveloped
9.11	0.50±	Undeveloped
9.12	0.70±	Undeveloped
9.13	1.08±	Undeveloped
Total	16.97±	

Source: Town of Islip Receiver of Taxes

The current development on the subject property consists of approximately 5.17± acres (approximately 30± percent of subject property) of impervious surface (i.e., buildings, pavement and roadway). Landscaping associated with the existing development represents approximately 0.64± acre (3.8± percent of the subject property). In addition, the subject property contains approximately 7.89± acres of unvegetated areas. The lots in the northern portion of the subject site, fronting the

Sunrise Highway South Service Road consist of approximately 3.27± acres of natural vegetation (i.e., low-lying brush with sporadic trees).

Lot Nos. 6.16 and 6.19 are developed with a dirt yard and material stockpiles, and industrial uses and appurtenances associated with the Wenner Bread frozen dough plant, respectively (see Photograph Nos. 1 and 2 in Appendix F). Lot Nos. 6.9, 9.8, 9.10, 9.11, 9.12, and 9.13 are undeveloped and/or vegetated (see Photograph No. 3 in Appendix F). Lot No. 6.10 is developed with a roadway (i.e., Rajon Road).

Surrounding Properties

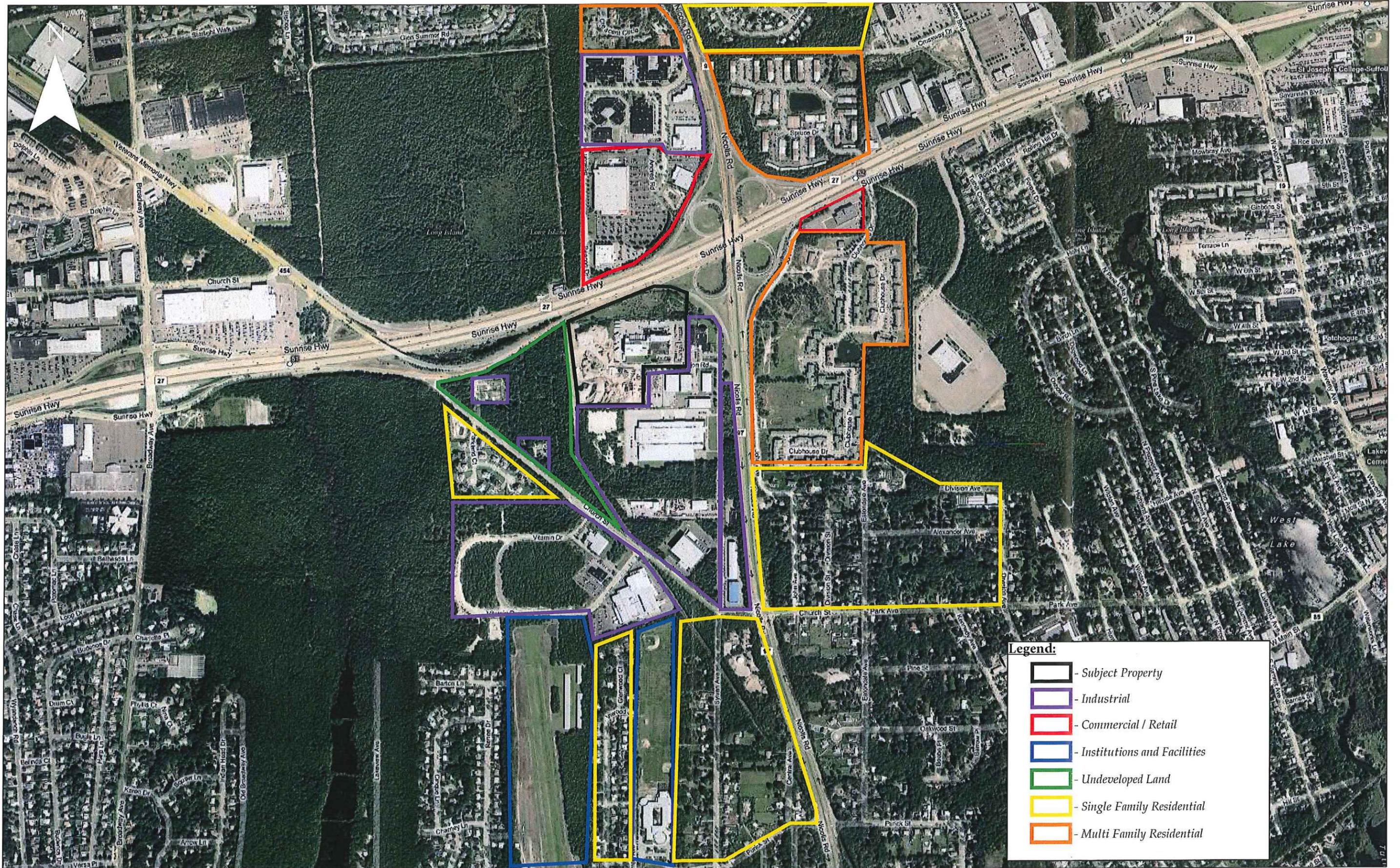
A description of the mix of land uses adjoining and surrounding (within a one-half mile area of) the subject property follows (see Figure 12). Photographs of these properties are included in Appendix F of this DEIS.

North: The subject site is bounded on the north by the Sunrise Highway South Service Road. Beyond this, there are retail uses (including a Costco Wholesale Center), commercial, educational, industrial, and residential uses (see Photograph Nos. 4 through 6 in Appendix F).

East: Immediately east of the subject property are buildings associated with the Wenner Bread facility and parking areas (see Photograph Nos. 7 and 8 in Appendix F). Beyond this are industrial uses. Sylvan Avenue bounds the industrial subdivision to the east. Vegetated areas and CR 97 are situated east of Sylvan Avenue with retail and multi-family residential uses present beyond (see Photograph Nos. 9 and 10 in Appendix F).

South: Industrial uses border the subject property to the south (see Photograph No. 11 in Appendix F). Further south are industrial, residential and educational uses, as well as the Bayport Aerodome (see Photograph Nos. 12 through 15 in Appendix F).

West: Undeveloped land and a LIPA easement border the subject property to the west (see Photograph No. 16 in Appendix F). There are some single-family residential uses along Church Street and cleared land west of the subject site (see Photograph No. 17 in Appendix F).



0 1,450 2,900 5,800 Feet

Figure 12 - Surrounding Lands Uses Map

3.3.2 Zoning

The subject property is situated within two zoning districts – Business 1 and Industrial 1 (see Figure 13). Four parcels are situated exclusively within the Business 1 District (i.e., Lot Nos. 9.8, 9.10, 9.11, and 9.12), four parcels are split-zoned with Business 1 and Industrial 1 (i.e., Lot Nos. 6.9,⁵ 6.16, 6.19, and 9.13). It should be noted that Lot No. 6.10 is a roadway (i.e., Rajon Road) is zoned Industrial 1. Section 68-12(B) of the Code of the Town of Islip (Town Code) states that “when property is located in two different zones, it must meet the higher zoning classification.” Therefore, the Business 1 District is the prevailing district on the split-zoned parcels on the subject property. Permitted uses within these zoning districts include the following:

- Business 1 District: single-family detached dwellings; two-family detached dwellings; public, private and parochial schools; stores, offices, banks, broadcasting studios, laundromats, and community buildings; personal service establishments; retail dry-cleaning establishments; retail businesses; non-profit fraternities or lodges; historical and memorial monuments; places of worship; collateral loan brokers; child day-care centers; funeral parlors; health clubs; and veterinarian facilities
- Industrial 1 District: office uses; manufacturing and warehouse uses; transfer stations, recycling centers; collateral loan brokers; health clubs; banks; psychiatric clinics, drug treatment centers; non-profit fraternities or lodges; places of worship; historical and memorial monuments; railway right-of-way or passenger stations; veterinarian facilities; public, private and parochial schools; research and development uses involving laboratories for scientific and industrial research, testing and development; printing plants; commercial laundry establishments; and mini storage warehouses

▼
⁵ Although Lot No. 6.9 is shown as being situated within the Industrial 1 District on the Town of Islip zoning maps, upon acquisition by Richlaine Enhancements, LLC, this parcel was merged with Lot No. 6.16 (which is also owned by Richlaine Enhancements, LLC), and thus, benefits from the same split zoning (Business 1/Industrial 1). This information was confirmed by Lisa Anderson during a meeting held on November 4, 2011.

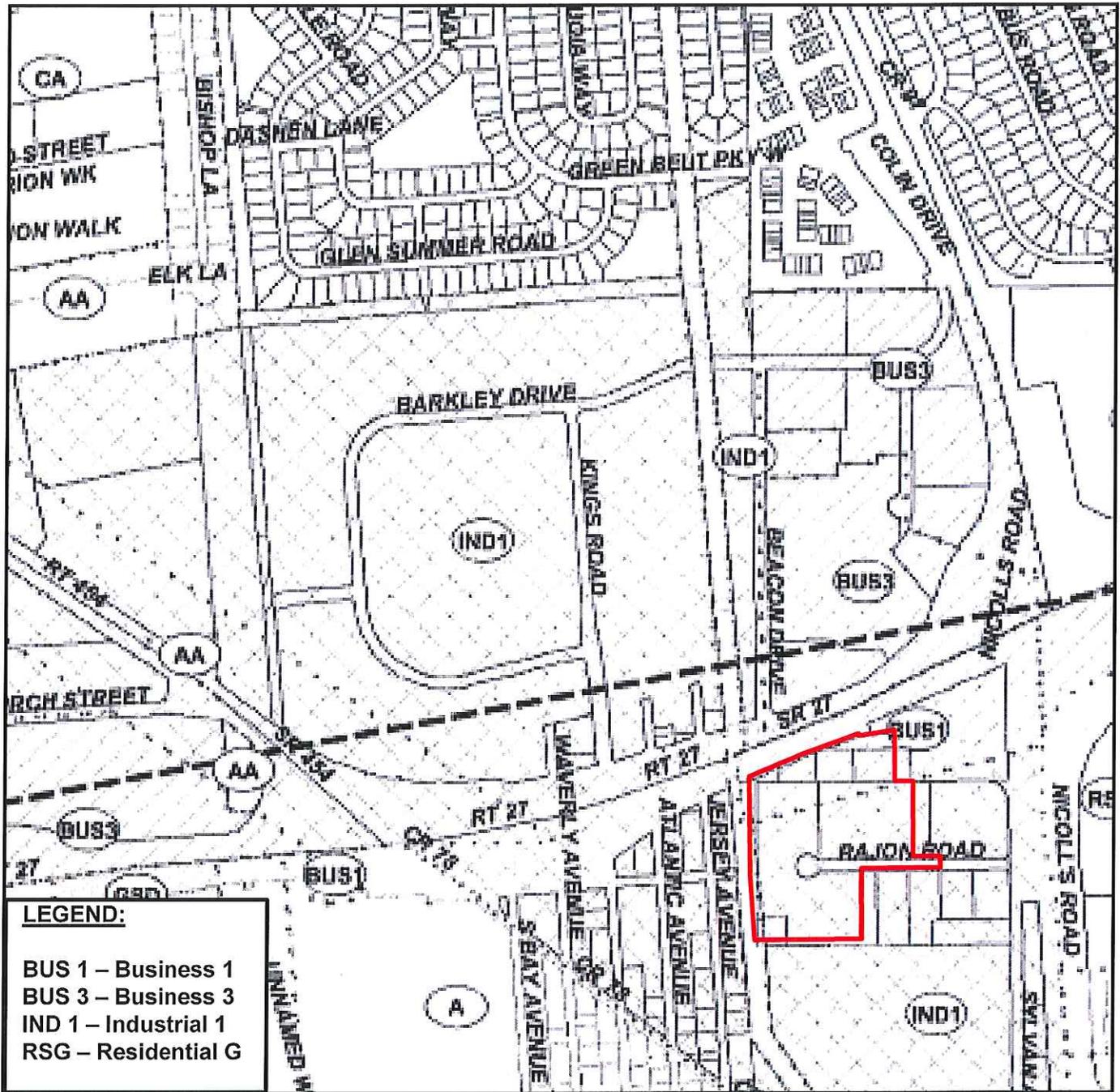


FIGURE 13 – EXCERPT OF THE TOWN OF ISLIP ZONING MAP

SITE NAME: Wenner Plaza

LOCATION: South of Sunrise Highway South Service Road, West of Nicolls Road

MUNICIPALITY, STATE, ZIP: Bayport, NY 11705

SCALE: Not to Scale

SOURCE: Town of Islip Zoning Map.

— = Approximate Site Boundaries



The bulk and dimensional requirements of the Business 1 and Industrial 1 zoning districts are provided in Table 5.

Table 5 – Bulk Dimensional Requirements of the Business 1 and Industrial 1 Zoning Districts

Dimensional Requirement	Required Business 1	Industrial 1
Minimum Lot Area (square feet)	7,500	20,000
Minimum Lot Width (feet)	100	100
Maximum Height (feet)	35	60
Minimum Front Yard (feet)	60 from Sunrise Highway	25
Minimum Side Yard (each) (feet)	10	10
Minimum Rear Yard (feet)	15	25
Maximum Building Area	0.40 F.A.R.	0.35 F.A.R. ¹

F.A.R. = floor area ratio

¹The Town of Islip Code allows for an additional 0.10 of FAR for mezzanines for storage purposes only.

Zoning of the surrounding area is similar to that of the subject property. The properties to the north of the subject site (north of Sunrise Highway) are primarily situated within the Business 3 and Industrial 1 districts. Parcels to the south and west of the subject property are situated within the Industrial 1 District. East of the subject property, parcels are situated primarily within the Residential G District and Business 3 District.

3.3.3 Comprehensive Planning Documents

The Town of Islip has adopted several comprehensive plan volumes to guide future development within the Town. The land use plans and studies examined as part of this study are the following:

- *Town of Islip, Comprehensive Plan Volume I: The Goals*
- *Town of Islip, Comprehensive Plan Volume 7E: Community Identity, Oakdale, West Sayville, Sayville, Bayport*
- *Town of Islip, Comprehensive Plan Progress Report Volume 1: Achievements and Challenges*
- *Town of Islip, Overall Economic Development Plan*
- *Town of Islip, Sunrise Highway Corridor Study*
- *Suffolk County Planning Commission, Retail Commercial Development, Suffolk County, New York*
- *Suffolk County Planning Commission, Shopping Centers and Downtown*

Each of these land use plans and studies are discussed below.

**Town of Islip, Comprehensive Plan Volume 1: The Goals,
1973**

The *Town of Islip, Comprehensive Plan Volume 1: The Goals* (hereinafter "*Volume 1*"), dated 1973, was prepared by the Town of Islip to "protect the Town's suburban character, guide the location of future development and make provisions for all the Town's needs as a complete and diversified community" (pg. 1). According to *Volume 1*, growth and development throughout the Town of Islip and Long Island as a whole increased exponentially between 1950 and 1970. This growth resulted from a number of factors including the availability of large, undeveloped parcels of land that were relatively inexpensive to develop, increase in ownership of automobiles, expansion of industries, introduction of Federal Housing Administration (FHA) mortgages, proximity to New York City, and the post-war baby boom with its corresponding need for more living space.

As a result of this rapid, unhindered suburban growth, a number of issues arose, including substantial increases in taxes, destruction of natural areas, exponential increase in traffic, and the deterioration of community character. In order to address these issues and to prevent the creation of similar issues in the future, in April 1972 a group of Town of Islip residents was appointed as the Goals Advisory Committee (GAC). The GAC was issued the task of formulating the goals to be used to guide the development of the Islip Comprehensive Plan. The goals relevant to the subject site and proposed action are as follows:

1. *To protect the natural resources and environment of Islip*
2. *To promote only those industrial developments that are compatible with local employment needs and surrounding environments*
3. *To promote attractive environments that enhance the value of life with aesthetically pleasing surroundings*

**Town of Islip, Comprehensive Plan Volume 7E:
Community Identity, Oakdale, West Sayville, Sayville and
Bayport, September 1976**

The *Town of Islip, Comprehensive Plan Volume 7E: Community Identity, Oakdale, West Sayville, Sayville, Bayport* (hereinafter "*Volume 7E*") was adopted in September 1976 and identified general land use recommendations for the hamlets for Oakdale, West Sayville, Sayville and Bayport. The study area for *Volume 7E* encompasses approximately 14 square miles and is bounded by the Connetquot River to the west, Sunrise Highway to the north, the Brookhaven Town Line to the east and the Great South Bay to the south. The subject property is located with the Bayport section of the study area. The general land use recommendations relevant to the subject property are as follows:

- Commercial – Eliminate strip commercial zoning practices which have eroded community identity. Initiate deep set-backs and concentrated commercial zonings. Develop sensitive streetscape plans to define physical boundaries of the downtowns and to provide aesthetically pleasing surroundings

Volume 7E stresses the importance of fortifying community character by eliminating strip commercial and industrial zoning practices, encouraging deep setbacks on commercial properties and creating concentrated commercial uses.

**Town of Islip, Comprehensive Plan Progress Report
Volume 1: Achievements and Challenges, September
1989**

The *Town of Islip, Comprehensive Plan Progress Report Volume 1: Achievements and Challenges* (hereinafter the “*Progress Report*”) was adopted by the Town of Islip Department of Planning and Development in September 1989. The *Progress Report* outlines both the accomplishments of the Town in fulfilling the goals of the 20-volume Town of Islip Comprehensive Plan. As discussed previously, the goals of *Volume 1* relevant to the subject site include the protection of natural resources and environment, promote industrial developments that are compatible with local employment needs and surrounding environments, and promote attractive environments that enhance the value of life.

As described within the *Progress Report*, the original pattern of development within the Town created hamlet centers with substantial character to resist the post-war explosion of commercial development. The drastic increase in population (from 70,000 people in 1950 to 270,000 people in 1970) threatened to transform the Town from a network of hamlet communities into a sprawling suburb. Fortunately, while 90 percent of the land within the Town of Islip was already developed by the time the 20-volume Town of Islip Comprehensive Plan was adopted, many of the most strategic properties along major roadways and environmentally sensitive areas remained vacant.

With regard to the relevant goals of *Volume 1*, the *Progress Report* indicates substantial progress has been made in achieving them, including the revitalization of many commercial shopping centers and plazas, the creation of more vibrant, aesthetically pleasing commercial centers. The Town has ensured that new and renovated commercial and office centers include businesses that provide quality jobs and services to the surrounding community. The Town has also diversified the housing stock, creating additional smaller living accommodations to meet market demand, as well as creating senior living facilities to meet similar demand. The Town has preserved over 500 acres of wetlands and other strategic open space parcels, and has created a Town-wide water district, which all households within the Town are connected.

The *Progress Report* discusses how the types of industrial uses that have evolved within the Town often blur the traditional distinctions between office, industrial, retail, wholesale and service uses. The *Progress Report* further states that the proper locations for these uses, as well as traditional "undesirable" uses (which provide necessary services) may require rezoning or land assembly. As indicated on page 33 of the *Progress Report*, the proposed land use on the subject site is industrial.

According to the *Progress Report*, "not all commercial development is appropriate for hamlet centers" and "defining policies of hamlet centers, satellite centers and highway commercial activities in terms of use and aesthetics" will provide guidance.

Town of Islip Overall Economic Development Plan (Undated, Circa 1995)

The *Town of Islip, Overall Economic Development Plan* (hereinafter "*Economic Development Plan*") is a comprehensive assessment of the Town of Islip's economic history, future, assets, and challenges. As discussed in the *Economic Development Plan*, Islip experienced explosive population growth during the 1950s and 1960s. As this growth slowed, economic growth accelerated as employment followed the labor force to the suburbs. In the 1990s however, job growth came to a halt. Cutbacks in defense spending after the end of the Cold War adversely affected industrial and engineering firms, which in turn reduced the demand for business services and retail goods. However, technological change is creating new job opportunities, particularly with regard to the growing computer and information technology sectors. All of these factors together have made cause for the formulation of this *Economic Development Plan*.

Based on a comprehensive evaluation of past and current economic trends, land uses and demographics, the *Economic Development Plan* identified the following economic objectives:

- Ensure that adequate space is available for primary economic activities (i.e., industrial and office development)
- Provide adequate options with regard to sewage disposal and other infrastructure needs
- Reduce the cost of doing business in Islip
- Encourage expansion and further development within growth sectors, such as high technology manufacturing and health care
- Protect Islip's image and quality of life
- Help affected firms and displaced workers adjust to defense sector cutbacks

- Encourage economic development in the relatively disadvantaged communities of Bay Shore, Central Islip and Brentwood

The *Economic Development Plan* does not specifically mention the subject property with respect to existing conditions or recommendations. However, the Economic Development Plan indicates that "development will most likely occur in areas where land remains available and which are served by the Long Island Expressway and other major limited access highways."

Town of Islip, Sunrise Highway Corridor Study (Undated, Circa 1984)

The *Town of Islip Sunrise Highway Corridor Study* (hereinafter the "*Islip Corridor Study*") was prepared for the purpose of performing a comprehensive assessment of land uses, commercial activity, and traffic patterns along the Sunrise Highway Corridor within the Town of Islip. Overdevelopment within the Town threatened to inundate the capacity of roadway infrastructure, weaken traditional centers and replace open spaces. If the imbalance of unrestricted commercial zoning was not addressed, the health, safety and welfare of the community would be diminished and the opportunity to create a balance of land use would be lost. The need for a plan to guide and shape future development along this corridor, in order to prevent and mitigate the potential problems discussed above, led to the formulation of the *Islip Corridor Study*.

The *Islip Corridor Study* included several land use recommendations relevant to the subject property and proposed action, including:

- *Future retail development should be channeled toward clusters of existing development, including:*
 - *The south side of Sunrise Highway between Nicolls Road and the Brookhaven Town line*
- *Further construction of neighborhood shopping centers should be discouraged along the entire corridor. Such commercial expansion which does occur should take the form of larger comparison stores which have a greater need for the larger parcels and depth characteristic of Sunrise Highway properties*
- *Expansions of neighborhood shopping centers should be encouraged in existing hamlet centers and small retail nodes away from Sunrise Highway*
- *Remaining open space along Sunrise Highway should be preserved through clustering proposed residential development and preserving a minimum one hundred foot buffer along the roadway. Proposed commercial development shall utilize berms, preservation of significant vegetation and intensive landscaping to minimize visual*

blight. A minim of forty feet along the roadway shall be preserved for all new commercial development

- *An architectural review board should be created to review all development along Sunrise Highway, and to insure that the quality of the built environment is of the highest order. Particular attention will be given to site design, materials and colors, roof lines, signage and landscaping*

Suffolk County Planning Commission, Retail Commercial Development, Suffolk County, New York, February 5, 1997

In the summer of 1996, the Suffolk County Planning Commission (SCPC) undertook a field survey of shopping centers and central business districts in Suffolk County in order to update the department's retail center inventory. Following this field survey, an analysis of retail trends in Suffolk County was performed. The purpose of this study, entitled the *Suffolk County Planning Commission Retail Commercial Development* (herein after "*Retail Commercial Development Study*"), was to examine trends in square footage, vacancy rates, and retailing in Suffolk County. The principal findings of the *Retail Commercial Development Study* are as follows:

According to the *Retail Commercial Development Study*, population and incomes in Suffolk County continue to rise modestly, while Long Island retail sales have been uneven in recent years. While 40 percent of Suffolk County's existing shopping center space opened before 1970, approximately 20 percent of the shopping center space has been added in the 1990s alone. Further, the amount of shopping center square footage currently proposed but not yet built in Suffolk County totals 4.7 million square feet.

Many vacancies in shopping centers can be attributed to overbuilding of shopping centers in the 1980s and 1990s. According to the *Retail Commercial Development Study*, Tanger Outlet Center has also played a significant role in reducing the productivity of small commercial shopping centers located throughout the County. In fact, the percentage of stores in shopping centers that were vacant in 1996 was 19 percent, up from 12.3 percent in the recession year of 1990. According to the *Retail Commercial Development Study*, enough shopping center space presently exists in Suffolk County. The County needs time to absorb its vacant retail space, similar to the absorption of office and hotel space that took place after the overbuilding of the 1980s.

The recommendation of the *Retail Commercial Development Study* relevant to the subject site states that "large warehouse stores such as wholesale clubs should be built in industrial areas so that they can be easily converted to industrial use in the future if they close. These 'big box' retailers should not locate in tourist areas or small hamlets."

**Suffolk County Department of Planning, Sunrise Highway
Corridor Study: Islip Town and Brookhaven Town,
August 2009**

The *Sunrise Highway Corridor Study: Islip Town and Brookhaven Town, Suffolk County, New York* (hereinafter the "*Sunrise Highway Corridor Study*"), dated August 2009, was prepared by the SCDP as a comprehensive planning evaluation and guideline for future development along the 12.7-mile segment of the Sunrise Highway corridor that stretches between the Towns of Islip and Brookhaven.

The *Sunrise Highway Corridor Study* was undertaken to address concerns regarding the impact of development along Sunrise Highway and its service roads. Specifically, the study states:

"the goal of this study is to identify policies and practices to help manage growth within the Sunrise Highway corridor in a manner that will improve the quality of development, provide for a balance of land use and a reduction of commercial sprawl, minimize the impact on traffic and minimize the impact of land use conflicts with surrounding communities." (Page 9)

The *Sunrise Highway Corridor Study* examines the history of the Sunrise Highway Corridor, existing transportation, demographics, area economic data, development in the study area, land use, and potential build-out. In addition, the *Sunrise Highway Corridor Study* makes recommendations based upon analysis of all of the aforementioned areas of study.

The *Sunrise Highway Corridor Study* discusses different types of development that have occurred within the Sunrise Highway corridor. With respect to industrial development, the *Sunrise Highway Corridor Study* notes that there are 15 industrial buildings containing approximately 633,700 square feet, including the Wenner Bread frozen dough plant, in the area of Bayport. Retail development is prominent within the corridor; however, there are no traditional downtowns in this area. Furthermore, based on information provided in the Potential Build-Out Section of the *Sunrise Highway Corridor Study*, "an additional 658,000 square feet of shopping center or general commercial development could occur in the study area under existing zoning," with most of the space located in Bayport and East Patchogue.

The *Sunrise Highway Corridor Study* identifies six major commercial nodes along Sunrise Highway. The subject site is located between the Waverly Avenue node and the Broadway Avenue node. According to Page 64 of the *Sunrise Highway Corridor Study*: "*Sunrise Highway serves a dual purpose: it is a through road, a highway to use in order to travel a distance; yet it also serves a local purpose, service local residents making local trips.*" Keeping these two disparate concepts in mind, the *Sunrise Highway Corridor Study* encourages the redevelopment of existing sites and adaptive reuses. Specifically, the *Sunrise Highway Corridor Study* states that:

"consideration should be given to permitting commercial development on other sites which may be developed as-of-right for retail uses, are characterized by blight or disinvestment, or would be instrumental in retention of the industrial employment base of the County."

Appendix 1 of the *Sunrise Highway Corridor Study* entitled "Site Specific Recommendations Suggested by the Town Planning Departments" notes the "Wenner Bread site" and indicates the following:

"Development should be encouraged which results in industrial job retention and the removal of existing blighted conditions. Industry, office, recreation, and other uses permitted in the Industrial 1 (IN1) and Industrial Business (IBD) District should be encouraged. Vehicle movements on Sunrise Highway, especially for vehicles exiting the site, should be minimized through the use of Sylvan Avenue and Church Street. Any new development proposed on the subject parcel should function as large bulk/industrial uses not multi-unit shopping centers. Ancillary uses which support these primary bulk/industrial uses may be acceptable if proper site design and on-site circulation are achieved."

These proposed action's consistency with the *Sunrise Highway Corridor Study* is included in Section 4.3 of this DEIS.

Suffolk County Department of Planning, Shopping Centers and Downtowns, May 2006

In 2005, the SCDP undertook a field survey of shopping centers and central business districts in Suffolk County. The resultant *Shopping Centers and Downtowns Study* was drafted in order to update the department's retail center inventory and analyze retail trends in square footage and vacancy rates in Suffolk County. The principal findings of this study are as follows:

The *Shopping Centers and Downtowns Study* determined that while population in Suffolk County continues to rise modestly, real incomes have declined since 2000. Reduced income has led to decreased productivity of retail shopping centers. While Suffolk County's population has increased by 15.5 percent during the past 25 years, the amount of shopping center space has increased by 87 percent. This imbalance has led to instability in the retail market. However, the percentage of vacant stores in downtown districts in 2005 was 7.3 percent, a slight improvement over the year 2000 figure (8.1 percent), and significantly better than in 1996 (11.5 percent).

The *Shopping Centers and Downtowns Study* concluded that sufficient shopping center space presently exists in Suffolk County. Significant additional space added at this time could contribute to an increase in retail vacancies. An emphasis should be placed on redeveloping or occupying existing retail space. Despite this, the amount of shopping center square footage currently proposed but not yet built in Suffolk County totals 7.0 million SF.

3.3.4 Community Character

As detailed in Section 3.3.1, the character of the area is defined by a mix of land uses, including industrial, commercial, and residential, with some underutilized or vacant properties. Currently, the character of the subject site and immediate vicinity is comprised of industrial uses. These structures are generally one- and two-story structures set back from adjacent roadways, on lots with minimal landscaping features. As previously indicated, the subject site is situated on the Sunrise Highway South Service Road, which is a heavily-travelled state road that has been developed with a mix of uses, including but not limited to, commercial, retail, industrial and residential, with some undeveloped land.

Beyond this area of industrial buildings, south of Sunrise Highway, continues to be a mix of uses; however, residential neighborhoods become a primary land use. These areas consist of one- and two-story single family residential homes setback from the surrounding roadway network.

The north side of Sunrise Highway is developed with similar land uses as the south side. Commercial development is in the form of shopping centers featuring big-box retail and smaller retailers. In the area proximate to the subject site, the north side of Sunrise Highway is developed with a greater amount of commercial and retail uses than the south side. The development along Sunrise Highway, both the north and south sides, generates shopping destinations for local residents and travelers along Sunrise Highway.

3.4 Transportation

A traffic analysis was conducted to evaluate existing traffic conditions and the potential changes in operating conditions with the proposed action. A summary of the *Traffic Impact Study* follows and the report, in its entirety, is included in Appendix G of this DEIS.

3.4.1 Study Intersections

The key intersections analyzed in the *Traffic Impact Study* include the following:

- Broadway Avenue (County System Road 18) and the Sunrise Highway North Service Road
- Broadway Avenue and Sunrise Highway South Service Road
- Nicolls Road (CR 97) and Church Street

- Sylvan Avenue and Church Street
- Sunrise Highway South Service Road and Church Street

3.4.2 Roadway Network

Sunrise Highway (NY27) North and South Service Roads

The Sunrise Highway North and South Service Roads are east-west roadways under the jurisdiction of the New York State Department of Transportation (NYSDOT). The service roads are maintained by Suffolk County. The North Service Road is designated for one-way traffic in the westbound direction and the South Service Road is designated as one-way in the eastbound direction. Both service roads vary from two to three lanes within the study area.

Broadway Avenue (CS18)

Broadway Avenue, also known as County System Road 18 (CS 18), is a north-south roadway under the jurisdiction of the Town of Islip. It runs south from Patchogue-Holbrook Road in Holbrook and terminates at Montauk Highway in Sayville. North of Sunrise Highway, it is a four lane roadway (i.e. two lanes in each direction) and south of Sunrise Highway it has one lane in each direction with a center turning lane.

Nicolls Road (CR97)

Nicolls Road, also known as County Route 97, is a north-south roadway under the jurisdiction of Suffolk County. It runs south from North Country Road in Stony Brook and terminates at Montauk Highway in Bayport. In the vicinity of the project site, it is a four lane (i.e. two lanes in each direction), divided highway.

Church Street

Church Street is a local roadway under the jurisdiction of the Town of Islip that services the residential neighborhoods and industrial sites in the area. It runs southeast from the Sunrise Highway South Service Road to Eatondale Avenue where it becomes Park Avenue just east of its intersection with Nicolls Road.

Sylvan Avenue

Sylvan Avenue is a local roadway under the jurisdiction of the Town of Islip that also services the residential neighborhoods and industrial sites in the area. It runs south from its terminus just north of Rajon Road to Montauk Highway. It is a two lane roadway (i.e. one lane in each direction).

3.4.3 Existing Site Generated Traffic

As previously indicated, the subject site is currently used for industrial purposes (i.e., Wenner Bread operations). Based on the current employee and shift information, it was determined that approximately 65 trips are generated during the AM peak hour and 50 trips are generated during the PM peak hour (see *Traffic Impact Study* in Appendix G).

In addition, the current industrial use generates truck traffic to and from the subject site. As indicated in the *Traffic Impact Study*, based on information provided by the applicant, an average of 25 tractor trailers and two-to-three box trucks/vans travel to the site each day (see Appendix G).

3.4.4 Existing Traffic Volume Data

Intersection turning movement counts at the key intersections were manually collected on a typical weekday during the AM, midday, and PM peak hours. The counts were performed from 7:00 AM to 9:00 AM, from 11:30 AM to 1:30 PM and from 4:00 PM to 6:00 PM, respectively. In addition, intersection turning movement counts were manually collected at the key intersections on a Saturday from 10:00 AM to 2:00 PM. These time periods typically reflect the heaviest traffic flows coinciding with commuter and shopping activities. Summaries of the turning movement counts are provided in the *Traffic Impact Study* in Appendix G. The existing peak hour traffic volumes for the AM, midday, PM, and Saturday peak hours, which were obtained in December, are shown in Figures 2, 3, 4, and 5, respectively of the *Traffic Impact Study* (see Appendix G).⁶ The existing peak hour traffic volumes were seasonally adjusted based on NYSDOT adjustment factors (see Figures 6, 7, 8, and 9 of the *Traffic Impact Study* [Appendix G]). Table 6 below provides a summary of the traffic volumes for each study intersection.

⁶ Truck traffic was recorded separately while the turning movement counts were being conducted to obtain an accurate measure of truck percentages at the study locations. These truck percentages were used in the capacity analysis calculations for existing and future conditions.

Table 6 – Traffic Volumes Under Existing Conditions

Intersection	Traffic Volumes (Peak Hours)			
	A.M.	P.M.	Weekday Midday	Saturday Midday
Broadway Avenue and Sunrise Highway North Service Road	1,349	2,194	1,952	2,465
Broadway Avenue and Sunrise Highway North Service Road	1,057	2,201	1,764	2,340
Nicolls Road and Church Street	1,957	2,254	1,713	1,898
Sylvan Avenue and Church Street	471	539	319	231
Sunrise Highway South Service Road and Church Street	1,389	1,864	1,529	1,785

In addition to the turning movement counts, automatic traffic recorder (ATR) counts were collected at various locations within the vicinity of the project site from Saturday, December 12, 2009, to Friday, December 18, 2009. The ATR counts were collected at the following locations:

- Sunrise Highway South Service Road just west of merge with Veterans Memorial Highway)
- Veterans Memorial Highway just west of merge with Sunrise Highway South Service Road
- Ramp from Sunrise Highway South Service Road to Nicolls Road southbound
- Sunrise Highway South Service Road between Nicolls Road exit ramp and Nicolls Road southbound on-ramp
- Ramp from Nicolls Road southbound to Sunrise Highway South Service Road
- Ramp from Sunrise Highway South Service Road to Nicolls Road northbound
- Ramp from Nicolls Road northbound to Sunrise Highway North Service Road
- Sunrise Highway North Service Road between Nicolls Road northbound on-ramp and Nicolls Road southbound exit ramp
- Ramp from Sunrise Highway North Service Road to Nicolls Road southbound
- Ramp from Nicolls Road southbound to Sunrise Highway North Service Road
- Ramp from Nicolls Road northbound to Sunrise Highway South Service Road

Summaries of the ATR counts are provided in the *Traffic Impact Study* (see Appendix G). These ATR counts were utilized to verify the peak traffic hours on the study roadways and to obtain a general understanding of traffic conditions in the vicinity of the site.

3.4.5 Accident History

Accident data from the most recent available NYSDOT Safety Information Management System records for the three-year period (i.e., from July 1, 2006 to June 30, 2009) was obtained and tabulated. Table 7 presents the accident data by severity and accident type. The data received from NYSDOT can be found in Appendix C of the *Traffic Impact Study* (see Appendix G).

Table 7 – Accident Data (July 1, 2006 to June 30, 2009)

Roadway Segment	Accident Severity					Accident Type						
	Fatality	Injury	Property Damage	Non-reportable	Total	Right Angle	Rear End	Left Turn	Right Turn	Fixed Object	Over-Taking	Other/ Unknown
Sunrise Highway (NY27) North Service Road from Nicolls Road (CR97) to Broadway Avenue (CS18)	0	6	9	0	15	1	4	0	0	1	3	6
Church Street from Sunrise Highway (NY27) South Service Road to Nicolls Road (CR97)	0	2	2	0	4	0	1	0	0	3	0	0
Sunrise Highway (NY27) South Service Road from Broadway Avenue (CS18) to Nicolls Road (CR97)	0	12	14	0	26	2	7	2	1	9	2	3
Nicolls Road (CR97) & Ramps from Church Street to Sunrise Highway (NY27)	0	20	26	0	46	2	17	1	0	10	5	11
TOTAL	0	40	51	0	91	5	29	3	1	23	10	20

As shown in Table 7, a total of 91 accidents occurred over a three-year period in the vicinity of the project site, of which 40 resulted in injuries and 51 resulted in property damage. A review of the summary statistics reveals that the predominant accident types in the vicinity of the project site were rear end collisions (29 accidents) and fixed object collisions (23 accidents).

3.5 Socioeconomics

3.5.1 Population Generation

The 2000 Census indicates the populations of the Bayport Census Designated Place (CDP) and the Town of Islip were 8,662 people and 322,612 people, respectively. The *2009 Long Island Population Survey*, prepared by the LIPA, estimated the 2009 population for the hamlet of Bayport at 9,303 people. The same survey indicated that the 2009 population estimate for the entire Town of Islip was 333,978 people. Therefore, the population of both the hamlet and the Town as a whole are growing.

As discussed in Section 3.3.1, the existing uses of the subject site are strictly commercial and industrial. Accordingly, there is no residential population generated at the subject site.

3.5.2 Tax Revenues

The subject site presently generates taxes to various jurisdictions. The 2009-10 combined taxable value of the parcels constituting the subject site was \$1,121,600, as presented in Table 8, by jurisdiction (see 2009-10 Tax Bills in Appendix H). In 2009-10, the subject property generated \$208,898 in tax revenues (see Table 8).

Table 8 – 2009-10 Existing Tax Revenues of the Subject Site

Taxing Jurisdiction	2009 Tax Rate (per \$100 AV)	Current Taxable Value	Existing Taxes
Suffolk County			
County of Suffolk	0.2210	\$1,121,600	\$2,479
County of Suffolk - Police	2.4770	\$1,121,600	\$27,782
Total taxes paid to Suffolk County			\$30,261
Town of Islip			
Town General - Town Wide Fund	0.7850	\$1,121,600	\$8,805
Town Excluding Villages	0.0460	\$1,121,600	\$516
Combined Highway	0.4260	\$1,121,600	\$4,778
Total taxes paid to the Town of Islip			\$14,099
School taxes – Sachem Central School District			
Net School tax	12.4480	\$1,121,600	\$139,617
Net Library tax	0.7810	\$1,121,600	\$8,760
Total taxes paid to the Sachem Central School District			\$148,376
Other Taxes			
NYS Real Prop Tax Law	0.4300	\$1,121,600	\$4,823
Holbrook Fire District	0.8260	\$1,121,600	\$9,264
Street Lighting District	0.1320	\$1,121,600	\$1,481
Town Water District	0.0400	\$1,121,600	\$449
NYS MTA Tax	N/A	\$1,121,600	\$146
Total Other Taxes			\$16,162
Total Property Tax Revenues			\$208,898

Source: Town of Islip Receiver of Taxes, 2009-10.

3.6 Community Facilities and Services

3.6.1 Fire Protection and Ambulatory Services

The subject property is located within the jurisdiction of the Holbrook Fire District, with its headquarters located at 390 Terry Boulevard in the hamlet of Holbrook, and the nearest fire station being located on Church Street in Holbrook. The Holbrook Fire District, in addition to providing fire protection services, provides ambulance services as well.⁷

Correspondence was sent to Chief Joseph Fannon on December 10, 2010 to request information on existing services, operations and equipment with respect to fire protection and ambulance services (see Appendix I). In a response letter from Chief

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<http://www.health.state.ny.us/nysdoh/ems/counties/suffolk.htm>

Joseph Fannon (see Appendix I), it was indicated that the nearest fire station to the subject site is approximately three miles away (Church Street), with an estimated response time of four to five minutes. There are 160 active personnel in the Holbrook Fire Department, 40 of which are associated with the ambulatory services with utilization levels of Emergency Medical Technicians to Paramedics. In 2009, the Department responded to 2,142 fire and rescue calls. The Holbrook Fire District provides Advanced Life Support (ALS) services and maintains four ALS ambulances.

Chief Joseph Fannon indicated that based on the type of injury and/or illness, patients are transported to either Brookhaven Memorial Hospital or the Stony Brook University Medical Center (SBUMC).

Based on records from the Town of Islip Receiver of Taxes office, the subject site contributed \$9,264 to the Holbrook Fire District in 2009, which represents approximately four percent of the total property tax revenues.

3.6.2 Police Protection

The subject property is within the jurisdiction of the Suffolk County Police Department - Fifth Precinct (SCPD – Fifth Precinct). The precinct is located at 125 Waverly Avenue in the Incorporated Village of Patchogue, approximately 2.2± miles from the subject property.

Correspondence was sent to Inspector Aristides Mojica, Commanding Officer of the SCPD – Fifth Precinct on December 10, 2010 requesting information on existing services, operations and equipment of the SCPD – Fifth District (see Appendix I). In a response letter dated December 21, 2010, William J. English, Principal Management Analysts of Research Development Section 2110, confirmed that subject site is within the jurisdiction of the SCPD – Fifth Precinct and provided service information (see Appendix I). The SCPD – Fifth Precinct is staffed by 212 sworn officers and 20 civilians, and has a fleet of 51 vehicles. In 2009, the SCPD – Fifth Precinct responded to a total of 3,895 calls.

Based on records from the Town of Islip Receiver of Taxes office, the subject site contributed \$27,782 in taxes to the Suffolk County Police Department in 2009, which represents approximately 13 percent of the total property tax revenues.

3.6.3 Healthcare

The nearest receiving hospital to the subject property is Brookhaven Memorial Hospital, located at 101 Hospital Road in East Patchogue. The Brookhaven Memorial Hospital is a voluntary, not-for-profit community hospital, with 321 beds, comprised

of a main campus, two community multi-disciplinary health centers, and a facility located in the Village of Patchogue.⁸

SBUMC is also a receiving hospital and is Suffolk County's only Level 1 Trauma Center. Certified for 571 beds, with more than 4,800 employees, it is the largest hospital in Suffolk County. SBUMC treats approximately 30,000 inpatients, more than 250,000 outpatients and is where more than 15,000 surgical cases are performed.⁹

3.6.4 Solid Waste (Collection and Disposal)

Based on a factor of two pounds of solid waste generated per 100 square feet of industrial space per day¹⁰ (i.e., 65,000±-square-foot building), the current use generates approximately 1,300 pounds of solid waste per day (i.e., 19.77± tons per month). Solid waste generated at the subject property is currently collected by a licensed private carter and disposed of at a licensed facility.

3.6.5 Educational Facilities

The subject property is located within the Sachem Central School District (CSD), which is comprised of 12 elementary schools, four middle schools and two high schools. As discussed in Section 3.3.1, the subject property contains no residential land uses, and, therefore, does not generate a residential population or school-aged children.

As detailed in Table 8, the subject site contributed \$148,376 in taxes to the Sachem CSD in 2009, pursuant to the Town of Islip Receiver of Taxes, which represents approximately 71± percent of the total property tax revenues.

3.7 Aesthetics and Cultural Resources

3.7.1 Aesthetics

The subject site is currently partially developed with industrial uses associated with the Wenner Bread frozen dough plant, including industrial buildings and associated appurtenances (see Photo No. 2 in Appendix F). These improvements and structures

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⁸ <http://www.brookhavenhospital.org/aboutus/>
⁹ <http://www.stonybrookmedicalcenter.org/regionalresource/>
¹⁰ Salvato, J.A. et. al., Environmental Engineering (2008)

feature a mix of building materials and architectural styles (e.g., brick and concrete). Many of these structures have flat surfaces with several loading zones for large trucks. Typical of an industrial area, the existing structures were built for function, without any cohesive visual design. The primary visual elements of the developed portions of the subject site are large industrial buildings with parking lots. Paved areas represent approximately 30± percent of the subject site (see Photograph No. 2 in Appendix F and Figure 3).

The northern portion of the subject site (i.e., Lot Nos. 9.8, 9.10, 9.11, 9.12, and 9.13) is currently undeveloped and vegetated with low-lying brush and sporadic trees (see Photograph No. 3 in Appendix F). The western portion (i.e., Lot Nos. 6.9 and 6.16) is currently undeveloped and contains a dirt yard and material stockpiles (see Photograph No. 1 in Appendix F).

The views of the subject property from the surrounding area vary and are representative of an industrial area. Views from the north of the subject site, from the Sunrise Highway South Service Road, include vegetated areas, the stockpiles and a portion of the Wenner Bread frozen dough plant associated with Lot No. 6.19 (see Photograph No. 3 in Appendix F). Views from the east of the subject site, along Rajon Road, include the industrial building associated with the Wenner Bread frozen dough plant and associated appurtenances and the dirt yard (see Photograph No. 1 and 2 in Appendix F). The subject site is not visible from publicly accessible locations to the west and south, due to the presence of a large undeveloped vegetated area and private property, respectively (see Figure 3).

Natural vegetation existing on the subject site comprises approximately 3.27± acres. These areas are situated primarily on the northernmost portion of the subject property along the south Sunrise Highway Service Road (i.e., Lot Nos. 9.8, 9.10, 9.11, 9.12, and 9.13) (see Photograph No. 3 in Appendix F). However, this existing vegetation is primarily comprised of low-lying brush and sporadic trees. Additionally, the dirt yard and stockpiles on the westernmost portion of the subject property (i.e., Lot No. 6.16) features some low-lying brush and grasses. However, given that this portion of the subject property was used for stockpiling C&D materials, which is currently being removed, the lifecycle of this vegetation is likely ephemeral. The small amount of landscaped area (i.e., 0.64± acre) primarily consists of lawn area around the existing building.

3.7.2 Historical and Archaeological Resources

The online resources of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP)¹¹ were reviewed in order to determine whether any portion of the subject property is listed in, or eligible for inclusion in, the State or National Registers of Historic Places. Additionally, these resources were examined to

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¹¹ <http://www.nysparks.state.ny.us/shpo/resources/index.htm>

determine whether or not any of the subject property exists within an identified archaeological-sensitive area. Based on a review of such resources, the subject property is not on the State or National Registers of Historic Places or located within an archeological-sensitive area.

3.8 Energy Usage

The subject property is currently supplied with electricity by LIPA, and with natural gas by National Grid.

Using the New York City Mayor's Office of Environmental Coordination 2010 City Environmental Quality Review (CEQR) Technical Manual, which indicates that industrial buildings use an average of approximately 162 kilowatt-hours (kWh) of energy per square foot per year,¹² the energy usage of the existing industrial use was estimated. Using this factor, the existing industrial uses at the subject property use approximately 10,530,000 kWh per year.

The Town indicates in §68-30.3.B of the Town Code that "any new commercial structure of all types, as defined by the Islip Town Code and New York State Code, shall be built so that it is a minimum 20% more energy efficient overall than required by the New York State Energy Conservation Construction Code minimum standards." However, the Town of Islip has proposed energy efficiency standards for changes of zone and selected special permits. These energy efficiency standards include:

Building(s) shall be designed to have a projected energy use 30 percent less than similar building(s) built to New York State Energy Conservation Code. Building(s) designed meet all of the following requirements will be accepted in lieu of this requirement subject to the approval of the Commission of Planning:

- R-value for insulation in walls, ceilings and floors shall exceed New York State Code requirements
- All windows shall be constructed with low-e insulated glass
- Indoor lighting shall be a florescent , low voltage and/or LED design including but not limited to T5 or T8 ballasts
- All heating cooling and water systems shall include premium efficiency motors, with Seasonal Energy Efficiency Ratio (SEER) ratings that exceed New York State Code requirements

¹² http://www.nyc.gov/html/oec/downloads/pdf/2010_ceqr_tm/2010_ceqr_tm_ch15_energy.pdf, page 15-3. Btu converted to Kilowatt Hours using a factor of 1 btu = 0.00029307107 kilowatt hours

- All flat roof surfaces shall be constructed with materials that have a solar reflectance index of 78 or greater

Building(s) shall be designed to meet the minimum requirements of Sections 4 through 7 of ASHRAE Standard 62.1-2007, Ventilation for Acceptable Indoor Air Quality or the New York State Mechanical Code, whichever is more restrictive.

An analysis of the proposed project's consistency with these Town of Islip energy efficiency standards is included in Section 4.8 of this DEIS.

4.0

PROBABLE IMPACTS OF THE PROPOSED ACTION

4.1 Soils, Topography and Subsurface Conditions

4.1.1 Soils

Erosion and Sedimentation Controls

Implementation of the proposed action would result in the disturbance of soils on the subject property for demolition of existing structures, foundation excavation, utility installation, minimal grading, paving, and landscaping. The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. This disturbance, however, would be entirely contained within the boundaries of the subject site.

As the subject site is primarily flat and has been previously cleared and developed, minimal grading would be necessary under the proposed action. It is anticipated that the subject site would be balanced, with the exception of the removal of the existing material stockpiles, upon implementation of the proposed action. As indicated on the proposed *Grading Plan*, the topography of the subject site would remain similar to existing conditions (see Appendix B and Appendix D).

As indicated in the *New York Guidelines for Urban Erosion and Sediment Control*, the erosion potential of a site is determined by five factors: soil erodibility, vegetative cover, topography, climate, and season. Soil erodibility is dependent on the structure, texture and percentage of organic matter in the soil. The presence of vegetation on a site protects soils from the erosive forces of precipitation and overland flow, as top growth vegetation shields the soil surface from precipitation.

while the root mass holds soil particles in place. Also, grasses limit the speed of stormwater runoff and help to maintain the infiltration capacity of the soil. The topography of a site, including slope length and steepness, influences the volume and velocity of surface runoff. Long slopes carry more volume to the base of the slope, and steep slopes increase runoff velocity.

As part of the proposed action, specific erosion and sediment control measures would be implemented prior to, and maintained during, demolition and construction. Included would be the following, which would effectively limit the extent of soil erosion:

- Sediment barriers (i.e., silt fences, hay bales or approved equal) would be installed prior to any grading work along the limits of disturbances and would be maintained for the duration of the work.
- No sediment from the site would be permitted to wash onto or enter adjacent properties, roads, storm drains, etc.
- All materials spilled, dropped, washed or tracked onto the paved surfaces would be removed immediately.
- Graded and stripped areas and stockpiles would be stabilized through temporary seeding, as required. When final grading is complete, turf will be established as soon as possible. In the interim, hay, straw mulch or other approved means would be used to stabilize areas until turf establishment can be completed.
- Drainage structures installed as part of the proposed action would be protected from sediment buildup through the use of sediment barriers, sediment traps, etc., as required. Controls would remain in place until the disturbed areas draining to the inlet have been stabilized.
- Proper maintenance of erosion control measures would be performed by the contractor as indicated by periodic inspection and after heavy or prolonged storms, including, but not limited to, cleaning of sediment basins or traps, cleaning or repair of sediment barriers, cleaning and repair of berms and diversions, and cleaning and repair of inlet protection.
- Appropriate means would be used to control dust during construction (i.e., application of water during dry periods).
- The installation of drywells and regrading activities would control and direct the routes of water flow on-site to minimize the impacts associated with overland flow.

The above measures are designed to be consistent with the relevant portions of the NYSDEC's *New York Standards and Specifications for Erosion and Sediment Controls*, and

would be maintained and inspected regularly to ensure proper function. With the aforementioned control measures employed, no significant adverse erosion- or sedimentation-related impacts are expected.

Soil Limitations

As previously indicated and summarized in Table 3 of this DEIS, there are three soil types (i.e., CuB, PlA, and RdA) mapped on the subject site. These soils present slight, moderate and/or severe planning and/or engineering limitations for relevant land use types. It is important to note that the *Soil Survey* provides general soils information, and site-specific investigations may indicate that conditions identified by the *Soil Survey* do not actually occur on-site.

Specifically, CuB soils are noted as having moderate limitations for streets and parking lots, due to the potential presence of slopes (one-to-eight percent slope); severe limitations for lawn and landscaping due to a sandy surface layer; and slight limitations for homesites. As previously indicated in Section 3.1.1 of this DEIS, the subject site contains slopes at an average of approximately six percent. Therefore, slopes are not a limitation on the subject site. CuB soils are primarily found in the northwestern portion of the subject site, which is proposed to include the primary access drive, parking areas and landscaping. To overcome the limitations associated with sandy soils, topsoil would be used in areas where landscaping and lawn is proposed.

For PlA soils, having slopes of zero-to-three percent, severe limitations are identified for lawn and landscaping uses, due to a sandy surface layer. PlA soils exist in the eastern portion of the subject site, which is currently developed with a portion of the 65,000-square-foot building, parking areas, Rajon Road, and lawn area, with an area of vegetation in the northern portion of the subject site. The proposed action would situate parking areas, buildings and landscaping within the area of the subject site identified with PlA soils. To overcome the limitations associated with sandy soils, topsoil would be used in areas where landscaping and lawns are proposed. PlA soils only have slight limitations in regard to homesites and streets and parking lots.

For RdA soils, having slopes of zero-to-three percent, there are only slight limitations with regard to homesites, streets and parking lots, and lawns and landscaping. RdA soils are identified in the western portion of the subject site, which would be developed with the department store, additional retail space, and parking areas under the proposed action. Currently, this area is cleared and houses the material stockpiles, with some paved areas.

Overall, based on the noted limitations, the existing site conditions and the proposed methods to overcome limitations, no significant adverse impacts associated with on-site soils would occur.

4.1.2 Topography

As discussed in Section 3.1.3 of this DEIS, the existing site elevations range from approximately 44± feet to 51± feet amsl and is relatively flat. Existing elevations are lowest in the southwestern portion of the subject property along the southern property line. Elevations increase across the site and reach a maximum of approximately 51± feet amsl at the northeastern portion of the subject property.

As the majority of the subject site is currently developed, grading activities would be minimal to prepare the site for the proposed redevelopment. The finished grade of the property would be similar to the existing topography of the site, where the lowest elevations would occur in the southwestern portion of the subject property and the highest elevations would be found in the northeastern portions of the overall property (see the proposed *Grading Plan* in Appendix D). The slopes on the subject site upon implementation of the proposed action would average approximately three percent. To the extent practicable, the final grading of the property would be designed to achieve an essentially balanced condition where suitable cut approximately equals the required fill for the proposed development.

Overall, the proposed action would result in minimal alterations to the topography of the site. Therefore, no significant adverse impacts to on-site topography would result upon implementation of the proposed action.

4.1.3 Subsurface Conditions and Hazardous Materials

As previously indicated in Section 3.1.2 of this DEIS, the subject property contains stockpiles of C&D material remaining from a previous owner, which are being removed in accordance with a NYSDEC-approved Closure Plan. The soil sampling analysis performed by H2M found SVOCs, pesticides and/or PCBs and heavy metals with concentrations exceeding their respective UUSCOs. Specifically, based on the identified contaminants, it was determined that Piles A and B (see Figure 1 in the Closure Plan in Appendix C) could not be reused in accordance with the restricted criteria of 6 NYCRR Part 375 due to elevated concentrations of arsenic in Pile A and benzo(a)pyrene in Pile B. Based on the concentrations of contaminants identified in Piles C and D, H2M recommended that Pile C could be reused in accordance with the industrial restriction requirements, and Pile D could be reused in accordance with the residential restriction requirements of 6 NYCRR Part 375.

Based on the analytical data presented in the Soil Sampling Report (see Appendix C), it was determined in the NYSDEC-approved Closure Plan that the stockpiled C&D debris would be removed from the site and would be reused at off-site locations.

As indicated in the Closure Plan, stockpiled C&D material will be screened to remove large debris and loaded onto trucks for transportation at the approved reuse

facilities. The screening and loading operations will be conducted in the vicinity of the stockpile(s) being removed.

Screening and removal of the C&D debris began in 2009, as indicated in Section 3.0 of the Closure Plan (see Appendix C). Removal activities would be completed prior to the construction of the proposed development. Once all debris is removed, the applicant will implement the test pit excavation program in order to verify that no buried materials and/or C&D debris remains on the site. The scope of the test pit program (i.e., number, location and/or depth of excavations) will be determined upon complete removal of the existing C&D stockpiles. The applicant will continue to remediate the site in accordance with the approved Closure Plan. All stockpiles will be removed and remediation activities complete prior to the construction of the proposed development.

As such, no significant adverse impacts associated with hazardous materials at the subject property are expected to result from implementation of the proposed action.

4.2 Water Resources

4.2.1 Groundwater

Depth to Groundwater

As indicated in Section 3.2.1 of this DEIS, based on published data, the depth to groundwater at the subject site would be expected to range from approximately 24± feet to 31± feet bgs. Therefore, the subject site would permit adequate separation distance from the bottom of the proposed drywells to allow filtration before stormwater is discharged to groundwater (see further details in Section 4.2.2 of this DEIS).

Water Usage

The SCWA currently supplies potable water to the subject property, and would continue to do so upon implementation of the proposed action. In order to estimate the projected water demand for the proposed development, SCDHS design flow factors were used.¹³ Based on these factors, the projected water demand for the proposed development would be approximately 6,600± gpd (see Table 9).

▼
¹³ Suffolk County Department of Health Services. Standards for Approval of Plans and Construction for Sewage Disposal Systems for Other than Single-Family Residences. Amended December 1, 2009.

Table 9 – Projected Potable Water Use

	Total Square Footage	Density Load	Projected Potable Water Use
Phase I			
Supermarket	45,000	0.05 gpd/sf	2,250 gpd
Department Store	90,000	0.03 gpd/sf	2,700 gpd
Phase II			
Retail	55,000	0.03 gpd/sf	1,650 gpd
Total			6,600 gpd

¹Based on standards set by the SCDHS *Standards for Approval of Plans and Construction for Sewage Disposal Systems for Other than Single-Family Residences*. Amended December 1, 2009.

sf = square feet

As indicated in Section 3.2.1 of this DEIS, the existing uses on the subject property use approximately 34,874 gpd of potable water. Therefore, overall potable water usage would decrease by 28,274± gpd upon implementation of the proposed action. In addition to domestic demand, irrigation water demand has been calculated for the proposed development. Based upon the proposed 143,675± square feet of landscaped area, assuming ½-inch per week of irrigation water is required for 15 weeks (not including effective rainfall), the average daily water use for irrigation would be as follows:

$$143,675\text{SF} \times 0.5'' / 12 \times 15 \text{ weeks} \times 7.48 \text{ gallons per CF} \times 1/365 = 1,840\pm\text{gpd}$$

The average daily water use would be 6,600 gpd + 1,840± gpd = 8,440± gpd for a total yearly average of 3,226,600 gallons per year (3.22 mgd). However, to minimize water demand, the proposed landscaping would consist of native species, to the maximum extent practicable. Thus, it is expected that water used for irrigation would be less than that estimated. In addition, it is expected that the proposed buildings would incorporate low-flow, water-saving fixtures, to the maximum extent practicable.

The SCWA provided correspondence, dated March 4, 2011, indicating that there is an existing water main available to the subject site (see Appendix E). Consultations would continue with the SCWA to determine future connection fees and peak flow requirements. The subject property is located within Distribution Area 1 of the SCWA, according to the SCWA's 2010 *Annual Drinking Water Quality Report* (the "Drinking Water Report"). While no specific pumpage statistics were available for this Distribution Area from this *Drinking Water Report*, it notes that Distribution Area 1 has the highest number of active wells (119) of the 28 distribution areas within the SCWA. The 119 active wells within this distribution area represent 21 percent of all active wells operated by the SCWA. The *Drinking Water Report* states that "the distribution areas are interconnected with booster pumps and/or automatic control valves. In the event of very high demands for water during peak summer usage or an emergency, such as a fire or main break, the booster pump or automatic valve will operate and supply additional water to the impacted area." Overall, according to the *Drinking Water Report*, the SCWA currently pumps 60.7 billion gallons per year from all of its well sites. The anticipated 3.22± mgd of water projected to be required by

the proposed development represents approximately 0.005 percent of the overall water that is pumped by the SCWA annually.

As the water usage associated with the proposed action represents approximately 0.005 percent of the SCWA's annual pumpage and the proposed action includes native species to the maximum extent practicable to reduce irrigation demand, no significant adverse impact upon the availability of water supplies is expected to result from implementation of the proposed action.

Sanitary Waste and Discharge

The anticipated sanitary waste generation for the proposed action is calculated in an equivalent manner as described above for water usage estimation, less irrigation. As indicated on the proposed *Layout and Materials Plan* (see Appendix D), the proposed retail development is expected to generate approximately 6,600± gpd of sanitary waste.

As indicated in Section 3.2.1, the current industrial use of the subject site generates approximately 2,600 gpd of sanitary waste, based on a factor of 0.04 gallon per square foot of the 65,000-square-foot industrial building, which is handled by on-site sanitary systems. Therefore, the proposed action would increase the sanitary waste generated on-site by approximately 4,000 gpd.

The subject site is part of an industrial subdivision with parcels to the east (see the *Existing Conditions Plan of Land* in Appendix B). As indicated in Section 3.2.1, this industrial subdivision was granted a total sanitary density of 6,633 gpd by the SCDHS. Based on consultations with the SCDHS and reference drawings from 1985, the available sanitary capacity for the proposed action is approximately 2,621 gpd, including the capacity available from the proposed demolition of the existing Wenner Bread frozen dough plant. Therefore, sufficient capacity is not available to accommodate the projected 6,600± gpd of sanitary waste associated with the proposed action with on-site systems.

While the ultimate solution has not been finalized, the following options are being explored to accommodate the projected sanitary waste of the proposed retail development:

1. The subject site is located south of the Suffolk County Sewer District #14 – Parkland (hereinafter referred to as “Sewer District #14”). Currently, capacity is not available for the proposed action, as capacity has been allocated to other proposed developments in the area. However, the project sponsor is exploring the potential of obtaining reserved gallonage from sponsors of the proposed development in the area to provide the required capacity (i.e., approximately 6,600 gpd) for the proposed action. Under this option the proposed development would be connected to Sewer District #14 by a capacity purchase; or

2. The project sponsor is also exploring the possibility of connecting to an off-site privately-owned STP located near the subject site. This option presents the potential of connecting to a privately-owned STP associated with another development which has excess capacity or the construction of a STP within the industrial subdivision adjacent to the subject site. If the ultimate decision is to construct a STP within the industrial subdivision, various technologies are available to treat sewage at a capacity of 6,600 gpd (projected sanitary waste associated with the proposed development), including, but not limited to, the Cromaglass and Purestream Biologically Engineered Single Sludge Treatment (BESST) technologies. Cromaglass wastewater treatment systems are modified Sequencing Batch Reactors (SBR) where treatment is accomplished by timed sequences within a single vessel. The Purestream BESST wastewater treatment systems are continuous flow systems that utilize a pre-anoxic activated sludge process to maximize nutrient removal. This STP would be operated and maintained by the project sponsor. Under this option, the projected sanitary waste would be accommodated by an off-site privately-owned STP.

The proposed development (both Phases I and II) is contingent upon the availability of sanitary capacity off site, either by connection to Sewer District #14 or connection to a private STP. It is understood that the proposed action must comply with prevailing regulations associated with sanitary waste discharge.

As available sanitary waste capacity would be identified prior to construction and the project would comply with prevailing regulations, no significant adverse impacts associated with an increase in sanitary discharge from the subject site are expected.

The Long Island Comprehensive Waste Treatment Management Plan (208 Study)

The subject property is located in Hydrogeologic Zone VI, which is characterized by a shallow flow system, which directly impacts the water quality in the eastern portion of the Great South Bay and Moriches Bay. To minimize the potential for adverse impacts to groundwater, the proposed project would comply with the relevant Highest Priority Areawide Alternatives outlined in the *208 Study*, as described below.

- *Control stormwater runoff to minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria to ground or surface waters*

The proposed action includes the installation of drywells to accommodate and recharge all stormwater on-site during construction and post-development. As such, the proposed stormwater management system will

minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria; thus complying with this recommendation.

- *Restrict the use of inorganic, fast-acting fertilizers, as well as promote the use of low-maintenance lawns*

The proposed development would include approximately 3.29± acres of landscaped area on the subject site. As indicated on the proposed *Landscape Plan*, there would be minimal areas of lawn, primarily situated along the northern property line (see Appendix D). The plan has been designed to use native, low-maintenance vegetation that would require less fertilization and lower irrigation rates. Thus, the proposed action complies with this recommendation.

Based on the aforementioned analyses, the proposed action is consistent with the relevant recommendations of the *208 Study*.

Suffolk County Sanitary Code

Article 6, Realty Subdivisions, Developments and Other Construction Projects

As previously indicated, based on the total sanitary density granted by the SCDHS for the industrial subdivision, the available sanitary capacity for the proposed action is 2,621 gpd.

The projected sanitary discharge at the subject site upon implementation of the proposed action would be approximately 6,600± gpd, and thus, could not be accommodated by on-site sanitary systems. In addition, due to sanitary density restrictions on the overall industrial subdivision, there is not sufficient capacity for the projected sanitary waste to be accommodated on-site.

Section 760-607(A) of Article 6 indicates that a community sewerage system method of sewage is required for construction projects other than conventional single-family residential realty subdivisions and developments, when any of the following conditions are met:

- *The construction project is located within Groundwater Management Zones III, V, or VI, and the population density equivalent is greater than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 40,000 square feet*
- *The construction project is located outside of Groundwater Management Zones III, V, or VI, and the population density equivalent is greater than that of a realty*

subdivision or development of single-family residences in which all parcels consist of an area of at least 20,000 square feet

- *The construction project, or any portion thereof, is located within an existing sewer district*
- *This requirement shall apply in the absence of proof satisfactory to the Department that the developer cannot effect arrangements for the installation of the sewerage system to the existing sewer district*
- *The construction project is located in an area where the subsoil or groundwater conditions are not conducive to the proper functioning of individual or subsurface sewerage systems*

As previously indicated, the project sponsor is exploring the option of connecting to the Sewer District #14 or a future STP on land to the west of the subject site. The proposed action would comply with this section of Article 6 of the SCSC with either option (i.e., connection to the Sewer District #14 or an off-site STP).

Article 6 of the SCSC also includes requirements with regard to water facilities for construction projects other than conventional singly-family residential realty subdivisions and developments, stating, among other things, that a community water system method of water supply is required when the project is "located within an existing water district or service area." As previously indicated, water is currently supplied to the subject property by the SCWA, and would continue to be upon implementation of the proposed action. Therefore, the proposed action would comply with this section of Article 6 of the SCSC.

Article 12, Hazardous Materials Storage and Handling Controls

The relevant aspect of Article 12 of the SCSC in regard to the proposed action relates to the storage of fuel oil in above ground or underground storage tanks. The proposed use of the subject site for retail purposes would not include the storage or handling of toxic or hazardous materials. The proposed development is expected to be served by natural gas supplies of National Grid for the purposes of heating (see confirmation of availability in Appendix E). Therefore, the storage of heating fuel on-site is not proposed. Furthermore, it is not expected that landscaping maintenance chemicals would be stored on the subject site. Therefore, Article 12 of the SCSC is not applicable to the proposed action.

Nonpoint Source Management Handbook

The *Nonpoint Source Management Handbook* was reviewed as to recommendations related to the proposed action. Discussion of the proposed project's consistency with the relevant recommendations follows:

Land Use

- *Limit new development, particularly industrial uses, in the deep recharge and critical shallow recharge areas*

The subject property is located within Hydrogeologic Zone VI, characterized by a shallow flow system. However, the proposed action includes the redevelopment of the subject site which is currently used for industrial purposes, with retail uses. Therefore, the proposed action does not include industrial uses. Accordingly, the proposed action complies with this recommendation.

- *Concentrate high density or commercial/industrial land uses in existing high density or commercial/industrial areas or in areas located downgradient and within existing contaminant plumes*

As previously indicated, the subject site is currently developed and used for industrial purposes (i.e., the Wenner Bread frozen dough plant). The proposed action, consisting of 190,000± square feet of retail uses on the 16.97±-acre site, would be situated within an area that has been historically used for commercial and industrial purposes. Therefore, the proposed action complies with this recommendation.

- *Limit the removal of natural vegetation and the creation of lawn areas*

The subject property contains approximately 3.27± acres of natural vegetation, which would be removed as part of the proposed action. However, the existing natural vegetation consists primarily of low-lying brush and sporadic trees. The proposed 3.29± acres of landscaping, as previously discussed, would consist of native and/or low-maintenance species, to the maximum extent practicable (see the proposed *Landscape Plan* in Appendix D), which would minimize the need for fertilizers and irrigation. Minimal lawn areas are proposed. Accordingly, the proposed action complies with this recommendation.

Stormwater Runoff

- *Minimize grade changes and site clearing. Preserve swales in their natural state. Avoid disturbance of existing grades, vegetation or soils and the alteration of surface hydrology*

There are no swales located on the property. Portions of the project site would require minimal regrading to prepare the site for the proposed redevelopment as the subject site is relatively flat, with the majority cleared and/or developed. As part of the proposed action, a stormwater management system consisting of drywells would accommodate and recharge all stormwater on-site. Existing vegetation and soils on the subject site would be disturbed during the demolition of existing structures and construction of proposed action. However, as previously indicated, the native vegetation, consisting primarily of low-lying

brush and sporadic trees would be removed and landscaping with native, low-maintenance species would be installed. Furthermore, as indicated in Section 4.1.1, erosion and sedimentation control measures would be implemented during construction to minimize potential soil impacts. Overall, the proposed action includes minimal clearing, and drainage would be provided to minimize potential adverse impacts associated with stormwater runoff. Thus, the project complies with this recommendation.

- *Provide temporary on-site areas to receive stormwater runoff flows that are generated by construction and other site development activities. Do not allow increased sediment resulting from the construction or operation phase of site development to leave the site or to be discharged into stream corridors, marine or freshwater wetlands. Minimize the amount of soil area exposed to rainfall and the period of exposure. Cover or plant exposed soils as soon as possible*

As indicated in Section 4.2.2 of this DEIS, erosion and sedimentation control measures would be developed and implemented during construction in accordance with prevailing requirements, including Town of Islip standards and NYSDEC Phase II stormwater regulations. Drainage structures would be installed early in the construction process to accommodate stormwater runoff through the construction period. Inlet protection (such as hay bales) would be placed around the perimeter of drainage structures to prevent siltation and to ensure proper drainage of stormwater. During demolition and construction, silt fencing and hay bales would be placed at strategic locations to control overland runoff. As such, the project complies with this recommendation.

- *Detain runoff and direct stormwater from road surfaces to sediment basins before discharge to a sump wherever topography limits or precludes on-site recharge*

Stormwater runoff would be contained and recharged on-site via drywells, as detailed in the next section of this DEIS, and thus, this recommendation is not applicable to the proposed action.

- *Stabilize exposed slopes during and after construction by using temporary and/or permanent structural or nonstructural stabilization measures*

There will be no significant changes to existing slopes on the subject property, with the site to remain at less than ten percent slopes. Specifically, upon implementation of the proposed action, the average slopes on the subject site would be approximately three percent. During construction, cleared areas and stockpiles will be stabilized through the use of temporary seeding, as required. Sediment barriers and other erosion control measures will remain in place until disturbed areas are permanently stabilized. Permanent stabilization includes the installation of roads and landscaping. Thus, the proposed project complies with this recommendation.

Fertilizer

- *Retain as much of the natural vegetation of the site as possible. Minimize grade changes and site clearing*

There are currently 3.27± acres of vegetation, primarily consisting of low-lying brush and sporadic trees, on the subject site. Upon implementation of the proposed action, there would be approximately 3.29± acres of lawn/landscaping, consisting of native and/or low-maintenance species, to the maximum extent practicable. In order to develop the property, minimal clearing would occur, as the majority of the site is currently cleared and developed, to construct the internal roadways, parking areas and buildings. Therefore, the impact from the removal of natural vegetation, minimal site clearing and grade changes would be minimized to the maximum extent practicable, and thus, the proposed action would conform to this recommendation.

- *Avoid the use of lawns where the presence of the following conditions indicate potential problems in the establishment and maintenance of turf: soil constraints, including a seasonal high water table within six inches of surface soil*

The proposed action includes a minimal amount of lawn area, primarily located in the northern portion of the subject site. As indicated in Figure 4, this area of the subject site is mapped with CuB and RdA soils. Based on the *Soil Survey*, CuB soils have severe limitations for the development of lawn/landscaping due to a sandy surface layer. However, top soil will be brought to the site for landscaping, as necessary, to mitigate potential sandy surface layer. As the depth to groundwater ranges from approximately 24 feet to 31 feet bgs, a seasonal high water table is not a concern for the subject site. As such, the project complies with the intent of this recommendation.

- *Use native plants for the planting of areas that have been disturbed by grading. Consider the use of alternative types of groundcover and other plant materials to avoid or reduce lawn area and the consequent need for fertilizer applications, extensive watering and maintenance*

As illustrated on the proposed *Landscape Plan* (see Appendix D), native and/or low-maintenance species would be planted, to the maximum extent practicable, with a mix of trees, shrubs and herbaceous plants. As such, the need for extensive watering, applications and maintenance (i.e., fertilizers) would be significantly reduced. In addition, there is minimal lawn area included in the proposed action, which would be situated in the northern portion of the subject site. Therefore, the proposed project complies with this recommendation.

Based on the aforementioned analyses, the proposed action is consistent with the relevant recommendations of the *Nonpoint Source Management Handbook*.

4.2.2 Stormwater Management

Consistency with the SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001)

Pursuant to Section 402 of the CWA, stormwater discharges from certain construction activities to "Waters of the United States"¹⁴ are unlawful unless they are authorized by a National Pollutant Discharge Elimination System Permit (NPDES) permit or by a state permit program.

The New York State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities (GP-0-10-001) is an NPDES-approved program with permits issued in accordance with the Environmental Conservation Law (ECL) and administered by the NYSDEC. The SPDES program also extends permitting coverage for stormwater discharges to all other "Waters of New York State."

The SPDES permitting coverage applies to the following construction activities, when stormwater runoff would discharge to "Waters of the United States" or "Waters of New York State:"

- *projects where disturbance is less than one acre if part of a larger common plan of development or sale with a planned disturbance of equal to or greater than one acre and less than five acres*
- *projects where disturbance is one to five acres*
- *projects where disturbance is five acres or greater*

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¹⁴ Pursuant to Title 33 of the Code of Federal Regulations ("CFR") Part 328.3(a), waters of the United States are defined as (1) all waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; (2) all interstate waters including interstate wetlands; (3) all other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or (iii) Which are used or could be used for industrial purpose by industries in interstate commerce; (4) all impoundments of waters otherwise defined as waters of the United States under the definition; (5) tributaries of waters identified in paragraphs (a) (1) through (4) of this section; (6) the territorial seas; (7) wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a) (1) through (6) of this section (Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA [other than cooling ponds as defined in 40 CFR 123.11(m) which also meet the criteria of this definition] are not waters of the United States); (8) waters of the United States do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other Federal agency, for the purposes of the Clean Water Act, the final authority regarding Clean Water Act jurisdiction remains with the EPA.

There would be no discharge to "Waters of the United States" or to "Waters of New York State" under the proposed action. As the subject site is currently developed, the combination of existing drainage structures and the proposed drywells would accommodate all stormwater on-site during construction. Additional measures to contain stormwater on-site and limit soil erosion and sedimentation during construction include the installation of silt fencing and the installation of haybales along property lines.

Notwithstanding same, a *Stormwater Pollution Prevention Plan* (SWPPP) would be prepared and would include erosion and sedimentation controls and methods by which stormwater would be accommodated during construction, consistent with the *New York Standards and Specifications for Erosion and Sediment Control* (NYSDEC, 2005) and the *New York State Stormwater Management Design Manual* (NYSDEC, 2008), respectively. The erosion and sediment control measures to be incorporated into the SWPPP would generally include that described in Section 4.1, above. Additional measures would be implemented during construction to control overland flow, including the following:

- Clearing and grading would be scheduled so as to minimize the size of exposed areas and the length of time that areas are exposed
- Sediment would be trapped on the subject site through erosion and sedimentation control measures

Overall, therefore, the proposed project would not be expected to result in significant adverse impacts related to stormwater during construction.

Proposed Post-Development Stormwater Management Plan

The proposed development would increase the area of impervious surfaces on the subject site from 5.17±-acres (30± percent of the subject site) to 13.68±-acres (81± percent of the subject site), and thus, increase the volume of stormwater runoff.

Upon implementation of the proposed action, the subject site would require approximately 102,865± cf of storage capacity, based on a two-inch rainfall event. As indicated on the proposed *Grading Plan*, the stormwater management system is designed with a storage capacity of 106,550± cf (see Appendix D). Specifically, the proposed stormwater management system includes 66 drywells situated throughout the proposed parking areas (see the proposed *Grading Plan* in Appendix D). The drywells would also include inserts designed to filter hydrocarbons and other pollutants from stormwater. Therefore, the proposed stormwater management system would provide adequate capacity to contain and recharge all stormwater generated during a two-inch rainfall event on site. Furthermore, the inclusion of a natural retention area along the northern property line is being explored, as a sustainable drainage feature, under the overall drainage plan.

The proposed stormwater management system would comply with the current Subdivision and Land Development regulations of the Town Code and would incorporate non-point source pollution mitigation measures. As such, no significant adverse impacts associated with stormwater runoff are expected.

NURP Study

The *NURP Study* has made recommendations with regard to stormwater runoff, as it pertains to the protection of groundwater and surface water resources. The proposed project's consistency with the relevant recommendations follows:

- *Consider the use of in-line storage leaching drainage systems, or components thereof, as a substitute for recharge basins in areas, other than parking lots, where maintenance will be assured and where the value of the land for development purposes is greater than the cost of installing and maintaining the underground system. Storage leaching drainage systems should also be considered for use where the installation of recharge basins is not feasible*

The proposed stormwater management system includes the installation of drywells throughout the paved areas to contain and recharge all stormwater runoff on-site. Thus, the proposed action complies with this recommendation.

- *Prevent illegal discharges to drainage systems or recharge basins. Such discharges, which often result from improper storage or deliberate dumping of chemicals, must be controlled at the source*

The proposed drainage system would be designed in accordance with prevailing regulations and no hazardous materials would be stored or handled on-site. As such, there would be no illegal discharges or potential threats to surface waters associated with the improper storage of chemicals. As such, the proposed action complies with this recommendation.

Compliance with local and state stormwater regulations, including the NYSDEC Phase II Stormwater Regulations, as discussed above, will ensure consistency with the *NURP Study* findings.

4.2.3 Surface Waters, Wetlands and Floodplains

As indicated in Section 3.2.3 of this DEIS, there are no freshwater or tidal wetlands or surface waters on, or within the vicinity of, the subject site. Therefore, there would be no impacts to wetlands and surface waters due to implementation of the proposed action.

As the subject site is not located within an area of special flood hazard, there would be no associated impacts.

4.3 Land Use, Zoning and Community Character

4.3.1 Land Use

The proposed development of the 16.97±-acre subject site includes the demolition and removal of existing structures and pavement, and construction of 190,000± square feet of retail space (including a 45,000±-square-foot supermarket, a 90,000±-square-foot department store, 55,000± square feet of general retail space), and associated appurtenances. The proposed development would change the use of the subject site from industrial to retail.

The subject property would be developed in two phases – the first phase would include the construction of the 45,000±-square-foot supermarket and the 90,000±-square-foot department store, totaling 135,000±-square-foot of gross floor area. The second phase would consist of the construction of 55,000± square feet of general retail space. The proposed department store and 55,000± square feet of retail space would be two buildings, at a maximum building height of 35 feet, and situated in the southern portion of the subject site. The proposed one-story supermarket would be situated in the northeastern portion of the subject site.

The proposed action would include a total building footprint of 117,500± square feet. A total of 1,086 parking spaces would be provided, including 77 landbanked spaces), and internal drives would be located throughout the subject site.

Upon implementation of the proposed action, the area of impervious surface on the subject property (i.e., roads, buildings, and pavement) would increase by approximately 8.51± acres, from 5.17± acres to 13.68± acres. Approximately 3.29± acres of landscaped area would be included in the proposed action, an increase of 2.65± acres from existing conditions. The existing undeveloped areas, material stockpiles and natural vegetation (i.e., 3.27± acres), consisting primarily of low-lying brush and sporadic trees, would be removed.

The proposed action would result in an aesthetically-pleasing, cohesive retail development on the subject site, located on the south side of the heavily-travelled Sunrise Highway. As the applicant is in the process of consolidating and relocating the existing industrial use (i.e., the Wenner Bread frozen dough plant), the proposed action would redevelop the site and prevent same from becoming potentially vacant. As indicated in Section 3.3.1 of this DEIS, there are residential, retail, educational and industrial uses surrounding the subject site (see Figure 12). As such, the proposed retail use of the subject site would complement these surrounding uses and provide additional retail services.

Based on the above, the proposed development would provide a beneficial land use to the area, as it would improve the aesthetic conditions of the subject site; and provide retail offerings for existing uses in the area. The proposed development would also be a beneficial re-use of land currently occupied with industrial uses. Overall, it is not expected that the proposed action would result in significant adverse land use impacts.

4.3.2 Zoning

As indicated in Section 3.3.2 of this DEIS, portions of the subject site are situated within the Business 1 District or split-zoned as Business 1 and Industrial 1 zoning districts.¹⁵ As indicated in §68-12(B) of the Town Code, "when property is located in two different zones, it must meet the higher zoning classification." Therefore, the proposed action has been designed based on the regulations of the Business 1 District.

Pursuant to §68-271 of the Town Code, retail businesses are permitted uses in the Business 1 District, and thus, the proposed action constitutes an "as-of-right" development. However, the proposed action requires special permits from the Planning Board for each of the three proposed buildings pursuant to §68-272.1(L) of the Town Code, as "any single-user freestanding retail use in excess of 10,000 square feet of gross floor area" requires a special permit. The proposed development's consistency with the Town's special exception criteria and considerations, set forth in pursuant §§68-416 and 417 of the Town Code is evaluated below.

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¹⁵ Rajon Road is situated within the Industrial 1 District, and would remain a roadway within said District upon implementation of the proposed action.

Proposed Action's Consistency with the Special Permit Application Criteria

The proposed development requires special permits for each of the proposed buildings as they each are in excess of 10,000 square feet. Thus, the development is subject to §68-34B of the Town Code, which states the following regarding Town Board and Planning Board approval of special permits:

In reviewing special permit applications, the Town Board or Planning Board may consider various factors, including but not limited to the following: traffic impacts; adequacy of parking facilities; environmental impacts; effect on neighboring properties; compliance with the comprehensive plan; compatibility with the nature and character of the surrounding area; and the overall ability of the site to accommodate the proposed special permit use, and any other consideration involving the public health, safety, and welfare.

Section 4.4 of this DEIS details the anticipated impacts to traffic conditions upon implementation of the proposed action. As explained in Section 4.4.4 of this DEIS, with implementation of the proposed mitigation, no significant adverse impacts to traffic conditions are expected upon implementation of the proposed action.

Furthermore, as detailed in Section 4.4.3 of this DEIS, the proposed development would require that 1,086 parking spaces be provided pursuant to the Town Code. As indicated in the proposed *Layout and Materials Plan*, a total of 1,086 parking spaces would be provided (see Appendix D). Based on the foregoing, it is anticipated the proposed action would provide adequate parking facilities for the proposed uses.

With respect to potential environmental impacts, the majority of the subject site is currently developed or has previously been disturbed. The subject site would accommodate the three buildings (in excess of 10,000 square feet each) in compliance with the prevailing regulations of the Business 1 District, with the exception of the minimum landscaping required. As detailed in Section 4.4.3 of this DEIS, the permitted FAR is 0.40, while the proposed buildings represent an FAR of only 0.26. Furthermore, the theoretical development yield of the subject site is approximately 295,711 square feet under the prevailing zoning. However, the proposed buildings only total 190,000 square feet. As detailed throughout this document, with implementation of the mitigation measures discussed in Chapter 5 of this DEIS, the proposed action is not anticipated to generate significant adverse environmental impacts.

As previously discussed, the current tenant of the subject property intends to consolidate its business operations at another location, and, thus, will vacate the premises. The proposed action would redevelop the subject site with retail uses to serve the surrounding area and improve aesthetic conditions on

the site with a cohesive development and landscaping. As previously indicated, the subject site is situated within a primarily industrial and commercial area, currently developed with large buildings (see Figure 3 and photographs in Appendix F). Therefore, the proposed buildings would be compatible with the surrounding commercial and industrial buildings and with the neighborhood character. Overall, therefore, no significant adverse impacts to neighboring properties are anticipated.

The proposed action's compliance with several comprehensive planning documents of the Town of Islip is documented in Section 4.4.3 of this DEIS, including Volume 1, Volume 7E, the Progress Report, the Economic Development Plan, and the Sunrise Highway Corridor Study. The analysis has determined that the proposed action complies with the relevant criteria set forth in each of these comprehensive planning documents.

As demonstrated on the development plans included Appendix D of this DEIS, the subject site would be able to adequately accommodate the special permit use being requested as part of the proposed action, as the development plan complies with the majority of the zoning district requirements (additional detail is provided in the section below).

Overall, based on the above analysis, the proposed action complies with §68-34B of the Town Code, and would not create significant adverse impacts to the health, safety or welfare of the surrounding residents or the Town of Islip overall.

Proposed Action's Consistency with the Bulk and Dimensional Requirements of the Business 1 District

The proposed action complies with the bulk and dimensional requirements of the Business 1 District, with the exception of minimum required landscaping, as indicated in Table 10 below and on the proposed *Layout and Materials Plan* (see Appendix D).

Table 10 – Bulk Dimensional Requirements of the Business 1 District and the Proposed Action's Consistency Therewith

Dimensional Requirement	Business 1	Provided
Minimum Lot Area	7,500 sq. ft.	739,277± sq. ft.
Minimum Lot Width	100 feet	821 feet
Maximum Height	35 feet	≤35 feet
Minimum Front Yard	60 feet	132± feet
Minimum Side Yard (each)	10 feet	42± feet
Minimum Rear Yard	15 feet	129± feet
Maximum Floor Area Ratio	0.40 ¹	0.26
Minimum Landscaping	20 percent (147,855± sq. ft.)	19.4percent (143,675± sq. ft.) ²
Minimum Landscaping in Front Yard	50 percent of 20 percent (73,928± sq. ft.)	73,092±sq. ft. ²

Notes: ¹The Town of Islip Code allows for an additional 0.10 of FAR for mezzanines for storage purposes only.

²Variance required.

As indicated above, the proposed action complies with the Business 1 District regulations, with the exception of the proposed minimum landscaping. The Town Code requires that 20 percent of the total area of the subject site consist of landscaping. The proposed action includes approximately 19.4 percent of the subject site as landscaped area. Furthermore, the Town Code also requires that 50 percent of the required landscaping be situated within the front yard. The proposed action includes 73,092± square feet of landscaping in the front yard (approximately 50.9±percent of the proposed landscaping). Therefore, the proposed action requires relief for the total area of landscaping and area of landscaping in the front yard. However, the proposed action would improve the aesthetics of the subject site by incorporating a formal landscape plan with a variety of plant species. The proposed landscaping includes evergreens along the east, west and south property lines, and an aesthetically-pleasing entrance and front yard along the Sunrise Highway South Service Road (see the proposed *Landscape Plan* in Appendix D). The consistency of the proposed variances with §267-b of the New York State Town Law is detailed below.

Proposed Action's Consistency with the Area Variance Criteria

- (1) *Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance;*

Currently, the subject site is developed with an industrial use, C&D stockpiles and associated appurtenances. As previously indicated, the character of the area consists of a mix of land uses (e.g., commercial, residential, retail, and industrial). However, industrial uses dominate the parcels adjacent to the subject site. As indicated in Figure 12, the surrounding developed parcels lack significant landscaping. While the proposed action requires relief for the amount of total landscaping and landscaping in the front yard, the landscape design incorporates a variety of plant species and focuses on the property lines and front yard (see the proposed *Landscape Plan* in Appendix D). The proposed landscaping plan incorporates evergreens along the property lines to provide screening, and a mix of trees, shrubs, and lawn in the front yard to improve aesthetic conditions along the Sunrise Highway South Service Road. Furthermore, the proposed access drive from the Sunrise Highway South Service Road would be lined with deciduous and flowering trees to create a welcoming and attractive entrance to the development. The proposed development would increase the landscaped area on the subject site from 0.64± acre to 3.29± acres. Overall, the proposed action would improve conditions of the subject property by constructing an aesthetically-pleasing cohesive retail development with landscaped areas. As such, it is not anticipated that the landscaping area variances requested would produce an undesirable change in the neighborhood character or be a detriment to neighboring properties.

- (2) *Whether the benefit sought by the applicant can be achieved by some method, feasible for the applicant to pursue, other than an area variance*

A major component of the proposed action was to provide sufficient parking to meet the Town Code and the anticipated parking demand of the development. Therefore, a total of 1,086 parking spaces are proposed, also required by the Town Code (i.e., one space per 175 square feet of shopping center area). Of the total of 1,086 parking spaces provided on the subject site, 77 spaces will be landbanked for future use to allow for additional landscaped area. Parking areas have been situated around the proposed retail buildings to provide convenience for future patrons while shopping, and thus, some of the front yard area has been used for parking (see the proposed *Layout and Materials Plan* in Appendix D). In order to accommodate the proposed level of development with specific parking, there is no other feasible method for the applicant to pursue other than the requested variances.

(3) *Whether the requested area variance is substantial*

The requested variances represent a 2.8 percent relief for total landscaping area and 1.1 percent relief for landscaping in the front yard, at the subject site. However, as previously detailed, the proposed landscaping would improve site conditions, as currently the site consists of industrial development, cleared areas, material stockpiles, low-lying sporadic vegetation, and minimal landscaping (i.e., 3.7± percent of the subject site). The proposed action would increase the landscaping to 19.4 percent (i.e., 3.29± acres) of the subject site. Furthermore, as previously indicated, the developed parcels adjacent to the subject site include minimal landscaped areas. Therefore, the requested landscaping area variances are not substantial.

(4) *Whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district*

The subject site is situated within an industrial subdivision on the south side of the Sunrise Highway South Service Road and is currently developed with an industrial use and associated appurtenances. The proposed action would increase the landscaped area and aesthetic appeal of the subject site, increasing the area of landscaping from 0.64± acre to 3.29± acres. In addition, there are no wetlands or surface waters, or threatened or endangered species on the subject site, which is primarily cleared and developed. As such, the variances associated with the landscaping under the proposed action would not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district.

(5) *Whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the Board of Appeals, but shall not necessarily preclude the granting of the area variance*

Although the difficulty was self-created, this self-creation is not fatal to the application. A major objective of the proposed action is to provide sufficient parking areas to meet the projected demand of the project and the Town Code. As such, the proposed action has been designed to meet this objective while providing landscaped areas to the maximum extent practicable in strategic areas (i.e., along the property lines and within the front yard) to create an aesthetically-pleasing development. The requested landscaping area variances allow for the cohesive retail development, with sufficient parking areas and internal circulation, to serve the local residents, area visitors, and travelers along eastbound Sunrise Highway.

Based on the foregoing, the analysis of the area variances and special permits indicates that the proposed action meets the criteria set forth in the Town Code for the evaluation of such requests and would not have a significant adverse impact on the environment or the neighborhood character.

In addition, while improvements to Rajon Road are proposed, this road would not be a dedicated public road. As such, relief from §280-a of the New York State Town Law would be required from the Zoning Board of Appeals.

Overall, the proposed action is not expected to create significant adverse zoning impacts.

4.3.3 Comprehensive Planning Documents

As explained in Section 3.3.3 of this DEIS, the Town of Islip uses several land use plans and studies, each of which set forth recommendations, policies, goals and strategies to guide future development within the Town. A discussion of each of the policies, goals, and/or strategies that are relevant to the proposed action, as well as the consistency of the proposed action therewith, follows.

Town of Islip, Comprehensive Plan Volume 1: The Goals

Volume 1 was reviewed to ensure appropriate and beneficial development within the Town of Islip. As discussed in Section 3.3.3 of this DEIS, in order to address issues within the Town of Islip, the Town of Islip's Goals Advisory Committee was formed to assist in identifying goals for incorporation into the development of the Islip Comprehensive Plan. It should be noted that *Volume 1*, which was the basis for all of the subsequent Town of Islip community plans, some of which are described below, was created in 1973, and Page 1 of *Volume 1* indicates that the Town created the plan to "project our needs and guide growth to the year 1990." As *Volume 1* is close to 40 years old, and the planning horizon for the document is over 20 years old, the goals could be considered no longer relevant and may require re-assessment.

Nevertheless, the stated goals, as they relate to the proposed development, are as follows:

- *To protect the natural resources and environment of Islip*

The subject site is an industrially-used property with only a small area of vegetation. The proposed action includes redeveloping this site for retail purposes. As such, there would be no large areas of open space impacted by the proposed action. Furthermore, as detailed in Section 4.2 of this DEIS, the proposed action includes measures to protect groundwater, including the containment of all stormwater on the subject site, discharging sanitary waste to the County sewer system or other STP, and using low-maintenance and/or native vegetation for landscaped areas (to lessen the need for irrigation and fertilization). Finally, it is noted that the site's prevailing zoning would permit a development totaling approximately 295,711± square

feet, which is substantially larger than that proposed action (approximately 190,000± square feet of building area).

Overall, while implementation involves the removal of natural vegetation from the site, the proposed action has been designed to protect and preserve natural and environmental resources to the maximum extent practicable. As such, the proposed action is consistent with this goal.

- *To promote only those commercial and industrial developments that are compatible with local employment needs and surrounding environments*

The proposed action would convert the existing industrial-use site to a retail use. As commercial and industrial uses are present along both sides of Sunrise Highway in the area surrounding the project site, the proposed retail development on the project site would be compatible with the surrounding environment. Based upon the socioeconomic analysis contained in Section 4.5 of this DEIS, the proposed project would generate approximately 475± jobs, which would assist in fulfilling current employment needs in the area. Furthermore, as the existing industrial use (i.e., the Wenner Bread frozen dough plant) is slated to be relocated to another site within the Town of Islip, retention of the jobs associated with the industrial use would also be retained within the Town of Islip. Therefore, the proposed action is consistent with this goal.

- *To promote attractive environments that enhance the value of life with aesthetically pleasing surroundings*

As discussed in Section 3.7 of this DEIS, the subject site currently is developed with an industrial use with minimal or no landscaped treatments, streetscape enhancements or similar aesthetic enhancements. Upon implementation of the proposed action, the views of the subject site would be significantly improved with a cohesive retail development, with landscaping along the property lines (with a significant amount situated in the front yard of the subject site), deciduous and flowering trees lining the access drive, and landscaping within the parking areas (see the proposed *Landscape Plan* in Appendix D). Views from the two major roadways adjacent to the project site would be characterized primarily by retail development, which would be in keeping with the general character of the community along these roadways.

Overall, the proposed development has been designed to be aesthetically-pleasing and visually compatible with surrounding properties. As such the proposed action would be consistent with this recommendation.

Town of Islip, Comprehensive Plan 7E: Community Identity, Oakdale, West Sayville, Sayville and Bayport

As discussed in Section 3.3.3 of this DEIS, *Volume 7E* was designed to apply general land use recommendations to the hamlets of Oakdale, West Sayville, Sayville and Bayport. The recommendations in *Volume 7E* are based specific land uses. Specific to commercial land use, *Volume 7E* recommends the following:

Eliminate strip commercial zoning practices which have eroded community identity. Initiate deep set-backs and concentrated commercial zonings. Develop sensitive streetscape plans to define physical boundaries of the downtowns and to provide aesthetically pleasing surroundings

The proposed action would redevelop a site that will likely otherwise become vacant upon relocation of the existing industrial use. As indicated in Section 4.3.1 of this DEIS, the proposed retail development would include three buildings and associated appurtenances. The proposed buildings would be set back from the northern property line by 132 feet, where only 60 feet is required by the Town Code (see the proposed *Layout and Materials Plan* in Appendix D). As detailed in Section 4.7.1 of this DEIS, the proposed project would also improve the aesthetic condition of the subject site by incorporating a variety of landscaping and tree-lined access drives. Furthermore, as detailed in the same section, the proposed buildings would also be designed with a variety of materials and provide architectural variation and visual interest.

Moreover, it is important to note that Figure 32 in *Volume 7E* indicates existing zoning and recommendations for the rezoning of specific property. This figure identifies portions of the subject site as zoned for business uses, with no recommendations for rezoning, similar to the majority of parcels along Sunrise Highway. Therefore, the proposed action is compatible with the existing zoning.

Overall, the proposed action would be consistent with the goals set forth in *Volume 7E* of the Town of Islip's Comprehensive Plan.

Town of Islip, Comprehensive Plan Progress Report Volume 1: Achievements and Challenges

The *Progress Report* outlines the achievements and challenges of the Town of Islip and defines seven goals (first set forth in *Volume 1* of the Comprehensive Plan) to guide future development within the Town. It should be noted that while this *Progress Report* summarizes past accomplishments, it is over 20 years old and economic, demographic and social conditions as well as development patterns have evolved over the last two decades. Therefore, while some of the goals remain relevant, others

are outdated or have been previously met by the Town. A discussion of how the proposed action relates to specific relevant goals was previously provided in the review of *Volume 1*.

It is also important to note that several of the stated accomplishments in the *Progress Report* are relevant to the proposed action. For example, the *Progress Report* states that "the adoption of a Floor Area Ratio requirement for industrial and commercial uses . . . insures that future development will be in harmony with the suburban character of Islip." As previously indicated, the permitted FAR of the subject site is 0.40, pursuant to the regulations of the Business 1 District, while the proposed action represents an FAR of 0.26. Therefore, it is expected that the proposed action would be in harmony with the suburban character of the Town. Furthermore, the *Progress Report* indicates that "upgrading of buffer, setback and architectural standards in conjunction with coordinated site plan review of all development has significantly improved the visual and functional quality of development and redevelopment." As indicated in Section 4.3.2 of this DEIS, the proposed action would comply with all regulations of the Business 1 District, with the exception of landscaped area. Moreover, as detailed in Section 4.7.1 of this DEIS, the proposed retail development would improve the aesthetic conditions of the subject site, with landscaping and structures with a variety of materials and architecture. Once tenants are secured for the proposed development, the proposed architectural plans would be submitted to the Town for review.

With respect to commercial and industrial development, the *Progress Report* indicates that "not all commercial development is appropriate for hamlet centers" and "defining policies of hamlet centers, satellite centers and highway commercial activities in terms of use and aesthetics" will provide guidance. As the proposed action would comply with prevailing regulations of the Business 1 District, with the exception of landscaped area, would improve aesthetic conditions of the site, and would provide a shopping option to the local residents and travelers along eastbound Sunrise Highway, the proposed development would be compatible with the *Progress Report*.

Town of Islip, Overall Economic Development Plan

The *Economic Development Plan* provides a comprehensive evaluation of past and current economic trends, land uses and demographics. The *Economic Development Plan* has identified several economic objectives for the Town of Islip. It is important to note that the *Economic Development Plan* was completed 15 years ago and some economic trends are outdated. The identified objectives relevant to the proposed development are evaluated below:

- *Provide adequate options with regard to sewage disposal and other infrastructure needs*

As detailed in Section 4.2.1 of this DEIS, construction of the proposed development is contingent upon connection to the County Sewer District #14 or an off-site privately-owned STP to accommodate the projected sanitary waste. In addition, the property is currently serviced by the SCWA, LIPA and National Grid, who have all been contacted regarding service availability. SCWA and National Grid have provided letters of availability for water and natural gas (see correspondence in Appendix E). The SCWA correspondence indicates that there is an existing water main available to the subject site from Rajon Road. An availability letter is pending from LIPA. However, LIPA currently provides electricity to the subject site. The applicant would continue to consult with the utility providers to ensure adequate infrastructure is available for the proposed action. Thus, the proposed action would comply with this recommendation.

- *Protect Islip's image and quality of life*

An important objective of the project sponsor is to redevelop the subject site. As previously indicated, it is expected that the existing industrial use (i.e., the Wenner Bread frozen dough plant) would relocate to another site within the Town of Islip, and therefore, vacate the subject site. The proposed redevelopment would prevent the subject site from sitting vacant on a prominent east-west corridor (Sunrise Highway) through the Town of Islip. As previously indicated, the proposed retail use on the subject site would improve the aesthetic conditions of the site and be compatible with the existing character of the surrounding area. As such, the proposed action would comply with this recommendation.

While the *Economic Development Plan* does not specifically reference the subject site, it indicates that "development will most likely occur in areas where land remains available and which are served by the Long Island Expressway and other major limited access highways." As the proposed action represents the reuse of an industrial-use property, significant undeveloped land would not be disturbed. Furthermore, the subject site is situated along Sunrise Highway, a prominent east-

west highway through the Town of Islip. Therefore, the proposed action is compatible with the overall *Economic Development Plan*.

Town of Islip, Sunrise Highway Corridor Study

As discussed in the *Islip Corridor Study*, overdevelopment within the Town threatens to inundate the capacity of roadway infrastructure, weaken traditional centers and replace open spaces. In order to address the problems caused by unrestricted development, the *Islip Corridor Study* makes several recommendations, as indicated in Section 3.3.3:

- *Future retail development should be channeled toward clusters of existing development*

The *Islip Corridor Study* indicates that future retail development should be channeled toward clusters of existing development, including the "south side of Sunrise Highway between Nicolls Road and the Brookhaven Town line." The subject site is located just west of this area. Furthermore, the site is located in close proximity to other existing retail development (e.g., Sun-Vet Mall to the west [on the north side of Sunrise Highway] and the Costco shopping center to the north [on Beacon Drive]). Commercial areas exist to the west (Broadway Avenue, Veterans Memorial Highway and Sunrise Highway commercial area) and east (Gateway Boulevard and Waverly avenue) of the subject site. Therefore, the proposed complies with this recommendation.

- *Further construction of neighborhood shopping centers shall be discouraged along the entire corridor. Such commercial expansion which does occur should take the form of larger comparison stores which have a greater need for the larger parcels and depth characteristic of Sunrise Highway properties*

Pursuant to the Urban Land Institute's (ULI) *Dollars & Cents for Shopping Centers/The Score 2008*, the proposed development would be classified as a community shopping center rather than a neighborhood shopping center, based on the size of the proposed retail uses. While specific tenants have not been determined, it is expected that the proposed development would include larger comparison stores rather than smaller neighborhood stores. Therefore, the larger parcel size and property depth associated with the subject site is appropriate for the proposed action. As such, the proposed development complies with this recommendation.

- *Expansion of neighborhood shopping centers should be encouraged in existing hamlet centers and small retail nodes away from Sunrise Highway*

As indicated above, the proposed retail development on the project site would be classified as community shopping center rather than neighborhood shopping center. Therefore, this recommendation is not applicable.

- *Remaining open space along Sunrise Highway should be preserved through clustering proposed residential development and preserving a minimum one hundred foot buffer along the roadway. Proposed commercial development shall utilize berms, preservation of significant vegetation and intensive landscaping to minimize visual blight. A minimum of 40 feet along the roadway shall be preserved for all new commercial developments*

The proposed development would include a front yard setback of 132± feet along the Sunrise Highway South Service Road (see the proposed *Layout and Materials Plan* in Appendix D). As previously indicated, the existing vegetation on the subject site, consisting of low-lying brush and sporadic trees, would be removed and replaced with visually-appealing landscaping. Implementation of the proposed action would provide significant landscaping in the front yard, tree-lined access drives, and landscaped buffers along the property lines. Furthermore, as the existing industrial use would be relocated to another site in the Town of Islip, the proposed action prevents the subject site from becoming vacant and associated visual blight. Therefore, the proposed action complies with this recommendation.

- *An architectural review board should be created to review all development along Sunrise Highway, and to insure that the quality of the built environment is of the highest order. Particular attention will be given to site design, materials and colors, roof lines, signage and landscaping*

The applicant does not have control over creation of an architectural review board. However, as described in more detail in Section 4.7.1 of this DEIS, the proposed development has been designed to be aesthetically-pleasing and cohesive, such that it would enhance the visual resources of the area. Upon determination of the tenants for the proposed action, the Town would review the architectural plans for the proposed buildings and signage. As such, the proposed development is consistent with the spirit of this recommendation.

**Suffolk County Planning Commission, Retail Commercial
Development, Suffolk County, New York**

The *Retail Commercial Development Study* examines previous trends in square footage, vacancy rates, and retail within Suffolk County. According to the *Retail Commercial Development Study*, population and incomes in Suffolk County continue to rise modestly, while Long Island retail sales have been uneven in the 1990s. Further, this study attributes the increase in vacancies at shopping centers to overbuilding of shopping centers in the 1980s and 1990s. While this study accurately tracks the increase in population in Suffolk County and a simultaneous increase in small commercial shopping centers, this study is approximately 14 years old, and the socioeconomic trends have changed since 1997, especially with the recent economic downturn.

Although the *Retail Commercial Development Study* indicates that enough shopping center space currently exists in Suffolk County, the data contained within this study is 14 years old, and economic trends have shifted over this time period. Additionally, the proposed project would create jobs for residents in the surrounding communities, which would lead to an increase in expendable money in the Town of Islip, while retaining the employment base of the existing industrial use within the Town.

Specific to industrial areas, the *Retail Commercial Development Study* indicates that "large warehouse stores such as wholesale clubs should be built in industrial areas... these 'big box' retailers should not locate in tourist areas or small hamlets." As the subject site is currently used for industrial purposes and located along Sunrise Highway, it is an appropriate location for the proposed larger retail uses (i.e., supermarket and department store). Overall, based on the foregoing, the proposed project is not expected to adversely affect existing businesses in the project area.

**Suffolk County Department of Planning, Sunrise Highway
Corridor Study**

As indicated in Section 3.3.3 of this DEIS, the *Sunrise Highway Corridor Study* evaluated and provided guidelines for future development along the 12.7-mile segment of the Sunrise Highway corridor that stretches between the Towns of Islip and Brookhaven. The *Sunrise Highway Corridor Study* primarily focuses on recommendations for six major commercial nodes. The subject site is located between the Waverly Avenue node and the Broadway Avenue node, and therefore, many of the recommendations are not applicable. However, the *Sunrise Highway Corridor Study* indicates that "an additional 658,000 square feet of shopping center or general commercial development could occur in the study area under existing zoning," with most of the space located in Bayport and East Patchogue. As previously indicated, the proposed action would develop retail uses permitted under the prevailing zoning on the subject site (i.e., Business 1 District).

Furthermore, the *Sunrise Highway Corridor Study* specifically states that:

"consideration should be given to permitting commercial development on other sites which may be developed as-of-right for retail uses, are characterized by blight or disinvestment, or would be instrumental in retention of the industrial employment base of the County."

As detailed throughout this DEIS, the existing industrial use on the subject site is slated to be consolidated and relocated to another site within the Town of Islip, and thus, the associated employment would be retained. Furthermore, the proposed action represents an as-of-right development of retail uses on the subject site within the Business 1 District. The proposed retail uses, as detailed in Section 4.5.2 of this DEIS, would generate employment opportunities for local residents. Therefore, implementation of the proposed action would not only retain the existing industrial employment base of the subject site, but also generate additional employment opportunities.

Site specific recommendations suggested by the Town Planning Department for the subject site within the *Sunrise Highway Corridor Study* include the following:

"Development should be encouraged which results in industrial job retention and the removal of existing blighted conditions. Industry, office, recreation, and other uses permitted in the Industrial 1 (IN1) and Industrial Business (IBD) District should be encouraged. Vehicle movements on Sunrise Highway, especially for vehicles exiting the site, should be minimized through the use of Sylvan Avenue and Church Street. Any new development proposed on the subject parcel should function as large bulk/industrial uses not multi-unit shopping centers. Ancillary uses which support these primary bulk/industrial uses may be acceptable if proper site design and on-site circulation are achieved."

As previously indicated, the proposed action would retain the jobs associated with the existing industrial use on the subject site, while generating additional employment opportunities. Furthermore, as the subject site includes parcels situated within the Business 1 District and parcels split-zoned as the Business 1 District and Industrial 1 District, the proposed action has been designed to comply with the stricter of the two districts (i.e., Business 1 District). The proposed retail development complies with the permitted uses within the Business 1 District, and thus, represents an as-of-right development. It is important to note that the subject site is not solely situated within the Industrial 1 District or the Industrial Business District.

The proposed development, as detailed in Section 4.4 of this DEIS, utilizes Sylvan Avenue for ingress and egress via Rajon Road (see the proposed *Layout and Materials Plan* in Appendix D). The proposed access drive off of the Sunrise Highway South Service Road would provide ingress only to the proposed development. The layout of the proposed development has been designed to provide adequate on-site vehicle

circulation. Moreover, the proposed action would improve the aesthetic conditions of the subject site, preventing the potential for blighted conditions upon relocation of the existing industrial use.

Overall, while the subject site is not specifically identified as a commercial node within the *Sunrise Highway Corridor Study*, the proposed action would redevelop the subject site in a manner that would improve aesthetic conditions and be compatible with the character of the Sunrise Highway corridor and overall intent of the *Sunrise Highway Corridor Study*.

Suffolk County Planning Commission, Shopping Centers and Downtowns

The purpose of the *Shopping Centers and Downtowns Study* was to examine trends in square footage, vacancy rates, and retailing in Suffolk County. The *Shopping Centers and Downtowns Study* determined that while population in Suffolk County continues to rise modestly, real incomes have declined since 2000. Reduced income has led to decreased productivity of retail shopping centers. While Suffolk County's population has increased by 15.5 percent during the past 25 years, the amount of shopping center space has increased by 87 percent. This imbalance has led to instability in the retail market. Based on the findings of the *Shopping Centers and Downtowns Study*, sufficient shopping center space presently exists in Suffolk County and the addition of new retail space is not warranted.

Although incomes have declined since 2000 in Suffolk County as a whole, there is a possibility that this is due to the current economic slowdown. Therefore, over the long-term, incomes are likely to increase in the Town of Islip and Suffolk County, as a whole. Simultaneously, 2020 forecasts generated by the New York Metropolitan Transportation Council (NYMTC) projects an annual 0.4 percent growth rate for Suffolk County. Pursuant to these forecasts, growth in the number of households would influence the respective increase in the total household retail expenditures, which would consequently increase retail sales in the Town of Islip and Suffolk County, as a whole.

The *Shopping Centers and Downtowns Study* places importance on the visibility and accessibility of the success of a shopping center. Specifically, the study indicates that more customers will be attracted to a store if visible from the street, and continues that "unnecessary curb cuts and distracting signs should also be eliminated and all roadway entrances to a shopping center should have unobstructed views to allow for safe merging into traffic." As previously indicated, the subject site is situated in a prominent location along the Sunrise Highway South Service Road to provide visibility of the proposed retail uses to travelers along Sunrise Highway. Furthermore, the proposed action would include only one curb cut along the Sunrise Highway South Service Road to provide ingress to the site. As such, patrons of the proposed retail development would be prohibited from merging onto the Sunrise Highway South Service Road. Overall, the proposed access to the subject site would be unobstructed and allow for safe merging into traffic. Moreover, signage

associated with the proposed retail uses would be reviewed by the Town of Islip. As such, the proposed action incorporates specific components of a successful shopping center as identified by the *Shopping Centers and Downtowns Study*.

Overall, although the *Shopping Centers and Downtowns Study* does not recommend additional retail development, based on the assumption that the economy would be healthier when the proposed project is complete, and the associated demand for new retail, the proposed project is not expected to adversely affect existing businesses in the project area.

4.3.4 Community Character

As detailed in Section 3.3.1 of this DEIS, the 16.97±-acre site is situated along the Sunrise Highway South Service Road, a prominent east-west corridor, and is surrounded primarily with industrial uses. The character of the greater surrounding area is defined by a mix of land uses, including industrial, commercial, and residential uses, with some undeveloped properties. The Sunrise Highway corridor is primarily developed with shopping centers, auto-related and commercial uses and industrial uses to provide services to the local residents and travelers along the corridor.

As previously indicated, the proposed project would improve the subject site with a cohesive retail development, landscaping throughout the site and welcoming access drives. As such, the proposed development would enhance the existing community character with an aesthetically-pleasing development, while providing a retail service to the local residents and travelers along eastbound Sunrise Highway. The proposed retail use would be appropriate on the subject site, as the Sunrise Highway corridor is characterized by retail and commercial centers. Furthermore, as previously detailed, the existing industrial use on the subject site (i.e., the Wenner Bread frozen dough plant) would be relocated in the future, and thus, the proposed redevelopment would prevent the vacancy of the subject site. The vacancy of the subject site, situated on a prominent east-west corridor would negatively impact the character of the area.

Overall, the impacts to community character as a result of implementation of the proposed action are expected to be positive.

4.4 Transportation

As indicated in Section 3.4 of this DEIS, a *Traffic Impact Study* was completed to evaluate future traffic conditions with and without the proposed development in 2013. The No-Build condition (assumes that the proposed development area remains unchanged) for the year 2013 included an annual growth factor of 1.2 percent (4.8 percent total) to account for normal background traffic growth,¹⁶ as well as the projected traffic generated by other planned developments in the surrounding area.

4.4.1 Other Planned Developments

Consultations were undertaken with the Town of Islip Planning Department ("Town Planning Department) to determine if there were other specific projects in the immediate area which should be considered for inclusion in the traffic analyses. The Planning Department identified the proposed Islip Pines mixed-use development of 143± acres of land on the north side of Sunrise Highway between Nicolls Road and Veterans Memorial Highway. However, this project has a build-out year of 2018, a full five years beyond the anticipated Build year for the proposed action. To provide a conservative analysis, in recognition that a portion of Islip Pines project might conceivably be completed and occupied by 2013, the existing seasonally adjusted traffic volumes were inflated by an additional five percent when developing the No Build traffic volumes.

The Town Planning Department also identified the Vineyards at Bluepoint, a 250-unit planned retirement community (PRC) south of Sunrise Highway and east of Nicolls Road on the former Patchogue multiplex theater site. Based on the location of this project, the roadway network in the area and the relatively low trip generating characteristics of the proposed PRC, it was determined that any impact on the study locations due to traffic associated with the proposed PRC would be accounted for in the background growth factors previously detailed.

One additional project that was not identified by the Town Planning Department, but may possibly be constructed in the future, and has the potential to impact the study locations, is a 150-unit age-restricted residential development on the parcel west of the subject site. Due to its location and the proximity to the subject site, potential trips associated with this future potential development was included in the No-Build traffic volumes.

¹⁶ Based on the growth rate anticipated for this portion of the Town of Brookhaven from New York State Department of Transportation's LITP 2000 Model.

Overall, based on the above, the future No-Build traffic volumes include four years (4.8 percent) of general background traffic growth, an additional five percent to account for the proposed Islip Pines development on the north side of Sunrise Highway, and the potential traffic associated with the possible future development of property to the west of the subject site.

4.4.2 Trip Generation

To estimate the site-generated traffic for the proposed development, available trip generation data sources, including the ITE, *Trip Generation*, 8th Edition, which contains trip generation rates for numerous retail uses, were reviewed. The following table provides a summary of the projected vehicular trips generated by the proposed action:

Table 11 – Projected Vehicle Trips Generated by the Proposed Action

	Project Component	Component Size (kSF)	Trip Rate Per 1,000 SF	Entering Trips		Exiting Trips		Total Trips
				Percent	Volume	Percent	Volume	
AM Peak Period	Supermarket	45	3.59	61%	99	39%	63	162
	Department Store	90	0.53	57%	29	43%	19	48
	Retail	55	1.00	61%	34	39%	21	55
	TOTAL	190	-	-	162	-	103	265
PM Weekday	Supermarket	45	10.50	51%	241	49%	232	473
	Department Store	90	1.78	50%	80	50%	81	161
	Retail	55	3.73	49%	101	51%	105	206
	TOTAL	190	-	-	422	-	418	840
Saturday	Supermarket	45	10.85	51%	249	49%	240	489
	Department Store	90	2.87	54%	140	46%	119	259
	Retail	55	4.89	52%	140	48%	129	269
	TOTAL	190	-	-	529	-	488	1,017

As indicated in the table above, the proposed development is projected to generate 265 trips during the AM weekday peak hour, 840 trips during the mid-day weekday peak hour,¹⁷ 840 trips during PM weekday peak hour, and 1,017 trips during the Saturday peak hour.

The aforesaid trips estimated for the proposed development were assigned to the adjacent roadways based on the characteristics of the roadway network, the existing travel patterns and the population densities in the area. The trip distribution percentages were then applied to assign the development-generated traffic to the local roadway network. The development-generated trips were then added to the No-Build turning movement volumes at the key intersections to yield the Build volumes (see further details in the *Traffic Impact Study* in Appendix G).

4.4.3 Traffic Operations Analysis

To assess the quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing, No-Build, and Build traffic volume conditions, which provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands of the proposed action. It is important to note that no credit was taken to account for the anticipated reduction in the existing traffic associated with the existing industrial use (i.e., the Wenner Bread frozen dough plant) at the subject site. The capacity analyses were performed in accordance with guidelines set forth in the *2000 Highway Capacity Manual (2000 HCM)*, published by the Transportation Research Board, using turning movement volumes in conjunction with existing intersection geometry and average signal timing/phasing.

The level of service (LOS) for the four signalized intersections (i.e., Broadway Avenue at the Sunrise Highway North Service Road, Broadway Avenue at the Sunrise Highway South Service Road, Nicolls Road at Church Street, and sections of the intersection of Church Street and Sylvan Avenue), two unsignalized intersections (i.e., Church Street at the Sunrise Highway South Service Road and sections of the intersection of Church Street and Sylvan Avenue), and the proposed site access of Rajon Road at Sylvan Avenue were evaluated.

¹⁷ The weekday mid-day peak hour was conservatively assumed to be the same as the PM peak hour.

The capacity of the signalized intersections is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity is defined for each approach and measures the maximum rate of flow (for the subject approach), which may pass through the intersection under prevailing traffic, roadway and signalization conditions. The control delay includes the stopped delay plus the acceleration/deceleration delay caused by the signal function.

Signalized Intersection Capacity Analysis

Signalized capacity analyses were conducted for the signalized, key intersections in the study area. Table 12 presents a summary of the analyses for the AM peak hour, Table 13 presents a summary of the analyses for the mid-day peak hour, Table 14 presents a summary of the analyses for the PM peak hour, and Table 15 presents a summary of the analyses for the Saturday peak hour. The detailed capacity analysis worksheets are included in Appendix D of the *Traffic Impact Study* (see Appendix G).

Table 12 – Summary of Results for SIGNALIZED Intersection Capacity Analysis – AM Peak Hour

Intersections	Movement	Lane Group	EXISTING SEASONALLY ADJUSTED		NO-BUILD 2013		BUILD 2013		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway Avenue @ Sunrise North Service Road	WB	L	40.6	D	40.3	D	40.3	D		
		T	37.4	D	37.1	D	37.1	D		
		R	8.0	A	7.8	A	7.8	A		
		Approach	33.0	C	32.8	C	32.8	C		
	NB	L	55.2	E	54.6	D	54.6	D		
		T	25.1	C	24.9	C	24.8	C		
		Approach	41.6	D	41.2	D	41.1	D		
	SB	T	2.9	A	3.3	A	3.6	A		
		R	7.0	A	8.7	A	8.5	A		
		Approach	5.9	A	7.2	A	6.9	A		
Overall Intersection			30.1	C	29.8	C	29.4	C		
Broadway Avenue @ Sunrise South Service Road	EB	L	41.6	D	41.4	D	41.0	D		
		T	28.2	C	28.0	C	28.2	C		
		R	6.5	A	6.4	A	6.3	A		
		Approach	29.6	C	29.4	C	29.2	C		
	NB	T	20.0	B	20.1	C	20.2	C		
		R	4.4	A	4.5	A	4.4	A		
		Approach	15.8	B	15.9	B	15.9	B		
	SB	L	9.1	A	9.1	A	9.8	A		
		T	8.1	A	8.1	A	8.5	A		
		Approach	8.2	A	8.3	A	8.8	A		
Overall Intersection			18.6	B	18.9	B	18.8	B		
Nicolls Road (CR 97) @ Church Street	EB	L	128.4	F	66.4	E	143.2	F	36.2	D
		T							26.3	C
		TR	20.2	C	20.3	C	20.9	C		
		R							0.1	A
		Approach	100.7	F	54.4	D	107.9	F	30.0	C
	WB	L	24.0	C	24.9	C	25.1	C	49.3	D
		TR	6.4	A	5.6	A	7.9	B	18.9	B
		Approach	11.5	B	11.5	B	12.7	B	27.5	C
	NB	L	42.5	D	45.4	D	46.7	D	48.5	D
		T	29.1	C	29.3	C	29.3	C	32.7	C
		R	0.0	A	0.0	A	0.0	A	0.0	A
		Approach	29.1	C	29.7	C	30.1	C	33.4	C
	SB	L	48.4	D	49.2	D	49.2	D	53.8	D
		T	17.5	B	18.8	B	21.3	C	24.8	C
R		0.1	A	0.1	A	0.1	A	0.2	A	

		Approach	18.5	B	19.4	B	19.7	C	22.6	C
Overall Intersection			37.6	D	28.5	C	40.6	D	28.4	C
Church Street @ Sylvan Avenue	EB	LT							46.9	D
		Approach							46.9	D
	WB	T							22.7	C
		R							0.9	A
		Approach							3.5	A
	NB	R							45.0	D
		Approach							45.0	D
	SB	L							21.2	C
		R							21.2	C
		Approach							21.2	C
Overall Intersection								29.1	C	

Table 13 – Summary of Results for SIGNALIZED Intersection Capacity Analysis – Mid-day Peak Hour

Intersections	Movement	Lane Group	EXISTING SEASONALLY ADJUSTED		NO-BUILD 2013		BUILD 2013		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway Avenue @ Sunrise North Service Road	WB	L	40.8	D	42.4	D	42.4	D		
		T	32.4	C	32.6	C	32.6	C		
		R	6.7	A	6.5	A	6.5	A		
		Approach	33.0	C	33.7	C	33.7	C		
	NB	L	42.0	D	44.0	D	44.0	D		
		T	22.7	C	23.6	C	23.5	C		
		Approach	31.7	C	33.1	C	33.1	C		
	SB	T	6.7	A	7.2	A	7.6	A		
		R	7.9	A	10.2	B	10.1	B		
Approach	7.2	A	8.4	A	8.5	A				
Overall Intersection			25.7	C	26.7	C	26.2	C		
Broadway Avenue @ Sunrise South Service Road	EB	L	35.5	D	35.5	D	35.0	D		
		T	23.1	C	22.2	C	22.5	C		
		R	4.3	A	4.1	A	4.0	A		
		Approach	26.0	C	25.6	C	25.3	C		
	NB	T	27.6	C	29.3	C	29.5	C		
		R	5.9	A	6.0	A	6.0	A		
		Approach	19.3	B	20.4	C	19.9	B		
	SB	L	21.4	C	25.1	C	28.3	C		
		T	15.9	B	17.5	B	17.2	B		
Approach	18.1	B	20.6	C	22.2	C				
Overall Intersection			21.6	C	22.5	C	22.8	C		
CR 97 Nicolls Road @ Church Street	EB	L	33.3	C	33.5	C	101.5	F	36.3	D
		T							27.2	C
		TR	17.1	B	16.9	B	23.3	C		
		R							0.2	A
		Approach	25.0	C	24.9	C	66.5	E	24.2	C
	WB	L	21.8	C	22.5	C	21.1	C	35.5	D
		TR	6.8	A	7.2	A	16.6	B	44.9	D
		Approach	8.3	A	8.7	A	16.9	B	44.3	D
	NB	L	37.1	D	37.2	D	44.9	D	50.8	D
		T	20.8	C	20.7	C	28.8	C	31.6	C
		R	0.0	A	0.0	A	0.0	A	0.0	A
		Approach	21.2	C	21.1	C	29.9	C	33.0	C
	SB	L	37.9	D	37.8	D	46.1	D	53.6	D
		T	14.7	B	16.6	B	28.2	C	31.3	C
R		0.0	A	0.1	A	0.2	A	0.2	A	
Approach		15.6	B	17.0	B	22.8	C	25.5	C	
Overall Intersection			18.8	B	19.2	B	35.9	D	28.7	C

Church Street @ Sylvan Avenue	EB	LT							46.1	D
		Approach							46.1	D
	WB	T							32.5	C
		R							2.6	A
		Approach							6.8	A
	NB	R							46.7	D
		Approach							46.7	D
	SB	L							13.3	B
		R							13.3	B
		Approach							13.3	B
Overall Intersection									17.6	B

Table 14 – Summary of Results for SIGNALIZED Intersection Capacity Analysis – PM Peak Hour

Intersections	Movement	Lane Group	EXISTING SEASONALLY ADJUSTED		NO-BUILD 2013		BUILD 2013		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway Avenue @ Sunrise North Service Road	WB	L	65.0	E	74.1	E	74.1	E		
		T	38.8	D	39.3	D	39.3	D		
		R	7.2	A	7.1	A	7.1	A		
		Approach	45.8	D	49.7	D	49.7	D		
	NB	L	39.8	D	39.9	D	39.8	D		
		T	24.7	C	24.9	C	24.9	C		
		Approach	31.0	C	31.1	C	31.1	C		
	SB	T	9.8	A	9.8	A	10.8	B		
		R	9.2	A	11.9	B	13.3	B		
		Approach	9.6	A	10.6	B	11.7	B		
Overall Intersection			30.5	C	32.6	C	32.4	C		
Broadway Avenue @ Sunrise South Service Road	EB	L	48.2	C	53.0	D	52.5	D		
		T	28.7	C	28.8	C	29.3	C		
		R	10.9	B	13.0	B	13.0	B		
		Approach	31.7	C	34.2	C	34.0	C		
	NB	T	27.6	C	28.3	C	28.3	C		
		R	4.8	A	4.8	A	9.7	A		
		Approach	19.0	B	19.4	B	20.9	C		
	SB	L	25.3	C	27.5	C	30.7	C		
		T	21.4	C	22.3	C	22.0	C		
		Approach	22.5	C	23.8	C	24.9	C		
Overall Intersection			25.9	C	27.6	C	28.2	C		
CR 97 Nicolls Road @ Church Street	EB	L	37.4	D	38.0	D	270.9	F	45.7	D
		T							70.5	E
		TR	47.0	D	43.2	D	116.9	F		
		R							0.3	A
		Approach	43.8	D	41.4	D	185.7	F	40.3	D
	WB	L	35.9	D	34.7	C	54.1	D	39.4	D
		TR	7.1	A	7.5	A	22.9	C	50.4	D
		Approach	13.1	B	13.1	B	27.5	C	48.8	D
	NB	L	47.0	D	49.6	D	53.9	D	51.4	D
		T	33.3	C	34.0	C	34.0	C	48.2	D
		R	0.0	A	0.0	A	0.0	A	0.0	A
		Approach	32.8	C	33.6	C	34.6	C	47.7	D
	SB	L	52.5	D	54.2	D	54.2	D	56.9	E
		T	16.3	B	16.7	B	24.0	C	32.4	C
		R	0.0	A	0.0	A	0.2	A	0.2	A
		Approach	21.5	C	21.9	C	24.3	C	30.7	C

Overall Intersection			30.1	C	29.4	C	75.1	E	39.2	D
Church Street @ Sylvan Avenue	EB	LT							46.8	D
		Approach							46.8	D
	WB	T							14.8	B
		R							0.8	A
		Approach							2.1	A
	NB	R							52.6	D
		Approach							52.6	D
	SB	L							23.3	C
		R							23.3	C
Approach								23.3	C	
Overall Intersection									27.5	C

Table 15 – Summary of Results for SIGNALIZED Intersection Capacity Analysis – Saturday peak hour

Intersections	Movement	Lane Group	EXISTING SEASONALLY ADJUSTED		NO-BUILD 2013		BUILD 2013		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway Avenue @ Sunrise North Service Road	WB	L	53.9	D	63.6	E	63.6	E		
		T	32.6	C	33.5	C	33.5	C		
		R	6.0	A	5.9	A	5.9	A		
		Approach	38.2	D	42.4	D	42.4	D		
	NB	L	54.1	D	60.2	E	60.1	E		
		T	27.5	C	28.2	C	28.2	C		
		Approach	39.7	D	42.9	D	42.9	D		
	SB	T	8.9	A	9.0	A	9.7	A		
		R	9.2	A	10.1	B	11.4	B		
		Approach	9.0	A	9.4	A	10.3	B		
Overall Intersection			31.7	C	34.5	C	34.1	C		
Broadway Avenue @ Sunrise South Service Road	EB	L	35.0	C	36.4	D	35.9	D		
		T	21.8	C	21.6	C	22.0	C		
		R	4.7	A	6.9	A	6.8	A		
		Approach	24.1	C	25.1	C	24.9	C		
	NB	T	33.2	C	34.5	C	34.8	C		
		R	6.2	A	9.5	A	17.2	C		
		Approach	23.1	C	25.2	C	27.9	C		
	SB	L	33.5	C	39.1	D	54.0	D		
		T	20.6	C	21.6	C	21.1	C		
		Approach	25.0	C	27.7	C	34.3	C		
Overall Intersection			24.1	C	26.0	C	28.9	C		
CR 97 Nicolls Road @ Church Street	EB	L	34.6	C	37.9	D	230.8	F	38.9	D
		T							38.5	D
		TR	28.0	C	29.9	C	33.6	C		
		R							0.2	A
		Approach	30.4	C	32.8	C	137.0	F	28.5	C
	WB	L	29.4	C	31.1	C	30.5	C	35.9	D
		TR	10.4	B	10.6	B	25.2	C	54.6	D
		Approach	14.1	B	14.5	B	25.9	C	52.0	D
	NB	L	37.8	D	41.4	D	52.7	D	51.3	D
		T	20.3	B	21.4	C	31.7	C	48.2	D
		R	0.0	A	0.0	A	0.0	A	0.0	A
		Approach	19.6	B	20.7	C	31.8	C	46.4	D
	SB	L	37.6	D	40.7	D	54.3	D	55.6	E
		T	9.1	A	9.5	A	23.3	C	32.2	C
R		0.0	A	0.0	A	0.2	A	0.2	A	
Approach		12.8	B	13.4	B	21.9	C	28.1	C	

Overall Intersection			17.4	B	18.5	B	52.2	D	36.2	C
Church Street @ Sylvan Avenue	EB	LT							47.2	D
		Approach							47.2	D
	WB	T							29.1	C
		R							2.4	A
		Approach							4.3	A
	NB	R							46.6	D
		Approach							46.6	D
	SB	L							12.7	B
		R							12.7	B
Approach								12.7	B	
Overall Intersection									16.9	B

Broadway Avenue and Sunrise Highway North Service Road

As shown in the tables above, this intersection operates at an overall satisfactory LOS C under all conditions, while some individual lane groups or approaches operate at LOS D or LOS E. However, in all instances, the analysis reveals that the project generated traffic does not impact future vehicle delay time for any movement by more than two seconds. This is not considered to be significant.

Broadway Avenue and Sunrise Highway South Service Road

During the AM peak hour, the intersection of Broadway Avenue and Sunrise Highway South Service Road operates at a LOS B under all conditions (i.e. Existing, No-Build, and Build) with minimal increase in delay time of less than one second. During the mid-day, PM, and Saturday peak hours, this intersection operates at a satisfactory LOS C under all conditions. The greatest increase in delay for the overall intersection operation, which occurs during the Saturday peak hour, is only 2.9 seconds. In terms of individual movements, the difference between the No-Build and Build conditions is minimal. The only exception is on Saturday when the delay time for the southbound left-turn movement increases by approximately 15 seconds and the delay time for the southbound approach increase by approximately seven seconds. However, the LOS for the southbound left turn movement and the southbound approach remain at LOS D and LOS C, respectively.

Nicolls Road (CR97) and Church Street

During the AM peak hour, the intersection of Nicolls Road and Church Street operates at a LOS D under Existing and future Build conditions. During the mid-day peak hour, this intersection operates at a LOS B under Existing and No-Build conditions and at a LOS D under future Build conditions. During the PM peak hour, the intersection operates at a LOS C under Existing and No-Build

conditions and at a LOS E under future Build conditions. During the Saturday peak hour, it operates at a LOS B under Existing and No-Build conditions and at a LOS D under Build conditions. In order to mitigate these impacts on intersection operating conditions, it is recommended that Church Street between Sylvan Avenue and Nicolls Road be widened in order to provide additional approach lanes. The installation of a traffic signal at the intersection of Sylvan Avenue and Church Street, which would be interconnected with the existing signal at the Nicolls Road intersection, is also being recommended. The intersection of Nicolls Road and Church Street was reanalyzed under a Build Mitigation scenario and found to operate at a satisfactory LOS C during the AM, mid-day and Saturday peak hours and at an acceptable LOS D during the PM peak hour.

Unsignalized Intersection Capacity Analysis

Unsignalized capacity analyses were conducted for the unsignalized, key intersections in the study area. The results of the analyses reflect the operation of the critical turning movement on the minor streets, typically the left turn. Table 16 presents a summary of the analyses for the AM peak hour, Table 17 presents a summary of the analyses for the mid-day peak hour, Table 18 presents a summary of the analyses for the PM peak hour, and Table 19 presents a summary of the analyses for the Saturday peak hour. The detailed capacity analysis worksheets are included in the *Traffic Impact Study* in Appendix G.

Table 16 – Summary of Results for UNSIGNALIZED Intersection Capacity Analysis – AM Peak Hour

INTERSECTIONS	CRITICAL APPROACH	EXISTING SEASONALLY ADJUSTED		NO-BUILD 2013		BUILD 2013		BUILD MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sunrise South Service Road @ Church Street	NB	17.8	C	17.7	C	18.4	C		
Church Street @ Sylvan Avenue	NB	12.4	B	10.6	B	10.6	B	Signalized	
	SB	35.6	E	21.6	C	45.1	E		

Table 17 – Summary of Results for UNSIGNALIZED Intersection Capacity Analysis – Mid-day Peak Hour

INTERSECTIONS	CRITICAL APPROACH	EXISTING SEASONALLY ADJUSTED		NO-BUILD 2013		BUILD 2013		BUILD MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sunrise South Service Road @ Church Street	NB	16.6	C	18.1	C	19.9	C		
Church Street @ Sylvan Avenue	NB	9.5	A	9.4	A	9.4	A	Signalized	
	SB	13.1	B	12.9	B	205.6	F		

Table 18 – Summary of Results for UNSIGNALIZED Intersection Capacity Analysis – PM Peak Hour

INTERSECTIONS	CRITICAL APPROACH	EXISTING SEASONALLY ADJUSTED		NO-BUILD 2013		BUILD 2013		BUILD MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sunrise South Service Road @ Church Street	NB	20.4	C	22.2	C	24.5	C		
Church Street @ Sylvan Avenue	NB	13.1	C	11.9	B	11.9	B	Signalized	
	SB	24.4	C	19.0	C	598.9	F		

Table 19 – Summary of Results for UNSIGNALIZED Intersection Capacity Analysis – Saturday Peak Hour

INTERSECTIONS	CRITICAL APPROACH	EXISTING SEASONALLY ADJUSTED		NO-BUILD 2013		BUILD 2013		BUILD MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sunrise South Service Road @ Church Street	NB	19.8	C	21.6	C	24.5	C		
Church Street @ Sylvan Avenue	NB	9.9	A	9.4	A	9.4	A	Signalized	
	SB	12.0	B	11.2	B	168.2	F		

As shown in Tables 16 through 19, during all time periods, the critical turning movement at the intersection of Sunrise Highway South Service Road and Church Street operates at a satisfactory LOS C under all conditions. The increase in delay due to the proposed development (i.e., the difference between No-Build and Build) is minimal, ranging from one to just under five seconds. Overall, the proposed development will not have a negative impact on this intersection.

The critical southbound left-turn movement at the intersection of Sylvan Avenue and Church Street operates at a LOS B and LOS C under the No-Build conditions during all time periods analyzed. In the Build conditions, this movement drops to LOS F and experiences lengthy delays in the order of three to ten minutes, depending on the time of day. In order to mitigate these impacts, widening of the westbound Church Street approach and signalization of the intersection in conjunction with interconnection with the signal at the Nicolls Road intersection is recommended. Reanalysis of the intersection under the recommended mitigation scenario reveals that it will operate at a satisfactory LOS C during the AM and PM peak hours and at a favorable LOS B during the mid-day and Saturday peak hours.

Truck Trips

The proposed development was reviewed to project the potential number of truck trips that would be generated by the retail uses. As detailed in the *Traffic Impact Study* (see Appendix G), based on experience and discussions with owners/operators of existing shopping centers, it is anticipated that the proposed supermarket would generate fewer than one tractor trailer trip, three-to-four single-unit trucks, and 5-10 smaller box trucks (e.g., FedEx, UPS, US Postal Service) per day. The department store is expected to generate fewer than five tractor trailers and/or large single-unit trucks per week, as well as sporadic box trucks trips. The remaining retail space is expected to receive merchandise by parcel delivery vehicles and van type vehicles, serving multiple tenants on the same trip. This retail space could receive approximately 10-15 deliveries per day. Overall, it is not expected that more than two-to-three tractor trailers, five single-unit trucks, and 15-20 box trucks/vans would access the subject site on a daily basis.

As indicated in Section 3.4.3, the existing industrial use of the subject site generates approximately 25 tractor trailers and two-to-three box trucks/vans trips to the site each day. Therefore, implementation of the proposed action is not expected to increase truck trips to the subject site, and would be expected to decrease the number of large tractor trailers visiting the site.

It is expected that the trucks visiting the subject site would come from centralized distribution warehouses or local distributors servicing multiple commercial establishments throughout the area, often on a set delivery schedule. The anticipated truck routing plans are including in Figures 23 and 24 of the

Traffic Impact Study, which demonstrate that the anticipated trucks have direct access to and from the subject site via Sunrise Highway and Sylvan Avenue (see Appendix G).

Residential streets in the area include Church Street and Sylvan Avenue. Due to the direct access provided from the Sunrise Highway South Service Road and increased distance, there would be no advantage for trucks accessing or leaving the subject site to use Church Street. In addition, Church Street, east of Nicolls Road, has a 5,000-pound weight restriction. Sylvan Avenue, north of Church Street, currently services the surrounding industrial properties. Residential uses are located south of Church Street on Sylvan Avenue, which also has a weight restriction. Both the posted weight restriction, and the channelization at the intersection with Church Street, would preclude trucks from using the southern portion of Sylvan Avenue.

Based on the foregoing and the information provided in the *Traffic Impact Study* (see Appendix G), no significant adverse truck impacts are expected to the surrounding area upon implementation of the proposed action.

Site Access

Two access points are proposed as part of the proposed development. A deceleration lane is proposed from the Sunrise Highway South Service Road to allow eastbound motorists to enter the proposed development directly (see the proposed *Site Layout and Materials Plan* in Appendix D). Due to the proximity of the ramp from the South Service Road to southbound Nicolls Road and potential weaving conflicts, this will be an entrance only driveway. The deceleration lane will be designed with a physical barrier to prevent motorists from Veterans Memorial Highway from weaving across multiple lanes in a short distance in an attempt to enter the proposed development. Site access is also proposed from Rajon Road off Sylvan Avenue, which would provide both ingress and egress.

Unsignalized capacity analyses were conducted for the two site driveways at their intersections with Sylvan Avenue. Table 20 presents a summary of the analyses for the AM, mid-day, PM, and Saturday peak hours. The detailed capacity analysis worksheets are included in *Traffic Impact Study* in Appendix G.

Table 20 – Summary of Results for Intersection Capacity Analysis of Sylvan Avenue at Rajon Road

INTERSECTIONS	CRITICAL APPROACH	AM PEAK		MIDDAY PEAK		PM PEAK		SAT PEAK	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sylvan Avenue @ Rajon Road	EB	8.8	A	10.7	B	11.3	B	11.4	B

As shown in the table above, during all time periods analyzed, the critical approach at the intersection of Rajon Road and Sylvan Avenue will operate at a favorable level of service. The delays range from approximately nine to 12 seconds depending on the time period. These operating conditions are satisfactory. As indicated in the *Traffic Impact Study*, the capacity analysis concludes that the site access, as proposed, would sufficiently accommodate the anticipated traffic entering and exiting the proposed development (see Appendix G).

Parking

Based on the Town Code, 1,086 parking spaces are required for the proposed development. As indicated on the proposed *Layout and Materials Plan*, a total of 1,086 parking spaces would be provided under the proposed action, of which 77 spaces would be landbanked (see Appendix D). According to the ITE's *Parking Generation*, the average peak parking demand for a shopping center is 4.74 vehicles per 1,000 square feet on Saturdays in December and approximately three vehicles per 1,000 square feet on Saturdays during the remainder of the year. Based on the size of the proposed development and the ITE parking demand, the peak parking demand of the proposed development would be 900 spaces (i.e., 4.74 vehicle spaces multiplied by 190). As the proposed development includes the construction of 1,009 spaces, exclusive of the landbanked stalls, there would be more than adequate parking to accommodate the anticipated parking demand.

4.4.4 Recommended Mitigation Measures

Based on the aforesaid analyses, there are several mitigation measures recommended in the *Traffic Impact Study*, as follows:

- Geometric changes, including the addition of an eastbound through lane and a channelized eastbound to southbound right-turn lane are recommended at the intersection of Nicolls Road and Church Street

- Widening of the westbound approach to provide an exclusive through lane and an exclusive right-turn lane is recommended at the intersection of Sylvan Avenue and Church Street. In addition, signalization of this intersection is recommended to accommodate the traffic that will be generated by the proposed development. This proposed signal should be interconnected with the signal at the intersection directly to the east at Nicolls Road and Church Street
- In order to accommodate the project-generated traffic, it is recommended that Sylvan Avenue be widened to four lanes between Church Street and Rajon Road, which would insure that the site traffic would not adversely impact the operation of the other properties along Sylvan Avenue
- Although the analyses show that the intersections of Broadway Avenue with the Sunrise Highway North and South Service Roads would continue to operate at acceptable levels of service under future Build conditions, it is recommended that the signal timing be periodically reviewed to determine if timing adjustments can be effective in reducing the delays to various movements and/or approaches without adversely impacting the overall intersection operation

The applicant would undertake implementation of these recommended mitigation measures to the maximum extent practicable.

4.4.5 Conclusions

Overall, based on the aforesaid analysis, the *Traffic Impact Study* concluded the following:

- The proposed shopping center will generate moderate amounts of traffic, during the mid-day, PM and Saturday peak hours
- The adjacent roadways and key intersections can accommodate the projected additional traffic volumes and will operate satisfactorily provided that the recommended mitigation measures (see above) are implemented
- The proposed site access driveways provide satisfactory ingress and egress to the site and will operate satisfactorily during all time periods analyzed
- The proposed development includes sufficient parking to meet the anticipated demand
- Overall, the proposed shopping center will not have a significant adverse impact on the surrounding roadway network

4.5 Socioeconomics

4.5.1 Projected Population Generation

The proposed action consists of a retail development on the subject site, and thus, would not generate a resident population.

4.5.2 Permanent Job Generation

The proposed retail development would generate employment opportunities. Job generation ratios were calculated on a per-square-foot basis for the proposed uses to estimate the permanent job generation potential of the proposed development. Based on a factor of 2.5 jobs per 1,000 square feet of retail space (i.e., 190,000 square feet proposed), the proposed development could generate approximately 475± jobs (assuming full occupancy).¹⁸

The proposed project would require employees in several fields, including, but not limited to, managers, retail service, and other service needs associated with the proposed supermarket, department store, and additional retail uses. It should be noted that, as previously indicated, the intent of the applicant is to consolidate and relocate the Wenner Bread frozen dough plant currently on the subject site to another location in the Town of Islip. Therefore, the industrial jobs associated with the Wenner Bread business would remain in the Town of Islip.

As such, it is anticipated that the proposed project would provide employment opportunities to people in the surrounding area of the subject property, resulting in a beneficial impact.

▼
¹⁸ Urban Land Institute's *Development Impact Assessment Handbook*, 1994.

4.5.3 Projected Property Tax Revenues

Consistent with the fiscal impact methodology,¹⁹ future property tax revenues have been determined by considering what would be generated if the development were completed and occupied today. This approach recognizes that development often requires several years to be completed and that inflation will increase costs and revenues over time. It assumes that the rising costs of public services will be matched by an essentially comparable increase in revenues through increases in the tax rate, all other things held constant.

The proposed action includes the development of 190,000± square feet of supermarket, department store and additional retail space in three buildings. For the purpose of projecting the assessed value of the proposed uses, an average market rent of \$25 per square foot²⁰ is assumed for the proposed retail use. An estimated capitalization rate of nine percent²¹ has been applied, along with the Town of Islip's 2009 equalization rate of 10.3 percent. Based upon these figures, the total projected future assessed value of the proposed development would be approximately \$4,892,500±.

Table 21 below summarizes the projected tax revenues and net increase in tax revenues generated by the proposed development. The projected revenues presented are based on 2010 tax rates. With no changes in assessments, these rates are likely to increase over time.



¹⁹ Burchell, Robert and David Listokin. *The Fiscal Impact Handbook*. 1978.

²⁰ Retail rent per square foot based on Grubb & Ellis 2010 New York Tri-State Forecast Report.
<http://www.grubb-ellis.com/Forecast2010/Default.htm>

²¹ Capitalization rate from the Town of Islip Receiver of Taxes office.

Table 21 – Projected Property Tax Revenues of the Proposed Action

Taxing Jurisdiction	2009 Tax Rate (per \$100 AV)	Projected Taxable Value	Projected Taxes	Existing Taxes	Change from Existing Taxes
Suffolk County					
County General Fund	0.221	\$4,892,500	\$10,812±	\$2,479	\$8,334±
County Police	2.477	\$4,892,500	\$121,187±	\$27,782	\$93,405±
Total taxes paid to Suffolk County			\$132,000±	\$30,261	\$101,739±
Town of Islip					
General Town	0.785	\$4,892,500	\$38,406±	\$8,805	\$29,602±
Town Excluding Villages	0.046	\$4,892,500	\$2,251±	\$516	\$1,735±
Combined Highway	0.426	\$4,892,500	\$20,842±	\$4,778	\$16,064±
Total taxes paid to the Town of Islip			\$61,499±	\$14,099	\$47,400±
School taxes – Sachem CSD					
Net School Tax	12.448	\$4,892,500	\$609,018±	\$139,617	\$469,401±
Net Library Tax	0.781	\$4,892,500	\$38,210±	\$8,760	\$29,450±
Total taxes paid to the Sachem CSD			\$647,229±	\$148,376	\$498,853±
Other Taxes					
NYS Real Property Tax Law	0.43	\$4,892,500	\$21,038±	\$4,823	\$16,215±
Holbrook Fire District	0.826	\$4,892,500	\$40,412±	\$9,264	\$31,148±
Street Lighting District	0.132	\$4,892,500	\$6,458±	\$1,481	\$4,978±
Town Water	0.04	\$4,892,500	\$1,957±	\$449	\$1,508±
NYS MTA Tax	N/A	\$4,892,500	\$636	\$146	\$490±
Total Other Taxes			\$70,501±	\$16,162	\$54,339±
Total Projected Property Tax Revenues			\$911,228±	\$208,898	\$702,330±

Source: Town of Islip Receiver of Taxes, 2009; Assessed value calculated by VHB Engineering, Surveying and Landscape Architecture, P.C..

As indicated in the table above, it is projected that the proposed development would generate approximately \$911,228 in tax revenues. As the subject site currently generates \$208,898 in tax revenues (see details in Section 3.5.2), the proposed action would increase tax revenues on the subject site by \$702,330± (or 336 percent). A discussion of the key taxing jurisdiction follows:

1. *Projected Property Tax – County*

The estimated net increase between the total current tax revenues generated by the subject site for Suffolk County (\$30,261) and the total future project-generated tax revenues for the proposed development (\$132,000±) is projected to be approximately \$101,739±, or three times greater than the tax revenues currently generated by the property.

2. *Projected Property Tax – Town*

The estimated net increase between the total current tax revenues generated by the site for the Town of Islip (\$14,099) and the total future project-generated tax revenues for the proposed development (\$61,499±) is projected to be approximately \$47,400±, or approximately three times greater than the tax revenues currently generated by the property.

3. *Projected Property Tax – Sachem CSD*

The projected revenues presented are based on the 2010 tax rate for the Sachem CSD. With no changes in assessments, these rates are likely to increase over time. The net increase in the total current school tax revenues generated by the subject site from existing conditions (\$148,376) to the future project-generated school tax revenues (\$647,229±) is projected to be \$498,853±, or approximately three times greater than the tax revenues currently generated by the property.

As the proposed development would not generate school-aged children, there would be no associated costs to the Sachem CSD, and thus, the projected \$647,229 in tax revenues would be a positive benefit to the District.

4. *Projected Property Tax – Other Special Districts*

The projected revenues presented for the Holbrook Fire District, Street Lighting District and the Town Water District are based on current 2010 tax rates. The net increase between the total current tax revenues (\$9,264) generated by the site for the Holbrook Fire District and the total future project-generated tax revenues for the proposed development (\$40,412±) is projected to be approximately \$31,148±, or approximately three times greater than the tax revenues currently generated by the property.

The Street Lighting District currently receives \$1,481 in tax revenues from the subject site. The proposed action is projected to generate approximately \$6,458± in tax revenues to the Street Lighting District, representing an increase of \$4,978± to the District, or approximately three times greater than the tax revenues currently generated by the property.

The net increase between the total current tax revenues generated by the site for the Town Water District (\$449) and the total future project-generated tax revenues for the proposed development (\$1,957±) would be approximately \$1,508±, or approximately three times greater than the tax revenues currently generated by the property.

Overall, the proposed development is projected to have a positive fiscal impact on the Town of Islip, Suffolk County, Sachem CSD, and other relevant taxing jurisdictions. Furthermore, as it is the intent of the applicant to relocate the Wenner Bread facility to another site within the Town of Islip, the fiscal benefits

gained from this industrial use would remain within the Town, County and associated taxing jurisdictions.

4.6 Community Facilities and Services

4.6.1 Fire Protection and Ambulatory Services

As indicated in Section 3.6.1 of this DEIS, the Holbrook Fire District provides ambulatory services as well as fire protection to the project site.

Correspondence from Chief Joseph Fannon of the Holbrook Fire District indicated that the Holbrook Fire Department responded to 2,142 rescue calls in 2009, and that the response time to the subject site would be approximately four to five minutes (see Appendix I).

The proposed buildings on-site would conform to prevailing building and fire codes, which includes sprinklering. Furthermore, internal vehicular circulation has been designed to provide sufficient turning radii for emergency vehicles and full vehicular circulation around the proposed buildings.

Chief Fannon indicated in the aforesaid correspondence that this area currently has a demanding call volume and that the possibility of additional equipment needed and additional calls the proposed development may generate should be considered (see Appendix I). Based on planning standards contained in the Urban Land Institute's (ULI) *Development Impact Assessment Handbook*, it is estimated that 1.65 fire personnel per 1,000 employees/population is required to serve a new population. As previously discussed, the total number of permanent employees generated, based on full occupancy of the proposed action, is projected to be 475±. Based on this projection and the ULI standards, this translates to a potential demand for 0.8± additional fire personnel.

With respect to ambulatory services, the ULI *Development Impact Assessment Handbook*, 1994, estimates that 4.1 emergency medical services (EMS) personnel and one EMS vehicle are required per 30,000 employees/population. Based on the projected number of permanent employees (i.e., 475±), the proposed action would generate a demand for 0.06 additional EMS personnel and 0.02 additional EMS vehicles.

The proposed project would contribute approximately \$40,412± in tax revenues to the Holbrook Fire District annually. The projected property tax revenue would assist in off-setting the expected increase in costs associated with providing new equipment (as noted in Chief Fannon's correspondence) and would generally augment the Holbrook Fire District's capabilities, as necessary.

Based on the foregoing, the proposed development is not expected to result in significant adverse impacts to the Holbrook Fire District.

4.6.2 Police Protection

The subject property is within the jurisdiction of the SCPD – Fifth Precinct. Correspondence from William J. English, Principal Management Analyst of the SCPD – Fifth Precinct, dated December 21, 2010, indicates that the “SCPD will adapt as necessary to protect and serve the community as it grows” (see Appendix I of this DEIS). In addition, the SCPD – Fifth Precinct currently provides police protection to the industrial development on the subject site.

The proposed project would contribute approximately \$121,187± in tax revenues to the Suffolk County Police Department, which could be used to used to augment the Department’s capabilities, as necessary.

Based on the above, the proposed development is not expected to result in significant adverse impacts to the SCPD – Fifth Precinct.

4.6.3 Healthcare

As indicated in Section 3.6.3 of this DEIS, the nearest receiving hospital to the subject site is Brookhaven Memorial Hospital. However, SBUMC is also a receiving hospital for the area, and patients would be transported to either Brookhaven Memorial Hospital or the SBUMC from the subject site, depending on the type of injury and/or illness.

As both Brookhaven Hospital and SBUMC are health care facilities that already serve the subject site, it is not anticipated that the proposed action would adversely impact health care services in the area.

4.6.4 Solid Waste (Collection and Disposal)

The subject site, with maximum occupancy and utilization of the proposed facilities, could generate approximately 115.17± tons of solid waste per month, as indicated in Table 22.

Table 22 – Solid Waste Generation for Proposed Uses

Use	Building Size (sf)	Solid Waste Generation	Subtotal (Lbs/Day)
Supermarket	45,000±	9 lbs/100sf/day	4,050±
Department Store	90,000±	3.12 lbs/100sf/day ¹	2,808±
General Retail Space	55,000±	13 lbs/1,000sf/day	715±
TOTAL (lbs/Day)			7,573±
TOTAL (Tons/Month)			115.17±

Source: Salvato, J.A. et al., Environmental Engineering (2008), Guide to Solid Waste and Recycling Plans for Development Projects (www.carecycle.ca.gov).

Notes: ¹ The solid waste factor for a department store use (i.e., 40 lbs/100 sf/day) in the Salvato publication appears to be an error, and thus, a factor from another source was used.

lbs: pounds

sf: square feet

As indicated in Section 3.6.4, the existing industrial use on the subject site generates approximately 19.77 tons of solid waste per month. Therefore, the proposed action would increase the solid waste generated on the subject site.

Solid waste would continue to be collected by a licensed carter and disposed of at a licensed facility upon implementation of the proposed action. Therefore, the proposed action would not result in significant adverse impacts to solid waste disposal and collection in the Town of Islip.

4.6.5 Educational Facilities

As previously indicated, the proposed action would not generate a resident population, including school-aged children. Therefore, the projected \$647,229± the proposed action would contribute to the Sachem CSD under the proposed action would be realized as a net gain to the District.

Based on the foregoing, implementation of the proposed action is expected to result in a positive fiscal impact to the Sachem CSD.

4.7 Aesthetics and Cultural Resources

4.7.1 Aesthetics

Implementation of the proposed action would result in the alteration of views of the subject property from surrounding areas, as the proposed development would replace the existing industrial use with retail uses, including a supermarket, department store and general retail store, and associated appurtenances.

The most prominent views of the proposed development would be from Sunrise Highway. Upon implementation of the proposed action, travelers along Sunrise Highway would see the proposed landscaped access from the Sunrise Highway South Service Road, proposed landscaping in the front yard of the subject site and primarily the proposed supermarket (see the proposed *Landscape Plan* in Appendix D). The other proposed buildings may also be partially visible. Views from the east of the subject property, along Rajon Road, would include the majority of the proposed retail development and associated appurtenances. The proposed layout of the development would feature the supermarket and access within the northern portion of the site along the Sunrise Highway South Service Road, and the department and general retail building within the southwestern portion of the subject site (see the proposed *Layout and Materials Plan* in Appendix D).

As detailed below, the proposed development would include landscaping throughout the subject site. As previously indicated, the east, west and south property lines would be landscaped with evergreen trees in addition to other plant species (see the proposed *Landscape Plan* in Appendix D). Therefore, it is expected that views of the proposed development from properties adjacent to the subject site to the east, west and south would be partially screened by landscaping, and may include portions of the buildings and parking areas.

The design of the proposed development provides an aesthetically-pleasing transition of the property from industrial to commercial use. Upon implementation of the proposed action, the subject site would be redeveloped with retail uses and associated appurtenances, with enhanced aesthetic appeal, including building design and landscaping. As indicated in Section 3.7.1 of this DEIS, the current views of the subject site include the Wenner Bread frozen dough plant, cleared land, C&D stockpiles and low-lying sporadic vegetation. It is important to note that, although not related to the proposed action, the C&D stockpiles would be removed from the subject site. The proposed retail buildings would be built to have variation in appearance among adjacent commercial

buildings, with a consistent character, to provide cohesion in the massing of the proposed buildings. In addition, where practicable, the proposed buildings would also be designed with a variety of materials and provide architectural variation and visual interest. The retail buildings would be arranged in a layout allowing for landscaping, which will soften the appearance of the buildings and provide shaded areas. Also, architectural details of the proposed buildings would include variation in height, exterior color and building materials. Once tenants are secured for the proposed development, the proposed architectural plans would be submitted to the Town for review.

Landscaping

The proposed development includes approximately 3.29± acres of landscaping, which would consist of deciduous, evergreen, and flowering trees; and shrubs (see the proposed *Landscape Plan* in Appendix D). The front yard would be landscaped with a variety of species, creating an aesthetically-pleasing view from the Sunrise Highway South Service Road. In addition, the proposed access from the Sunrise Highway South Service Road would be lined with deciduous and flowering trees to create a welcoming entrance to the development. Ornamental trees are proposed at the building corners and other open areas along the property frontage. Shrubs would be planted along the building foundation lines, which would complement the proposed architecture and soften building corners. The common areas (e.g., open spaces between buildings and parking areas) of the subject site would be landscaped with canopy trees, ornamental trees and/or shrubs (see the proposed *Landscape Plan* in Appendix D). Evergreen trees are proposed along the property lines to provide screening.

The proposed landscaping would incorporate low-maintenance and/or native species to the maximum extent practicable. As previously indicated, minimal lawn area is proposed, primarily in the northern portion of the subject site along the site frontage. Table 23 summarizes the proposed plant species incorporated into the proposed *Landscape Plan* for the proposed development (see Appendix D):

Table 23 – Summary of Proposed Plant Species

Scientific Name	Common Name
Deciduous Trees	
<i>Acer rubrum</i> 'October Glory' TM	October Glory Maple
<i>Acer rubrum</i> 'Red Sunset'	Red Sunset Maple
<i>Liquidambar styraciflua</i>	Sweet Gum
<i>Quercus rubra</i>	Red Oak
<i>Sophora japonica</i>	Japanese Pagoda Tree
<i>Tilia cordata</i> 'Greenspire'	Greenspire Littleleaf Linden
<i>Zelkova serrata</i> 'Green Vase'	Sawleaf Zelkova

Scientific Name	Common Name
Evergreen Trees	
<i>Abies concolor</i>	White Fir
<i>Picea glauca</i>	White Spruce
<i>Picea pungens</i>	Colorado Spruce
<i>Pinus strobes</i>	White Pine
<i>Thuja occidentalis 'Smaragd'</i>	Emerald Green Arborvitae
Flowering Trees	
<i>Amelanchier Canadensis</i>	Shadblow Serviceberry
<i>Cornus kousa</i>	Kousa Dogwood
<i>Prunus serrulata Kwanzan</i>	Flowering Cherry/Kwanzan Cherry
Shrubs	
<i>Abelia x grandiflora</i>	Glossy Abelia
<i>Cornus sericea</i>	Red Twig Dogwood
<i>Ilex grabra 'Shamrock'</i>	Shamrock Inkberry
<i>Juniperus chinensis sargentii</i>	Sargent Juniper
<i>Juniperus chinensis 'Torulosa'</i>	Hollywood Juniper
<i>Juniperus horizontalis 'Bar Harbor'</i>	Bar Harbor Creeping Juniper
<i>Potentilla fruticosa 'Abbotswood'</i>	Abbotswood Potentilla
<i>Prunus laurocerasus 'Otto Luyken'</i>	Luykens Laurel
<i>Spiraea x bumaldo 'Anthony Waterer'</i>	Anthony Waterer Spirea
<i>Taxus media 'Hicksii'</i>	Hicks Yew
<i>Viburnum dendum 'Blue Muffin'</i>	Blue Muffin Arrowwood Viburnum
<i>Viburnum trilobum</i>	American Cranberrybush
<i>Weigela florida</i>	Weigela
Shrub Areas	
<i>Pennisetum alopecuroides 'Hameln'</i>	Hameln Dwarf Fountain Grass

The proposed landscaping is expected to create an attractive environment for patrons of the proposed development, and development in the vicinity of the subject site. Also, the proposed landscaping plan has been designed to visually enhance the proposed development from the surrounding roadways, offering a significant improvement to the aesthetic character of this area.

Lighting

The proposed lighting would be situated within the parking areas and on the exterior of the proposed buildings. The proposed on-site lighting would comply with Dark Sky standards and relevant regulations of Article LII (Exterior Lighting Standards) of the Town Code; such as:

- All exterior street and pedestrian lighting fixtures and columns shall be consistent throughout the project site

- All lighting shall be positioned or shielded so as to illuminate the development parcel only and there shall be no spillover of any lighting onto any residential lot
- All lighting adjacent to a buffer zone shall be positioned in such a manner so as to eliminate glare on adjoining properties

Overall, the proposed action would improve the aesthetics of the subject site, and thus, no significant adverse aesthetic impacts are expected to result from the implementation of the proposed action.

4.7.2 Historical and Archaeological Resources

As indicated in Section 3.7.2 of this DEIS, the subject site and adjacent properties are not listed in, or eligible for inclusion in, the State or National Registers of Historic Places. Furthermore, the subject site is not located within an archeological-sensitive area.

Moreover, the majority of the subject site has been previously cleared and developed. There has been considerable subsurface disturbance associated with on-site development (e.g., foundations, sanitary systems, storm drains, utility manholes).

As such, it is not anticipated that implementation of the proposed action would create adverse impacts to historical and archaeological resources.

4.8 Energy Usage

Upon implementation of the proposed action, the subject site would continue to be supplied electricity by LIPA and natural gas by National Grid. Confirmation of availability has been received from National Grid, and confirmation from LIPA is pending (see in Appendix E).

Commercial buildings use an average of 216,300 British Thermal Units (BTUs) per square foot per year.²² Based on this factor, the proposed development, consisting of 190,000± square feet of retail space, would use approximately 41,097 million BTUs of energy per year. The existing industrial use on the project site currently uses 36,030± million BTUs of energy per year, based on an average of 554,300 BTUs per square foot per year. Therefore, the proposed project has the potential to minimally increase energy use on the subject site.



²² New York City Mayor's Office of Environmental Coordination 2010 CEQR Technical Manual, http://www.nyc.gov/html/oec/downloads/pdf/2010_ceqr_tm/2010_ceqr_tm_ch15_energy.pdf, page 15-3.

However, the applicant and design team are committed to the principles of energy efficiency and sustainable design. As previously indicated, specific tenants for the proposed development have not been determined, but would be required to conform with the prevailing energy efficiency standards of §68-30.3.B of the Town Code. As such, upon securing said tenants, the applicant's team would consult with the Town of Islip on the specific design of buildings to meet, to the maximum extent practicable, the proposed energy efficiency standards of the Town, which include:

Building(s) shall be designed to have a projected energy use 30 percent less than similar building(s) built to New York State Energy Conservation Code. Building(s) designed meet all of the following requirements will be accepted in lieu of this requirement subject to the approval of the Commission of Planning:

- R-value for insulation in walls, ceilings and floors shall exceed New York State Code requirements
- All windows shall be constructed with low-e insulated glass
- Indoor lighting shall be a florescent , low voltage and/or LED design including but not limited to T5 or T8 ballasts
- All heating cooling and water systems shall include premium efficiency motors, with SEER ratings that exceed New York State Code requirements
- All flat roof surfaces shall be constructed with materials that have a solar reflectance index of 78 or greater; and
- Building(s) shall be designed to meet the minimum requirements of Sections 4 through 7 of ASHRAE Standard 62.1-2007, Ventilation for Acceptable Indoor Air Quality or the New York State Mechanical Code, whichever is more restrictive.

Once tenants are secured, the potential for other energy efficiency and sustainability methods may be possible under the proposed action, and would be explored, including the use of recycled and/or local materials, use of energy star appliances and low-flow, water-saving fixtures. As such, it is not expected that the proposed action would result in significant adverse impacts to the energy use.

5.0

MITIGATION MEASURES

In an effort to minimize potential adverse environmental impacts from the proposed action, mitigation measures have been identified and are set forth below.

5.1 Soils, Topography and Subsurface Conditions

- Erosion and sedimentation control measures would be installed prior to and maintained during construction, and would include sediment barriers (i.e., silt fences, hay bales or approved equal), temporary seeding, and covering of stockpiles. After site clearing, the area would be paved and/or planted as soon as practicable to minimize the amount of time that soils are exposed.
- All erosion and sediment control measures would be routinely inspected and maintained during construction to ensure their proper functioning and will remain in place until disturbed areas are stabilized.
- A stabilized construction entrance would be maintained to prevent soil and loose debris from being tracked onto local roads, which would be maintained until the site is permanently stabilized.
- All topsoil and/or subgrade material that can be stockpiled during construction will be used in areas to be replanted and regraded.
- Topsoil would be used in areas where landscaping and lawns are proposed to overcome limitations associated with sandy soils, as necessary.

5.2 Water Resources

- The proposed project will adhere with the relevant recommendations of the *208 Study, NURP Study, Nonpoint Source Management Handbook* and other applicable studies to ensure adequate protection of groundwater.
- Low-maintenance and/or native species will be used, to the maximum extent practicable, to minimize the need for irrigation water and fertilizer.
- On- and off-site improvements shall be implemented to allow connection of the proposed development to the Sewer District #14 or an off-site privately-owned STP.
- Under post-development conditions, the proposed stormwater management system would accommodate all stormwater runoff generated by a two-inch rainfall event on-site.

5.3 Land Use, Zoning and Community Character

As the proposed redevelopment would enhance the aesthetic appeal of the subject site and surrounding area, no mitigation is required. However, the proposed action would include landscaping along each property line to provide screening and landscaping in the front yard to create a welcoming entrance, and a cohesive retail development.

5.4 Transportation and Parking

- Geometric changes, including the addition of an eastbound through lane and a channelized eastbound to southbound right-turn lane at the intersection of Nicolls Road and Church Street would be provided.
- Widening of the westbound approach to provide an exclusive through lane and an exclusive right-turn lane at the intersection of Sylvan Avenue and Church Street. In addition, this intersection would be signalized to accommodate the traffic that will be generated by the proposed development. This proposed signal would be interconnected with the signal at the intersection directly to the east at Nicolls Road and Church Street.

- In order to accommodate the project-generated traffic, Sylvan Avenue would be widened to four lanes between Church Street and Rajon Road, which would insure that the site traffic would not adversely impact the operation of the other properties along Sylvan Avenue.
- The signal timing would be periodically reviewed at the intersections of Broadway Avenue with the Sunrise Highway North and South Service Roads to determine if timing adjustments can be effective in reducing the delays to various movements and/or approaches without adversely impacting the overall intersection operation.

5.5 Socioeconomics

The proposed action is expected to result in positive socioeconomic benefits to the surrounding area, Town and County by generating increased tax revenues on the subject site and facilitating the retention of the existing industrial use and associated tax revenues within the Town of Islip. Accordingly, no mitigation measures are required.

5.6 Community Facilities and Services

- The proposed access drives and internal roadways, as well as internal spaces have been designed to provide proper ingress and egress and accessibility for emergency service providers.
- The proposed development would be constructed in accordance with New York State and Town of Islip building and fire codes.
- Exterior lighting is proposed throughout the subject property, which would comply with §68-682 of the Town Code, to provide adequate visibility and increase site security.

5.7 Aesthetics and Cultural Resources

- The proposed development has been designed to provide an aesthetically-pleasing transition of the property from industrial to commercial use along a prominent corridor.

- The proposed buildings would be designed with a variety of materials and provide architectural variation and visual interest. Also, architectural details of the proposed buildings would include variation in height, exterior color and building materials.
- The retail buildings would be arranged in a layout allowing for landscaping, which will soften the appearance of the buildings and provide shaded areas. A variety of trees and shrubs would be planted around the perimeter of the proposed buildings. Evergreen trees are proposed along the property lines to provide buffers and screening, and would also be grouped in parking areas.
- Decorative lighting fixtures would be installed throughout the proposed project, to provide visibility and security, while complying with Dark Sky standards and prevailing regulations of the Town Code.

5.8 Energy Usage

- Upon securing retail tenants for the proposed buildings, the applicant's team would consult with the Town of Islip on the specific design of the buildings to meet prevailing energy efficiency requirements, and to the maximum extent practicable, the proposed energy efficiency standards of the Town.
- The proposed project will include a sound approach to energy efficiency and sustainability. For example, consideration will be given to the use of recycled and local materials to the maximum extent practicable, energy star appliances, and low-flow water-saving features.

6.0

UNAVOIDABLE ADVERSE EFFECTS

The environmental impacts associated with the implementation of the proposed action have been described in Section 4.0 of this DEIS, and mitigation measures for these impacts have been discussed in Section 5.0. Those impacts that cannot be either entirely avoided or fully mitigated are described below.

6.1 Short-Term Impacts

There will be several temporary construction-related impacts that cannot be completely mitigated. These impacts are associated with the site preparation and development (including demolition, minimal grading, excavation, installation of utilities and construction of building and parking facilities). It is anticipated that these impacts will cease upon completion of the construction phase of the project. Specific impacts are identified below:

- Approximately 16.97± acres of soil will be disturbed by grading, excavation, and mounding activities during construction and ultimate site development.
- Despite the use of extensive and strategically-placed erosion control devices, minor occurrences of erosion may occur.
- During demolition and construction, there is the potential for minor releases of fugitive dust during dry periods.
- There may be a temporary impact to roadways due to the movement of construction vehicles associated with site development activities.
- Slight increases in noise levels at the site boundary may result from construction activities.

- Temporary increases in noise levels and vibrations may result during demolition activities.

It is anticipated that these impacts will be of short duration, that is, they will cease upon project completion. Furthermore, the subject site is located within an industrial subdivision, and thus, it is not anticipated that these short-term impacts would affect sensitive receptors (e.g., residential or educational properties).

6.2 Long-Term Impacts

Several long-term impacts associated with project implementation have been identified. Mitigation measures have been proposed to reduce or eliminate most of these long-term adverse impacts. Those adverse long-term impacts, which cannot be fully mitigated, are set forth below, namely:

- The land use of the subject site would change from industrial to retail.
- The proposed development would generate solid waste to be disposed of in local landfills, although same would not adversely impact solid waste management strategies or plans.
- There would be an increased demand for water supply from the SCWA.
- There would be an increase in the generation of sanitary waste on the subject site.
- Site development would result in the removal of natural vegetation.
- There would be a minimal increased demand for fire and police protection services from the Holbrook Fire Department and Suffolk County Police Department.
- There would be a minimal increase in demand on energy resources from LIPA and National Grid.
- Traffic would be added to surrounding roadways due to the implementation of the proposed project, although mitigation measures will be employed to reduce the overall potential transportation impact.

7.0

ALTERNATIVES AND THEIR IMPACTS

This section examines the SEQRA-mandated No-Action alternative to the proposed action. Table 24 provides a comparative analysis of the quantifiable impacts of the proposed action and the No-Action alternative.

Table 24 – Comparison of the Proposed Action and No-Action Alternative

	Proposed Action	No-Action Alternative
Impervious Surface	13.68± acres	5.17± acres
Cleared/Unvegetated	0.0	7.89± acres
Landscaped Area	3.29± acres	0.64± acres
Natural Vegetated Area	0.0	3.27± acres
Building Area	190,000 square feet	65,000 square feet
Water Usage	6,600± gpd	0 gpd ¹
Sanitary Discharge	6,600± gpd	0 gpd ¹
Land Use	Retail	Vacant
Parking	1,086 spaces	Existing parking area
Trips Generated ²	1,017 trips (Saturday Peak Hour)	65 trips (AM Peak Hour)
Tax Generation	\$911,228	Unknown ³
Number of School-aged Children	0	0

¹ The existing industrial use (i.e., the Wenner Bread frozen dough plant) would be relocated, and thus, the subject site would be vacant.

² Represents the highest peak hour generation of traffic.

³ The future assessed value of the subject site is unknown, as it would be vacant.

7.1 No-Action Alternative

The No-Action alternative involves retaining the subject property in its present state. As discussed in Section 2.0 of this DEIS, the project sponsor is planning to consolidate and relocate the existing industrial use (i.e., the Wenner Bread frozen dough plant) to another location absent the proposed action. Therefore, the No-Action alternative would result in the vacancy of the subject site. Redevelopment of the subject site would rely on an interested party to acquire and prepare a plan for redevelopment.

While the implementation of this alternative would leave the physical conditions of the property unchanged (e.g., impervious surfaces, cleared areas utilized for material stockpiling, and low-lying, sporadic vegetation), this alternative does not meet the objectives of the project sponsor and would deprive the project sponsor of the legal right to redevelop the subject property. Thus, implementation of the No-Action alternative would lead to the eventual vacancy of the subject property and site improvements and resultant community benefits associated with the proposed action would not be realized, as detailed in Sections 4.1, 4.2, 4.3, 4.5, and 4.7.1 of this DEIS.

7.1.1 Soils, Topography, Subsurface Conditions and Water Resources

Implementation of the No-Action alternative would maintain the subject site as it currently exists, and involve no additional disturbance to soils or topography. As the material stockpiles are currently being removed in accordance with the NYSDEC-approved Closure Plan, these would no longer exist under the No-Action alternative, similar to the proposed action.

As the Wenner Bread frozen dough plant would be relocated and the subject site would become vacant, the No-Action alternative would result in no water usage or generation of sanitary waste on the subject site. Furthermore, as there are no surface waters or wetlands on or adjacent to the subject site, the No-Action alternative would not be expected to impact same. However, the positive impacts associated with the proposed improvements to the stormwater management system under the proposed action, as detailed in Section 4.2.2 of this DEIS, would not be realized under the No-Action alternative.

7.1.2 Land Use, Zoning and Community Character

Implementation of the No-Action alternative would maintain the subject property as it currently exists. However, as previously discussed, the project sponsor intends to vacate the subject site in order to consolidate and relocate its business operations. Therefore, the subject site would become vacant under the No-Action alternative. Until an interested party acquires the subject property, it will remain an underutilized parcel in a highly-visible location along the Sunrise Highway corridor.

In addition, the improvements to the subject site associated with the proposed action (e.g., significant landscaping, cohesive retail development, welcoming access drives) would not be realized. Therefore, the No-Action alternative would result in the vacancy of the prominent site, with no visual improvements, along the heavily-travelled Sunrise Highway. As indicated in Section 3.3.3 of this DEIS, the *Sunrise Highway Corridor Study* indicates that "development should be encouraged which results in industrial job retention and the removal of existing blighted conditions." Creating a vacant industrial site under the No-Action alternative, along Sunrise Highway, would not be consistent with the land use plans that were evaluated in this DEIS.

7.1.3 Transportation

As the No-Action alternative would result in the vacancy of the subject site, it is expected that there would be no vehicular trips generated by the subject site. However, it is expected that the existing traffic associated with the other parcels within the industrial subdivision would continue.

7.1.4 Socioeconomics

Similar to the existing conditions and proposed action, the No-Action alternative would not generate a resident population. While the subject site currently generates property taxes, as detailed in Section 3.5 of this DEIS, the planned relocation of the Wenner Bread facilities would result in a vacant site and a decrease in tax revenues. The No-Action alternative would not result in the positive tax benefits to the taxing jurisdictions as under the proposed action.

7.1.5 Community Services and Facilities

As the subject site would become vacant under the No-Action alternative, the demand for community services and facilities would be reduced. It is important to note, as detailed in Section 3.6 of this DEIS, that the subject site is currently provided with community services, as this site is developed with an industrial use.

7.1.6 Aesthetics and Cultural Resources

Under implementation of the No-Action Alternative, it is expected that the existing structures would remain. However, as previously indicated, upon relocation of the Wenner Bread facilities, the existing structures would become vacant. The aesthetic improvements associated with the proposed action (e.g., landscaping, variation of building materials) would not be implemented under the No-Action alternative. As such, it is possible that under the No-Action alternative, as the subject site sits vacant, it may degrade and negatively impact the aesthetics of the area, along Sunrise Highway, a prominent east-west corridor.

There are currently no cultural resources on the subject site. As such, the No-Action alternative is not expected to create impacts to cultural resources, similar to the proposed action.

8.0

IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES

The proposed redevelopment of the subject site with retail uses and associated appurtenances would preclude other uses of the property. Specifically, approximately 13.68± acres would be covered by impervious surfaces including buildings and internal roadways, and 3.27± acres of natural vegetation would be removed. However, as previously indicated, the existing natural vegetation consists of low-lying brush and sporadic trees.

Certain resources related to the construction aspects of the development will be committed. These resources include, but are not limited to, concrete, asphalt, lumber, paint and topsoil. Mechanical equipment resources will be committed to assist personnel in the construction at the property. The operation of construction equipment will require electricity, water resources and fossil fuels. Furthermore, the construction phase of the proposed project will require the commitment of manpower resources as well as time.

9.0

GROWTH-INDUCING ASPECTS

Growth-inducing aspects are generally described as the long-term secondary effects of the proposed action. Specifically, with respect to growth inducement, *The SEQR Handbook* indicates:

"Some activities will encourage or lead to further increases in population or business activity. This type of secondary impact is called growth inducement...it is important to recognize activities which may induce growth because a consideration of the whole action must examine likely impacts of such growth, such as the need for additional sewer, water and other services; increased traffic congestion; or accelerated loss of open space."

The proposed action would redevelop the subject site, which is primarily cleared and used for industrial purposes with retail uses, providing a shopping option to the surrounding community and travelers along eastbound Sunrise Highway. The proposed action would not generate a resident population.

There is existing infrastructure (with proposed street improvements), public utilities, emergency services, etc., to serve the proposed development, and thus, no secondary growth would be expected as a result of new infrastructure. It should be noted that the possible connection to an off-site privately-owned STP would not include additional capacity for potential future growth, and thus, would not induce growth in the area.

The proposed development will create direct short-term, and direct and indirect long-term employment opportunities. In the short-term, construction-related jobs will be created, and there will be increased patronage to construction material suppliers. In the long-term, the occupants of the proposed retail spaces will require employees for various positions. Overall, however, the proposed project will not significantly induce growth.

10.0

USE AND CONSERVATION OF ENERGY

Currently, the LIPA and National Grid provide electricity and natural gas service, respectively, to the subject site. The proposed redevelopment would continue the demand for both electricity and natural gas, and therefore, consultations were undertaken with LIPA and National Grid for review of the proposed development. Letters of service availability were secured from both of these entities (see correspondence in Appendix E).

As indicated in Section 4.8, the proposed project has the potential to minimally increase energy use on the subject site. However, as detailed, the applicant and design team are committed to the principles of energy efficiency and sustainable design and would consult with the Town of Islip on the specific design of buildings to meet the prevailing requirements of the Town Code, and to the maximum extent practicable, the proposed energy efficiency standards of the Town. Furthermore, additional energy efficiency and sustainability methods would be examined including the use of recycled and/or local materials, use of energy star appliances and low-flow, water-saving fixtures.

As such, it is not expected that the proposed action would result in significant adverse impacts to the use of energy.

11.0

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