COUNTY OF SUFFOLK

STEVEN BELLONE
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

DARNELL TYSON, P.E.
DEPUTY COMMISSIONER

GILBERT ANDERSON, P.E.
COMMISSIONER

THOMAS G. VAUGHN
DEPUTY COMMISSIONER

MEMORANDUM

TO: Gloria Russo, Chairperson
Council on Environmental Quality

FROM: Ben Wright, P.E., Principal Civil Engineer

SUBJECT: Ronkonkoma Hub Sewerage Facilities

DATE: September 7, 2016

During January 2015, the referenced project was discussed at the CEQ meeting. The sewerage facilities for the Ronkonkoma Hub included a pumping station and force mains from that project through the rights-of way of the Towns of Brookhaven and Islip and the Village of Islandia. The ultimate disposal for treatment is Suffolk County Sewer District No. 3 – Southwest. The meeting resulted in issues concerning lead agency and concerns of the Village of Islandia regarding the force main route and construction activities. In order to respond to the various issues raised at that meeting including comments from the CEQ, it is noted that an inter-municipal agreement has been approved by the Board of Trustees of the Village of Islandia and that through the various conditions of the IMA, the Village is comfortable with the design, construction, operation, and operational aspects of the system specifically through the Village of Islandia. At the January 2015 meeting, the CEQ also requested some additional information/documentation which is provided in the enclosed attachments.

Based on the comments previously received and with the assistance of the CEQ staff in most of the attachments, we are providing 15 copies of the amended documents in response to comments for consideration at your upcoming CEQ meeting during September 2016:

1. The Ronkonkoma Hub Parts 1 and 2 which were the basis of the January 2015 meeting noting that attachment 'H' is an addendum to Part 1.
2. Updated Part 3 including the following:
   (a) Attachment 'A' which is the NYSDEC Commissioner's lead agency finding.
   (b) Attachment 'B' Part III responses for all EAF Part 2 questions in which the impact was identified as potentially moderate to large.

335 YAPHANK AVENUE ■ YAPHANK, N.Y. 11980 ■ (631) 852-4010 FAX (631) 852-4150

(c) Attachment 'C' the Town of Brookhaven Ronkonkoma Hub SEQRA documents.
(d) Attachment 'D' Suffolk County 2010 SEQRA determination for 10 million gallons per day expansion of Suffolk County Sewer District No 3 – Southwest, Bergen Point Wastewater Treatment Plant.
(e) Attachment 'E' information regarding Bergen Point Treatment plant's available flow capacity.
(f) Attachment "F' information regarding the proposed usage of the proposed sewer line connecting Ronkonkoma Hub to Sewer District No. 3 – Southwest.
(g) Attachment 'G' information regarding the passage of the sewer line within the roadway of Johnson Avenue in the Village of Islandia through the Connetquot River headwaters.
(h) Attachment 'H' amended items of Part 1 prepared during December 2014.

Thank you for your consideration.

BW:ni
Attachment
cc: Peter Scully, Deputy County Executive
Gilbert Anderson, P.E., Commissioner
John Donovan, P.E., Chief Engineer
Janice McGovern, P.E., Principal Civil Engineer
John Corral, Senior Planner, CEQ
Andrew Freleng, Chief Planner
Mark Wagner, C.E.P. LEED, Cameron Engineering
H:\SANITATION\Engineering\Employees\wrightb\2016\bw9-7-16 Ronkonkoma Hub Sewerage Facilities memo to GRusso.doc

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: Ronkonkoma Hub Development Sanitary Pumping Station and Force Main Piping Systems		
Project Location (describe, and attach a general location map): Sanitary Pump Station to be located at the corner of Mill Road and Railroad Avenue, Ronkonkoma, NY. Force main routing shown in Appendix 1.		
Brief Description of Proposed Action (include purpose or need): The Town of Brookhaven is developing approximately 58 acres of mixed-use residential and commercial space. It has been determined that the new development will generate a volume of wastewater in excess of that permitted by the Suffolk County Sanitary Code (Article 6). In order to address the sanitary density, the development will include a means by which wastewater generated by the development can be properly treated and disposed. The method chosen for treatment and disposal includes construction of a sanitary pumping station and force main piping systems to convey the generated wastewater to the Southwest Sewer District No. 3 and ultimately to the existing Bergen Point Wastewater Treatment Plant located in West Babylon, NY for proper treatment and disposal. Wastewater generated from the proposed Ronkonkoma Hub Development will be collected and conveyed to the proposed sanitary pumping station by a gravity sewer collection system.		
Name of Applicant/Sponsor: Suffolk County Department of Public Works (SCDPW)	Telephone: (631) 852-4010 E-Mail: Public.Works@suffolkcountyny.gov	
Address: 335 Yaphank Avenue		
City/PO: Yaphank	State: New York	Zip Code: 11980
Project Contact (if not same as sponsor; give name and title/role): John Donovan, P.E., Chief Engineer - SCDPW Division of Sanitation	Telephone: (631) 852-4204 E-Mail: John.Donovan@suffolkcountyny.gov	
Address: 335 Yaphank Avenue		
City/PO: Yaphank	State: New York	Zip Code: 11980
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees ☐Yes☑No		
b. City, Town or Village Planning Board or Commission ☐Yes☑No		
c. City Council, Town or Village Zoning Board of Appeals ☐Yes☑No		
d. Other local agencies ☑Yes☐No	Suffolk County Department of Public Works	Tech. Design Rpt. - 5/14 Contract Documents - 1/15
e. County agencies ☑Yes☐No	Suffolk County Department of Health Services	Tech. Design Rpt. - 5/14 Contract Documents - 1/15
f. Regional agencies ☐Yes☑No		
g. State agencies ☑Yes☐No	New York State Department of Environmental Conservation and NYSDOT, ESDC Grant Funding	Tech. Design Rpt. - 5/14 Contract Documents - 1/15
h. Federal agencies ☑Yes☐No	MTA LIRR	Contract Documents - 1/15

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☑Yes☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part I

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☐Yes☑No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes☑No

If Yes, identify the plan(s):

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Site is zone industrial

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Sanitary Pumping Station: Sachem School District
Force Main Piping System: Sachem, Connetquot, Islandia & Central Islip School Districts

b. What police or other public protection forces serve the project site?
Suffolk County Police Department, Town of Brookhaven Public Safety and Town of Islip Public Safety

c. Which fire protection and emergency medical services serve the project site?
Lakeland, Central Islip, Hauppauge and Brentwood Fire Departments. Stony Brook Hospital, Brookhaven Memorial Hospital, Passport Health

d. What parks serve the project site?
None.

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?
industrial/commercial

b. a. Total acreage of the site of the proposed action? 0.26 acres
b. Total acreage to be physically disturbed? 0.26 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 24 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐Yes ☑No
If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑Yes ☐No
If Yes,
i. Total number of structures 2
ii. Dimensions (in feet) of largest proposed structure: 12 height; 40 width; and 50 length
iii. Approximate extent of building space to be heated or cooled: 1,600 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑Yes ☐No
If Yes,
i. Purpose of the impoundment: temporary storage of sanitary wastewater generated by the proposed Ronkonkoma Hub Development.
ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify: Not applicable
iii. If other than water, identify the type of impounded/contained liquids and their source.
Sanitary wastewater generated by the proposed Ronkonkoma Hub Development.
iv. Approximate size of the proposed impoundment. Volume: 0.015 million gallons; surface area: 0.009 acres
v. Dimensions of the proposed dam or impounding structure: 5 height; 20 length
vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):
Interior pump station wet well will temporarily store sanitary wastewater generated by the proposed Ronkonkoma Hub Development.

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☑Yes ☐No
If Yes:
i. What is the purpose of the excavation or dredging? excavation for construction of sanitary pumping station and force main piping systems
ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
- Volume (specify tons or cubic yards): approx. 1,500 cy for construction of the pump station
- Over what duration of time? approximately 24 months

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.
Existing site soils to be excavated and disposed off-site for construction of the sanitary pumping station and ancillary equipment vault.
Existing site soils to be excavated and reused as backfill for construction of the force main piping systems.
iv. Will there be onsite dewatering or processing of excavated materials? ☐Yes ☑No
If yes, describe.
v. What is the total area to be dredged or excavated? 9 acres
vi. What is the maximum area to be worked at any one time? 0.25 acres
vii. What would be the maximum depth of excavation or dredging? 25 feet
viii. Will the excavation require blasting? ☐Yes ☑No
ix. Summarize site reclamation goals and plan:
Existing soils excavated for construction of the new sanitary pumping station and ancillary equipment vault will be disposed off-site. Suitable existing soils excavated for the new force main piping systems will be reused as backfill material. Total area to be excavated (i.e., approx. 9 acres) includes sanitary pumping station site (0.5 acres) and approx. 7 miles of force main piping x 10' wide trench (8.5 acres).

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☑No
If Yes:
i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description):

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will proposed action cause or result in disturbance to bottom sediments? ☐Yes ☑No
If Yes, describe:

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☑No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑Yes ☐No
If Yes:

i. Total anticipated water usage/demand per day: 150 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑Yes ☐No
If Yes:

- Name of district or service area: Suffolk County Water Authority
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☑No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑No
If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

v. If a public water supply will not be used, describe plans to provide water supply for the project:

vi. If water supply will be from wells (public or private), maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑Yes ☐No
If Yes:

i. Total anticipated liquid waste generation per day: 25 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
Proposed pumping station facility will serve the proposed Ronkonkoma Hub Development.

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑Yes ☐No
If Yes:

- Name of wastewater treatment plant to be used: Bergen Point Wastewater Treatment Plant
- Name of district: Southwest Sewer District No. 3
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☐Yes ☑No
- Is expansion of the district needed? ☐Yes ☑No

- Do existing sewer lines serve the project site? ☐Yes ☑No
- Will line extension within an existing district be necessary to serve the project? ☑Yes ☐No

  If Yes:
  - Describe extensions or capacity expansions proposed to serve this project: An approximate 7 mile force main piping system will be constructed to convey wastewater from the project site to the existing Southwest Sewer District No. 3 gravity sewer system and, ultimately to the existing Bergen Point Wastewater Treatment Plant

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☑Yes ☐No

If Yes:
- Applicant/sponsor for new district: Suffolk County
- Date application submitted or anticipated: To be determined
- What is the receiving water for the wastewater discharge? Atlantic Ocean following proper treatment at the Bergen Point WWTP

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):

Not applicable - an exiting public facility (Bergen Point WWTP) will be utilized to provide wastewater treatment for the Project.

vi. Describe any plans or designs to capture, recycle or reuse liquid waste:

Not applicable

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 0.26 acres (impervious surface)

_____ Square feet or 0.26 acres (parcel size)

ii. Describe types of new point sources. Stormwater runoff will be from the new sanitary pumping station building. Parking areas and site roadways will utilize stormwater leaching pools.

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

Stormwater runoff from the new sanitary pumping station will be directed to on site stormwater leaching pools, which will discharge to groundwater. Parking areas and site roadways will utilize stormwater leaching pools.

- If to surface waters, identify receiving water bodies or wetlands:
- Will stormwater runoff flow to adjacent properties? ☐Yes ☑No

iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑Yes ☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Equipment for construction of the new sanitary pumping station & force main piping system will be utilized (i.e., excavator, backhoe, etc.).

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

Not applicable.

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

A new emergency/standby generator will be provided to maintain sanitary pumping station operations, as required, during a power outage.

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____ Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____ Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____ Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐Morning ☐Evening ☐Weekend ☐Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☑No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☑No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☑No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

Assumes two (2) pumps, misc. motors, heating, ventilation, lighting, etc. operating 12 hrs./day = 3,690 kW-hrs./day

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Local utilities, including PSE&G of Long Island and National Grid will provide electricity and natural gas, respectively, for the Project.

iii. Will the proposed action require a new, or an upgrade to, an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7:00 am to 4:00 pm
- Saturday: not applicable
- Sunday: not applicable
- Holidays: not applicable

ii. During Operations:

- Monday - Friday: 24 hrs./day, 365 days/year
- Saturday: 24 hrs./day, 365 days/year
- Sunday: 24 hrs./day, 365 days/year
- Holidays: 24 hrs./day, 365 days/year

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Existing ambient noise level may be exceeded during construction as the result of heavy equipment utilized to construct the new sanitary pumping station and force main piping systems. Existing ambient noise levels will not be exceeded during operations of the new sanitary pumping station.

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: Additional landscaping features will be provided at the new sanitary pumping station that could act as noise barriers.

n.. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

New sanitary pumping station will be provided with exterior area lighting for security purposes. All exterior lighting will incorporate LED lighting (for energy efficiency) and "dark skies" lighting technology.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: Additional landscaping features will be provided at the new sanitary pumping station that could act as light barriers.

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

New sanitary pumping station will be housed indoors. In addition, the facility may be equipped with odor control systems to further reduce the potential for odors.

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☑ Yes ☐ No

If Yes:

i. Product(s) to be stored Diesel fuel for the emergency standby generator, if required. Potassium permanganate for odor control, if required.

ii. Volume(s) TBD per unit time TBD (e.g., month, year)

iii. Generally describe proposed storage facilities:

If natural gas in unavailable, diesel fuel will be required for the emergency standby generator. Bioxide may be required for odor control.

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☑ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: 1,630 tons per 24 months (unit of time)
- Operation : 2 tons per month (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Suitable excavated materials for the force main piping system will be reused for backfill material.
- Operation: Not applicable.

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Excavated material for new sanitary pumping station will be properly transported and disposed of at an existing and permitted off-site disposal facility.
- Operation: Solid waste (i.e., grit and screenings) will be legally transported and disposed of at an existing and permitted off-site solid waste disposal facility.

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☑ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

Hazardous waste will not be generated by the proposed action.

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☑ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): transportation (Long Island Railroad)

ii. If mix of uses, generally describe:

North = commercial/industrial; South = transportation (LIRR and airport); East = residential; West = commercial/industrial

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0	0.26	0.26
• Forested	0	0	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0	0	0
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0.26	0	0.26
• Other Describe: _____	0	0	0

c. Is the project site presently used by members of the community for public recreation? ☐Yes ☑No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑Yes ☐No

If Yes,

i. Identify Facilities:

Day Care Center - Tutor Time in Ronkonkoma, NY

e. Does the project site contain an existing dam? ☐Yes ☑No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐Yes ☑No

If Yes:

i. Has the facility been formally closed? ☐Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐Yes ☑No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐Yes ☑ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes ☑No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

Not applicable.

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐Yes ☑No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

v. Is the project site subject to an institutional control limiting property uses? ☐Yes ☑No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐Yes ☐No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? 1,300 feet

b. Are there bedrock outcroppings on the project site? ☐Yes ☑No
If Yes, what proportion of the site is comprised of bedrock outcroppings? 0 %

c. Predominant soil type(s) present on project site: Plymouth (PIA) 100 %
_____ %
_____ %

d. What is the average depth to the water table on the project site? Average: 60 feet

e. Drainage status of project site soils: ☑ Well Drained: 100 % of site
☐ Moderately Well Drained: ____ % of site
☐ Poorly Drained ____ % of site

f. Approximate proportion of proposed action site with slopes: ☑ 0-10%: 100 % of site
☐ 10-15%: 0 % of site
☐ 15% or greater: 0 % of site

g. Are there any unique geologic features on the project site? ☐Yes ☑No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐Yes ☑No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐Yes ☑No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐Yes ☐No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐Yes ☐No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐Yes ☑No

j. Is the project site in the 100 year Floodplain? ☐Yes ☑No

k. Is the project site in the 500 year Floodplain? ☐Yes ☑No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑Yes ☐No
If Yes:

i. Name of aquifer: Suffolk County Groundwater Management Zone III

m. Identify the predominant wildlife species that occupy or use the project site:
not applicable

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based: _____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Lakeland County Park, Connetquot River State Park, Bohemia County Park, Sans Souci County Park

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): state and local parks

iii. Distance between project and resource: _____ within 5 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Suffolk County Depart. of Public Works Date 12/3/2014

Signature _____ Title CHIEF ENGINEER

PRINT FORM

SUFFOLK COUNTY
FULL ENVIRONMENTAL ASSESSMENT FORM
6 NYCRR Part 617
State Environmental Quality Review

Part 2 – Identification of Potential Project Impacts

Instructions: Part 2 is to be completed by the lead agency. It is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**YES**" to a numbered question, please complete all the questions that follow in that section.
- If you answer "**NO**" to a numbered question, move on to the next numbered section.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "**Moderate to large impact may occur.**"
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action."
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
The proposed action may involve construction on, or physical alteration of the land surface of the proposed site. (See Part 1.D.1) YES ☒ NO ☐
If "YES", answer questions a-h. If "NO", move on to Section 2.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E.2.d	☒	☐
b. The proposed actin may involve construction on slopes of 15% or greater.	E.2.f	☒	☐
c. The proposed actin may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E.2.a	☒	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D.2.a	☒	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D.1.g	☐	☒
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D.2.e D.2.q	☒	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B.*ix*	☒	☐

h. Other impacts:	☒	☐	☐

2. Impact on Geological Features The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1.E.2.g) *If "YES", answer questions a-c. If "NO", move on to Section 3.*	YES ☐ NO ☒		
	Relevant Part 1 Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. Identify the specific land form(s):	E.2.g	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature:	E.3.c	☐	☐
c. Other impacts:	☒	☐	☐

3. Impact on Surface Water The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1.D.2 & E.2.h) *If "YES", answer questions a-l. If "NO", move on to Section 4.*	YES ☒ NO ☐		
	Relevant Part 1 Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may create a new water body	D.1.j D.2.b	☒	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D.2.b	☒	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D.2.a	☒	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E.2.h E.2.i	☒	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D.2.a D.2.h	☒	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D.2.c	☒	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D.2.d	☒	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D.2.e	☒	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E.2.h – E.2.l	☒	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D.2.q E.2.h – E.2.l	☒	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D.1.a D.2.d	☒	☐

l. Other impacts:	☒	☐	☐

4. Impact on Groundwater
The proposed action may result in new or additional use of groundwater, or may have the potential to introduce contaminants to groundwater or an aquifer. (See Part 1.D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)
If "YES", answer questions a-h. If "NO", move on to Section 5.

YES ☒ NO ☐

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D.2.c	☒	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source:	D.2.c	☒	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D.1.a D.2.c – D.2.d	☒	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D.2.d E.2.p	☒	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D.2.c E.1.f – E.1.h	☒	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D.2.p E.2.p	☒	☐
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	D.2.q E.2.h – E.2.l E.2.p D.2.c	☒	☐
h. Other impacts:	☒	☐	☐

5. Impact on Flooding
The proposed action may result in development on lands subject to flooding. (See Part 1.E.2)
If "YES", answer questions a-g. If "NO", move on to Section 6.

YES ☐ NO ☒

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E.2.m	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E.2.n	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E.2.o	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D.2.b D.2.e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D.2.b E.2.m – E.2.o	☐	☐
f. If there is a dam located on the site of the proposed action, the dam has failed to meet one or more safety criteria on its most recent inspection.	E.1.e	☐	☐

g. Other impacts:	☒	☐	☐

6. Impact on Air
The proposed action may include a state regulated air emission source. (See Part 1.D.2.f, D.2.h, D.2.g)
If "YES", answer questions a-f. If "NO", move on to Section 7.

YES ☐ NO ☒

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO2)	D.2.g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N20)	D.2.g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D.2.g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF6)	D.2.g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflurocarbons (HCFCs) emissions	D.2.g	☐	☐
vi. 43 tons/year or more of methane	D.2.h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D.2.g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU=s per hour.	D.2.f D.3.g	☐	☐
d. The proposed action may reach 50% of any two or more of the thresholds in "a" through "c", above.	D.1.i D.2.k	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D.2.s	☐	☐
f. Other impacts:	☒	☐	☐

7. Impact on Plants and Animals
The proposed action may result in a loss of flora or fauna. (See Part 1.E.2.q – E.2.u)
If "YES", answer questions a-j. If "NO", move on to Section 8.

YES ☐ NO ☒

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E.2.s	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E.2.s	☐	☐

c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E.2.t	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E.2.t	☐	☐
e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E.3.c	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source:	E.2.r	☐	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E.2.q	☐	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source:	E.1.b	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D.2.q	☐	☐
j. Other impacts:		☐	☐

8. Impact on Agricultural Resources
The proposed action may impact agricultural resources. YES ☐ NO ☒
(See Part 1.E.3.a & E.3.b)
If "YES", answer questions a-h. If "NO", move on to Section 9.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E.2.c E.3.b	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.).	E.1.a E.1.b	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E.3.b	☐	☐
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District or more than 10 acres if not within an Agricultural District.	E.1.b E.3.a	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E.1.a E.1.b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C.2.c, C.3 D.2.c, D.2.d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C.2.c	☐	☐
h. Other impacts:		☐	☐

9. Impact on Aesthetic Resources The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (See Part 1.E.1.a, E.1.b, E.3.h) *If "YES", answer questions a-g and complete Appendix B - Visual EAF Addendum. If "NO", move on to Section 10.*	YES ☐ NO ☒		
	Relevant Part 1 Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E.3.h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	C.2.b E.3.h	☐	☐
c. The proposed action may be visible from publicly accessible vantage points:			
i. Seasonally (e.g., screened by summer foliage, but visible during other seasons)	E.3.h	☐	☐
ii. Year round	E.3.h	☐	☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is:	E.3.h		
i. Routine travel by residents, including travel to and from work	E.2.u	☐	☐
ii. Recreational or tourism based activities	E.1.c	☐	☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E.3.h	☐	☐
f. There are similar projects visible within the following distance of the proposed project:	D.1.a		
0 – ½ mile	D.1.h	☐	☐
½ – 3 mile	D.1.i	☐	☐
3 – 5 mile	E.1.a	☐	☐
5+ mile		☐	☐
g. Other impacts:		☐	☐

10. Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to an historic or archaeological resource. (See Part 1.E.3.e, E.3.f, E.3.g) *If "YES", answer questions a-e. If "NO", move on to Section 11.*	YES ☐ NO ☒		
	Relevant Part 1 Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on or has been nominated by the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places.	E.3.e	☐	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E.3.f	☐	☐

c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source:	E.3.g	☐	☐
d. Other impacts:		☐	☐
e. If any of the above (a-d) are answered "Yes", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E.3.e – E.3g	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E.1.a, E.1.b E.3.e – E.3.g	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	C2, C3 E.3.g, E.3.h	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1.C.2.c, E.1.c, E.2.u)

YES ☐ NO ☒

If "YES", answer questions a-e. If "NO", move on to Section 12.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, and wildlife habitat.	D.2.e, E.1.b E.2.h – E.2.l E.2.q – E.2.t	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C.2.a, C.2.c E.1.c, E.2.u	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C.2.a, C.2.c E.1.c, E.2.u	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C.2.c, E.1.c	☐	☐
e. Other impacts:		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1.E.3.d)

YES ☐ NO ☒

If "YES", answer questions a-c. If "NO", move on to Section 13.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E.3.d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E.3.d	☐	☐
c. Other impacts:		☐	☐

13. Impact on Transportation
The proposed action may result in a change to existing transportation systems. (See Part 1.D.2.j) YES ☐ NO ☒
If "YES", answer questions a-f. If "NO", move on to Section 14.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D.2.j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D.2.j	☐	☐
c. The proposed action will degrade existing transit access.	D.2.j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D.2.j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D.2.j	☐	☐
f. Other impacts:		☐	☐

14. Impact on Energy
The proposed action may cause an increase in the use of any form of energy (See Part 1.D.2.k) YES ☒ NO ☐
If "YES", answer questions a-e. If "NO", move on to Section 15.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D.2.k	☒	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D.1.h D.1.i D.2.k	☒	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D.2.k	☒	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D.1.i	☒	☐
e. Other impacts:		☐	☐

15. Impact on Noise, Odor and Light
The proposed action may result in an increase in noise, odors or outdoor lighting (See Part 1.D.2.m, D.2.n, D.2.o) YES ☒ NO ☐
If "YES", answer questions a-f. If "NO", move on to Section 16.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D.2.m	☒	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D.2.m E.1.d	☒	☐
c. The proposed action may result in routine odors for more than one hour per day.	D.2.o	☒	☐

d. The proposed action may result in light shining onto adjoining properties.	D.2.n	☒	☐
e. The proposed action may result in lighting that creates sky-glow brighter than existing-area conditions.	D.2.n E.1.a	☒	☐
f. Other impacts:		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants (See Part 1.D.2.q, E.1.d, E.1.f, E.1.g, E.1.h) YES ☒ NO ☐

If "YES", answer questions a-m. If "NO", move on to Section 17.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E.1.d	☐	☒
b. The site of the proposed action is currently undergoing remediation.	E.1.g, E.1.h	☒	☐
c. There is a completed emergency spill remediation or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E.1.g E.1.h	☒	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g. easement, deed restriction)	E.1.g E.1.h	☒	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E.1.g E.1.h	☒	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D.2.t	☒	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D.2.q E.1.f	☒	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D.2.q E.1.f	☒	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D.2.r D.2.s	☒	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E.1.f – E.1.h	☒	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E.1.f E.1.g	☒	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D.2.r, D.2.s E.1.f	☒	☐
m. Other impacts:		☐	☐

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. (See Part 1.C.1, C.2, C.3) YES ☐ NO ☒

If "YES", answer questions a-h. If "NO", move on to Section 18.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur

a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C.2, C.3, D.1.a, E.1.a, E.1.b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C.2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C.2, C.3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C.2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C.3 D.1.e, D.1.f, D.1.h, E.1.b	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C.4, D.2.c, D.2.d, D.2.j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C.2.a	☐	☐
h. Other impacts:		☐	☐

18. Consistency with Community Character

The proposed action is inconsistent with the existing community character (See Part 1.C.2, C.3, D.2, E.3) YES ☐ NO ☒

If "YES", answer questions a-g. If "NO", move on to Part 3.

	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E.3.e, E.3.f, E.3.g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C.4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C.2, C.3,D.1.h, D.1.i, E.1.a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C.2, E.3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C.2, C.3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C.2, C.3, E.1.a, E.1.b, E.2.g – E.2.l	☐	☐
g. Other impacts:		☐	☐

SUFFOLK COUNTY
FULL ENVIRONMENTAL ASSESSMENT FORM
6 NYCRR Part 617
State Environmental Quality Review

Part 3 – Evaluation of the Magnitude and Importance of Project Impacts and Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

* Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
* Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
* The assessment should take into consideration any design element or project changes.
* Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
* Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
* For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
* Attach additional sheets, as needed.

Below is a bulleted description of the attachments that make up this Part III Section. The Part III Section includes the required responses to all Part II Questions where the impact has been identified as potentially moderate to large as well as information requested by the Suffolk County Council on Environmental Quality at its public meeting on January 20, 2015. In addition, Attachment H has been added to provide additional information based on the September 21, 2016 CEQ meeting discussion.

- Attachment A - NYSDEC Commissioner's determination that Suffolk County should be the SEQRA Lead Agency for this project
- Attachment B - Part III Responses for all EAF Part II Questions in which the impact was identified as potentially moderate to large.
- Attachment C – Town of Brookhaven Ronkonkoma Hub SEQRA Documents
- Attachment D – Suffolk County 2010 SEQRA determination for the 10 Million Gallon Per Day Expansion of the Suffolk County Southwest Sewer District # 3 - Bergen Point Sewage Treatment Plant
- Attachment E – Information regarding Bergen Point Sewage Treatment Plant's Available Flow Capacity
- Attachment F – Information regarding the proposed usage of the proposed sewer line connecting Ronkonkoma Hub to the Southwest Sewer District
- Attachment G – Information regarding the passage of the sewer line through the Connetquot River Headwaters
- Attachment H – Addendum to Part I
- Attachment I – Additional information based on the September 21, 2016 CEQ Meeting discussion
- Attachment J – Additional Information for EAF Part II, Question 4 - Impacts to Groundwater

Determination of Significance
Type 1 and Unlisted Actions

SEQR Status: Type I ☒ Unlisted ☐

Identify portions of EAF completed for this project: Part 1 ☒ Part 2 ☒ Part 3 ☒

Upon review of the information recorded on this EAF, as noted, plus the additional support information and considering both the magnitude and importance of each identified potential impact, it is the conclusion of Suffolk County as lead agency that:

☒ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Ronkonkoma Hub Development Sanitary Pumping Station and Force Main Piping System

Name of Lead Agency: Suffolk County

Name of Responsible Officer in Lead Agency:

Title of Responsible Officer in Lead Agency:

Signature of Responsible Officer in Lead Agency: Date:

Signature of Preparer (if different from Responsible Officer) Date:

For Further Information:
Contact Person: John Corral
Address: H. Lee Dennison Bldg - 11th Fl
100 Veterans Memorial Hwy
P.O. Box 6100
Hauppauge, NY 11788-0099
Telephone Number: 631-853-5191
Email: john.corral@suffolkcountyny.gov

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:
Chief Executive Officer of the political subdivision in which the action will be principally located (Town/City/Village)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

SUFFOLK COUNTY
ENVIRONMENTAL ASSESSMENT FORM

Appendix A
Suffolk County Historic Trust

Application for Determination of Appropriateness for Alteration to Suffolk County Historic Trust Landmark or Site

1. APPLICANT
   Agency:
   Contact Person:
   Address:
   Telephone:

2. PROPERTY
   Structure Name:
   Location:
   Historic Trust Status: ☐ Designated; ☐ Eligible
   Use Category:
   Current Use:
   Proposed Use:
   Is the structure listed on or eligible for the National Register of Historic Places? ☐ Yes; ☐ No

3. PROPOSED WORK
   Scope of Work:
   Reason for Work:
   Architect/Engineer:
   Contractor:
   Construction Schedule:

4. FUNDING
   Estimated Cost of Project:
   Source(s) of Funding:

5. PROPERTY HISTORY
   Date of Original Construction:
   Original Architect/Builder:
   History of Use:
   History of Alterations:

6. SUBMISSIONS (check all that apply)
   ☐ Map
   ☐ Drawings
   ☐ HP-1 Form
   ☐ Specifications
   ☐ Environmental Assessment Form
   ☐ Photographs
   ☐ Samples
   ☐ Other:

7. RELATED INFORMATION AND COMMENT:

The Suffolk County Historic Trust is hereby requested to review the scope of work proposed for the above mentioned landmark structure, owned by the County of Suffolk, New York, to determine the appropriateness of design and/or use as regulated by the Suffolk County Charter. Design review guidelines have been made available for reference and it is understood that submission or approval of this application does not relieve applicant's responsibility for securing any and all other permits and approvals as required by law.

SUFFOLK COUNTY
ENVIRONMENTAL ASSESSMENT FORM

Appendix B
Visual EAF Addendum

This form may be used to provide additional information relating to Question 9 of Part 1 of the Full Environmental Assessment Form

VISIBILITY

1. Would the project be visible from:	Distance Between Project and Resource (in miles) 0 - ¼	¼ - ½	½ -3	3-5	5+
a. A parcel of land which is dedicated to and available to the public for the use, enjoyment and appreciation of natural or man-made scenic qualities	☐	☐	☐	☐	☐
b. An overlook or parcel of land dedicated to public observation, enjoyment and appreciation of natural or man-made scenic qualities	☐	☐	☐	☐	☐
c. A site or structure listed on the National or State Registers of Historic Places	☐	☐	☐	☐	☐
d. State Parks	☐	☐	☐	☐	☐
e. The State Forest Preserve	☐	☐	☐	☐	☐
f. National Wildlife Refuges and State Game Refuges	☐	☐	☐	☐	☐
g. National Natural Landmarks and other outstanding natural features	☐	☐	☐	☐	☐
h. National Park Service lands	☐	☐	☐	☐	☐
i. Rivers designated as National or State Wild, Scenic or Recreational	☐	☐	☐	☐	☐
j. Any transportation corridor of high exposure, such as part of the Interstate System or Amtrak	☐	☐	☐	☐	☐
k. A governmentally established or designated interstate or inter-county foot trail, or one formally proposed for establishment or designation	☐	☐	☐	☐	☐
l. A site, area, lake, reservoir or highway designated as scenic	☐	☐	☐	☐	☐
m. Municipal park or designated open space	☐	☐	☐	☐	☐
n. County road	☐	☐	☐	☐	☐
o. State road	☐	☐	☐	☐	☐
p. Local road	☐	☐	☐	☐	☐

2. Is the visibility of the project seasonal? (i.e., screened by summer foliage but visible during other seasons)
   ☐ Yes ☐ No

3. Are any of the resources checked in question 1 used by the public during the time of year during which the project will be visible?
   ☐ Yes ☐ No

DESCRIPTION OF EXISTING VISUAL ENVIRONMENT

4. From each item checked in question 1, check those which generally describe the surrounding environment.

	Within ¼ mile*	Within 1 mile*
Essentially undeveloped	☐	☐
Forested	☐	☐
Agricultural	☐	☐
Suburban Residential	☐	☐
Industrial	☐	☐
Commercial	☐	☐
Urban	☐	☐
River, Lake, Pond	☐	☐
Cliffs, Overlooks	☐	☐
Designated Open Space	☐	☐
Flat	☐	☐
Hilly	☐	☐
Mountainous	☐	☐
Other:	☐	☐

NOTE: Add attachments as needed.

5. Are there visually similar projects within*:
½ mile: ☐ Yes ☐ No 1 mile: ☐ Yes ☐ No 2 miles: ☐ Yes ☐ No 3 miles: ☐ Yes ☐ No

* Distance from project site is provided for assistance. Substitute other distances as appropriate.

EXPOSURE

6. The annual number of viewers likely to observe the proposed project is:
NOTE: When user data is unavailable or unknown, use best estimate.

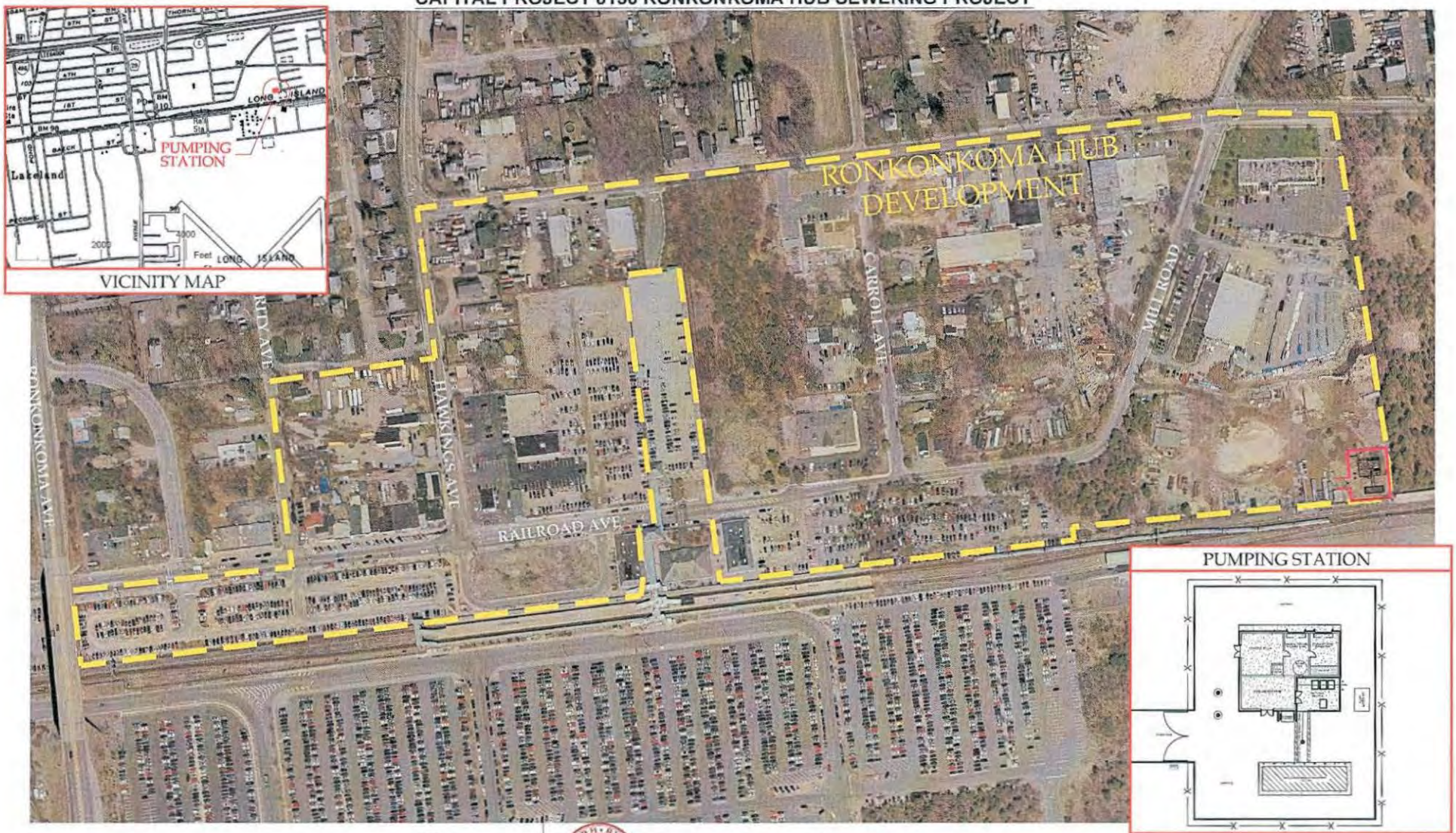
CONTEXT

7. The situation or activity in which the viewers are engaged while viewing the proposed action is:

Activity	Frequency: Daily	Weekly	Holidays/ Weekends	Seasonally
Travel to and from work	☐	☐	☐	☐
Involved in recreational activities	☐	☐	☐	☐
Routine travel by residents	☐	☐	☐	☐
At a residence	☐	☐	☐	☐
At worksite	☐	☐	☐	☐
Other:	☐	☐	☐	☐

Appendix 1 – Force main routing maps

RONKONKOMA HUB PUMPING STATION
CAPITAL PROJECT 8156 RONKONKOMA HUB SEWERING PROJECT



0 100 200 400 Feet
1:1200

CAMERON ENGINEERING & ASSOCIATES, LLP

PROPOSED FORCE MAIN & GRAVITY SEWER
CAPITAL PROJECT 8156 RONKONKOMA HUB SEWERING PROJECT

0 850 1,700 3,400 5,100 6,800 Feet

CAMERON ENGINEERING & ASSOCIATES, LLP

Legend
- Proposed Force Main
- Proposed Gravity Sewer

Attachment A - NYSDEC Commissioner's Determination that Suffolk County Should Be the SEQRA Lead Agency for this Project

New York State
Department of Environmental Conservation
Commissioner's Determination
of
Lead Agency Under Article 8
of the
Environmental Conservation Law

PROJECT: Proposal by Suffolk County to develop a sewer pumping station and sewer main as a component of the Ronkonkoma Hub Development Project in the Village of Islandia, Town of Brookhaven and Town of Islip, County of Suffolk

DISPUTING AGENCIES: Suffolk County, through its Department of Public Works v. Board of Trustees of the Village of Islandia.

I have been asked to designate a lead agency to conduct an environmental review under the New York State Environmental Quality Review Act (SEQR; Article 8 of the New York State Environmental Conservation Law [ECL], with implementing regulations at Part 617 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York [6 NYCRR Part 617]). The review is for the proposed development of a sewer pumping station and sewer main associated with the Ronkonkoma Hub Development Project. This designation of Suffolk County, through its Department of Public Works, to serve as lead agency is based on my finding that each of the three lead agency criteria as discussed below favors the County to serve as lead agency.

ACTION AND SITE

The project involves installation of a pump station and new sewer lines to provide sewage service to the Ronkonkoma HUB, a 58 acre mixed-use residential and commercial development in the Town of Brookhaven. The pump station will be located in the Town of Islip. The sewer lines will run for approximately seven miles through three municipalities (the towns of Brookhaven and Islip as well as the Village of Islandia) along roads and streets, conveying sewage to the Southwest Sewer District No. 3, and eventually to the Bergen Point Wastewater Treatment Plant located in West Babylon, New York. The project has the capacity to handle 400,000 gallons per day from the Ronkonkoma HUB, and the ability to connect an additional 600,000 gallons per day from other sources.

REGULATORY SETTING

The Ronkonkoma HUB Development was originally planned on the basis that wastewater from the project would flow from the Ronkonkoma HUB Development by a gravity main to an onsite sewage treatment plant (which would be fully contained on the project site). The Town of Brookhaven was the lead agency for this project and a final generic environmental impact statement (Final GEIS) was filed on May 22, 2014. While

several other options for treatment of sewage for this project were discussed in the Final GEIS, the current action selects the alternative that involves construction of a sewer line that would connect to the Southwest Sewer District Connection in Central Islip. It would do so by installing a pump station and running a new force main from the project in the Town of Brookhaven through the Towns of Islip and Village of Islandia.

On December 23, 2014, the Village of Islandia received notification from the Suffolk County Planning Commission that the sewer project was classified as an unlisted action and a negative declaration would likely be issued. On January 6, 2015, the Board of Trustees of the Village of Islandia (Village Board) adopted a resolution to assert lead agency status for this action, classified it as a Type I action and noted concern that the project may result in an adverse impact. Suffolk County convened a meeting of all potentially involved parties to this action on January 20, 2015 to discuss designation of a lead agency. The meeting failed to reach agreement. On January 26, 2015, Gilbert Anderson, Commissioner of the Suffolk County Department of Public Works, requested that the Department resolve this lead agency dispute.

The Village Board has oversight of approximately one mile of roadway within the Village where construction of sewer lines will be installed. The Village Board asserts that it must issue road opening permits and other construction, zoning and planning approvals. Suffolk County, on the other hand, through its Department of Public Works (Suffolk County), is the sponsor of the project and part of the construction will occur on county owned right of ways. The County is responsible for design and construction of the project. The Suffolk County Legislature must approve the project for it to be authorized and commenced.

Although other involved agencies were identified by the parties, the Village Board and Suffolk County are the only agencies involved in this lead agency dispute.

DISCUSSION

In resolving a lead agency dispute, under 6 NYCRR §617.6 (b) (5)(v), I am guided by three criteria listed in order of importance as follows:

(a) whether the anticipated impacts of the action being considered are primarily of statewide, regional, or local significance (i.e., if such impacts are of primarily local significance, all other considerations being equal, the local agency involved will be lead agency);

(b) which agency has the broadest governmental powers to investigate the impacts of the proposed action; and

(c) which agency has the greatest capability to provide the most thorough environmental assessment of the proposed action.

A. FIRST CRITERION

The first criterion concerns the location of the anticipated impacts of the action. The proposed sewer lines will be constructed primarily within existing highway rights-of-way. The route will pass in close proximity to the Connetquot Headwaters and ecosystem, and adjacent to the Lakeland County Park (which contains sensitive wetlands). While these resources could be impacted should the sewer line fail, such impacts are speculative in nature because they would only occur if there was a major failure of the sewer line. In addition, the resources identified by the Village — Connetquot Headwaters and ecosystem and Lakeland County Park — are of regional importance. I view the potential impacts from the project to be both local and regional in nature. Due to the potential regional impacts of the project, the first criterion favors the selection of an agency with regional jurisdiction, namely Suffolk County.

B. SECOND CRITERION

The second criterion also favors Suffolk County to act as lead agency for this review. Suffolk County, as sponsor, designer, and the agency principally responsible for construction oversight of the proposed action, has the broadest governmental powers to conduct the environmental review, and, hence, greater ability to investigate the impacts, if any, of the proposed action. Suffolk County has direct authority over all aspects of the project. As the sponsoring agency, Suffolk County is in the best position to identify and ensure implementation of any measures necessary to avoid or minimize potential impacts from the project that may be revealed during the environmental review process.

The asserted jurisdictions of the Village Board (related to road opening permits as well as planning and zoning approvals for only a segment of the line), are not broader than Suffolk County's authority as project sponsor.

C. THIRD CRITERION

The third criterion examines which agency has the greatest capability for providing the most thorough environmental assessment. Both the Village Board and Suffolk County have in-house staff or the capability to engage consultants to assist their staff to manage the environmental review process. Although both agencies possess or could obtain capacity to administer the SEQR review of this project, Suffolk County through its Department of Public Works has greater in-house capability to review and manage an environmental review process. Therefore, the third criterion also favors Suffolk County.

FINDING

I conclude that Suffolk County, through its Department of Public Works, should be lead agency for the SEQR review of the proposed pump station and new sewer lines through the towns of Brookhaven and Islip and the Village of Islandia.

The decision that Suffolk County shall serve as lead agency in no way limits the responsibilities of other involved agencies, including the Village Board. Suffolk County must still seek and obtain all necessary approvals and permits from other agencies or authorities with jurisdiction over any aspect of the proposed project. All interested and involved parties to this action are encouraged to participate in the review being conducted by Suffolk County.

Dated: March 13, 2015
Albany, New York

Joseph J. Martens, Commissioner

Distribution of Copies:

Disputing Agencies/Applicant

Hon. Thomas Cilmi, Suffolk County Legislator
Hon. Kara Hahn, Suffolk County Legislator
Barry Greenspan, Acting Long Island Regional Director, Empire State Development
Mitch Pally, MTA LIRR
Eugen Smith, NYSDOT, Long Island Region
Gilbert Anderson, P.E., Suffolk County Department of Public Works
Hon. Allan Dorman, Mayor, Village of Islandia
Hon. Edward Romaine, Supervisor, Town of Brookhaven
Hon. Eric Hofmeister, Acting Supervisor, Town of Islip
Hon. Richard Schaffer, Supervisor, Town of Babylon
Jon Schneider, Deputy Suffolk County Executive

New York State Department of Environmental Conservation, 625 Broadway, Albany

Roger Evans, Regional Permit Administrator, Region 1 (e-copy)
Lawrence H. Weintraub, Office of General Counsel, Central Office (e copy)
Robert L. Ewing, Division of Environmental Permits, Central Office (e copy)

Attachment B - Part III Responses for all EAF Part II Questions in which the Impact Was Identified as Potentially Moderate to Large

Below are the EAF Part III Responses for all EAF Part II Questions in which the impact was identified as potentially moderate to large:

- For EAF Part II Question 1.e which states "The proposed action may involve construction that continues for more than one year or in multiple phases" the moderate to large box was checked because the proposed project is anticipated to take 2 years. However, this project length is not anticipated to result in a significant adverse impact on the environment because the proposed pump station is not adjacent to any uses that would be sensitive to the minor noise and visual impacts that may result from construction. The anticipated hours of construction for the pump station will also be limited to 7 AM to 4 PM Monday through Friday not including holidays. In addition, while the entire force main piping system construction is anticipated to take two years, the construction time at any one individual location along the piping system will be of much shorter duration. It is anticipated that the force main will be constructed at a rate of approximately 200 feet per day. This will insure that a given location is not subject to a significant impact from the construction of the force main piping system. In addition, during actual construction the County will work to implement measures to coordinate traffic flow to insure the safety of the public.

- For EAF Part II Question 16.a which states "The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community" the moderate to large box was checked because the proposed project is within 1,500 feet of a licensed day care center. However, the pump station is not anticipated to result in a significant adverse impact due to its distance separation of approximately 1,200 feet and the fact that the sanitary system will be housed indoors and include an odor control system to further control odors. The pumping station project will also include landscaping features that will serve as noise and light barriers. In addition, the Ronkonkoma Hub development project will further buffer the licensed day care center from the pump station. During construction typical pedestrian and public safety measures along the project boundaries will be incorporated. In addition, during actual construction the County will work to implement measures to coordinate traffic flow to insure the safety of the public.

Attachment C – Town of Brookhaven Ronkonkoma Hub SEQRA Documents

Included please find the relevant pages of the Ronkonkoma Hub's Draft Supplemental Generic Environmental Impact Statement (DSGEIS), Final Generic Environmental Impact Statement (FGEIS), and the Town of Brookhaven's Ronkonkoma Hub Finding Statement that relate to the wastewater treatment component of the Ronkonkoma Hub project.

Draft Supplemental Generic Environmental Impact Statement

Proposed Ronkonkoma Hub Transit-Oriented Development (TOD)

Ronkonkoma, Town of Brookhaven
Suffolk County, New York

Prepared for **Town of Brookhaven Town Board**
Farmingville, New York

Prepared by *VHB Engineering, Surveying and Landscape Architecture, P.C.*
Hauppauge, New York

November 2013

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
TOWN BOARD OF THE TOWN OF BROOKHAVEN
PROPOSED RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT (TOD)
HAMLET OF RONKONKOMA, TOWN OF BROOKHAVEN, SUFFOLK COUNTY

PROJECT LOCATION:

53.73± acres
Union Avenue and Union Street to the north; Village Plaza Drive to the east; County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Long Island Railroad to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County

APPLICANT:

Town Board of the Town of Brookhaven
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Farmingville, New York 11738

Contact: Tullio Bertoli, AIA, AICP, LEED
Commissioner
Department of Planning, Environment and Land Management
Town of Brookhaven

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DATE OF PREPARATION:

November 2013

AVAILABILITY OF DOCUMENT:

This document is a Draft Supplemental Generic Environmental Impact Statement (DSGEIS) prepared by the above-referenced applicant. Copies are available for public review at the Town of Brookhaven Town Hall, Office of the Town Clerk, One Independence Hill, Farmingville, New York 11738; as well as the Sachem Public Library located at 150 Holbrook Road, Holbrook, New York 11741 and the Connetquot Public Library located at 760 Ocean Avenue, Bohemia, New York 11716. A copy of the DSGEIS is also available for viewing on the official website of the Town of Brookhaven at www.brookhaven.org.

DATE OF ACCEPTANCE:

DEADLINE FOR COMMENTS:

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1.0 Executive Summary

1.1 Introduction and Project History

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 8.0 of the DEIS.

This document is a Draft Supplemental Generic Environmental Impact Statement (DSGEIS) for the Ronkonkoma Hub Transit-Oriented Development (TOD) prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617 for the action contemplated herein, and is based upon the Positive Declaration that was adopted by the Town Board of the Town of Brookhaven (hereinafter "Town Board") on October 1, 2013. The proposed action consists of the following:

- Adoption of the Urban Renewal Plan
- Adoption of the Land Use and Implementation Plan
- Adoption of a TOD District
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Conceptual Master Plan ("Maximum Density Concept Plan")

The Ronkonkoma Hub area, which constitutes the subject property, consists of 53.73±-acres, generally bounded by Union Avenue and Union Street to the north; Village Plaza Drive to the east; County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR) to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County.

Commencing in 2007, the Town Board has been working with the community to revitalize the Ronkonkoma Hub area. Since that time, the Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. The Town also prepared a draft *Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan* and a Draft Generic Environmental Impact Statement (hereinafter the "2010 DGEIS"), which evaluated a theoretical maximum development scenario. Examination of the Theoretical Full Build Plan, as well as two alternatives, enabled the Town Board to conduct a comprehensive environmental review of the overall proposed action and take a "hard look" pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617.

The Town of Brookhaven Town Board, serving as lead agency, accepted the 2010 DGEIS on September 21, 2010, and a public hearing was held on October 19, 2010. The support for the redevelopment of the Ronkonkoma Hub area was evident from the aforesaid public hearing and the various community meetings. Subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input. The Town issued a Request for Expressions of Interest (RFEI) and ultimately a Request for Qualifications (RFQ) for a Master Developer. Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared *The Ronkonkoma Hub Study Area Blight Study (Blight Study)*, which ultimately resulted in the preparation of an *Urban Renewal Plan* for the Ronkonkoma Hub area. The densities recommended in the *Urban Renewal Plan* are different than those originally evaluated in the 2010 DGEIS, as such an updated Environmental Assessment Form was prepared by the Town Board, and, as previously noted, a Positive Declaration indicating the need to prepare a supplemental draft environmental impact statement was adopted on October 1, 2013. Thus, to ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Brookhaven is preparing this DSGEIS to identify and evaluate potential significant adverse environmental impacts that may differ from those evaluated in the 2010 DGEIS, in accordance with 6 NYCRR §617.9(a)(7) *Supplemental EISs*.

As the maximum potential development being considered for the Ronkonkoma Hub area, as defined in the *Urban Renewal Plan*, is greater than that evaluated in the 2010 DGEIS, this DSGEIS is being prepared to address potential changes in impacts that would result from the modified proposed action.

1.2 Description of the Proposed Action

Proposed Action and Planning Concept

As indicated above, in order to redevelop the Ronkonkoma Hub area in accordance with the concept set forth in the draft *Urban Renewal Plan* and the *Land Use and Implementation Plan*, and the mix and density of development proposed by the Master Developer, the following actions would be required:

- Adoption of the Urban Renewal Plan
- Adoption of the Land Use and Implementation Plan
- Adoption of a TOD District
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Conceptual Master Plan ("Maximum Density Concept Plan")

Urban Renewal Plan

In September 2012, the Town of Brookhaven prepared *Blight Study* for the Ronkonkoma Hub. The *Blight Study* found sufficient evidence to determine the Ronkonkoma Hub area to be a substandard or insanitary in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town of Brookhaven Town Code. Based upon this, the Town authorized the preparation of an urban renewal plan. The intent of the *Urban Renewal Plan* is to address blighted conditions identified within the Project Area. It was prepared in order to facilitate the redevelopment of the Ronkonkoma Hub area featuring a mix of higher density residential development, commercial, hospitality, institutional, office, and retail uses, conference, entertainment and exhibition venues, and public designated outdoor spaces.

The *Urban Renewal Plan* makes several recommendations with regard to land uses, zoning and other land use controls, building conditions and public improvements, most notably:

- Redevelopment with several multi-family residential buildings, mixed-use buildings potentially containing office, residential and retail uses, mixed-use buildings potentially containing commercial, exhibition, hospitality, institutional, and residential uses, retail and office buildings, as well as special use/entertainment venues.

- Implementation of a TOD Zoning District in order facilitate the redevelopment.

- All structures to be acquired and demolished with the exception of the existing MTA parking garage and potentially the train station.

- Improvements and upgrades to infrastructure, including roads, sidewalks, curbs, public hardscape and landscape, gas lines, water mains, electric distribution, stormwater runoff collection systems, street and walkway lighting, public parking areas, and an sewage treatment plant (STP).

Based on the findings and recommendations of the *Urban Renewal Plan*, a Conceptual Land Use Plan was developed for the proposed redevelopment of the Ronkonkoma Hub area. In total, the Conceptual Land Use Plan provides the maximum permitted development densities for each of the anticipated use types: a maximum of 1,450 dwelling units, approximately 195,000 square feet of retail space, approximately 360,000 square feet of office/medical space, and approximately 60,000 square feet of flex space (for hospitality, conference, exhibition, and/or residential uses).

Land Use and Implementation Plan

The *Land Use and Implementation Plan* was prepared as a result of the extensive planning process undertaken by the Town of Brookhaven for the redevelopment and revitalization of the 53.73±-acre area situated around the Ronkonkoma train station. It provides an overview of the Ronkonkoma Hub area, the background and history of the Town's planning process, the proposed form-based code (FBC), and a redevelopment concept (Conceptual Land Use Plan) that illustrates the overall type and level of development that could take place with the application of the proposed FBC.

The *Land Use and Implementation Plan*, among other things, examines the proposed TOD District, discusses SEQRA compliance and the environmental and public review process, and discusses the implementation strategy for realizing the Town's vision for the redevelopment of the Ronkonkoma Hub area.

TOD District and Change of Zone

The TOD District has been designed as an FBC. It establishes objectives, policies, and standards to promote orderly development and redevelopment within the TOD District area for purposes of encouraging high-density mixed-use development, including housing, retail, entertainment, institutional and office uses. The overall intent of the TOD District is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community.

Development within the Ronkonkoma Hub area would be governed by a "Regulating Plan." This plan designates the subdistricts that comprise the TOD District and the various roadways within and adjacent to the subdistrict. There are four subdistricts proposed, as follows:

- Neighborhood Subdistrict (A) -- The Neighborhood Subdistrict is a predominantly residential area with medium-to-high density building types. It allows for a limited amount of ground floor commercial use and live/work units. It provides a transition between single-family homes and more compact mixed-use areas.

- Downtown Living Subdistrict (B) -- The Downtown Living Subdistrict is predominantly a mixed-use residential area with medium-to-high density building types. It allows for up to 50 percent commercial use.

- Marketplace Subdistrict (C) – The Marketplace Subdistrict allows for predominantly retail-focused mixed-use, maintaining a high level of flexibility to attract diverse local and national retailers.

- Main Street Subdistrict (D) -- The Main Street Subdistrict is intended as predominantly a pedestrian-oriented, mixed-use town center. Regional shopping, entertainment, and outdoor dining uses are encouraged.

Each of the subdistricts is further broken down by maximum height in stories and maximum height in feet, as depicted on the Regulating Plan. The Regulating Plan also provides additional development parameters (e.g., street types, principal and secondary frontages, and blocks). Together with the Regulating Plan, development would be subject to compliance with the standards and regulations of the TOD District for streets and roadways (including streetscape standards), outdoor space, signage, lighting and parking.

The TOD District, once adopted by the Town Board, is proposed to be applied to the 54 individual tax parcels located within the 53.73±-acre Ronkonkoma Hub area.

Maximum Density Concept Plan

A Conceptual Master Plan ("Maximum Density Concept Plan") has been prepared to conform to the parameters of the Regulating Plan (described above). The Conceptual Master Plan presented herein is not a specific development proposal, as it is not feasible to define the specific development of the entire 53.73± acres of the Ronkonkoma Hub area. Development is expected to take place over several years, and the specific uses and level of development will be dictated by market demand. However, review of the Maximum Density Concept Plan, which examines maximum potential development proposed within the Ronkonkoma Hub area, enables the Town Board to take a "hard look" at the relevant environmental impacts through the performance of a comprehensive environmental review pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617.

The Maximum Density Concept Plan includes the following program: 1,450 residential units; 195,000 SF of retail; 360,000 SF of office/medical; and 60,000 SF of flex space (including hospitality, conference and exhibition space, and/or residential

units). Total parking provided is 3,638 parking spaces, not including those spaces within the existing parking garage (1,043) and existing parking lot (341).

The Maximum Density Concept Plan complies with the Regulating Plan (contained in the TOD District), which depicts the locations of the subdistricts set forth in the TOD District, and describes the character to be achieved within each of the subdistricts. The predominantly residential subdistricts are located within the northern and eastern extents of the Ronkonkoma Hub area, which relates to the existing surrounding residential development, while the predominantly retail subdistrict is situated at the western extent of the Ronkonkoma Hub area, along Hawkins and Railroad Avenues. The Regulating Plan also depicts mixed-use subdistricts (the Marketplace and the Main Street Subdistricts), that allow greater building heights, generally situated closer to the railroad tracks and around the train station. The Maximum Density Concept Plan conforms to the Regulating Plan in terms of distribution of uses, heights and density of development.

Purpose, Needs and Benefits

The purpose, needs and benefits of the proposed action have remained the same since the time of the 2010 DGEIS. Since the Town embarked on this planning initiative in 2007, the overall goal was, and remains, to revitalize the Ronkonkoma Hub area. The various actions that comprise the proposed action, which are contemplated herein, are consistent with the stated goals of the Ronkonkoma Hub Planning Study as they encourage the efficient use of land, provide for revitalization, and foster a sense of place through development of a new transit-oriented, mixed-use, self-sufficient community. The proposed action would also enhance the tax base through redevelopment of existing vacant/unoccupied parcels and new development by increasing the area's marketability. The TOD District aims to encourage uses that complement the surrounding existing uses as well as better utilize existing public transit infrastructure at the Ronkonkoma Station. The Maximum Density Concept Plan draws upon the conclusions of the *Urban Renewal Plan* as a basis for the design plan, conforms to the proposed TOD District, and achieves the overall goals for the Ronkonkoma Hub area that have been set forth by the Town.

Required Permits and Approvals

The following table identifies permits and approvals required for implementation of the proposed action. The approvals noted with an asterisk (*) in the table below would be required for actual development that would occur in accordance with the TOD District. These approvals are not needed for adoption of the *Urban Renewal Plan*, the *Land Use and Implementation Plan*, the TOD District or associated changes of zone of specific properties, which are all Town Board actions.

List of Required Permits/Approvals

Agency	Type of Permit/Approval Required
Town Board	Adoption of *Urban Renewal Plan* Adoption of *Land Use and Implementation Plan* Adoption of New TOD Zoning District Change of Zone in the Ronkonkoma Hub area to the New TOD Zoning District Approval of a Conceptual Master Plan
Town Planning Board*[1]	Recommendation on *Urban Renewal Plan,* Site Plan and Potential Subdivision
Suffolk County Department of Health Services*	Water Connection and Sanitary Disposal
Local Agencies*	Town of Brookhaven Highway Department – Roadway Improvements
Building Department*	Building Permits
Suffolk County Executive and/or Legislature*	Establishment of Sewer District and Construction of STP Agreement(s) to Accommodate Relocation of LIRR Parking
Suffolk County Department of Public Works*	Highway Work Permit
Suffolk County Planning Commission*	Referrals
NYS Department of Transportation (NYSDOT)*	Highway Work Permit
Metropolitan Transportation Authority (MTA)*	Approval for license and/or sale of property

[1]The site plan and potential subdivision approvals are required for actual development. The recommendation on the *Urban Renewal Plan* is required prior to formal action by the Town Board on the *Urban Renewal Plan.*

- Use of double-paned glass windows
- Providing laminating on both layers of window glazings
- Providing a wider airspace between window panels
- Upgrading building exterior massing, where necessary and practicable

- Parcels developed or redeveloped would be required to install rooftop equipment that does not exceed Town noise code standards, and same would be evaluated during site plan review. Such equipment would be located in penthouse rooms and/or enclosures, or would utilize the building height and geometry to create building blockage for receptor locations, and/or install, as necessary to attenuate noise, screening around the externally-located rooftop mechanical equipment.

- Loading and service activities on parcels to be developed or redeveloped will be internally situated or screened to minimize noise associated with loading activities from the surrounding residential areas.

- Construction equipment would be required to have appropriate noise muffler systems. Excessive idling of construction equipment engines would be prohibited.

Socioeconomics

As there are no significant adverse demographic or economic impacts associated with the proposed action, no mitigation measures are required.

Community Facilities and Services

In order to ensure that potential impacts to community service providers are minimized, the following mitigation measures are proposed:

- The taxes generated by the proposed redevelopment of the properties within the Ronkonkoma Hub area would assist in off-setting the increases in the provision of community services, including fire protection, police protection and education.

- Parcels developed or redeveloped will comply with New York State building and fire codes.

- All development/redevelopment applications would be required to be reviewed by the Brookhaven Fire Marshal, and would comply with all Fire Marshal requirements.

- Parcels developed or redeveloped will provide proper egress and ingress for emergency service providers, including to below-grade and above-grade parking garages.

Aesthetics

- In order to ensure that there will be positive impacts to the visual character of the Ronkonkoma Hub area, and no significant adverse impacts will be created, the TOD District has incorporated design measures that must be complied with, to wit: any proposed building must meet the requirements of the building configuration, alignment and parking placement for the subdistrict in which it is located, as set forth in the TOD District.

- Requirement for street assembly, streetscape improvements, designated outdoor spaces, signs and public supplementary lighting controls are specified in the TOD District. All development/redevelopment must conform to the specific requirements for the subdistrict in which it is located.

Cultural Resources

There have been no significant historic or archaeological resources identified within or adjacent to the Ronkonkoma Hub area that would be adversely impacted by the proposed action. Thus, no mitigation measures are required.

1.5 Conditions and Criteria Under Which Future Actions will be Undertaken or Approved Including Requirements for Subsequent SEQRA Compliance

6 NYCRR §617.10(c) and (d) state, in pertinent part:

> *"(c) Generic EISs...should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance..."*
>
> *(d) When a final generic EIS has been filed under this part:*
>
> *(1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;*

(2) *An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;*

(3) *A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;*

(4) *A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."*

Based on the analyses contained in this DSGEIS, the following represent the conditions and thresholds, which, if met, would allow full development of the Ronkonkoma Hub area within the Town of Brookhaven without the need for further SEQRA compliance or further approval from the Town Board:

- Total development of the Ronkonkoma Hub area shall not exceed the following development limits:[3]
  - 1,450 residential units
  - Approximately 195,000 SF - retail
  - Approximately 360,000 SF - office/medical
  - Approximately 60,000 SF - flex space (including hospitality, conference and exhibition space, and/or residential units)
- Sanitary discharge to the proposed STP associated with development/redevelopment of parcels within the Ronkonkoma Hub area shall not exceed 400,000 gpd. In the event that development/redevelopment is proposed that would cause this capacity to be exceeded, additional evaluation must be conducted and additional sewage capacity must be secured to support the additional development.
- No residential development shall be permitted south of Railroad Avenue between Hawkins Avenue and Mill Road in order to minimize the potential for residents within the proposed development to be affected by LIRR operational noise.

[3] With the exception of the limitation on residential units (which is a maximum), the amount of retail, office/medical and flex space can vary (as same will be dictated by actual market demand), as long as such development conforms with the requirements of the TOD District.

- The development or improvement of the internal and immediate perimeter roadway systems within and bordering the Ronkonkoma TOD area should be performed as the parcels adjacent to those roads are developed to ensure adequate and safe access to surrounding roadways. Functionally, the proposed improvements to the majority of these roads are to provide parking areas and other roadside amenities to serve the adjacent and surrounding parcels.

- The roundabout proposed at Railroad Avenue and Mill Road must be completed at such time as the adjacent development access which forms the south leg is developed (see Condition Figure B).[4]

- The northbound right turn lane proposed at the intersection of Mill Road at Union Avenue (described in the Traffic Mitigation Table for location 6 and depicted on Condition Figure A) must be constructed when either the adjacent Parcel I or Parcel K, as shown on the Maximum Density Concept Plan, is developed.

- With respect to off-site mitigation, the following discussion provides the required off-site mitigation phasing, and identifies trip generation thresholds at which certain mitigation must be in place. It is noted that these thresholds are based on the net trip generation, which represents the anticipated trips after adjustments for the TOD and pass-by credits[5] have been applied.

  - *Mitigation Level One (Initial Construction)* –Prior to occupancy of the initially constructed building(s) within the TOD, Hawkins Avenue should be improved from Railroad Avenue to just south of the LIE. This includes the installation of a new traffic signal at Railroad Avenue. The mitigation detailed in the Traffic Mitigation Table for locations 5 and 10 and depicted on Condition Figure A, shall be completed during this initial phase and prior to building occupancy (except for the requirement for an additional northbound lane on Hawkins Avenue north of Union Avenue for which additional right-of-way is required, which is discussed as a separate mitigation phasing item).

  - *Mitigation Level Two* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 400 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 7, 8 and 9 and depicted on Figure A shall be completed.

[4] The figures and table referenced in this Executive Summary can be found in Section 5.0 of this DSGEIS.

[5] The TOD credit is a reduction in gross trip generation of 25 percent, applied to all uses in the TOD. The pass-by credit is a further reduction in trip generation for retail and restaurant uses within the TOD as prescribed in the Institute of Transportation Engineer's Trip Generation Manual, latest edition, but shall not exceed 20 percent for any specific use (see Section 3 of the Traffic Impact Study in Appendix H).

- *Mitigation Level Three* - Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 500 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 2 and 4 and depicted on Figure B, along the entirety of the LIE South Service Road shall be completed.

- *Mitigation Level Four* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 700 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 1 and 3 and depicted on Figure B, along the entirety of the LIE North Service Road shall be completed.

- *Mitigation Level Five* – Upon reaching a trip generation of 1,100 vehicles in the p.m. peak hour (combined entering and exiting trips), traffic mitigation along Hawkins Avenue, between Union Avenue and the LIE South Service Road that was begun under *Mitigation Level One (Initial Construction)* must be completed, as detailed in the Traffic Mitigation Table for location 5 and depicted on Figure A. This includes the construction of the second northbound lane on Hawkins Avenue from Union Avenue to the LIE South Service Road and the striping of the westbound Union Avenue approach to three lanes as depicted on Figure A. No building permits shall be issued for development that would result in a trip generation of greater than 1,100 vehicles in the p.m. peak hour (combined entering and exiting) until such traffic mitigation is implemented, unless same is deemed unnecessary by the Town Board based upon a change in traffic conditions.

In the event that any of the conditions are proposed to be exceeded by future development, additional SEQRA compliance would be necessary in accordance with 6 NYCRR §617.10(d)(2), (3) or (4), as would be appropriate, given the actual development plan proposed and the associated potential environmental impacts associated therewith.

Furthermore, with respect to future development approvals (i.e., after the Town Board adopts the TOD District, applies the zoning to the Ronkonkoma Hub area, and approves the Maximum Density Concept Plan, as described above), the applicants will be required to obtain site plan approval from the Planning Board for proposed development. In addition to the standard site plan application requirements, at the time a site plan is submitted to the Town, an applicant must:

- Prepare and submit a construction traffic management and logistics plan. This plan, at a minimum, should indicate the following:

- Days/hours of proposed construction activity
- Designated routes of heavy vehicles to and from the site
- Parking areas for workers and heavy vehicles
- Construction staging areas

- If existing designated commuter parking will be temporarily or permanently displaced to accommodate the proposed development, prepare and submit a plan that demonstrates that parking will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.

- Provide a letter of sewer availability (or documentation from the appropriate regulatory agency as to the approved method of sanitary discharge) prior to final site plan approval.

- Demonstrate (for multi-story buildings) that there is adequate water pressure for the higher elevations in the buildings, and, where necessary, install a booster pump system.

- Implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation.

- Submit confirmation that the site plan has been submitted to the Ronkonkoma Fire Department for review.

2.0

Introduction and Description of the Proposed Action

2.1 Project History and Summary of the SEQRA Process

Commencing in 2007, the Town Board has been working with the community to revitalize the Ronkonkoma Hub area. The Ronkonkoma Hub area consists of 53.73±-acres, generally bounded by Union Avenue and Union Street to the north; Village Plaza Drive to the east; County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Long Island Railroad to the south, in the hamlet of Ronkonkoma (see Figure 1). Since that time, the Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. The goal was, and continues to be, to develop a vision that supports the compact, mixed-use, transit-oriented redevelopment of this area. Phase 1 of the planning study, completed in 2008, focused on documenting existing conditions and identifying potential opportunity sites for transit-oriented development. Phase 2 of the study, completed in early 2009, built upon the work completed in Phase 1 and, among other things, reviewed case studies of existing successful transit-oriented development (TOD) projects and offered various recommendations relating to redevelopment opportunities, TOD zoning, transportation issues and concept plans.

In 2010, the Town prepared a draft *Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan* ("*Draft Land Use and Implementation Plan*") and a Draft Generic Environmental Impact Statement (hereinafter the "2010 DGEIS"), which evaluated a theoretical maximum development scenario pursuant to the aforesaid *Draft Land Use and Implementation Plan*. The proposed action examined in the 2010 DGEIS included the adoption the *Draft Land Use and Implementation Plan*, the adoption of the Ronkonkoma Hub Transit-Oriented Development District ("TOD District") (a form-based code [FBC]), the rezoning of the Ronkonkoma Hub area (also referred to as the "TOD area") to the TOD District, and the redevelopment of the area in accordance with the TOD District, based upon the Theoretical Full Build Plan.

Engineering, Surveying and Landscape Architecture, P.C.

Legend

Study Area

0 110 220 Feet

Data Source: Town of Brookhaven GIS

2

Figure 1
Study Area

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, October 2013

The Theoretical Full Build Plan examined in the 2010 DGEIS included the redevelopment of opportunity sites with preferred land uses (i.e., multi-family residential, retail, restaurant, and office). The Theoretical Full Build Plan included the following program mix:

- 615 Residential Units
- 60,875 square feet – Retail
- 49,375 square feet – Office
- 30,000 square feet – Health Club
- 200 seats – Restaurant Use (Total)
- 2,701 new parking spaces
- Sewage Treatment Plant
- Plaza area for outdoor public use

The Theoretical Full Build Plan was not a specific development proposal, but represented a potential redevelopment option that could achieve the goals and objectives of the *Draft Land Use and Implementation Plan* and complied with the proposed TOD District. The DGEIS also examined two alternatives – the "No Action" alternative and the "Theoretical Maximum Build Out Plan." That alternative assessed the inclusion of property to the south of the railroad tracks within the Town of Islip that is currently used for parking, and was evaluated for potential development with retail space, structured parking and the STP. Examination of the Theoretical Full Build Plan, as well as the two alternatives, enabled the Town Board to conduct a comprehensive environmental review of the overall proposed action and take a "hard look" pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617.

The Town of Brookhaven Town Board, serving as lead agency, accepted the 2010 DGEIS on September 21, 2010, and a public hearing was held on October 19, 2010.

The support for the redevelopment of the Ronkonkoma Hub area was evident from the aforesaid public hearing and the various community meetings that were held throughout the Phase 1 and Phase 2 planning processes. Subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input as to the financial feasibility of the redevelopment concept. The Town issued a Request for Expressions of Interest (RFEI) and ultimately a Request for Qualifications (RFQ) for a Master Developer.

Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared *The Ronkonkoma Hub Study Area Blight Study* (*"Blight Study"*). The *Blight Study* found sufficient evidence to determine the Project Area to be a substandard or insanitary area in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town of Brookhaven Town Code. Subsequently, the Town of Brookhaven Town Board, after review of the aforesaid *Blight Study*, by Town Board Resolution 2012-804, dated

September 20, 2012, designated the Ronkonkoma Hub as appropriate for urban renewal pursuant to Article 15 of the New York State General Municipal Law, and authorized the preparation of an urban renewal plan.

In accordance with the requirements set forth in Article 15 of the General Municipal Law, a draft *Urban Renewal Plan for the Ronkonkoma Hub* has been prepared and is being reviewed by the Town. The *Urban Renewal Plan* recommends development at a different mix and density than that contemplated in the aforesaid *Land Use and Implementation Plan* and 2010 DGEIS. The uses and densities proposed in the *Urban Renewal Plan* include the following:

- Potential maximum of 1,450 multi-family residential dwelling units
- Approximately 195,000± square feet of retail space
- Approximately 360,000± square feet of office/commercial space
- Approximately 60,000± square feet of "flex" space, to be utilized for conference, exhibition, hospitality, and/or residential uses

Based upon the revised densities, an updated Environmental Assessment Form was prepared by the Town Board, and a Positive Declaration indicating the need to prepare a supplemental draft generic environmental impact statement was adopted on October 1, 2013 (see Appendix A). Thus, to ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Brookhaven is preparing this Draft Supplemental Generic Environmental Impact Statement (DSGEIS) to identify and evaluate potential significant adverse environmental impacts.

Pursuant to 6 NYCRR §617.9(a):

> *"(7) Supplemental EISs.*
>
> > *(i) The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:*
> >
> > > *(a) changes proposed for the project; or*
> > >
> > > *(b) newly discovered information; or*
> > >
> > > *(c) a change in circumstances related to the project.*
> >
> > *(ii) The decision to require preparation of a supplemental EIS, in the case of newly discovered information, must be based upon the following criteria:*
> >
> > > *(a) the importance and relevance of the information; and*
> > >
> > > *(b) the present state of the information in the EIS.*

(iii) If a supplement is required, it will be subject to the full procedures of this Part."

As the maximum potential development being considered for the Ronkonkoma Hub area is greater than that evaluated in the 2010 DGEIS, this DSGEIS is being prepared to address potential changes in impacts that would result from the modified proposed action.

In order to redevelop the Ronkonkoma Hub area as currently contemplated, the following would be required:

- Adoption of the Urban Renewal Plan
- Adoption of the Land Use and Implementation Plan
- Adoption of a TOD District zoning code ("TOD District")
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Conceptual Master Plan ("Maximum Density Concept Plan")

This DSGEIS examines the proposed action and its associated potential environmental impacts, and focuses on addressing those impacts that have previously been examined but that may occur as a result of implementation of the modified proposed action.

Accordingly, this DSGEIS has been organized by impact issue (see Section 3.0). For each impact issue, a brief summary of existing conditions is presented, followed by a discussion of potential impacts (and identifying those impacts that are different from those evaluated in the 2010 DGEIS), and a presentation of proposed mitigation measures.

2.2 Proposed Action and Planning Concept

2.2.1 Proposed Action

As indicated above, in order to redevelop the Ronkonkoma Hub area in accordance with the concept set forth in the draft *Urban Renewal Plan* and the *Land Use and Implementation Plan*, and the mix and density of development proposed by the Master Developer, the following actions would be required:

- Adoption of the Urban Renewal Plan
- Adoption of the Land Use and Implementation Plan
- Adoption of a TOD District
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Conceptual Master Plan ("Maximum Density Concept Plan")

These actions are described in more detail below.

Urban Renewal Plan for the Ronkonkoma Hub

In September 2012, the Town of Brookhaven prepared *The Ronkonkoma Hub Study Area Blight Study* (hereinafter the *"Blight Study"*) for the Ronkonkoma Hub (see Appendix B).[6] The *Blight Study* found sufficient evidence to determine the Ronkonkoma Hub area to be a substandard or insanitary in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town of Brookhaven Town Code. Substandard and insanitary conditions observed within the Ronkonkoma Hub area included: vacant and partially-vacant properties (representing 6.5 percent of Study Area) and vacant and partially-vacant buildings (representing 5.5 percent of gross floor area of Study Area), significant underutilization of development potential (the 232,978± square feet of development in the Study Area represents less than 39± percent of the total development potential permitted by zoning), deteriorated buildings, inadequate curb and sidewalk areas, lack of appropriate drainage and sewerage infrastructure, incompatible land uses, and an overall unattractive visual environment.

Subsequently, the Town Board, after review of the aforesaid *Blight Study*, by Town Board Resolution 2012-804, dated September 20, 2012, designated the Ronkonkoma Hub area as appropriate for urban renewal pursuant to Article 15 of the New York

[6] The *Blight Study* is incorporated as Attachment A of the *Urban Renewal Plan*.

State General Municipal Law, and authorized the preparation of an urban renewal plan.

In accordance with the requirements set forth in Article 15 of the General Municipal Law, an *Urban Renewal Plan for the Ronkonkoma Hub* (hereinafter the *"Urban Renewal Plan"*) was prepared in order to facilitate the redevelopment of the Ronkonkoma Hub area featuring a mix of higher density residential development, commercial, hospitality, institutional, office, and retail uses, conference, entertainment and exhibition venues, and open spaces (see Appendix B). This TOD area would be designed to both complement and benefit from the presence of the Ronkonkoma Long Island Railroad (LIRR) Station and its associated commuter passenger volumes.

The intent of this *Urban Renewal Plan* is to address blighted conditions identified within the Project Area, defined by Section 501 of the General Municipal Law as "substandard, insanitary, deteriorated or deteriorating conditions, factors, and characteristics" that constitute a "serious and growing menace, is injurious to the public safety, health, morals and welfare...and constitutes a negative influence on adjacent properties impairing their economic soundness and stability, thereby threatening the source of public revenues." In order to promote sound growth and development, and to address the aforementioned blighted conditions, Urban Renewal Law allows for the "clearance, replanning, reconstruction, redevelopment, rehabilitation, restoration or conservation" of designated blighted areas.

The objectives of the *Urban Renewal Plan* are as follows:

- Eliminate blighting conditions, including: vacant and underutilized properties and buildings; deteriorated buildings; inadequate sidewalks, drainage, and sewerage infrastructure; incompatible land uses; and, aesthetic and visual detriments
- Promote compact, mixed-use development in proximity to the commuter rail station
- Encourage development that supports transit
- Encourage a diverse mix of higher density residential development, commercial, office and retail uses, entertainment and exhibition venues, and open spaces for workers, visitors, and residents
- Promote economic development opportunities
- Encourage a pedestrian-friendly environment and pedestrian-oriented commercial enterprises and consumer services that do not primarily rely on automobile traffic to bring consumers to the area
- Encourage flexibility in site and architectural design
- Maintain a consistently high level of design quality

A number of planning documents were reviewed in the *Urban Renewal Plan* with regard to the Ronkonkoma Hub to ensure that recommendations were consistent with the official goals and visions for the area. These planning documents include the *Brookhaven 1996 Comprehensive Land Use Plan, Draft Brookhaven 2030 Plan,*

Ronkonkoma Hub Transit-Oriented Development Planning Study, Long Island 2035 Visioning Initiative Final Report, Town of Brookhaven Draft Blight to Light Study, and the *Blight Study.*

The *Urban Renewal Plan* makes several recommendations with regard to land uses, zoning and other land use controls, building conditions and public improvements, most notably:

- Redevelopment with several multi-family residential buildings, mixed-use buildings potentially containing office, residential and retail uses, mixed-use buildings potentially containing commercial, exhibition, hospitality, institutional, and residential uses, retail and office buildings, as well as special use/entertainment venues.

- Implementation of a TOD Zoning District in order to facilitate the redevelopment as described above.

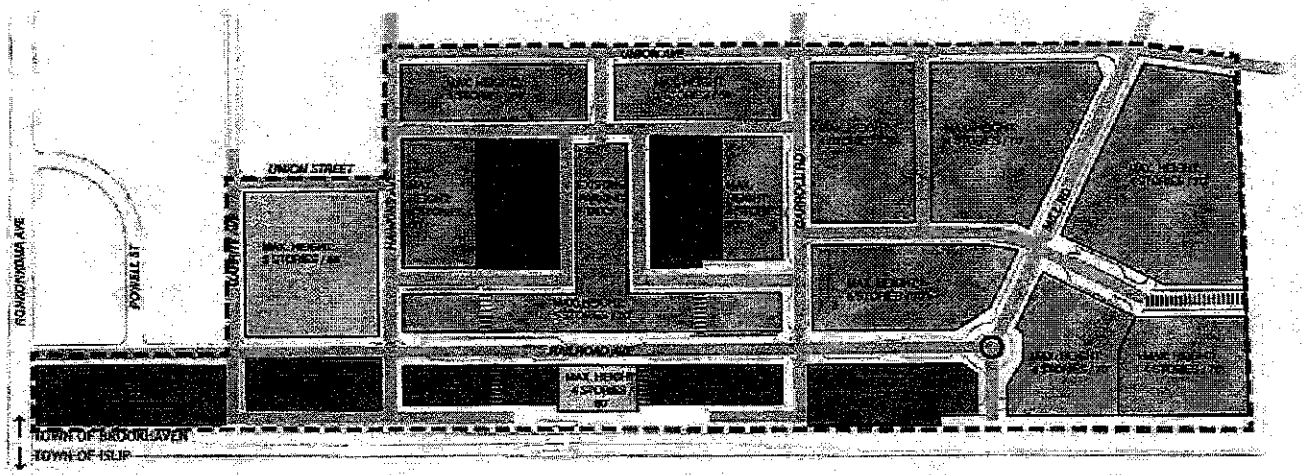
- All structures to be acquired and demolished with the exception of the existing MTA parking garage and potentially the train station.

- Improvements and upgrades to infrastructure, including roads, sidewalks, curbs, public hardscape and landscape, gas lines, water mains, electric distribution, stormwater runoff collection systems, street and walkway lighting, public parking areas, and an STP.

Based on the findings and recommendations of the *Urban Renewal Plan,* a Conceptual Land Use Plan was developed for the proposed redevelopment of the Ronkonkoma Hub area (see Figure 2). The Conceptual Land Use Plan provides a framework for the redevelopment of the Ronkonkoma Hub area in a transit-oriented manner, including higher density residential development, commercial, hospitality and conference uses, office uses, retail uses, entertainment and exhibition venues and institutional uses.

These uses are generally distributed on the Conceptual Land Use Plan in accordance with the subdistricts that have been defined in the TOD District, including the Neighborhood, Downtown Living, Marketplace and Main Street subdistricts. The Conceptual Land Use Plan depicts the maximum height (in stories and feet) permitted in each.

In total, the Conceptual Land Use Plan provides the maximum permitted development densities for each of the anticipated use types: a maximum of 1,450 dwelling units, approximately 195,000 square feet of retail space, approximately 360,000 square feet of office/medical space, and approximately 60,000 square feet of flex space (for hospitality, conference, exhibition, and/or residential uses).



LEGEND

- Development boxes
- Proposed pedestrian passage
- Traffic circle

BLOCK USE

- Vertical mixed-use: Residential or office over retail, dining, and entertainment
- Vertical mixed-use: Office over retail, dining, and entertainment
- Mixed-use: Predominantly retail with residential permitted
- Residential, commercial, hospitality, or institutional, with first floor retail permitted
- Residential with very limited first floor retail permitted
- Horizontal mixed-use: Residential, office, institutional
- Special use, entertainment

MAXIMUM DENSITIES

Type	Density
Residential	1450 DU
Retail	195,000 sf
Office / Medical	360,000 sf
Flex space (hospitality, conference, exhibition, residential)	60,000 sf

NILES BOLTON ASSOCIATES

OCTOBER 7, 2013
ORIGINAL SCALE: 1" = 200'

NORTH

Figure 2
Conceptual Land Use Plan

Ronkonkoma Hub
Transit-Oriented Development

Land Use and Implementation Plan

As part of this proposed action, the Town Board is considering the adoption of a *Land Use and Implementation Plan* for the proposed Ronkonkoma Hub area (see Appendix C). The *Land Use and Implementation Plan* was prepared as a result of the extensive planning process undertaken by the Town of Brookhaven for the redevelopment and revitalization of the 53.73±-acre area situated around the Ronkonkoma train station.

The *Land Use and Implementation Plan* provides an overview of the Ronkonkoma Hub area, the background and history of the Town's planning process, the proposed form-based code (FBC), and a redevelopment concept (Conceptual Land Use Plan) that illustrates the overall type and level of development that could take place with the application of the proposed FBC. The *Land Use and Implementation Plan*, among other things, examines the proposed TOD District, discusses SEQRA compliance and the environmental and public review process, and discusses the implementation strategy for realizing the Town's vision for the redevelopment of the Ronkonkoma Hub area.

As previously indicated, a *Draft Land Use and Implementation Plan* was analyzed as part of the 2010 DGEIS, which evaluated a theoretical maximum development scenario. Since support for the redevelopment of the Ronkonkoma Hub was evident from the DGEIS public hearing, the Town then sought private developer input, and ultimately issued a RFQ for a Master Developer.

Subsequently, a *Blight Study* and draft *Urban Renewal Plan* were prepared. The draft *Urban Renewal Plan* set forth uses and densities for the Ronkonkoma Hub area, as follows:

- A potential maximum of 1,450 multi-family residential dwelling units
- Approximately 195,000 square feet of retail space
- Approximately 360,000 square feet of office/medical space
- Approximately 60,000 square feet of "flex" space, to be utilized for conference, exhibition, hospitality, and/or residential uses

Ronkonkoma Hub Transit-Oriented Development District (TOD District)

The TOD District has been designed as an FBC. As indicated in the 2010 DGEIS, FBC zoning is different from conventional zoning in that it emphasizes building form and appearance rather than specifying bulk regulations. FBC zoning focuses on regulating the public realm, including street types, blocks, and civic spaces and provides for flexibility in use, site and architectural design. Form-based code zoning also includes an extensive use of graphics to illustrate, for example, the anticipated relationship of the building to the street or site.

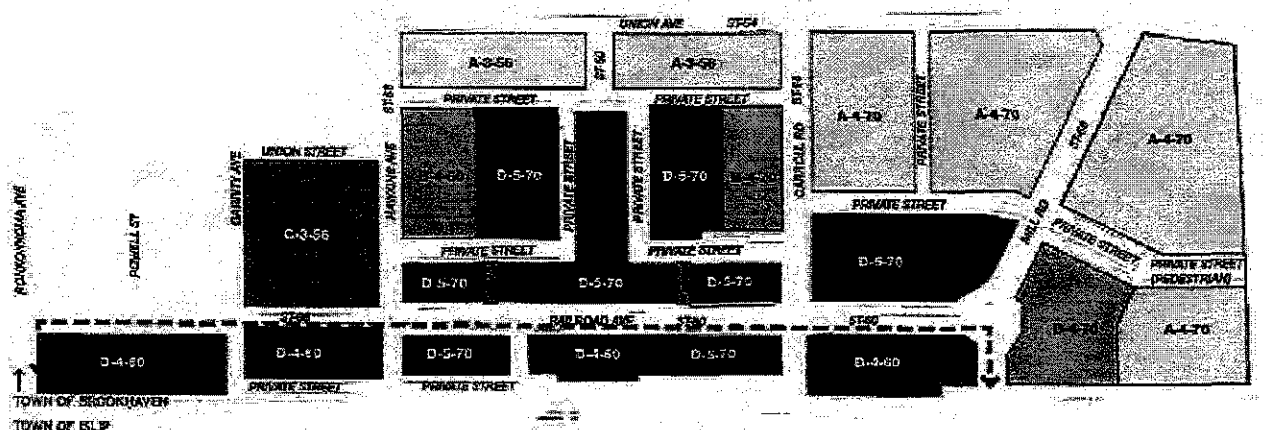
The TOD District establishes objectives, policies, and standards to promote orderly development and redevelopment within the TOD District area for purposes of encouraging high-density mixed-use development, including housing, retail, entertainment, institutional and office uses. The overall intent of the TOD District is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community.

The TOD District would also encourage redevelopment of vacant and/or underutilized, blighted properties, which would enhance the tax base and compliment the surrounding communities and uses as well as better utilize existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership.

Development within the Ronkonkoma Hub area would be governed by a "Regulating Plan" (see Appendix D and Figure 3). This Regulating Plan designates the subdistricts that comprise the TOD District and the various roadways within and adjacent to the subdistrict. With respect to approvals, the Planning Board would determine whether proposed development within the Ronkonkoma Hub area complies with the Regulating Plan and with the descriptions, building configurations and alignments, and other development parameters applicable to each of the subdistricts, as defined in the TOD District.

REGULATING PLAN

RONKONKOMA HUB TOD
NOT TO SCALE



LEGEND

- Subdistrict A Neighborhood
- Subdistrict B Downtown living
- Subdistrict C Marketplace
- Subdistrict D Main Street

Form & use

C-5-60 (example)

- Maximum height in feet
- Maximum height in stories above average grade
- Subdistrict

Street types

ST-65 (example)

- Required public right-of-way width in feet

Residential uses prohibited within the dashed boundary. See Subdistrict D requirements.

Notes:

1. The principal frontage shall be the side of the block that is of greatest length, abuts a public street, or that is otherwise approved by the Planning Board as site plan approval. There shall be one principal frontage per block. *Exception: in Subdistrict C, Railroad Avenue shall be the principal frontage.*
2. The secondary frontage shall be any side of a block that abuts a public street but is not a principal frontage. *Exception: in Subdistrict C, Railroad Avenue shall be the only secondary frontage.*
3. Private street location illustrated here may be adjusted, so long as the requirements of note 5 below are met.
4. Subdistricts shall be construed to extend to the centerlines of adjoining streets.
5. Within the subdistricts, blocks shall be subdivided with public or private streets such that the total perimeter of the block is not less than 1300 linear feet, and does not exceed 1800 linear feet. A clearly defined public pedestrian pathway connecting two different streets shall be construed as subdividing the block.

TOWN OF BROOKHAVEN • SEPTEMBER 16, 2013

The subdistricts included within the TOD District are shown on the Regulating Plan (see Figure 3). These subdistricts convey the specific character that the Town wishes to achieve within the Ronkonkoma Hub area.

- Neighborhood Subdistrict (A) -- The Neighborhood Subdistrict is a predominantly residential area with medium-to-high density building types. It allows for a limited amount of ground floor commercial use and live/work units. It provides a transition between single-family homes and more compact mixed-use areas.

- Downtown Living Subdistrict (B) -- The Downtown Living Subdistrict is predominantly a mixed-use residential area with medium-to-high density building types. It allows for up to 50 percent commercial use.

- Marketplace Subdistrict (C) -- The Marketplace Subdistrict allows for predominantly retail-focused mixed-use, maintaining a high level of flexibility to attract diverse local and national retailers.

- Main Street Subdistrict (D) -- The Main Street Subdistrict is intended as predominantly a pedestrian-oriented, mixed-use town center. Regional shopping, entertainment, and outdoor dining uses are encouraged.

As shown on the Regulating Plan, Neighborhood Subdistrict A forms the northern perimeter (along Union Avenue) and the eastern perimeter of the Ronkonkoma Hub TOD area. Downtown Living Subdistrict B is located south of Union Avenue, adjacent to Hawkins Avenue and adjacent to Carroll Avenue. Another portion of Downtown Living Subdistrict B is located east of the Mill Road roundabout, north of the railroad tracks. Marketplace Subdistrict C is surrounded by Union Street to the north, Hawkins Avenue to the east, Garrity Avenue to the west and Railroad Avenue to the south. Finally, Main Street Subdistrict D forms the remainder of the Ronkonkoma Hub TOD area. The majority of Subdistrict D is located along the northern and southern sides of Railroad Avenue, from Ronkonkoma Avenue (with the exception of the area of Marketplace Subdistrict C) to Mill Road, and includes the train station and the existing parking garage. It also extends to the north along several new private streets and abuts Downtown Living Subdistrict B to the east and west (see Figure 3).

Each of the subdistricts is further broken down by maximum height in stories and maximum height in feet, as depicted on the Regulating Plan (see Figure 3). Specifically,

- Neighborhood Subdistrict (A) -- Maximum height of four stories, 70 feet, east of Carroll Avenue and maximum height of three stories, 56 feet west of Carroll Avenue

- Downtown Living Subdistrict (B) -- Maximum height of four stories, 70 feet

- Marketplace Subdistrict (C) -- Maximum height of three stories, 56 feet

- Main Street Subdistrict (D) -- Maximum height of five stories, 70 feet, with the exception of four blocks south of Railroad Avenue, which would have a maximum height of four stories and 60 feet

The Regulating Plan also provides additional development parameters (e.g., street types, principal and secondary frontages, and blocks).

Together with the Regulating Plan, development must also conform to street and roadway standards (including streetscape standards), outdoor space standards, and signage, lighting and parking regulations, as defined in the TOD District.

A more detailed discussion of the proposed TOD District is contained in Section 3.4.2 and Appendix D of this DSGEIS.

Change of Zone of Parcels within the Ronkonkoma Hub area to the TOD District

The TOD District, upon adoption by the Town Board, is proposed to be applied to the 54 individual tax parcels located within the 53.73±-acre Ronkonkoma Hub area. These parcels are listed below, and are shown in

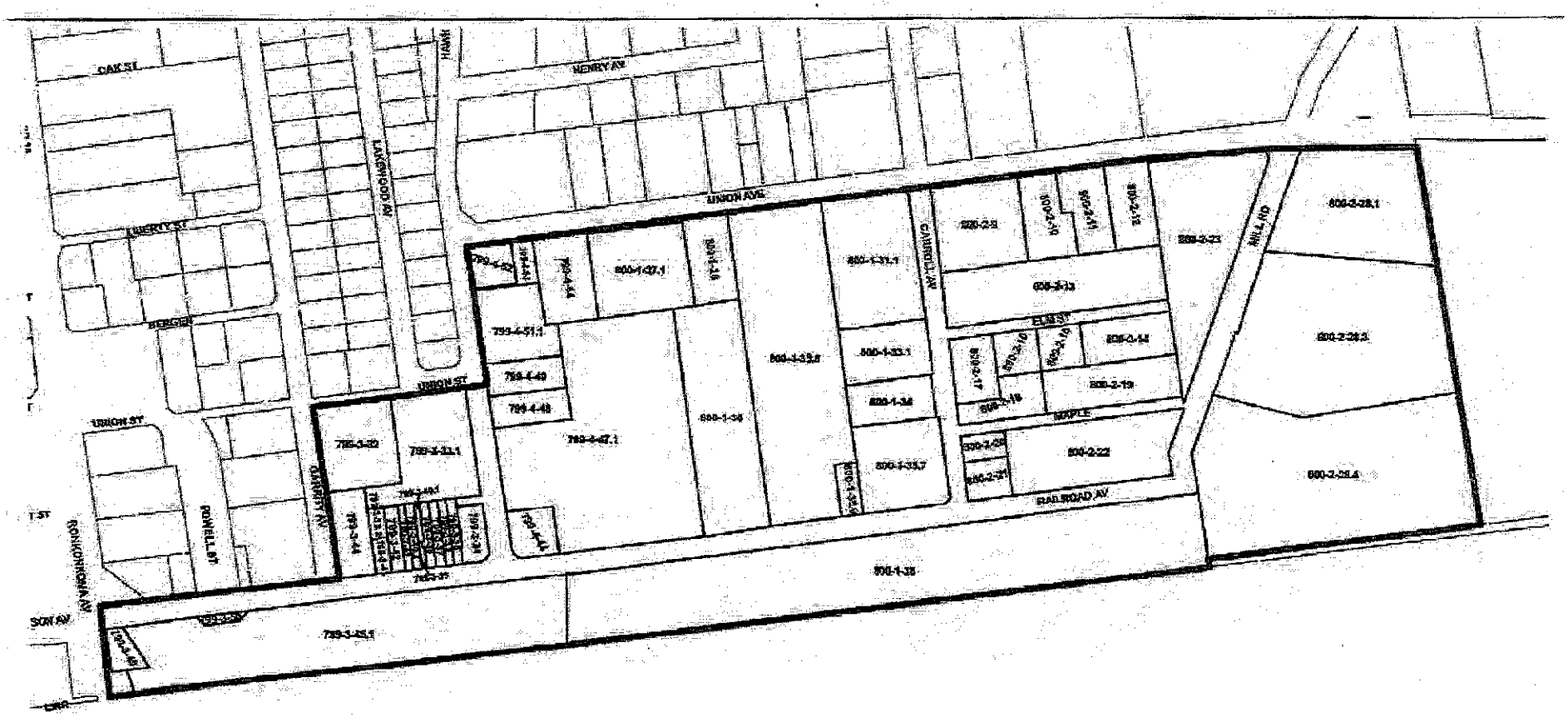
Figure 4.

Table 1 – Tax Parcels Proposed for Rezoning to TOD District

[illegible]	[illegible]	[illegible]	[illegible]
1	0200 79900 0300 032000	Mixed Use - Residential and Commercial	J6
2	0200 79900 0300 033001	Commercial	J6
3	0200 79900 0300 033002	Undeveloped	J6
4	0200 79900 0300 034000	Commercial	J6
5	0200 79900 0300 035000	Vacant	J6
6	0200 79900 0300 036000	Commercial	J6
7	0200 79900 0300 037000	Commercial	J6
8	0200 79900 0300 038000	Commercial	J6
9	0200 79900 0300 039000	Commercial	J6
10	0200 79900 0300 040001	Undeveloped	J6
11	0200 79900 0300 040002	Vacant	J6
12	0200 79900 0300 041000	Commercial	J6
13	0200 79900 0300 042000	Vacant	J6
14	0200 79900 0300 043000	Vacant	J6
15	0200 79900 0300 044000	Vacant	J6
16	0200 79900 0300 045001	LIRR Ronkonkoma Station	L1

No.	Suffolk County Tax Map Number	Current Land Use	Current Zoning
17	0200 79900 0300 049000	LIRR Ronkonkoma Station	L1
18	0200 79900 0300 050000	LIRR Ronkonkoma Station	L1
19	0200 79900 0400 044000	Commercial	J6
20	0200 79900 0400 047001	Commercial	J6
21	0200 79900 0400 048000	Vacant	J6
22	0200 79900 0400 049000	Residential	J6
23	0200 79900 0400 051001	Commercial	L1
24	0200 79900 0400 052000	Commercial	L1
25	0200 79900 0400 053000	Commercial	L1
26	0200 79900 0400 054000	Residential	L1
27	0200 80000 0100 027001	Commercial	L1
28	0200 80000 0100 028000	Parking Facility	L1
29	0200 80000 0100 031001	Commercial	L1
30	0200 80000 0100 033001	Mixed Use - Residential and Commercial	L1
31	0200 80000 0100 034000	Commercial	L1
32	0200 80000 0100 035007	Commercial	L1
33	0200 80000 0100 035008	Undeveloped	J6
34	0200 80000 0100 035009	Commercial	L1
35	0200 80000 0100 036000	Parking Facility	L1
36	0200 80000 0100 038000	LIRR Ronkonkoma Station	L1
37	0200 80000 0200 009000	Commercial	L1
38	0200 80000 0200 010000	Commercial	L1
39	0200 80000 0200 011000	Commercial	L1
40	0200 80000 0200 012000	Residential	L1
41	0200 80000 0200 013000	Commercial	L1
42	0200 80000 0200 014000	Commercial	L1
43	0200 80000 0200 015000	Vacant	L1
44	0200 80000 0200 016000	Commercial	L1
45	0200 80000 0200 017000	Residential	L1
46	0200 80000 0200 018000	Residential	L1
47	0200 80000 0200 019000	Commercial	L1
48	0200 80000 0200 020000	Residential	L1
49	0200 80000 0200 021000	Commercial	L1
50	0200 80000 0200 022000	Commercial	L1
51	0200 80000 0200 023000	Commercial	L1
52	0200 80000 0200 028001	Commercial	J4
53	0200 80000 0200 028003	Commercial	J2
54	0200 80000 0200 028004	Industrial	J2

Sources: Town of Brookhaven Department of Assessor and field verification by VHB, August 2012.



Engineering, Surveying and Landscape Architecture, P.C.

Legend

Study Area

Study Area Tax Parcel

0 110 220 Feet

Data Provided Town of Brookhaven GIS

Figure 4
Tax Parcel Map

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, October 2015

Conceptual Master Plan (Maximum Density Concept Plan)

A Conceptual Master Plan ("Maximum Density Concept Plan") has been prepared to conform to the parameters of the Regulating Plan (described above). The Maximum Density Concept Plan presented herein is not a specific development proposal, as it is not feasible to define the specific development of the entire 53.73± acres of the Ronkonkoma Hub area. Development is expected to take place over several years, and the specific uses and level of development would be dictated by market demand. However, review of the Maximum Density Concept Plan, which examines maximum potential development permitted within the Ronkonkoma Hub area, enables the Town Board to take a "hard look" at the relevant environmental impacts through the performance of a comprehensive environmental review pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617.

The Maximum Density Concept Plan presented in Figure 5, which is more fully detailed in the Conceptual Master Plan Package (dated October 11, 2013) in Appendix E, is based upon the conclusions of and the parameters (e.g., maximum development potential and the heights of the buildings) set forth in the *Urban Renewal Plan*, which will ultimately be codified on the Regulating Plan included in the TOD District. The Maximum Density Concept Plan includes the following program:

- 1,450 residential units[7]
- 195,000 SF of retail[8]
- 360,000 SF of office/medical[9]
- 60,000 SF of flex space (including hospitality, conference and exhibition space, and/or residential units)[10]

Total parking provided is 3,638 parking spaces, not including those spaces within the existing parking garage (1,043) and existing parking lot (341).

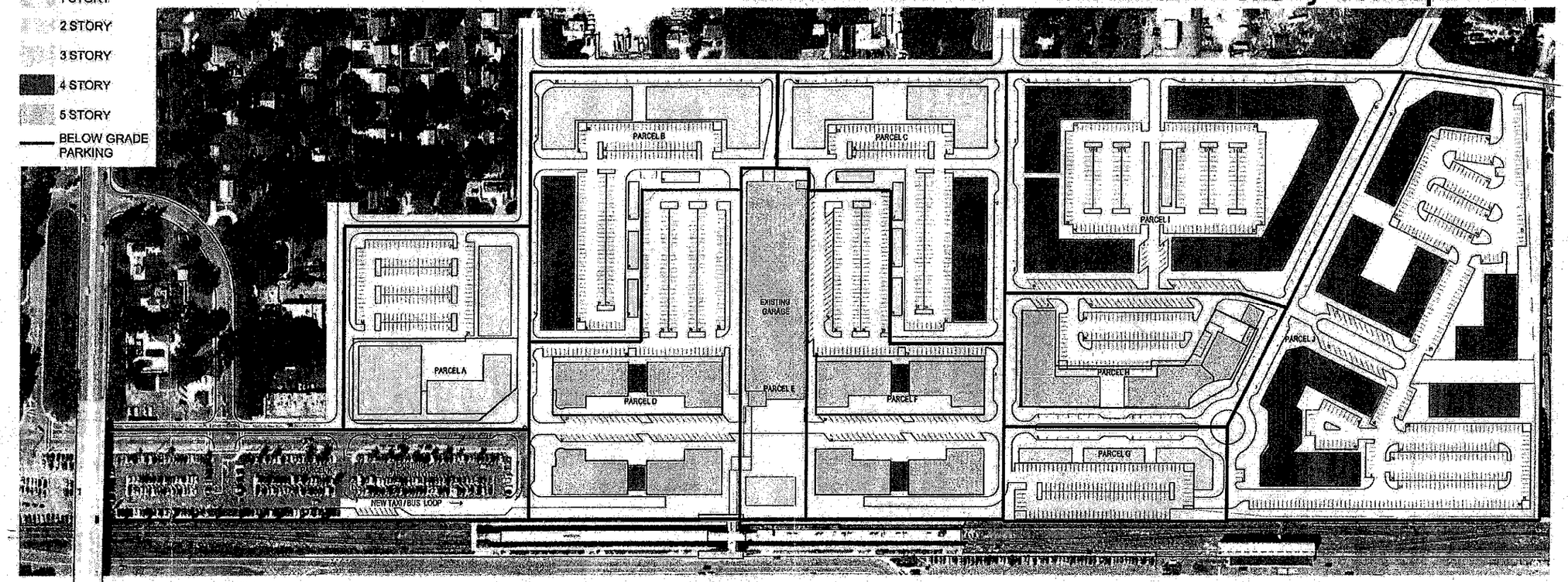
[7] For purposes of analysis, it was assumed that 50 percent of the units (725) would be rental and 50 percent (725) would be for-sale. The ownership and rental units would each be comprised of 50 percent one-bedroom units and 50 percent two-bedroom units. However, this was done solely for analysis purposes. Actual unit type and bedroom mix will be determined by market demand.

[8] For purposes of analysis, it was assumed that 40,000 SF of the total 195,000 SF of retail space would be comprised of restaurants (1,080 seats). However, actual retail mix will be determined by market demand.

[9] For purposes of analysis it was assumed that of the total 360,000 square feet of commercial space, there would be 306,000 SF of general office space and 54,000 SF of medical office space. However, the actual mix of office and medical office space would be determined by market demand.

[10] For purposes of analysis, the flex space has been considered to be a 120-room hotel. The actual use of this flex space will be determined by market demand.

Ronkonkoma HUB • Maximum Density Concept Plan



PARCEL A
RESIDENTIAL: 45 UNITS
RETAIL: 47,680 sq.ft.

PARKING:
SURFACE SPACES: 164
STREET SPACES: N/A
1 LEVEL GARAGE SHOWN: 116
TOTAL SPACES: 280

PARKING REQUIRED:
RESIDENTIAL: 68 SPACES
RETAIL: 126 SPACES

PARCEL B
RESIDENTIAL: 184 UNITS
CARRIAGE UNITS: 8
TOTAL UNITS: 192

PARKING:
SURFACE SPACES: 150
STREET SPACES: 60
CARRIAGE SPACES: 20
TOTAL SPACES: 240

PARKING REQUIRED:
RESIDENTIAL: 230 SPACES

PARCEL C
RESIDENTIAL: 151 UNITS
CARRIAGE UNITS: 8
TOTAL UNITS: 159

PARKING:
SURFACE SPACES: 178
STREET SPACES: 56
CARRIAGE SPACES: 20
TOTAL SPACES: 234

PARKING REQUIRED:
RESIDENTIAL: 203 SPACES

PARCEL D
RESIDENTIAL: 51 UNITS
RETAIL: 29,900 sq.ft.
OFFICE/ MEDICAL: 151,370 sq.ft.

PARKING:
SURFACE SPACES: 176
STREET SPACES: 104
GARAGE PARKING: 202
TOTAL SPACES: 671

PARKING REQUIRED:
RESIDENTIAL: 61 SPACES
RETAIL: 106 SPACES
OFFICE/MEDICAL: 519 SPACES

PARCEL E
RETAIL: 18,000 sq.ft.

PARKING:
EXISTING GARAGE: 1043

PARKING REQUIRED:
RETAIL: 90 SPACES

TOTAL DEVELOPMENT:
TOTAL RESIDENTIAL: 1,450 UNITS
TOTAL RETAIL: 195,000 sq.ft.
TOTAL OFFICE/ MEDICAL: 349,000 sq.ft.
TOTAL FLEX SPACE: 60,000 sq.ft.

PARKING RATIO:
RESIDENTIAL: 1.20 SPACES/ UNIT.
RETAIL: 2.5#/ 1000 sq.ft.
OFFICE/ MEDICAL: 3.4#/ 1000 sq.ft.
FLEX SPACE: 2.8#/ 1000 sq.ft.

REQUIRED PARKING:
RESIDENTIAL: 1,740 SPACES
RETAIL: 517 SPACES
OFFICE/ MEDICAL: 1030 SPACES
FLEX SPACE: 172 SPACES
PARKING REQUIRED: 3459

PARKING PROVIDED: 3638*
*This does NOT include the existing parking garage or existing surface lot in Block K

PARCEL F
RESIDENTIAL: 102 UNITS
RETAIL: 51,000 sq.ft.
OFFICE/MEDICAL: 109,370 sq.ft.

PARKING:
SURFACE SPACES: 351
STREET SPACES: 65
GARAGE PARKING: 292
TOTAL SPACES: 951

PARKING REQUIRED:
RESIDENTIAL: 122 SPACES
RETAIL: 141 SPACES
OFFICE/ MEDICAL: 313 SPACES

PARCEL G
RESIDENTIAL: NONE
RETAIL: 9,000 sq.ft.
OFFICE/ MEDICAL: 38,425 sq.ft.

PARKING:
GARAGE SPACES @ 4 STY.: 508
STREET SPACES: 11
TOTAL SPACES: 519

PARKING REQUIRED:
RESIDENTIAL: NONE
RETAIL: 25 SPACES
OFFICE/ MEDICAL: 110 SPACES

PARCEL H
RESIDENTIAL: 62 UNITS
RETAIL: 17,400 sq.ft.
OFFICE/ MED.: 30,835 sq.ft.
FLEX SPACE: 60,000 sq.ft.

PARKING:
SURFACE SPACES: 123
STREET SPACES: 43
GARAGE: 143
TOTAL SPACES: 309

PARKING REQUIRED:
RESIDENTIAL: 74 SPACES
RETAIL: 35 SPACES
OFFICE/ MED.: 69 SPACES
FLEX SPACE: 172 SPACES

PARCEL I
RESIDENTIAL: 382 UNITS

PARKING:
SURFACE SPACES: 238
STREET SPACES: 92
TOTAL SPACES: 330

PARKING REQUIRED:
RESIDENTIAL: 471 SPACES

PARCEL J
RESIDENTIAL: 437 UNITS
RETAIL: 8,200 sq.ft.

PARKING:
SURFACE SPACES: 472
STREET SPACES: 52
TOTAL SPACES: 524

PARKING REQUIRED:
RESIDENTIAL: 525 SPACES
RETAIL: 22 SPACES

PARCEL K
EXISTING PARKING: 341

NORTH

TRITEC REAL ESTATE • OCTOBER 10, 2013 • SCALE: 1" = 200'

NILES BOLTON ASSOCIATES

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Figure 5
Maximum Density Concept Plan

Ronkonkoma Hub
Transit-Oriented Development

As demonstrated in Section 3.4.2 of this DSGEIS, the Maximum Density Concept Plan complies with the Regulating Plan, which depicts the locations of the subdistricts set forth in the TOD District, and describes the character to be achieved within each of the subdistricts. As illustrated on the Regulating Plan and as noted above, the predominantly residential subdistricts are located within the northern and eastern extents of the Ronkonkoma Hub area, which relates to the existing surrounding residential development, while the predominantly retail subdistrict is situated at the western extent of the Ronkonkoma Hub area, along Hawkins and Railroad Avenues. The Regulating Plan also depicts several different mixed-use subdistricts (the Marketplace and the Main Street Subdistricts), that allow greater building heights, generally situated closer to the railroad tracks and around the train station. The Maximum Density Concept Plan conforms to the Regulating Plan in terms of distribution of uses, heights and density of development (see Figure 5).

2.3 Comparison of Impacts

The following table provides a summary comparison of the impacts of the Theoretical Full Build Plan presented in the 2010 DGEIS and the maximum potential development under the TOD District, which is depicted on the Maximum Density Concept Plan evaluated in this DSGEIS. It should be noted that development potential was limited in the Theoretical Full Build Plan scenario presented in the 2010 DGEIS, as that scenario contemplated the construction of an STP on within the 53.73± Ronkonkoma Hub area. However, since the time of the acceptance of the DGEIS, Suffolk County has decided to form a sewer district and construct a plant on the south side of the LIRR tracks. Accordingly, there is more area available within the 53.73± acres that could accommodate development.

	Proposed Action in DGEIS	Maximum Development Under TOD District/Proposed Action in DSGEIS
Soils and Topography		
Soils - General	Disturbance of soils for foundation excavation, utility installation, grading, paving, and landscaping - No significant adverse impacts	Disturbance of soils for foundation excavation, utility installation, grading, paving, and landscaping. No significant adverse impacts
Topography - Cut and Fill	Not Determined	Approximately 65,108 CY of cut
Topography - General	No significant adverse impacts	No significant adverse impacts
Water Resources and Sanitary Disposal		
Groundwater - 208 Study	Compliance w/ Town's stormwater ordinance; use of indigenous vegetation species; installation of adequate drainage structures	Compliance w/ Town's stormwater ordinance; use of indigenous vegetation species; installation of adequate drainage structures
Groundwater - Suffolk County Sanitary Code	**Article 6** - As an STP would be constructed on-site, sanitary density limitations are not applicable **Article 12** - Appropriate SCDHS permits for the installation of underground or above ground storage tanks would be obtained	**Article 6** - All sanitary waste is proposed to be accommodated by a new STP to be constructed by Suffolk County, south of the railroad tracks, south of the eastern extent of the Ronkonkoma Hub area **Article 12** - All redevelopment of properties where underground or above ground storage tanks are proposed in quantities with a combined capacity greater than 1,100-gallons, the applicant would be required to secure the appropriate permits under Article 12 from the SCDHS
Sewage Treatment Plant	On-site STP - capacity of 275,000 gpd	Off-site STP - capacity of 500,000 gpd
Sewage Disposal - Generation	169,000 gpd	399,060 gpd
Groundwater - Water Usage	186,000 gpd (including irrigation)	440,000 gpd (including irrigation)
Stormwater Runoff - Stormwater Runoff During Construction Activities	Would comply with Town's stormwater ordinance	Would comply with Town's stormwater ordinance
Stormwater Runoff - Post-Development Stormwater Runoff Management	Would comply with Town's stormwater ordinance	Would comply with Town's stormwater ordinance
Surface Water, Wetlands and Floodplains - General	No wetlands on site	No wetlands on site
Ecology		
Vegetation Impacts	Native/Indigenous species to be used	Native/Indigenous species to be used
Wildlife Impacts	Suitable habitat would remain after construction activities	Suitable habitat would remain after construction activities
Rare Species/Habitat Potential	None	None

	Proposed Action in DGEIS	Maximum Development Under TOD District/Proposed Action in DSGEIS
Land Use and Zoning		
Land Use - General	Redevelopment of the Project Area with a mix of uses, including: • 615 residential units • 60,875 sq. ft. of retail space • 200-seat restaurant • 49,375 sq. ft. of office space • 30,000 sq. ft. of health club space • 5 acres for a STP	Redevelopment of the Project Area with a mix of uses, including: • 1,450 residential units • 155,000 sq. ft. of retail space • 40,000 sq. ft. restaurants (1,080 seats) • 306,000 sq. ft. of office space • 54,000 sq. ft. of medical office space • 60,000 sq. ft. of flex space (hotel - 120 rooms)
Land Use - Community Character	The proposed TOD would revitalize the area with various TOD-related uses with visual continuity and a user-friendly public realm	The proposed TOD would revitalize the area with various TOD-related uses with visual continuity and a user-friendly public realm
Zoning - Form-Based Code	Rezoning of the Project Area to the TOD Zoning District	Rezoning of the Project Area to the TOD Zoning District
Zoning - Local Appraval Process	Approvals from various local agencies required	Approvals from various local agencies required
Zoning - Proposed Impacts of TOD District	Allow for uses currently not permitted; industrial uses not permitted	Allow for uses currently not permitted; industrial uses not permitted
Land Use and Implementation Plan - General	N/A	N/A
Relevant Land Use Plans - Ronkonkoma Hub Transit-Oriented Planning Study	Proposed action consistent with this plan	Proposed action consistent with this plan
Relevant Land Use Plans - Brookhaven 1996 Comprehensive Land Use Plan	**Transportation** - Consistent **Land Use and Zoning** - Use prescribed not consistent with Proposed Action	**Transportation** - Consistent **Land Use and Zoning** - Use prescribed not consistent with Proposed Action
Relevant Land Use Plans - Draft Brookhaven 2030 Plan	Consistent with plan	Consistent with plan
Relevant Land Use Plans Long Island 2035 Visioning Initiative Final Report	Consistent with plan	Consistent with plan

	Proposed Action in DGEIS	Maximum Development Under TOD District/Proposed Action in DSGEIS
Traffic and Parking		
Traffic - General	**Full Build:** 480 AM Peak Hour Trips/ 811 PM Peak Hour Trips **TOD Adjusted:** 360 AM Peak Hour Trips/ 608 PM Peak Hour Trips	**Full Build:** 1,514 AM Peak Hour Trips/ 2,413 PM Peak Hour Trips **TOD Adjusted:** 1,135 AM Peak Hour Trips/ 1,810 PM Peak Hour Trips
Traffic - Traffic Operations Analysis: Worst Case Peak Hour (Build 2020)	LIE North Service Road and Hawkins Avenue - Overall LOS: C (AM) LIE South Service Road and Hawkins Avenue - Overall LOS: F (PM) Hawkins Avenue and Union Avenue – Overall LOS: B (AM/PM) Union Avenue and Mill Road – Overall LOS: C (PM) Hawkins Avenue and Railroad Avenue – Overall LOS: B (AM/PM) Hawkins Avenue and Railroad Avenue – SB LOS: F (AM) Ronkonkoma Avenue at 2nd Street/Powell Street – EB LOS: F (AM)	LIE North Service Road and Hawkins Avenue - Overall LOS: E (AM) LIE South Service Road and Hawkins Avenue - Overall LOS: F (PM) Hawkins Avenue and Union Avenue – Overall LOS: C (PM) Union Avenue and Mill Road – Overall LOS: E (PM) Hawkins Avenue and Railroad Avenue – Overall LOS: N/A Hawkins Avenue and Railroad Avenue – SB LOS: F (AM/PM) Ronkonkoma Avenue at 2nd Street/Powell Street – WB LOS: F (PM)/ EB LOS: F (AM) LIE North Service Road at Ronkonkoma Avenue – Overall LOS: D (AM) LIE South Service Road at Ronkonkoma Avenue – Overall LOS: F (PM) Railroad Avenue at Powell Street – Overall LOS: B (PM) Johnson Avenue at Northwest Link - Overall LOS: B (PM)
Parking - General	**Parking Required:** 3,604 spaces/ **Parking Provided:** 4,644 spaces	**Parking Required:** 3,459 spaces/ **Parking Provided (Excl. Exstg. Spaces):** 3,638 spaces
Air Quality		
Air Quality - Short Term Impacts	Potential temporary fugitive dust emissions and emissions from	Potential temporary fugitive dust emissions and emissions from construction vehicle
Air Quality - Long Term Impacts	Potential increases in motor vehicle emissions (CO, PM), not expected	Potential increases in motor vehicle emissions (CO, PM), not expected to be
Noise		
Noise - Mobile Sources	Increases of 6 dBA or less	Increases of 6 dBA or less
Noise - Location of Residential Uses	Throughout Ronkonkoma Hub area	No residential uses south of Railroad Avenue between Hawkins Avenue and Mill Road
Noise - Stationary Sources	Would be required to conform to Town's noise ordinance	Would be required to conform to Town's noise ordinance
Noise - Facility Operations	Would be required to conform to Town's noise ordinance	Would be required to conform to Town's noise ordinance
Noise - Interior	Interior noise level not to exceed 45 dBA from external sources	Interior noise level not to exceed 45 dBA from external sources
Noise - Construction-Related	Expected to be below 80 dBA and would conform to Town's noise	Expected to be below 80 dBA and would conform to Town's noise ordinance

	Proposed Action in DGEIS	Maximum Development Under TOD District/Proposed Action in DSGEIS
Socioeconomics		
Projected Population - General	**Ownership Units:** 545 persons **Rental Units:** 513 Persons **Total:** 1,058 persons	**Ownership Units:** 1,324 persons **Rental Units:** 1,444 Persons **Total:** 2,768 persons
Projected Property Tax Revenues	$2,447,100 (net increase of $1,954,725) at full build-out	$16,179,702 (net increase of $15,711,714) at full build-out
Job Generation	Not Determined	**Permanent Jobs:** 2,740/ **Construction Jobs:** 1,953 FTE Jobs per year
Community Facilities and Services		
Community Facilities and Services - Ambulance Services	Increase of 55.19 calls per year; demand for 0.05 ambulance vehicles; demand for 0.05 full-time personnel. Additional tax revenues to the Ronkonkoma Fire Department (which provides ambulance services) are projected to be $72,762 at full build-out	Additional tax revenues to the Ronkonkoma Fire Department (which provides ambulance services) are projected to be $740,000± at full build-out
Community Facilities and Services - Fire Protection Services:	Increased need for 2.49 fire personnel; increased need for 0.2 fire vehicles; increased need for 378 sq. ft. of fire protection facility space. Additional tax revenues to the Ronkonkoma Fire Department are projected to be $72,762 at full build-out	Additional tax revenues to the Ronkonkoma Fire Department are projected to be $740,000± at full build-out
Community Facilities and Services - Police Services	Increased need for 3.02 police personnel; increased need for 3.02 police vehicles; increased need for 302.4 sq. ft. of police protection facility space. Additional tax revenues to the Suffolk County Police Department are projected to be $255,066 at full build-out	Additional tax revenues to the Suffolk County Police Department are projected to be $2.1± million at full build-out
Community Facilities and Services - Health Care Facilities	Brookhaven Memorial Hospital and Stony Brook Medical Center serve the area	Brookhaven Memorial Hospital and Stony Brook Medical Center serve the area
Community Facilities and Services - Educational Facilities	68 school-aged children to be generated with a cost of $1,265,242 (net revenue to school district projected to be $1,634,007 at full build-out)	214 school-aged children to be generated with a cost of $4,433,438 (net revenue to the school district projected to be $6,744,904 at full build-out)
Community Facilities and Services - Solid Waste	124.14± tons per month	377± tons per month
Aesthetics		
Aesthetics - Architectural Features and Streetscape Elements	Overall improvement to architectural character and streetscape elements	Overall improvement to architectural character and streetscape elements
Aesthetics - Building Height	Up to 5 stories	Up to 5 stories
Cultural Resources		
Culturol Resources - General	No resources identified	No resources identified

2.4 Purpose, Needs and Benefits

The purpose, needs and benefits of the proposed action have remained the same since the time of the 2010 DGEIS. Since the Town embarked on this planning initiative in 2007, the overall goal was, and remains, to revitalize the Ronkonkoma Hub area. The various actions that comprise the proposed action, which are contemplated herein, are consistent with the stated goals of the *Ronkonkoma Hub Planning Study* as they encourage the efficient use of land, provide for revitalization, and foster a sense of place through development of a new transit-oriented, mixed-use, self-sufficient community. The proposed action would also enhance the tax base through redevelopment of existing vacant/unoccupied parcels and new development by increasing the area's marketability. The TOD District aims to encourage uses that complement the surrounding existing uses as well as better utilize existing public transit infrastructure at the Ronkonkoma Station. The Maximum Density Concept Plan draws upon the conclusions of the *Urban Renewal Plan* as a basis for the design plan, conforms to the proposed TOD District, and achieves the overall goals for the Ronkonkoma Hub area that have been set forth by the Town.

2.5 Project Schedule

A preliminary project schedule has been developed based upon the current status of the proposed action, as follows.

- Urban Renewal Area Designation: 3rd Quarter 2012 - 4th Quarter 2013
- SEQRA Approval and Change of Zone: 3rd Quarter 2012 - 4th Quarter 2013
- Road and Infrastructure Financing: 2nd Quarter 2012 – 2nd Quarter 2014
- STP Design and Construction Process: 4th Quarter 2012 – 4th Quarter 2016
- Property Acquisition Process: 4th Quarter 2012 – 4th Quarter 2016
- Site Plan Approval Process: 1st Quarter 2013 – 4th Quarter 2017
- Vertical Development: 4th Quarter 2014 – 4th Quarter 2020

3.2 Water Resources and Sanitary Disposal

3.2.1 Existing Conditions

Groundwater

As noted in the 2010 DGEIS, the water table in the Ronkonkoma Hub area ranges from 45± feet to 48± feet amsl. As previously discussed, the elevation of the Ronkonkoma Hub area ranges from 92± feet to 111± feet amsl. Thus, depth to groundwater ranges from 47± feet to 63± feet below grade surface (bgs), from generally east to west. The groundwater flow direction in the area is generally to the south.

The site is located in Hydrogeologic Zone I: Deep Flow System (Magothy Recharge Area), according to the *208 Study* and the Suffolk County Department of Health Services (SCDHS) Article 6 map. The relevant highest priority areawide alternatives for Zone I are as follows:

- Implement "Best Management Practices" to control runoff and remove nitrogen for treatment plants recharging effluent
- Restrict the use of inorganic fertilizers. Promote the use of low-maintenance lawns
- Control stormwater runoff to minimize the transport of nutrients, metals, sediments, organic chemicals
- Promotes water conservation to reduce overall demand on Long Island's water supply

As indicated in the 2010 DGEIS, the Ronkonkoma Hub area is not situated within the boundaries of any Special Groundwater Protection Area (SGPA).

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 relevant provisions follows.

Article 6. Sanitary Density and Disposal

Pursuant to Article 6 of the SCSC, sewage discharge from on-site systems in Hydrogeologic Zone I is limited to 600 gallons per day per acre if an on-site sanitary system is used as the method of sanitary waste disposal. Thus, the maximum potential sanitary discharge to on-site sanitary systems for the 53.73±-acre TOD District is approximately 32,238 gallons per day. The Ronkonkoma Hub area is not currently within an area served by public sewers.

As explained on page 34 of the 2010 DGEIS, sanitary waste generated by properties within the Ronkonkoma Hub area is accommodated with individual on-site sanitary systems, as there is no public sewer service. As shown in Table 4, the total sanitary flow by existing land uses within the Ronkonkoma Hub area has been projected at 13,069± gpd, using SCDHS design flow standards. It is important to note, for purposes of comprehensive analysis, the existing vacant developed properties were assumed to be occupied by uses permitted within the zoning district(s) in which they are situated.

Table 4 – Projected Existing Sanitary Flow

Land Use	Gross Floor Area (square feet)[1]	Design Category	Design Flow	Design Units	Total Flow (GPD)
Residential (9 Lots)	16,783.24	Residential	300	GPD/unit	2,700.00
Commercial	181,835.21	Gen. Ind.	0.04	GPD/sq. ft.	7,273.41
Office	10,555.35	Office	0.06	GPD/sq. ft.	633.32
Commercial/Vacant	17,788.16	Gen. Ind.	0.04	GPD/sq. ft.	711.53
Residential/Vacant (1 Lot)	1,893.33	Gen. Ind.	300	GPD/unit	300.00
Industrial	36,249.37	Gen. Ind.	0.04	GPD/sq. ft.	1,449.97
TOTAL					**13,068.23**

1. Based on information from the Town of Brookhaven GIS Database, 2010.

Article 7. Water Pollution Control

The Ronkonkoma Hub area is located in a deep recharge area. As such, the storage of any *restricted toxic or hazardous materials*, as defined in the SCSC, would be regulated by the SCDHS.

Article 12. Toxic and Hazardous Materials Storage and Handling Controls

Article 12, *Toxic and Hazardous Materials Storage and Handling Controls*, relates to the storage and handling of toxic and hazardous materials. Due to the nature of the existing uses within the Ronkonkoma Hub area (i.e., commercial/industrial properties), it is likely that underground and aboveground fuel oil storage tanks exist on many of the properties for the purpose of heating. As such, Environmental Data Resources, Inc. (EDR) was requested to provide a computerized database search of the Ronkonkoma Hub area (see Appendix E of the 2010 DGEIS). The search radius for each database was set at the ASTM-standard radius plus one-half mile. The database output was reviewed specific to the NYSDEC Petroleum Bulk Storage (PBS) database.

The database report also includes a summary of "Orphan" sites. Orphan sites are those sites where due to poor or inadequate address information the location of the property cannot be determined sufficiently for it to be included on the radius map. However, sites with similar street names or zip codes are summarized in the database report as these sites may present environmental risks to the subject

property. There were no listings for the project area within the Orphan Summary of the EDR database report.

The following sites were identified on the subject site to have been registered for above-ground and/or underground storage tanks (ASTs and/or USTs).

- Ronkonkoma Lumber Company – 15 Hawkins Avenue

  One (1) 18,000-gallon No. 2 fuel oil UST installed in 1965 and removed in 1990
  One (1) 25,000-gallon No. 2 fuel oil UST installed in 1965 and removed in 1990

- Town Bus WE Transport, 14B Hawkins Avenue

  Two (2) 4,000-gallon gasoline UST installed in 1969 and removed in 1990
  One (1) 5,000-gallon diesel UST installed in 1991
  One (1) 275-gallon No. 2 fuel oil AST installed in 1980
  One (1) 100-gallon kerosene AST installed in 1970 and removed in 1991
  One (1) 275-gallon waste oil AST installed in 1991 and removed in 2001
  One (1) 275-gallon motor oil AST installed in 1991 and removed in 2001
  One (1) 2,000-gallon diesel AST installed in 1991 and removed in 2001
  One (1) 275-gallon No. 2 fuel oil AST

- Delfern Corporation, 6B Union Avenue

  One (1) 275-gallon waste oil AST removed in 1994

- Whelen Automotive, 234 Carroll Avenue

  One (1) 275-gallon waste oil AST removed in 1991

- Roadkill, 23 Hawkins Avenue

  One (1) 4,000-gallon gasoline UST installed in 1950 and removed in 1990
  One (1) 1,000-gallon waste oil UST installed in 1950 and removed in 1990
  One (1) 275-gallon No. 2 fuel oil AST

- Affordable Cesspool, 49 Hawkins Avenue

  One (1) 4,100-gallon sulfuric acid AST

- A1 Towing, 47 Hawkins Avenue

  One (1) 4,000-gallon gasoline UST installed in 1975 and removed in 1990

Two (2) 3,000-gallon gasoline USTs installed in 1975 and removed in 1990
One (1) 3,000-gallon gasoline UST installed in 1979 and removed in 1990

- KPW Enterprise, Inc., One Hawkins Avenue

  One (1) 3,000-gallon gasoline UST removed in 1985
  Two (2) 2,000-gallon gasoline USTs removed in 1985

- Tru Green Corporation, 66 Union Avenue

  One (1) 150-gallon industrial waste UST installed in 1982 and removed in 1992
  One (1) 6,400-gallon fertilizer AST removed in 1992
  One (1) 6,400-gallon methanol AST removed in 1992
  One (1) 1,200-gallon industrial waste AST installed in 1982 and removed in 1992

- William Mallins Cesspool, 54 Union Avenue

  Two (2) 4,000-gallon gasoline USTs installed in 1979 and removed in 1990
  One (1) 8,000-gallon diesel UST installed in 1979 and removed in 1990
  Two (1) 10,000-gallon sanitary waste USTs installed in 1979
  One (1) 4,000-gallon gasoline UST
  One (1) 10,000-gallon diesel UST installed in 1991
  One (1) 275-gallon waste oil AST installed in 1978 and removed in 2000

- Ronkonkoma Wheel Alignment, 54 Union Avenue

  One (1) 275-gallon waste oil AST installed in 1979 and removed in 1991

Although the EDR database indicates that the majority of the sites have removed tanks, Article 12 of the SCSC does not require registration of tanks with a combined capacity less than 1,100-gallons. As such, it is likely that there are unregistered USTs and/or ASTs within the project area that would require removal. More specifically, heating oil tanks are likely present on the residential parcels and commercial properties where natural gas is not utilized.

Water Usage

As indicated on page 32 of the 2010 DGEIS, potable water is supplied by the SCWA. As explained in the 2010 DGEIS (pages 32-33) and shown in the table below, the existing water usage by land uses within the Ronkonkoma Hub area is projected at approximately 14,375 gpd, including a 10 percent factor for water not entering the sanitary system (e.g., irrigation).[12]

Table 5 – Projected Existing Water Use

Land Use	Gross Floor Area (square feet)[1]	Design Category	Design Flow[2]	Design Units	Total Flow (GPD)
Residential (9 Lots)	16,783.24	Residential	300	gpd/unit	2,700.00
Commercial	181,835.21	Gen. Ind.	0.04	gpd/sq. ft.	7,273.41
Office	10,555.35	Office	0.06	gpd/sq. ft.	633.32
Commercial/Vacant	17,788.16	Gen. Ind.	0.04	gpd/sq. ft.	711.53
Residential/Vacant (1 Lot)	1,893.33	Gen. Ind.	300	gpd/unit	300.00
Industrial	36,249.37	Gen. Ind.	0.04	gpd/sq. ft.	1,449.97
TOTAL WATER USAGE					**13,068.23**
ADDITIONAL 10% FOR WATER NOT ENTERING SANITARY SYSTEM					**1,307±**
TOTAL WATER USAGE					**14,375±**

1. Based on information from the Town of Brookhaven GIS Database, 2010.
2. Based upon Suffolk County sewage design flow standards.

There are six-inch, eight-inch and 12-inch public water mains owned by SCWA that serve the area within the Ronkonkoma area.

Stormwater Runoff

As discussed in the 2010 DGEIS, several drywells exist on each of the LIRR paved parking areas in order to accommodate stormwater runoff. Drywells also exist on most of the commercial and industrial properties throughout the Ronkonkoma Hub area. Stormwater from existing roadways is discharged to subsurface leaching structures.

Surface Water, Wetlands and Floodplains

As indicated in the 2010 DGEIS, there are no surface waters on or adjoining the Ronkonkoma Hub area. There are no regulated freshwater wetlands on or adjoining

[12] It is important to note that for purposes of comprehensive analysis, the existing vacant developed properties were assumed to be occupied in accordance with current zoning.

the TOD District. The Ronkonkoma Hub area is not situated proximate to any tidal wetlands. Furthermore, Ronkonkoma Hub area is not located within a 100-year or 500-year flood zone.

3.2.2 Potential Impacts

Groundwater

The Long Island Comprehensive Waste Treatment Management Plan

As noted in the 2010 DGEIS, the Ronkonkoma Hub area is located in Hydrogeologic Zone I, which is characterized as a deep flow, Magothy Recharge Area. In order to ensure the protection of groundwater, future site-specific development applications in accordance with the TOD District would be required to comply with the relevant recommendations of the "Wastewater Management Alternatives" and the "Highest Priority Areawide Alternatives" of the *208 Study*.

As explained in Section 4.2.1 of the 2010 DGEIS, the first relevant recommendation is to implement best management practices to control runoff and remove nitrogen for treatment plants recharging effluent. A companion recommendation is to control stormwater runoff top minimize the transport of contaminants. In compliance with this recommendation, to control runoff, all site-specific applications would be subject to compliance with the Town's stormwater ordinance (Chapter 86 of the Town Code). Stormwater would be contained and recharged on the site through the use of leaching pools, which are proper drainage methods. The installation of adequate drainage structures and the regrading of sites to direct stormwater would minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria to ground and surface waters.

With respect to sanitary discharge, as explained in greater detail below, Suffolk County is proposing to establish a sewer district and construct a sewage treatment plant on the south side of the LIRR tracks (which location was examined as an alternative in the 2010 DGEIS) that would handle sanitary flow from development within the Ronkonkoma Hub area. That sewage treatment plant would remove nitrogen before recharge to groundwater.

The next recommendation is to restrict the use of inorganic fertilizers, and promote the use of low-maintenance lawns. To comply with this recommendation, development within the Ronkonkoma Hub would be required to incorporate indigenous species, to the maximum extent practicable, to encourage a low-maintenance landscape.

The final relevant recommendation is to promote water conservation to reduce overall demand on Long Island's water supply. In compliance with this

recommendation, water conservation methods would be used to the maximum extent practicable to decrease overall water usage.

Based upon the foregoing, implementation of the proposed action, including development in accordance with the Maximum Density Concept Plan, would comply with the recommendations of the *208 Study* and would minimize impacts to groundwater resources to the maximum extent practicable.

Article 6, Sanitary Density and Disposal

The Ronkonkoma Hub area is situated within Groundwater Management Zone I. Pursuant to Article 6 of the SCSC, the maximum permissible flow for this area is 600 gallons per day per acre or approximately 32,238 gallons per day (based on 53.73± acres) if an on-site sanitary system is used as the method of sanitary waste disposal. All sanitary waste generated by new development within the TOD District area is proposed to be accommodated by a new STP to be constructed by Suffolk County, south of the railroad tracks, south of the eastern extent of the Ronkonkoma Hub area (see discussion below). Thus, the sanitary density limitations are not applicable to the development in conformance with the TOD District.

As indicated in Section 3.2 of this DSGEIS, the Ronkonkoma Hub area is located in Groundwater Management Zone I. In this zone, the maximum allowable sewage flow is 600 gallons per acre per day without formal sewage treatment with nitrogen removal. Sewage generated by the Theoretical Full Build Plan analyzed in the 2010 DGEIS (approximately 169,000 gpd) was greater than the 32,328 gpd of allowable flow for this area, and, therefore formal sewage treatment including nitrogen removal was required. The Theoretical Full Build Plan included the construction of an STP with a capacity of 275,000 gpd, within the boundaries of the Ronkonkoma Hub area. The 275,000-gallon capacity would have accommodated the Theoretical Full Build Plan as well as connection of existing uses to remain and/or redevelopment and connection of parcels not specifically identified in the Theoretical Full Build Plan.

Since the DGEIS was accepted and the public hearing held, the development potential of the Ronkonkoma Hub area has changed. The projected sanitary flow for the development program depicted on the Maximum Density Concept Plan (and based upon the assumptions outlined in Footnotes 3 through 5 regarding the number of restaurant seats, medical office space and hotel rooms) has been calculated using Suffolk County sewage design flow standards, and is shown on the following table.

Table 6 – Projected Sanitary Flow: Development Under Maximum Density Concept Plan

Use	Flow Rate	Projected Flow (gpd)
1,450 residential units	225 gpd/unit	326,250
155,000 SF retail	0.03 gpd/SF	4,650
40,000 restaurants (1,080 seats)	10 gpd/seat + 20 gpd/seat (kitchen flow)	32,400
306,000 SF office	0.06 gpd/SF	18,360
54,000 SF medical office	0.10 gpd/SF	5,400
60,000 SF flex (120-room hotel)	100 gpd/room	12,000
TOTAL PROJECTED FLOW		399,060 gpd

As this flow, like the Theoretical Full Build plan evaluated in the DGEIS, exceeds the allowable population density equivalent of 32,328 gpd for on-site systems (as described above), connection to an STP is required.

Suffolk County is currently proposing to establish a sewer district and construct a STP on a 7.74-acre property, south of the LIRR tracks, opposite the southeastern portion of the Ronkonkoma Hub area. As part of the development of the new STP, the County is proposing to form a new sewer district, which will include the Ronkonkoma Hub area. The formation of this district is regulated by County Law Article 5-A, Sections 253, 254 and 256A. As part of district formation, the County will conduct an environmental review process in accordance with SEQRA and its implementing regulations. Once SEQRA and other required reviews are completed, formation of the sewer district is expected to occur between 2014 and 2015 and construction is anticipated to be completed by December 2015.

The proposed STP development includes plans for the construction of a sanitary wastewater collection system and associated treatment facilities. According to the draft *Ronkonkoma Hub STP Engineering Report* (March 2013) (hereinafter the *"STP Engineering Report"*) prepared by Cameron Engineering & Associates, LLP (consultant to the Suffolk County Department of Public Works [SCDPW]), the property on which the STP is proposed to be constructed is bounded by Railroad Avenue to the south, Long Island MacArthur Airport to the east, a LIRR parking lot to the west and six MTA-owned lots to the north.

The new treatment plant will be sized with an initial capacity of 500,000 gpd with the ability to expand to 750,000 gpd on the site. The treatment facility will feature the sequence batch reactor (SBR) technology for nitrogen reduction. The capacity was established based upon the approximately 400,000 gpd anticipated for future development within the Ronkonkoma Hub area, plus an additional 100,000 gpd for future connections in the Town of Islip, including, for example, potential future connections to MacArthur Airport. In addition, provisions for an additional 250,000 gpd (for a total capacity of 750,000 gpd) are being considered to accommodate potential future growth within the sewer district.

According to the draft *STP Engineering Report*, if possible, the design will incorporate LEED (Leadership in Energy and Environmental Design) principles in the treatment processes as well as the buildings and site. Also, a high quality effluent suitable for reuse can be produced by the facility if it is determined that there is a local need.

The treated wastewater is proposed to be disposed of on-site via subsurface leaching pools. The leaching field has been designed for an initial 172 leaching pools with an expansion area for an additional 60 pools.

The following tables, reproduced from the draft *STP Engineering Report* (with additional notes), present the expected influent characteristics and the expected effluent requirements. The values shown on Table 7 represent typical influent concentrations from mixed-use developments in Suffolk County. The proposed facility will not accept scavenger waste or leachate. Also, wastewater from any industrial sources will be pretreated prior to discharge to meet County pretreatment standards. However, it should be noted that the proposed TOD District does not permit any new industrial uses within the Ronkonkoma Hub area. Table 8 provides the anticipated effluent limitations to be defined in the State Pollutant Discharge Elimination System (SPDES) permit that is ultimately issued for this facility. Notes have been added to these tables to provide definitions of uncommon parameters.

Table 7 – Typical Influent Concentrations

Parameter	Value
BOD_5 (1)	272 mg/l
Suspended Solids	320 mg/l
TKN (2)	65 mg/l
Alkalinity	250 mg/l

(1) The biochemical oxygen demand of wastewater during decomposition occurring over a five-day period. A measure of the organic content of wastewater. Source: http://iaspub.epa.gov/sor_internet/registry/termreg/searchandretrieve/termsandacronyms/search.do?search

(2) Total Kjeldhal Nitrogen (TKN) is the sum of organic nitrogen and ammonia in a water body and is measured in milligrams per liter (mg/L). TKN is a portion of the total nitrogen measurement. Source: http://www.unc.edu/~shashi/TablePages/tkn.html

Table 8 – Expected Effluent Requirements

Parameter	Value
BOD_5	<30 mg/l
Suspended Solids	<30 mg/l
Total Nitrogen	<10 mg/l
TDS (1)	<1,000 mg/l
pH	6.0 – 9.0

(1) Total dissolved solids

According to the draft *STP Engineering Report*, it is the experience of the County that since the treatment system is located indoors, odor control may not be necessary. However, provisions for odor control, including allocation of space and installation of support utilities will be provided in the initial facility construction. If, in the future, an odor control system is warranted, the County will make the necessary improvements. Furthermore, the SCDHS requires enclosed treatment plants to account for proper ventilation, odor control and noise attenuation in accordance with best engineering practices. Therefore, potential odors and noise from the STP would not have a significant adverse impact on the surrounding community, including the properties within the Ronkonkoma Hub.

As future development within the Ronkonkoma Hub area would be connected to a new STP and effluent generated would meet parameters set forth in the STP's SPDES permit (an application for which was submitted to the NYSDEC, and which permit is currently pending), there would be no significant adverse impact to groundwater resources resulting from sewage disposal from the redevelopment of the Ronkonkoma Hub area.

Article 7, Water Pollution Control

Should the storage of any restricted toxic or hazardous materials, as defined in the SCSC, occur in the future for which a permit is required, an applicant would be required to apply for such Article 7 permit from the SCDHS. Compliance with the Article 7 regulations would assist in ensuring that there would be no significant adverse impacts to groundwater quality.

Article 12, Toxic and Hazardous Materials Storage and Handling Controls

It is expected that the natural gas would be used for heating and cooling purposes, and National Grid has previously confirmed its ability to supply natural gas to the Ronkonkoma Hub area. In the event that properties within the Ronkonkoma Hub area do not connect to natural gas, an Article 12 permit from the SCDHS may be required.

The requirement for an Article 12 permit relates to the storage of fuel oil in above ground or underground storage tanks. All redevelopment of properties within the Ronkonkoma Hub area, in accordance with the proposed TOD District, where underground or above ground storage tanks are proposed in quantities with a combined capacity greater than 1,100-gallons, would be required to secure the appropriate permits under Article 12 from the SCDHS. Compliance with these regulations would help ensure that no significant adverse impacts to groundwater would result from tank installation and operation.

At the time of acquisition and/or development, the applicant will perform site specific environmental investigations to confirm environmental conditions, to determine the presence of tanks within the individual properties and to remediate such environmental conditions, as required.

Water Usage

Utilizing the SCDHS design sewage flow rates as the basis for estimating potable water requirements, the domestic water use for development in accordance with the Maximum Density Concept Plan would be approximately 400,000 gpd (see Table 6). With an additional 10 percent of water estimated for irrigation and domestic uses not entering the STP, the total projected potable water demand for development in accordance with the Maximum Density Concept Plan is approximately 440,000 gpd.

Consultations were undertaken with the SCWA to evaluate the available infrastructure in the area and to identify any necessary upgrades required to meet the water demand. According to correspondence from Herman J. Miller, PE, Deputy CEO for Operations, dated June 27, 2013 "based on current conditions, SCWA can provide the volume of water required for domestic water service and fire protection" (see Appendix F of this DSGEIS). Furthermore, Mr. Miller indicated that the required distribution system "improvements can be installed under our standard SCWA contracts." The letter also acknowledges the potential need for on-site systems to provide the pressure required for certain structures.

Based on the foregoing analyses, there would be sufficient water supply to serve the anticipated future development under the Maximum Density Concept Plan with respect to both domestic and fire protection needs. With respect to fire flow, in the event that the SCWA's system pressure is not adequate to serve the higher floors of the buildings, a booster pump system would be installed by the Master Developer.

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.

Although the subject parcel is located in a deep recharge area, the proposed TOD District does not permit construction of new industrial uses. The purpose of the proposed action is to facilitate the redevelopment of underutilized or vacant parcels

within the TOD District with residential, retail, office, restaurant uses and hospitality and entertainment uses. Thus, the proposed project complies with this recommendation.

Limit the removal of natural vegetation and the creation of lawn areas.

The majority of the properties identified for redevelopment in accordance with the Maximum Density Concept Plan are sites that are paved or otherwise impervious with weedy vegetation. Other areas of the Ronkonkoma Hub area are largely comprised of ecological communities that are considered to be demonstrably secure within New York State by the NYNHP, including Mowed Lawn, Mowed Lawn with Trees and Flower Herb Garden. Thesre are all common in the general surrounding area of the site.

There are areas within the Ronkonkoma Hub area that contain Successional Southern Hardwoods and Successional Shrubland (see Section 3.3 of this DGEIS). However, both communities exist as a result of past clearing or other anthropogenic disturbance, and support a variety of invasive/non-native vegetation. There is also a small area of Pitch Pine-Oak Forest located on the eastern portion of the TOD District area. However, due to the small size of the parcel and the presence of invasive/non-native species in perimeter areas, the parcel does not support a large, undisturbed block of interior woodland habitat.

Although site specific landscaping plans have not yet been developed, the creation of lawn areas are expected to be limited on most building sites to building perimeters and planting areas along the road frontage and site interiors. The designated outdoor space, including public plazas, would be provided as indicated in the TOD District, such that these areas do not constitute less than five percent of the total buildable lot area covered by the proposed site plan application and all previously-approved site plans in the Ronkonkoma Hub TOD District. Future development would comply 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.

The topography of the TOD District area is relatively flat, and thus, there would be no significant changes in grade of properties within the TOD. The only exception is excavation and grading associated with the construction of underground parking garages.

Also, the majority of the properties identified for redevelopment are sites that are paved or otherwise impervious with weedy vegetation. Overall surface hydrology would not, therefore, significantly change. The redevelopment of properties would

require minimal grading to direct stormwater into on-site drainage structures. As part of the Town's stormwater ordinance, all stormwater would be required to be contained and recharged on-site. There are no swales within the Ronkonkoma Hub area. Overall, while minimal grade changes would be required for site redevelopment, drainage would be provided to minimize potential adverse impacts associated with stormwater runoff. As such, the project complies with the intent of 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.

In accordance with Town's stormwater ordinance requirements, a stormwater pollution prevention plan would be required before any land development activity is undertaken. Pursuant to §86-6(B)(1), the stormwater pollution prevention plan is required to contain, among other things, "temporary and permanent structural and vegetative measures...for soil stabilization, runoff control and sediment control for each stage of the project from initial land clearing and grubbing to project close-out." As such, the proposed action 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.

As previously noted, the topography of the Hub area is relatively flat. Therefore, on-site leaching structures are feasible methods of stormwater control. Stormwater from road surfaces would be handled with a leaching basin system, as described below. Thus, this recommendation is not applicable to the proposed action, as on-site recharge is feasible.

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

If areas within the Ronkonkoma Hub are proposed to be regraded to create slopes in excess of 10 percent, slope stabilization methods during and after construction would be required in accordance with Town Code. As such, the proposed action complies with this recommendation.

<u>Fertilizer</u>

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

As indicated earlier, the majority of the properties identified for redevelopment are sites that are paved or otherwise impervious with weedy vegetation. Little natural vegetation currently exists within the Ronkonkoma Hub area.

Grade changes would not be expected to be significant due to existing conditions (i.e., sites are primarily developed and the topography is relatively flat). 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.

In conformance with this recommendation, native and low-maintenance species would be planted to the maximum extent practicable.

Stormwater Runoff

Development is subject to Chapter 86 of the Town of Brookhaven Town Code entitled *Stormwater Management and Erosion Control.*

Stormwater Runoff and Management During Construction Activities

As the various components of the future development (whether public infrastructure or individual development blocks) are designed for construction, the applicant(s) will be required to develop plans to address compliance with Chapter 86 of the Town Code (Storm Water Management and Erosion Control), as well as the NYSDEC SPDES General Permit for Storm Water Discharges from Construction Activities (GP-0-10-001). As it is likely that development will proceed in phases over a number of years, it is not possible at this time to provide one overall plan for erosion and sediment control during construction; individual site plan applications would require detailed plans prior to approval, and would be designed in conformance with prevailing regulations.

All individual construction projects within the development (e.g., construction of all or portions of the public roads and infrastructure or construction of individual development blocks) will be required to prepare Erosion and Sediment Control Plans to detail measures needed to control erosion and prevent sediment-laden storm water from leaving the site(s) during construction. Should it be determined that the development as a whole or any part of the overall development plan has the potential to discharge to surface waters, the applicant(s) will also be required to prepare full Storm Water Pollution Prevention Plans, including water quality and quantity control components, which will be submitted to the Town for approval.

Thus, as plans would be required to be prepared in accordance with the Town Code and relevant NYSDEC regulations, no significant adverse impacts associated with stormwater runoff or erosion and sedimentation during construction are expected.

Post-Development Stormwater Runoff Management

Stormwater runoff generated within each of the individual private development blocks will be required to be collected and recharged on-site, in accordance with current Town site plan requirements and Chapter 86 of the Town Code. Therefore, the storm drainage addressed herein is limited to the runoff generated from and collected in the proposed public rights-of way.

In accordance with Town standards for subdivision roadway improvements, a leaching basin system is proposed for each of the individual tributary areas within the public rights-of-way. Each leaching basin system consists of a series of eight-foot-diameter precast concrete drywells, supplemented with precast concrete catch basins where necessary for efficient collection of surface runoff, and 12-inch reinforced concrete interconnecting pipe. Each individual system is designed to store the runoff from a five-inch rainfall. The *Preliminary Grading, Drainage & Utility Plans* (see Appendix E) depict the layout of each of the leaching basin systems in conjunction with the other utilities located in the public roadways.

Therefore, as the stormwater systems will be designed to collect and recharge runoff in accordance with Town requirements, no significant adverse impact with respect to stormwater runoff is anticipated.

Surface Water, Wetlands and Floodplains

Since the Ronkonkoma Hub area does not contain surface waters or wetlands, and is not located within a flood zone, implementation of the proposed action will not impact same.

3.2.3 Proposed Mitigation

In order to ensure that impacts to groundwater and surface water resources are minimized, and to minimize the impacts associated with stormwater runoff, the following mitigation measures are proposed:

- Sanitary waste from newly-developed/redeveloped parcels within the Ronkonkoma Hub area will be accommodated by the proposed off-site STP being developed by Suffolk County, and, therefore, would conform to the prevailing regulations of the Suffolk County Sanitary Code. Moreover, the NYSDEC will establish discharge limits in accordance with the permit

ultimately issued for the STP. These measures will help mitigate potential impacts to groundwater from the sewage effluent generated by development within the Ronkonkoma Hub area.

- Parcels developed or redeveloped within the Ronkonkoma Hub area will implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation.

- Parcels developed or redeveloped within the Ronkonkoma Hub area are required to comply with Chapter 86 of the Town Code, *Storm Water Management and Erosion Control.*

- Parcels developed or redeveloped within the Ronkonkoma Hub area will use native or low maintenance plantings, to the maximum extent practicable, to reduce irrigation needs and fertilizer demand. These measures will mitigate potential impacts to water quantity and quality.

Ronkonkoma Hub TOD Final Generic Environmental Impact Statement (FGEIS)

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Ronkonkoma Hub TOD FGEIS April 2014 Part II
Ronkonkoma Hub TOD FGEIS April 2014 Part III
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Appendix G SCDPW Correspondence

FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

TOWN BOARD OF THE TOWN OF BROOKHAVEN
PROPOSED RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT (TOD)
HAMLET OF RONKONKOMA, TOWN OF BROOKHAVEN, SUFFOLK COUNTY

PROJECT LOCATION:

53.73± acres
Union Avenue and Union Street to the north; Village Plaza Drive to the east; Ronkonkoma Avenue, Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Long Island Railroad to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County

APPLICANT:

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One Independence Hill
Farmingville, New York 11738

Contact: Tullio Bertoli, AIA, AICP, LEED
Commissioner
Department of Planning, Environment and Land Management
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DATE OF PREPARATION:	April 2014
AVAILABILITY OF DOCUMENT:	This document is a Final Generic Environmental Impact Statement (FGEIS) prepared by the lead agency for the proposed action (i.e., Town Board of the Town of Brookhaven). Copies are available for public review and comment at the offices of the Lead Agency. A copy of the FGEIS is also available for viewing on the official website of the Town of Brookhaven at www.brookhaven.org.

This document is a Final Generic Environmental Impact Statement (FGEIS) for the Proposed Ronkonkoma Hub Transit-Oriented Development (TOD).

This FGEIS incorporates, by reference, the Draft Generic Environmental Impact Statement (DGEIS) for the previously-proposed action, dated September 2010. The above-referenced DGEIS was the subject of a Town of Brookhaven Town Board Public Hearing on October 19, 2010. The public comment period on the DGEIS expired on October 29, 2010.

This FGEIS also incorporates, by reference, the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) for this proposed action, dated November 2013. The DSGEIS was the subject of a Town of Brookhaven Town Board Public Hearing on January 9, 2014. The public comment period on the above-referenced DSGEIS expired on February 10, 2014.[1]

This FGEIS is outlined such that the comments received on the above-referenced DSGEIS in 2014 are addressed first, followed by the comments received on the above-referenced DGEIS in 2010.

The Written Correspondence and Public Hearing Transcript for the 2014 DSGEIS are provided in Appendices A, B and C of this FGEIS, respectively.

The DGEIS Public Hearing on October 19, 2010 was audiotaped. Written comments received at the DGEIS Public Hearing and other Written Correspondence received during the public comment period for the DGEIS are included in Appendix E of this FGEIS.

[1] This includes comments made at a public forum held by the Town of Islip on February 5, 2014. The transcript of the Town of Islip's public forum is included in Appendix D of this FGEIS.

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1.0 Introduction

This document is a Final Generic Environmental Impact Statement (FGEIS), which has been prepared to respond to comments on both the Draft Generic Environmental Impact Statement dated September 2010 (2010 DGEIS) and the Draft Supplemental Generic Environmental Impact Statement dated November 2013 (DSGEIS) for the proposed action.

The proposed action consists of several Town Board actions that would culminate in the redevelopment of the Ronkonkoma Hub area, which consists of 53.73±-acres, generally bounded by Union Avenue and Union Street to the north; Village Plaza Drive to the east; Ronkonkoma Avenue, Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR) to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County (see Figure 1).

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

N

0 110 220 Feet

Data Sources: Town of Brookhaven GIS

Figure 1
Study Area

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, October 2013

As described in detail in the DSGEIS, the proposed action specifically consists of the following:

- Adoption of an Urban Renewal Plan
- Adoption of a Land Use and Implementation Plan
- Adoption of a Transit Oriented Development (TOD) District
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Conceptual Master Plan ("Maximum Density Concept Plan").

By way of history and as more fully described in the aforesaid 2010 DGEIS and DSGEIS, the Town Board has been working with the community for approximately seven years to revitalize the Ronkonkoma Hub area. The Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. The Town also prepared a draft *Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan* and a Draft Generic Environmental Impact Statement , which evaluated a theoretical maximum development scenario. Examination and evaluation of, among other things, a theoretical maximum development scenario enabled the Town Board to conduct a comprehensive environmental review of the overall proposed action and take a "hard look" pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617.

The Town of Brookhaven Town Board, serving as lead agency, accepted the 2010 DGEIS on September 21, 2010, and a public hearing was held on October 19, 2010. The public comment period on the 2010 DGEIS was closed on October 29, 2010. It was clear from the comments received that there was much community support for the proposed action (see Appendix E of this FGEIS).

Subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the Hub area, decided to seek private developer input. The Town issued a Request for Expressions of Interest (RFEI) and ultimately a Request for Qualifications (RFQ) for a Master Developer. Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared *The Ronkonkoma Hub Study Area Blight Study (Blight Study)*, which ultimately resulted in the preparation of an *Urban Renewal Plan* for the Ronkonkoma Hub area. The densities recommended in the *Urban Renewal Plan* were different than those originally evaluated in the 2010 DGEIS, as such an updated Environmental Assessment Form was prepared by the Town Board, and a Positive Declaration indicating the need to prepare a supplemental draft environmental impact statement was adopted on October 1, 2013. Thus, to ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Brookhaven prepared an DSGEIS to identify and evaluate potential significant adverse environmental impacts that may differ from those evaluated in the 2010 DGEIS, in accordance with 6 NYCRR §617.9(a)(7), which states:

> *"(7) Supplemental EISs.*
>
> *(i) The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:*

(a) changes proposed for the project; or
(b) newly discovered information; or
(c) a change in circumstances related to the project.
(ii) The decision to require preparation of a supplemental EIS, in the case of newly discovered information, must be based upon the following criteria:
(a) the importance and relevance of the information; and
(b) the present state of the information in the EIS.
(iii) If a supplement is required, it will be subject to the full procedures of this Part."

As the maximum potential development being considered for the Ronkonkoma Hub area, as defined in the *Urban Renewal Plan*, is greater than that evaluated in the 2010 DGEIS, the DSGEIS was prepared to address potential changes in impacts that would result from the modified proposed action.

The Town of Brookhaven Town Board, serving as lead agency, accepted the DSGEIS on November 12, 2013, and a public hearing was held on January 9, 2014. The public comment period on the DSGEIS closed on February 10, 2014. As with the 2010 DGEIS hearing and public comment period, support for this modified proposed action was evident (see Appendices A and C of this FGEIS).

In accordance with 6 NYCRR § 617.9(b)(8):

> *A final EIS must consist of: the draft EIS, including any revisions or supplements to it; copies or a summary of the substantive comments received and their source (whether or not the comments were received in the context of a hearing); and the lead agency's responses to all substantive comments. The draft EIS may be directly incorporated into the final EIS or may be incorporated by reference. The lead agency is responsible for the adequacy and accuracy of the final EIS, regardless of who prepares it. All revisions and supplements to the draft EIS must be specifically indicated and identified as such in the final EIS.*

As evidenced by review of comments provided on both the 2010 DGEIS and the DSGEIS (see Appendices A through E of this FGEIS), the vast majority of comments received were in support of the Town's efforts and the proposed action. Accordingly, while these comments are included in the aforementioned appendices, they are not "substantive comments" as contemplated in 6 NYCRR §617.9(b)(8).

The remaining sections of this FGEIS are organized as follows:

- Section 2.0 - List of Commentators and Comment Letters in Support from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period
- Section 3.0 - Responses to Substantive Comments Raised from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period
- Section 4.0 - Responses to Substantive Comments Raised from 2010 DGEIS Hearing of October 19, 2010 and Associated Public Comment Period
- Section 5.0 - Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved Including Requirements For Subsequent SEQRA Compliance.

Section 2.0 of this FGEIS provides a list of each comment received in support of the proposed action, whether by letter or by statement at the associated public hearing. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

Section 3.0 of this FGEIS sets forth each substantive written or verbal comment made on the proposed action, and provides a response to each substantive comment.

Section 4.0 of this FGEIS sets forth each substantive written or verbal comment period made on the previously-proposed action and provides a response to each substantive comment.

Section 5.0 sets forth the conditions and criteria under which future actions will be undertaken or approved including requirements for subsequent SEQRA compliance pursuant to 6 NYCRR §617.10(c).

2.0

List of Commentators and Comment Letters in Support from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period

2.1 Written Support Comments

As explained in Section 1.0, the majority of comments received on both the 2010 DGEIS and the DSGEIS were in support of the Town's efforts and the proposed action. The comments in support are not "substantive comments" as contemplated in 6 NYCRR §617.9(b)(8).

This section of the document provides a list of each written comment received in support during the comment period on the DSGEIS. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

Written comments have been coded with the letter "C," and each individual letter received has been numbered. For petitions received in support of the proposed project, the individuals have been grouped. The written comments received in support of the proposed project are included in Appendix A of this FGEIS and each comment letter includes the corresponding comment number below. A list of the coded written comments on the DSGEIS follows:

C1 – Petitions in Support

C2 – Jason Virim

C3 – Elinor Gum

C4 – Nick Dalvano, All-Ways Elevator, Inc.

C5 – Sheri Boddy

C6 – The Holbrook Chamber of Commerce.

2.2 Verbal Support Comments at DSGEIS Public Hearing of January 9, 2014

This section of the document provides a list of each comment received in support during the public hearing on the DSGEIS. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

As with the written comments, each person commenting during the public hearing has been assigned a number in the order in which each comment was received and is preceded with the letter "H." The DSGEIS Public Hearing transcript in Appendix B of this FGEIS includes the comment number. A list of the coded comments from the DSGEIS public hearing follows:

H2 – Amy Engle, Executive Director of Sustainable Long Island

H3 – Marianne Garvin, President and CEO of the CDC Development Corporation of Long Island

H5 – Phil Sorrentino

H6 – Steve Jensen, Chairman of the Long Island Builders Institute (LIBI) Community Outreach Committee

H7 – Debbie Davey

H8 – Lenney Minervini, LIBI Member

H9 – William Hubbs

H10 – Brian Boker

H11 – Larry Davis, Chairman of LIBI

H12 – Denise Schwartz, President of the Ronkonkoma Chamber of Commerce

H13 – Edward Enders, Council Representative for the Northeast Regional Council of Carpenters

H14 – Rita Passegio

H15 – Kevin Law, President and CEO of the Long Island Association

H16 – Mario Mattera, Plumbers Local 200

H17 – Grant Hendricks, LI Contractors Association

H18 – Nick Dalvano

H19 – Vince Lancella

H21 – Thomas Herron, Northeast Regional Council of Carpenters

H22 – Dale Spencer, Curator, Lake Ronkonkoma Historical Society

H23 – Elissa Ward Kyle, Sustainability Director, Vision Long Island

H24 – Artie Cipoletti

H25 – Jim Morgo

H26 – Charles Barredo

H27 – Lois Fricke

H28 – Cara Longworth, Executive Director of the Long Island Regional Planning Council

H30 – Bud Cipoletti

H31 – George Schramm, President of the Lake Ronkonkoma Civic Association

H32 – David Kapell, Rauch Foundation

H36 – Dawn Hopkins, Vice President of the Lake Ronkonkoma Civic Association

H39 – Jennifer Appel, General Counsel/Program Advisor for the Long Island Housing Partnership

H40 – Robert Morano.

2.3 Other Verbal Support Comments at Town of Islip Public Forum of February 5, 2014

This section of the document provides a list of each comment received in support during the Town of Islip's public forum on the Ronkonkoma Hub Transit-Oriented Development District held on February 5, 2014. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

As with the written comments, each person commenting during the public forum has been assigned a number in the order in which each comment was received and is preceded with the letter "F." The public forum transcript is included in Appendix D of this FGEIS includes the corresponding comment number. A list of the coded comments from the Town of Islip public forum follows:

F10 - Artie Cipoletti

F11 - Bud Cipoletti

F12 - Chris Ragusa

F23 - Kevin Harvey

F26 - James Pena

F27 - Michal Perez

F28 - Bob French

F30 - Mario Mattera

F33 - Thomas Herron

F48 - Joe Montalbano

F49 - Nick Delvano.

3.0

Responses to Substantive Comments Raised from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period

3.1 Written Correspondence[2]

WILLIAM HILLMAN, P.E., CHIEF ENGINEER
DANIEL J. DRESCH, JR.
COUNTY OF SUFFOLK
January 16, 2014

Comment C7-1:

Ronkonkoma Avenue is System Road 29 not County Road 29. It is owned and maintained by the Town of Brookhaven and the Town of Islip.

[2] A blank comment form was submitted by Karen Gribbin (225 Smith Street, Central Islip) during the Town of Islip public forum held on February 5, 2014. Accordingly, her participation is acknowledged, but there was no substantive comment to address.

Response C7-1:

The comment is noted.

Comment C12-6:

The adverse discriminatory effects of the TOD is amplified by the fact that it was proudly announced by the Town that the designated developer had apparently acquired or obtained commitments for those properties inside "Phase 1". Phased or staged development of the 54 acres does not seem to have been either addressed or fully considered in any of the documentation in relation to the TOD, Implementation Plan, Urban Renewal Plan or, for that matter, the DSGEIS.

To the extent it can be ascertained, it appears that Phase I encompasses the proposed apartments at the eastern end of the Ronkonkoma Hub area. Yet, in the absence of sewers or other sanitary disposal facilities, the construction of apartments would appear to be impermissible under the requirements of the Suffolk County Department of Health. It is noted that a Sewer Treatment Plant (STP) is the subject of consideration and implementation by the County of Suffolk, which is plainly not limited to this project. The sewers being considered are intended to service the entire area, including various portions of Islip. While it is my understanding that studies have been undertaken for the implementation of this sewer project and the construction of a STP, no funding has been specifically appropriated or bonding issued. While the designated developer is likely to be contributing to the construction of a STP, there does not seem to have been any "hard look" consideration of when, or even if, this STP will be constructed or how it can be feasibly financed consistent with the economic viability of both Islip and Brookhaven.

Further, it is our understanding that the construction status of the STP itself may be questionable and that as a possible alternative, the County is considering connection to the already existing Southwest Sewer District facilities to serve the proposed project. This, of course, is a facility which should also be equally available to the current owners in formulating their development plans. It's [sic] availability should not be limited to the Designated Developer. Moreover, if use or connection of the Southwest Sewer District is under consideration, we believe it was not thoroughly reviewed ("hard look") in the EIS process.

Response C12-6:

When first conceived, and as explained and analyzed in the 2010 DGEIS, the revitalization of the Ronkonkoma Hub area included the construction of an STP within the Town of Brookhaven to solely serve the Ronkonkoma TOD. The 2010 DGEIS explained, among other things, that the then-contemplated Ronkonkoma TOD included the construction of an STP, which was shown, at that time, in the southeast portion of the Ronkonkoma Hub area (see Figure 24 in the 2010 DGEIS). Based on the program mix in the 2010 DGEIS, the projected sanitary waste volume from then-anticipated new development within the Ronkonkoma TOD was 169,000 gpd (see Section 4.2 of the 2010 DGEIS). However, the STP was, at that time, proposed to be sized to accommodate all land uses within the Ronkonkoma TOD area (projected new development plus existing development served by on-site sanitary systems). Based on the approximately five-acre land area on which the STP was proposed to be situated, that facility would have been capable of treating 275,000 gallons of sanitary waste per day. An analysis for the STP originally contemplated by the Town of Brookhaven was prepared and included in Appendix D of the 2010 DGEIS.

Since the time of preparation of the 2010 DGEIS (and as explained in Section 2.3 of the DSGEIS), Suffolk County proposed to establish a sewer district and construct a STP on a 7.74-acre property, south of the LIRR tracks, opposite the southeastern portion of the Ronkonkoma Hub area. As part of the development of a new STP, the County was proposing to form a new sewer district, which would accommodate sewage from the Ronkonkoma Hub area as well as from unsewered areas within the Town of Islip. The new STP was proposed to be sized with an initial capacity of 500,000 gpd with the ability to expand to 750,000 gpd. The capacity was established based upon the approximately 400,000 gpd anticipated for future development within the Ronkonkoma Hub area, plus an additional 100,000 gpd for future connections in the Town of Islip, including, for example, potential future connections to MacArthur Airport. In addition, provisions for an additional 250,000 gpd (for a total capacity of 750,000 gpd) were being considered to accommodate potential future growth within the sewer district.
As explained at the DSGEIS hearing, Suffolk County is currently exploring another option to handle sewage from the Town of Islip and the Ronkonkoma Hub. This option consists of transporting sanitary waste from Ronkonkoma Hub through a force main system connecting to the Southwest Sewer District No. 3 (SWSD#3), where it will be treated and disposed of (see correspondence dated March 10, 2014 from Gilbert Anderson, P.E., Commissioner of the SCDPW in Appendix G of this FGEIS).

As explained by Commissioner Anderson (see Appendix G), the SCDPW "will be exploring the potential of connecting adjacent communities. The capacity of the current system will be sized to handle flows up to 1 million gallons per day. 400,000 gallons per day capacity will be reserved for Ronkonkoma Hub. The remaining 600,000 gallons per day is currently available for either Town to connect to. Discussions have begun with the Town of Islip who is very interested in connecting the Airport and possibly other nearby areas to the facility." The regional sewage issue is a Suffolk County issue, and Suffolk County is responsible for complying with SEQRA and its implementing regulations and any other applicable laws and regulations.

Comment C12-7:

In summary, our objections to the TOD/Implementation Plan/Urban Renewal Plan are that it (i) effectively confiscates, destroys and takes my clients' properties and development potential without payment of any compensation in violation of the New York and United States Constitutions; (ii) discriminates in favor of the Designated Developer; (iii) constitutes an excessive dilution or abdication of the Town's sovereign zoning power; and (iv) has not fully reviewed the conditions and in particular the protracted construction period involved in the proposed development.

The TOD objectives, we believe, could equally be accomplished by the already existing property owners under the current J-6 zoning or by the Town providing incentives to the property owners, which could conceivably cost far less and be more practically achievable than the massive project envisioned by the TOD.

5.0

Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved Including Requirements For Subsequent SEQRA Compliance

6 NYCRR §617.10(c) and (d) state, in pertinent part:

> *"(c) Generic EISs...should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance..."*
>
> *(d) When a final generic EIS has been filed under this part:*
>
> *(1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;*
>
> *(2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;*
>
> *(3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;*
>
> *(4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately*

addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."

Based on the analyses contained in this DSGEIS, the following represent the conditions and thresholds, which, if met, would allow full development of the Ronkonkoma Hub area within the Town of Brookhaven without the need for further SEQRA compliance or further approval from the Town Board:

- Total development of the Ronkonkoma Hub area shall not exceed the following development limits:[18]
  - 1,450 residential units
  - Approximately 195,000 SF - retail
  - Approximately 360,000 SF - office/medical
  - Approximately 60,000 SF - flex space (including hospitality, conference and exhibition space, and/or residential units)
- Sanitary discharge (whether through connection to an existing Suffolk County STP, to a new Suffolk County STP or to another approved location) associated with development/redevelopment of parcels within the Ronkonkoma Hub area shall not exceed 400,000 gpd. In the event that development/redevelopment is proposed that would cause this capacity to be exceeded, additional evaluation must be conducted and additional sewage capacity must be secured to support the additional development.
- No residential development shall be permitted south of Railroad Avenue between Hawkins Avenue and Mill Road in order to minimize the potential for residents within the proposed development to be affected by LIRR operational noise.

[18] With the exception of the limitation on residential units (which is a maximum), the amount of retail, office/medical and flex space can vary (as same will be dictated by actual market demand), as long as such development conforms with the requirements of the TOD District.

- The development or improvement of the internal and immediate perimeter roadway systems within and bordering the Ronkonkoma TOD area should be performed as the parcels adjacent to those roads are developed to ensure adequate and safe access to surrounding roadways. Functionally, the proposed improvements to the majority of these roads are to provide parking areas and other roadside amenities to serve the adjacent and surrounding parcels.

- The roundabout proposed at Railroad Avenue and Mill Road must be completed at such time as the adjacent development access which forms the south leg is developed (see Condition Figure B [Figure 3 herein]).

STEVEN BELLONE
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

GILBERT ANDERSON, P.E.
COMMISSIONER

PHILIP A. BERDOLT
DEPUTY COMMISSIONER

March 10, 2014

Ms. Theresa Elkowitz, Principal
VHB Engineering, Surveying & Landscape Architecture, P.C.,
2150 Joshua's Path, Suite 300
Hauppauge, NY 11788

RE: PROPOSED RONKONKOMA HUB SEWERS

Madam:

Pursuant to your conversations with Deputy County Executive Minieri, this will confirm that this Department is pursuing transporting sanitary waste from Ronkonkoma Hub through a force main system connecting to the Southwest Sewer District No. 3 (SWSD#3), where it will be treated and disposed of. A plan of the current proposed route is provided for your review and consideration showing the sanitary connection from the proposed Ronkonkoma Hub Development westward to existing sanitary sewer facilities in the vicinity of the former Central Islip State Psychiatric Facility, approximately 7 miles.

Although plans are in preliminary stages of development, the force main will be installed through either open cut trenching or directional drilling. Critical intersections such as Ocean Avenue (CR 93) and Johnson Avenue, or CR 100 with NYS 454, will be crossed using directional drilling to minimize impact of construction. In both cases the work will pass through a community extremely quickly. Our goal is to complete construction as quickly as possible, not only to complete the work but also minimize the impact of construction to the local community.

We will be exploring the potential of connecting adjacent communities. The capacity of the current system will be sized to handle flows up to 1 million gallons per day. 400,000 gallons per day capacity will be reserved for Ronkonkoma Hub. The remaining 600,000 gallons per day is currently available for either Town to connect to. Discussions have begun with the Town of Islip who is very interested in connecting the Airport and possibly other nearby areas to the facility.

Should you have any further questions regarding these matters, please contact the undersigned.

Very truly yours,

Gilbert Anderson, P.E.,
Commissioner

GA/bd
Attachment
cc: John Schneider, Deputy County Executive
Joanne Minieri, Deputy County Executive/Commissioner of Economic Development
Philip Berdolt, Deputy Commissioner
John Donovan, P.E, Chief Engineer Sanitation

SUFFOLK COUNTY IS AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

335 YAPHANK AVENUE ■ YAPHANK, N.Y. 11980 ■ (631) 852-4010
FAX (631) 852-4150

RESOLUTION SUBMISSION

MEETING OF: JUNE 24, 2014 RESOLUTION NO. 2014-503

MOVED BY COUNCILMEMBER: Timothy Mazzei

REVISION:

SHORT TITLE: ADOPTION OF THE SEQRA FINDINGS STATEMENT FOR THE RONKONKOMA HUB URBAN RENEWAL PLAN, RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT LAND USE AND IMPLEMENTATION PLAN, AMENDMENT TO TOWN CODE CHAPTER 85 ENTITLED "ZONING", BY ENACTING ARTICLE XXIII ENTITLED "RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT DISTRICT" AND CHANGE OF ZONE OF CERTAIN PARCELS TO THE RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT DISTRICT

DEPARTMENT: Planning, Environment & Land Management

REASON: To adopt the Findings Statement for the Ronkonkoma Hub Urban Renewal Plan, Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan, amendment to the Town Code Chapter 85 entitled "Zoning" by enacting Article XXIII entitled "Ronkonkoma Hub Transit-Oriented Development District" and change of zone of certain parcels to the Ronkonkoma Hub Transit-Oriented Development District

PUBLIC HEARING REQUIRED: No.

DEPARTMENT OF FINANCE APPROVAL: YES NO
DOLLARS INVOLVED: No Fiscal Impact – Not Reviewed By Commissioner of Finance.
SEQRA REQUIRED:
DETERMINATION MADE: POSITIVE NEGATIVE
FEIS/FINDINGS FILED:
EXECUTION OF DOCUMENT REQUIRED:
LR:cah

Present	Absent		Motion	Aye	No	Abstain	Not Voting
		Councilmember Cartright					
		Councilmember Bonner					
		Councilmember LaValle					
		Councilmember Kepert	2				
		Councilmember Mazzei	1				
		Councilmember Panico					
		Supervisor Romaine					

ADOPTED
BY THE BROOKHAVEN TOWN BOARD

RESOLUTION NO. 2014-503
MEETING: JUNE 24, 2014

ADOPTION OF THE SEQRA FINDINGS STATEMENT FOR THE RONKONKOMA HUB URBAN RENEWAL PLAN, RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT LAND USE AND IMPLEMENTATION PLAN, AMENDMENT TO TOWN CODE CHAPTER 85 ENTITLED "ZONING" BY ENACTING ARTICLE XXIII ENTITLED "RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT DISTRICT" AND CHANGE OF ZONE OF CERTAIN PARCELS TO THE RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT DISTRICT

WHEREAS, the Town Board is considering the adoption of the Ronkonkoma Hub Urban Renewal Plan, Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan, amendment to the Town Code Chapter 85 entitled "Zoning" by enacting Article XXIII entitled "Ronkonkoma Hub Transit-Oriented Development District" and change of zone of certain parcels to the Ronkonkoma Hub Transit-Oriented Development District; and

WHEREAS, a public hearing on the Ronkonkoma Hub Transit-Oriented Development (TOD) Land Use and Implementation Plan and the Draft Generic Environmental Impact Statement (DGEIS) was duly held by the Town Board on September 21, 2010; and

WHEREAS, subsequent revisions to the scope of the development were proposed, therefore requiring the preparation of revisions to the Ronkonkoma Hub Transit-Oriented Development (TOD) Land Use and Implementation Plan and a Draft Supplemental Generic Environmental Impact Statement (DSGEIS); and

WHEREAS, the Ronkonkoma Hub Transit-Oriented Development (TOD) Land Use and Implementation Plan and the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) were accepted by the Town Board on November 12, 2013, and the public comment period was commenced; and

WHEREAS, on January 9, 2014, a joint public hearing was held on the Ronkonkoma Hub Draft Supplemental General Environmental Impact Statement (DSGEIS), Ronkonkoma Hub Urban Renewal Plan, Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan, amendment to Town Code Chapter 85 entitled "Zoning" by enacting Article XXIII entitled "Ronkonkoma Hub Transit-Oriented Development District" and change of zone of certain parcels to the Ronkonkoma Hub Transit-Oriented Development District at which time all interested parties were given an opportunity to be heard; and

WHEREAS, the public comment period on the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) was closed on February 10, 2014; and

WHEREAS, on May 22, 2014, the Town Board accepted the Final Generic Environmental Impact Statement (FGEIS) for the Ronkonkoma Hub Urban Renewal Plan, Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan, amendment to Town Code Chapter 85 entitled "Zoning" by enacting Article XXIII entitled "Ronkonkoma Hub Transit-Oriented Development District" and change of zone of certain parcels to the Ronkonkoma Hub Transit-Oriented Development District, and a ten day consideration period was commenced; and

WHEREAS, in response to the submitted comments, questions and concerns, as well as the Town of Brookhaven's own analysis, the Town Board is considering adoption of the Ronkonkoma Hub Urban Renewal Plan, Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan, amendment to Town Code Chapter 85 entitled "Zoning" by enacting Article XXIII entitled "Ronkonkoma Hub Transit-Oriented Development District" and change of zone of certain parcels to the Ronkonkoma Hub Transit-Oriented Development District ; and

WHEREAS, pursuant to the requirements of Part 617.11 of the State Environmental Quality Review Act, a written Findings Statement must be prepared prior to the adoption of the Ronkonkoma Hub Urban Renewal Plan, Ronkonkoma Hub Transit-Oriented Development Land

Use and Implementation Plan, amendment to Town Code Chapter 85 entitled "Zoning" by enacting Article XXIII entitled "Ronkonkoma Hub Transit-Oriented Development District" and change of zone of certain parcels to the Ronkonkoma Hub Transit-Oriented Development District;

NOW, THEREFORE, BE IT RESOLVED by the Town Board of the Town of Brookhaven that the attached Findings Statement for the Ronkonkoma Hub Urban Renewal Plan, Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan, amendment to Town Code Chapter 85 entitled "Zoning" by enacting Article XXIII entitled "Ronkonkoma Hub Transit-Oriented Development District" and change of zone of certain parcels to the Ronkonkoma Hub Transit-Oriented Development District is hereby ADOPTED.

FIGURE 2 - PROPOSED FORCE MAIN ROUTING

STATE ENVIRONMENTAL QUALITY REVIEW ACT
RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT
HAMLET OF RONKONKOMA, TOWN OF BROOKHAVEN
SUFFOLK COUNTY, NEW YORK
TOWN BOARD OF THE TOWN OF BROOKHAVEN
FINDINGS STATEMENT

Date: June 24, 2014

This Findings Statement is issued pursuant to Article 8 of the Environmental Conservation Law (State Environmental Quality Review Act – SEQRA) and the implementing regulations therefor at 6 NYCRR Part 617.

Name of Action:	Ronkonkoma Hub Transit-Oriented Development (TOD)
Location:	53.73± acres bounded by Union Avenue and Union Street to the north; Village Plaza Drive to the east; Ronkonkoma Avenue, Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Long Island Railroad to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County
Lead Agency:	Town Board of the Town of Brookhaven
Address:	Town of Brookhaven Town Hall One Independence Hill Farmingville, New York 11738
Contact:	Tullio Bertoli AIA, AICP, LEED Commissioner Department of Planning, Environment and Land Management
Telephone No.:	(631) 451-6400
SEQR Status:	Type I

The Town Board of the Town of Brookhaven (Town Board), as lead agency, subsequent to review of the Draft Generic Environmental Impact Statement (2010 DGEIS), the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) and the Final Generic Environmental Impact Statement (FGEIS), hereby certifies that:

- It has considered the relevant environmental impacts, facts and conclusions disclosed in the EIS;
- It has weighed and balanced relevant environmental impacts with social, economic and other considerations;
- The requirements of 6 NYCRR Part 617 have been met; and

- Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action described below is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating, as conditions to the decision, those mitigative measures that were identified as practicable during the environmental review process.

Description of Action

The proposed action consists of several Town Board actions that would culminate in the redevelopment of the Ronkonkoma Hub area, to wit:

- Adoption of the *Urban Renewal Plan for the Proposed Ronkonkoma Hub Transit-Oriented Development (TOD) ("Urban Renewal Plan")*
- Adoption of the *Land Use Plan and Implementation Plan for the Proposed Ronkonkoma Hub Transit-Oriented Development (TOD) ("Land Use and Implementation Plan")*
- Adoption of the Ronkonkoma Hub Transit-Oriented Development District (*"TOD District"*)
- Change of zone of parcels within the Ronkonkoma Hub area to the *TOD District.*

The approval of these actions by the Town Board would allow development/redevelopment of the Ronkonkoma Hub area in accordance with the *Urban Renewal Plan, Land Use and Implementation Plan, TOD District,* and this Findings Statement.

Urban Renewal Plan

In September 2012, the Town of Brookhaven prepared *The Ronkonkoma Hub Study Area Blight Study (Blight Study),* for the Ronkonkoma Hub. The *Blight Study* found sufficient evidence to determine the Ronkonkoma Hub area to be substandard or insanitary in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town of Brookhaven Town Code. Based upon this, the Town authorized the preparation of an urban renewal plan. The intent of the *Urban Renewal Plan* is to address blighted conditions identified within the Ronkonkoma Hub area. It was prepared in order to facilitate the redevelopment of the Ronkonkoma Hub area featuring a mix of higher density residential development, commercial, hospitality, institutional, office and retail uses, conference, entertainment and exhibition venues, and public designated outdoor spaces.

The *Urban Renewal Plan* makes several recommendations with regard to land uses, zoning and other land use controls, building conditions and public improvements, most notably:

- Redevelopment with several multi-family residential buildings, mixed-use buildings potentially containing office, residential and retail uses, mixed-use buildings potentially containing commercial, exhibition, hospitality, institutional, and residential uses, retail and office buildings, as well as special use/entertainment venues.

- Implementation of a TOD zoning district in order facilitate the redevelopment.

- All structures to be acquired and demolished with the exception of the existing MTA parking garage and potentially the train station.

- Improvements and upgrades to infrastructure, including roads, sidewalks, curbs, public hardscape and landscape, gas lines, water mains, electric distribution, stormwater runoff collection systems, street and walkway lighting, and public parking areas.

Based on the findings and recommendations of the *Urban Renewal Plan*, a Conceptual Land Use Plan was developed for the proposed development/redevelopment of the Ronkonkoma Hub area. In total, the Conceptual Land Use Plan provides the maximum permitted development densities for each of the anticipated use types: a maximum of 1,450 dwelling units, approximately 195,000 square feet of retail space, approximately 360,000 square feet of office/medical space, and approximately 60,000 square feet of flex space (for hospitality, conference, exhibition, and/or residential uses).

Land Use and Implementation Plan

The *Land Use and Implementation Plan* was prepared as a result of the extensive planning process undertaken by the Town of Brookhaven for the redevelopment and revitalization of the 53.73±-acre area situated around the Ronkonkoma train station. It provides an overview of the Ronkonkoma Hub area, the background and history of the Town's planning process, the proposed form-based code (FBC), and a redevelopment concept that illustrates the overall type and level of development that could take place with the application of the proposed FBC.

The *Land Use and Implementation Plan*, among other things, examines the proposed *TOD District*, discusses SEQRA compliance and the environmental and public review process, and discusses the implementation strategy for realizing the Town's vision for the redevelopment of the Ronkonkoma Hub area.

***TOD District* and Change of Zone**

The *TOD District* has been designed as an FBC. It establishes objectives, policies, and standards to promote orderly development and redevelopment within the Ronkonkoma Hub area for purposes of encouraging high-density mixed-use development, including residential, retail, entertainment, institutional and office uses. The overall intent of the *TOD District* is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community.

Development within the Ronkonkoma Hub area would be governed by a "Regulating Plan." This plan designates the subdistricts that comprise the *TOD District* and the various roadways within and adjacent to the subdistrict. There are four subdistricts set forth in the *TOD District*, as follows:

- Neighborhood Subdistrict (A) – The Neighborhood Subdistrict is a predominantly residential area with medium-to-high density building types. It allows for a limited amount of ground floor commercial use and live/work units. It provides a transition between single-family homes and more compact mixed-use areas.

- Downtown Living Subdistrict (B) -- The Downtown Living Subdistrict is predominantly a mixed-use residential area with medium-to-high density building types. It allows for up to 50 percent commercial use.

- Marketplace Subdistrict (C) -- The Marketplace Subdistrict allows for predominantly retail-focused mixed-use, maintaining a high level of flexibility to attract diverse local and national retailers.

- Main Street Subdistrict (D) -- The Main Street Subdistrict is intended as predominantly a pedestrian-oriented, mixed-use town center. Regional shopping, entertainment, and outdoor dining uses are encouraged.

Each of the subdistricts is further broken down by maximum height in stories and maximum height in feet, as depicted on the Regulating Plan. The Regulating Plan also provides additional development parameters (e.g., street types, principal and secondary frontages, and blocks). Together with the Regulating Plan, development would be subject to compliance with the standards and regulations of the *TOD District* for streets and roadways (including streetscape standards), outdoor space, signage, lighting and parking.

The *TOD District*, once adopted by the Town Board, would be applied to the tax parcels located within the 53.73±-acre Ronkonkoma Hub area. A Conceptual Master Plan ("Maximum Density Concept Plan") has been prepared to conform to the parameters of the Regulating Plan (described above). The Conceptual Master Plan is not a specific development proposal, as it is not feasible to define the specific development/redevelopment of the entire 53.73± acres of the Ronkonkoma Hub area. Development/redevelopment is expected to take place over several years, and the specific uses and level of development will be dictated by market demand. However, review of the Maximum Density Concept Plan, which examines maximum potential development proposed within the Ronkonkoma Hub area, enables the Town Board to take a "hard look" at the relevant environmental impacts through the performance of a comprehensive environmental review pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617, as further described below.

The Maximum Density Concept Plan included the following program: 1,450 residential units; 195,000 SF of retail; 360,000 SF of office/medical space; and 60,000 SF of flex space (including hospitality, conference and exhibition space, and/or residential units) (see attached). Total parking provided on the Maximum Density

Concept Plan is 3,638 parking spaces, not including those spaces within the existing parking garage (1,043) and existing parking lot (341).

The Maximum Density Concept Plan complies with the Regulating Plan (contained in the *TOD District*), which depicts the locations of the subdistricts set forth in the *TOD District*, and describes the character to be achieved within each of the subdistricts. The predominantly residential subdistrict (Neighborhood) Subdistrict) is located at the northern and eastern extents of the Ronkonkoma Hub area, which relates to the existing surrounding residential development, while the predominantly retail subdistrict (Marketplace Subdistrict) is situated at the western extent of the Ronkonkoma Hub area, along Hawkins and Railroad Avenues. The Regulating Plan also depicts mixed-use subdistricts (the Downtown Living and the Main Street Subdistricts), that allow greater building heights, generally situated closer to the railroad tracks and around the train station. The Maximum Density Concept Plan conforms to the Regulating Plan in terms of distribution of uses, heights and density of development.

Summary of SEQRA Process

Commencing in 2007, the Town Board has worked with the community to revitalize the Ronkonkoma Hub area. Since that time, the Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. Thereafter, based upon the aforesaid planning efforts, the Town of Brookhaven prepared an initial draft Land Use and Implementation Plan for the Ronkonkoma Hub area as well as an initial draft TOD zoning district. On August 17, 2010, the Town Board of the Town of Brookhaven, as lead agency, issued a positive declaration, and required the preparation of a draft generic environmental impact statement to evaluate the impacts of the adoption of a Land Use and Implementation Plan and TOD zoning district, the rezoning of the Ronkonkoma Hub area to a TOD zoning district and the ultimate development/redevelopment of properties within the Ronkonkoma Hub area in accordance with the ultimately-adopted Land Use and Implementation Plan and TOD zoning district. The Town Board determined that a generic environmental impact statement would be required, as the proposed action consisted of a sequence of actions as well as adoption of a land use plan and new zoning regulations for the Ronkonkoma Hub area. Pursuant to 6 NYCRR §617.10(a):

> *"Generic EISs may be broader, and more general than site or project specific EISs and should discuss the logic and rationale for the choices advanced. They may also include an assessment of specific impacts if such details are available. They may be based on conceptual information in some cases. They may identify the important elements of the natural resource base as well as the existing and projected cultural features, patterns and character. They may discuss in general terms the constraints and consequences of any narrowing of future options. They may present and analyze in general terms a few hypothetical scenarios that could and are likely to occur.*
>
> *A generic EIS may be used to assess the environmental impacts of:*
>
> > *(1) a number of separate actions in a given geographic area which, if considered singly, may have minor impacts, but if considered together may have significant impacts; or*

(2) a sequence of actions, contemplated by a single agency or individual; or

(3) separate actions having generic or common impacts; or

(4) an entire program or plan having wide application or restricting the range of future alternative policies or projects, including new or significant changes to existing land use plans, development plans, zoning regulations or agency comprehensive resource management plans."

Moreover, a generic environmental impact statement provides for the establishment of conditions and thresholds that guide requirements for future SEQRA compliance and future actions: Pursuant to 6 NYCRR §617.10(c) and (d):

"(c) Generic EISs and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site specific impacts, that were not adequately addressed or analyzed in the generic EIS.

(d) When a final generic EIS has been filed under this part:

(1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;

(2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;

(3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;

(4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."

Subsequent to issuance of the aforesaid positive declaration on August 17, 2010, the Town prepared the 2010 DGEIS, which evaluated a theoretical maximum development scenario ("Theoretical Full Build Plan"). Examination of the Theoretical Full Build Plan, as well as two alternatives, in the 2010 DGEIS enabled the Town Board to conduct a comprehensive environmental review of the overall then-proposed action and take a "hard look" pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617. The Town of Brookhaven Town Board, serving as lead agency, accepted the 2010 DGEIS on September 21, 2010, and a public hearing was held on October 19, 2010. The public comment period on the 2010 DGEIS closed on

October 29, 2010. The support for the redevelopment of the Ronkonkoma Hub area was evident from the aforesaid public hearing and the various community meetings that took place throughout the planning process.

Subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input. The Town issued a Request for Expressions of Interest (RFEI) and ultimately a Request for Qualifications (RFQ) for a Master Developer. Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared the *Blight Study*, which ultimately resulted in the preparation of the *Urban Renewal Plan* for the Ronkonkoma Hub area. The densities recommended in the *Urban Renewal Plan* were different than those originally evaluated in the 2010 DGEIS. Accordingly, a new Environmental Assessment Form was prepared by the Town Board, and a positive declaration was issued on October 1, 2013, which indicated the need to prepare a supplemental draft generic environmental impact statement. To ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Brookhaven prepared the DSGEIS to identify and evaluate potential significant adverse environmental impacts that may differ from those evaluated in the 2010 DGEIS, in accordance with 6 NYCRR §617.9(a)(7) *Supplemental EISs*, to wit:

> *"(7) Supplemental EISs.*
>
> > *(i) The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:*
> >
> > > *(a) changes proposed for the project; or*
> > > *(b) newly discovered information; or*
> > > *(c) a change in circumstances related to the project.*
> >
> > *(ii) The decision to require preparation of a supplemental EIS, in the case of newly discovered information, must be based upon the following criteria:*
> >
> > > *(a) the importance and relevance of the information; and*
> > > *(b) the present state of the information in the EIS.*
> >
> > *(iii) If a supplement is required, it will be subject to the full procedures of this Part."*

As the maximum potential development considered for the Ronkonkoma Hub area, as defined in the *Urban Renewal Plan*, was greater than that evaluated in the 2010 DGEIS, the DSGEIS was prepared to address potential changes in impacts that would result from the modified proposed action. The Town of Brookhaven Town Board, serving as lead agency, accepted the DSGEIS on November 12, 2013, and a public hearing was held on January 9, 2014. The public comment period on the DSGEIS closed on February 10, 2014. As with the 2010 DGEIS hearing and public comment period, support for this modified proposed action was evident.

In accordance with 6 NYCRR § 617.9(b)(8), the FGEIS was prepared and filed by the Town Board on May 22, 2014. The FGEIS responded to all substantive comments received on the 2010 DGEIS and the DSGEIS.

Conditions and Criteria Under which Future Actions will be Undertaken or Approved, Including Requirements for any Subsequent SEQRA Compliance

As explained above, 6 NYCRR §617.10(c) indicates, in pertinent part, that generic environmental impact statements should set forth specific conditions and criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance. Based on the analyses contained in the 2010 DGEIS, the DSGEIS and FGEIS, the following represents the conditions and thresholds, which, if met, would eliminate the need for further SEQRA compliance for development/redevelopment within the Ronkonkoma Hub area or further approval from the Town Board.

SEQRA Compliance Thresholds and Conditions

A. Total development of the Ronkonkoma Hub area shall not exceed the following development limits:[1]

- 1,450 residential units
- Approximately 195,000 SF - retail
- Approximately 360,000 SF - office/medical
- Approximately 60,000 SF - flex space (including hospitality, conference and exhibition space, and/or residential units).

B. Sanitary discharge (whether through connection to an existing Suffolk County sewage treatment plant (STP), to a new Suffolk County STP or to another approved sewage treatment facility) associated with development/redevelopment of parcels within the Ronkonkoma Hub area shall not exceed 400,000 gallons per day (gpd). In the event that development/redevelopment is proposed that would cause this capacity to be exceeded, additional evaluation must be conducted and additional sewage capacity must be secured to support the additional development.

[1] With the exception of the limitation on residential units (which is a maximum), the amount of retail, office/medical, flex space and other commercial uses can vary, as long as such development conforms to the requirements of the *TOD District*.

C. No residential development shall be permitted south of Railroad Avenue between Hawkins Avenue and Mill Road in order to minimize the potential for residents within the proposed development to be affected by LIRR operational noise.

D. The development or improvement of the internal and immediate perimeter roadway systems within and bordering the Ronkonkoma TOD area should be performed as the parcels adjacent to those roads are developed to ensure adequate and safe access to surrounding roadways.[2] Functionally, the proposed improvements to the majority of these roads are to provide parking areas and other roadside amenities to serve the adjacent and surrounding parcels.

E. The roundabout proposed at Railroad Avenue and Mill Road must be completed at such time as the adjacent development access which forms the south leg of the intersection is developed (see Condition Figure B).

[2] This does not apply to certain improvements, as set forth in Item G of the "SEQRA Compliance Thresholds and Conditions" section of this document.

Traffic Mitigation Table

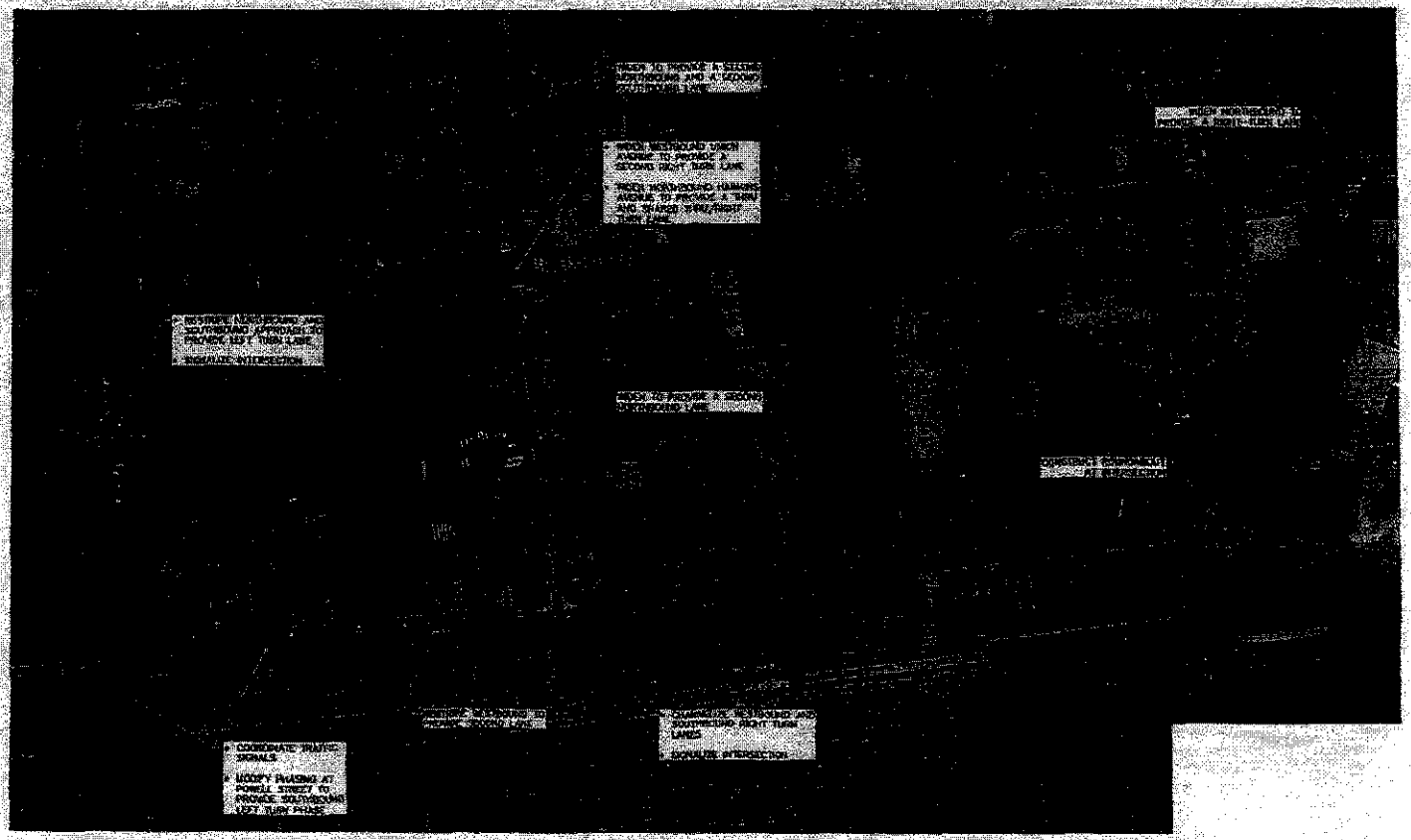
Location		Capacity Improvements		Signal Improvements
		Existing Conditions	**Proposed Mitigation**	
1	LIE North Service Road & Hawkins Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound - One exclusive left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
2	LIE South Service Road & Hawkins Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4th approach lane. New configuration: One left-turn lane, two through lanes and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound – One through lane and a shared through and right-turn lane	Restripe approach to add an exclusive right-turn lane. New configuration: Two through lanes and an exclusive right-turn lane	
		Southbound - One left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
3	LIE North Service Road & Ronkonkoma Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
4	LIE South Service Road & Ronkonkoma Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4th approach lane. New configuration: One exclusive left-turn lane, two through lanes and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound – One through lane and a shared through and right-turn lane	Widen and add a 3rd approach lane. New configuration: Two through lanes and an exclusive right-turn lane	

Traffic Mitigation Table...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
5	Hawkins Avenue & Union Avenue	Westbound – One exclusive left-turn lane with storage & one right-turn lane	Widen and add 3rd approach lane. New configuration: One exclusive left-turn lane and two right-turn lanes	Change PM-cycle length to 100 seconds. Optimize AM / PM phase-splits Prohibit right-turns on red westbound
		Northbound – One shared through and right-turn lane	New configuration: One through and a shared through and right-turn lane	
6	Union Avenue & Mill Road	Northbound – One shared left-turn, through and right-turn lane	Widen and add 2nd approach lane. New configuration: One shared left-turn and through lane and an exclusive right-turn lane with storage	Change AM/PM-cycle length to 80 seconds. Optimize AM / PM phase-splits
7	Ronkonkoma Avenue & Powell Street / 2nd Street	Northbound – One through and one shared through and right-turn lane	Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane.	Add new three phase traffic signal with leading southbound left turn phase. Side streets remain right turn out only. Signal cycle length same as LIE Service Roads with suitable offset to ensure signal progression
		Southbound – One through and one shared through and right-turn lane	Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane.	

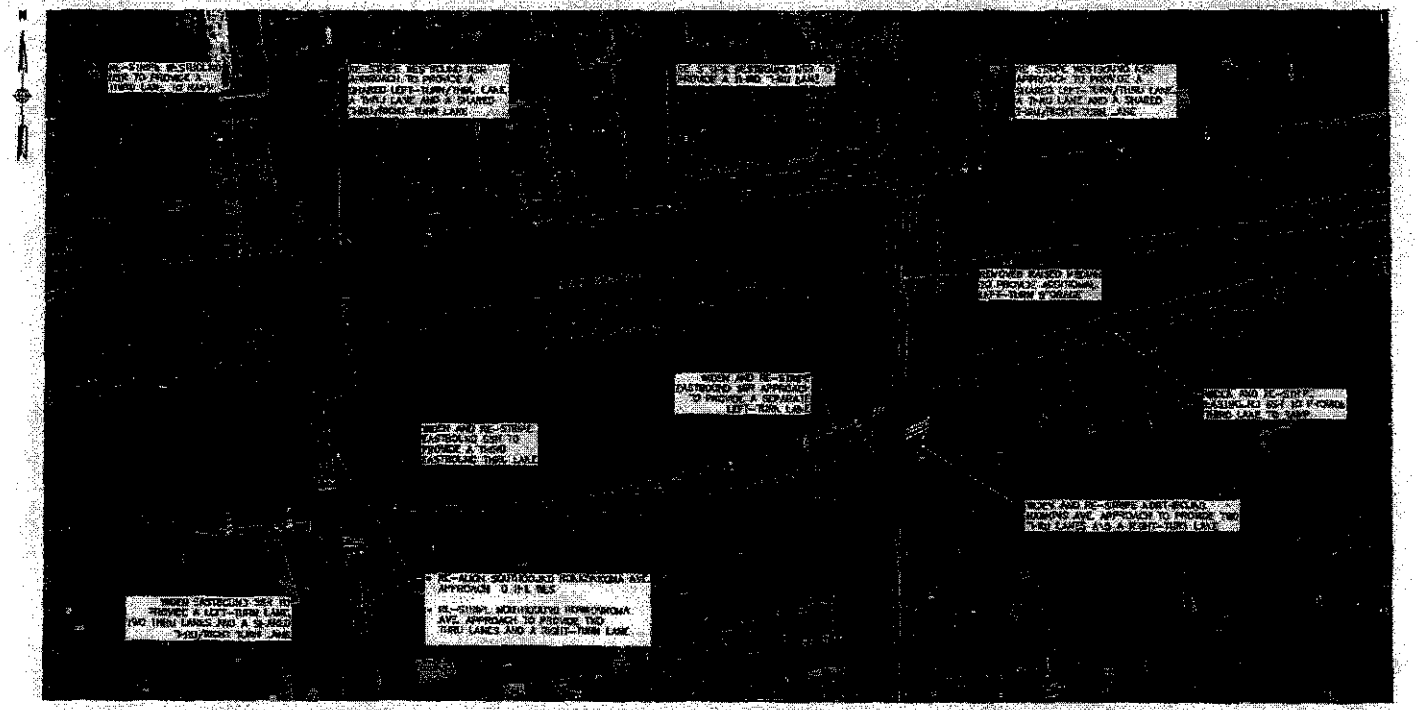
Traffic Mitigation Table...continued

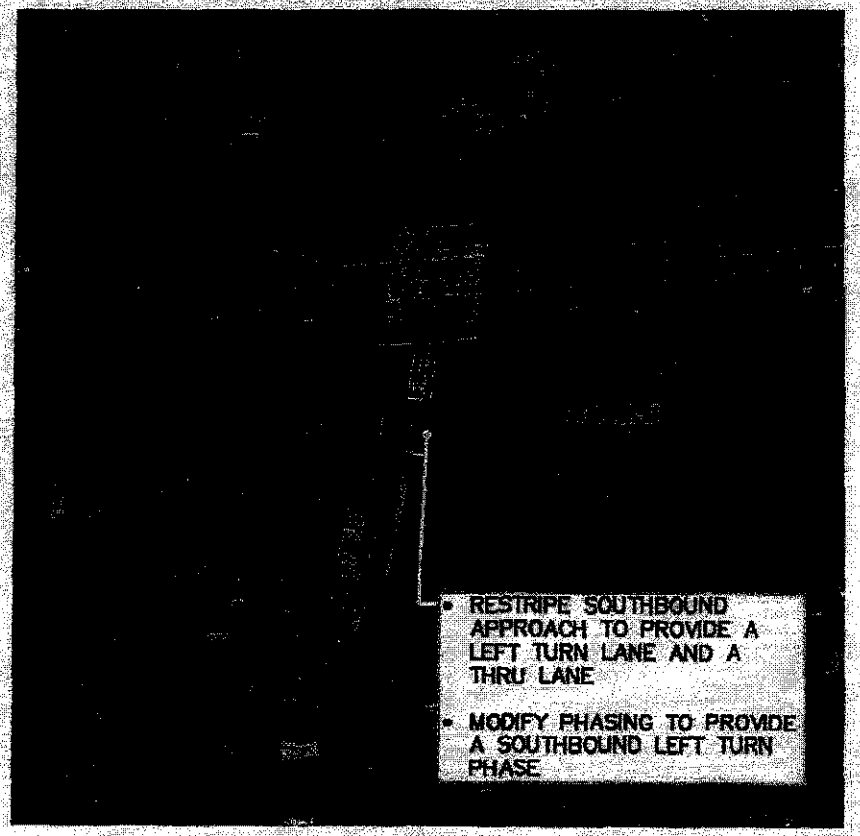
Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
8 and 9	Railroad Avenue & Powell Street / Parking Lot & Johnson Avenue at Northwest Link / Parking Lot		No proposed capacity changes	Run both the intersections off one controller for improved coordination. At Powell Street add protected permitted southbound left-turn phase.
10	Hawkins Avenue & Railroad Avenue	Westbound – One exclusive left-turn lane, one through and one exclusive right-turn lane	Channelized westbound right turn lane.	Add new three phase traffic signal with leading eastbound left turn phase.
		Southbound – One shared left-turn and through, one exclusive right-turn lane	Channelize southbound right turn lane.	
11	LIE South Service Road & Pond Road	Southbound – One shared left-turn and through lane	Restripe approach to add an exclusive left-turn lane. New configuration: One left-turn lane and one through lane	Modify traffic signal to add a leading southbound protected/permissive left-turn phase
12	Smithtown Avenue & Lakeland Avenue		No proposed capacity changes	Optimize PM phase-splits

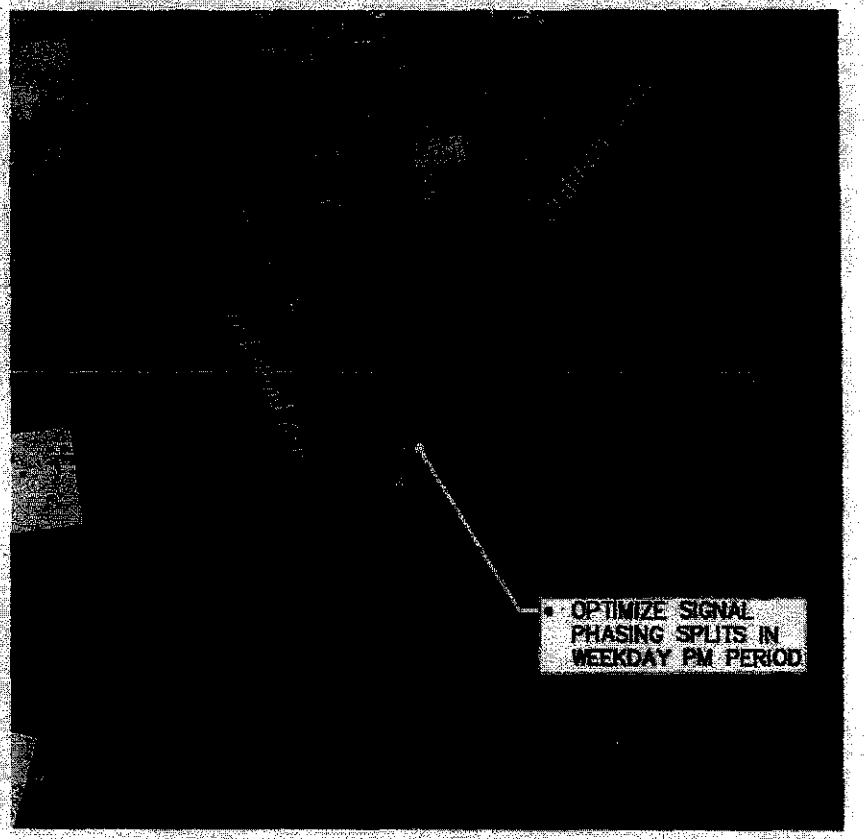


Condition Figure A
South Study Area

Ronkonkoma Hub
Transit-Oriented Development




• RESTRIPE SOUTHBOUND APPROACH TO PROVIDE A LEFT TURN LANE AND A THRU LANE
• MODIFY PHASING TO PROVIDE A SOUTHBOUND LEFT TURN PHASE


• OPTIMIZE SIGNAL PHASING SPLITS IN WEEKDAY PM PERIOD

F. The northbound right turn lane proposed at the intersection of Mill Road at Union Avenue (described in the Traffic Mitigation Table for location 6 and depicted on Condition Figure A) must be constructed when either the adjacent Parcel I or Parcel K, as shown on the Maximum Density Concept Plan, is developed (see attached).

G. With respect to off-site mitigation, the following discussion provides the required off-site mitigation phasing, and identifies trip generation thresholds at which certain mitigation must be in place. It is noted that these thresholds are based on the net trip generation, which represents the anticipated trips after adjustments for the TOD and pass-by credits[3] have been applied.

(i) *Mitigation Level One (Initial Construction)* – Prior to occupancy of the initially constructed building(s) within the TOD, Hawkins Avenue should be improved from Railroad Avenue to just south of the LIE. This includes the installation of a new traffic signal at Railroad Avenue. The mitigation detailed in the Traffic Mitigation Table for locations 5 and 10 and depicted on Condition Figure A shall be completed during this initial phase and prior to building occupancy (except for the requirement for an additional northbound lane on Hawkins Avenue north of Union Avenue for which additional right-of-way is required, which is discussed as a separate mitigation phasing item).

(ii) *Mitigation Level Two* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 400 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 7, 8, 9, 11 and 12 and depicted on Condition Figures A and C, shall be completed.

(iii) *Mitigation Level Three* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 500 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 2 and 4 and depicted on Condition Figure B, along the entirety of the LIE South Service Road, shall be completed.

[3] The TOD credit is a reduction in gross trip generation of 25 percent, applied to all uses in the TOD. The pass-by credit is a further reduction in trip generation for retail and restaurant uses within the TOD as prescribed in the Institute of Transportation Engineer's *Trip Generation Manual*, latest edition, but shall not exceed 20 percent for any specific use (see Section 3 of the Traffic Impact Study in Appendix H of the DSGEIS). At the time of each site plan application submission, the Planning Board shall require that the applicant submit trip generation data associated with the development proposed as part of the site plan, in accordance with the methodology set forth in Section 3 of the Traffic Impact Study in Appendix H of the DSGEIS. The Planning Board will keep a running total of trip generation, based upon all site plans approved in the Ronkonkoma Hub area, to ensure that the mitigation requirements are complied with.

(iv) *Mitigation Level Four* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 700 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 1 and 3 and depicted on Condition Figure B, along the entirety of the LIE North Service Road, shall be completed.

(v) *Mitigation Level Five* – Upon reaching a trip generation of 1,100 vehicles in the p.m. peak hour (combined entering and exiting trips), traffic mitigation along Hawkins Avenue, between Union Avenue and the LIE South Service Road that was begun under *Mitigation Level One (Initial Construction)* must be completed, as detailed in the Traffic Mitigation Table for location 5 and depicted on Condition Figure A. This includes the construction of the second northbound lane on Hawkins Avenue from Union Avenue to the LIE South Service Road and the striping of the westbound Union Avenue approach to three lanes as depicted on Condition Figure A. No building permits shall be issued for development that would result in a trip generation of greater than 1,100 vehicles in the p.m. peak hour (combined entering and exiting) until such traffic mitigation is implemented, unless same is deemed unnecessary by the Town Board based upon a change in traffic conditions.

In the event that any of the above-listed conditions are proposed to be exceeded by future development, additional SEQRA compliance would be necessary in accordance with 6 NYCRR §617.10(d)(2), (3) or (4), as would be appropriate, given the actual development plan proposed and the potential significant adverse environmental impacts associated therewith.

Furthermore, with respect to future development approvals (i.e., after the Town Board adopts the *TOD District* and applies the zoning to the Ronkonkoma Hub area, as described above), the applicants will be required to obtain site plan approval from the Planning Board for proposed development. In addition to the standard site plan application requirements, at the time a site plan is submitted to the Town, an applicant must:

<u>Approval Thresholds and Conditions</u>

A. Prepare and submit a construction traffic management and logistics plan. This plan, at a minimum, should indicate the following:

- Days/hours of proposed construction activity
- Designated routes of heavy vehicles to and from the site
- Parking areas for workers and heavy vehicles
- Construction staging areas.

B. If existing designated commuter parking will be temporarily or permanently displaced to accommodate the proposed development, prepare and submit a plan that demonstrates that

parking will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.

C. Provide a letter of sewer availability/connection approval (or documentation from the appropriate regulatory agency as to the approved method of sanitary discharge) prior to final site plan approval.

D. Demonstrate (for multi-story buildings) that there is adequate water pressure for the higher elevations in the buildings, and, where necessary, install a booster pump system.

E. Demonstrate that water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation will be implemented.

F. Submit confirmation that the site plan has been submitted to the Ronkonkoma Fire Department for review.

G. Engage Suffolk County Transit in discussions regarding the potential need to increase or modify the level or type of service provided in the Ronkonkoma Hub area based on changes in demand, if any, as development occurs. Such discussions with Suffolk County Transit should continue throughout the development process to maximize the effectiveness of this service as the TOD develops over time.

H. Initiate coordination with the FAA, and submit proof of such coordination to the Planning Board. This coordination is required in order to comply with FAA Federal Aviation Regulation (FAR) Part 77: Objects Affecting Navigable Airspace. This coordination will assess the potential impact of the project on airports and airspace procedures (instrument and visual routes and approach and departure). In order to comply with FAR Part 77, coordination with the FAA would be initiated when the specific proposed locations (surveyed coordinates) and constructed heights of the proposed buildings are finalized. Once that information is available, the applicant must submit an FAA Form 7460-1 "Notice of Proposed Construction or Alteration" along with surveyed coordinates and a site map of the proposed project to the FAA. The FAA will evaluate the potential for the project to affect aeronautical operations that occur within the vicinity of the project site. The applicant must submit documentation to the Town regarding the FAA's determination prior to issuance of a building permit for the building(s) that are the subject of the site plan(s) before the Planning Board.

Findings and Mitigation Measures

Upon due consideration and among the reasonable alternatives available, the Town Board has determined that the following represents the mitigation measures to be incorporated into the decision to ensure that

significant adverse environmental impacts will be avoided or minimized to the maximum extent practicable, to wit:

Soils and Topography

1. Redevelopment of properties within the Ronkonkoma Hub area would result in the disturbance of soils within the Ronkonkoma Hub area for foundation excavation, utility installation, grading, paving, and landscaping. The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. Based on the soil characteristics and the planning and engineering limitations defined in the *Soil Survey*, it is not expected that development/redevelopment of properties in the Ronkonkoma Hub area would result in significant adverse soil impacts. However, site-specific applications for redevelopment within the Ronkonkoma Hub area would be required to conduct on-site borings to determine specific soil conditions, and to ensure that appropriate measures are implemented to mitigate issues that may arise.

2. All development within the Ronkonkoma Hub area would be required to employ proper erosion and sedimentation controls in accordance with Chapter 86 of the Town Code. In addition, dust control measures would also be employed, as necessary, during dry or windy periods. With suitable and proper erosion and sedimentation controls, in accordance with Chapter 86 of the Town Code, it is not expected that site development/redevelopment would result in significant adverse impacts associated with ground disturbance, regrading and/or construction activities.

3. Since the topography is relatively flat, the overall topographic conditions of the area would not be expected to significantly change upon development/redevelopment of the Ronkonkoma Hub area. Based upon preliminary earthwork calculations (pursuant to the Maximum Density Concept Plan evaluated in the DSGEIS), overall grading, installation of underground parking garages and installation of stormwater management structures would result in approximately 65,108 cubic yards of cut, although numerous factors (e.g., final building design, project phasing) could influence or lessen the actual earthwork volumes. There would be sufficient opportunity during the design of the various phases of the project to refine grading plans so as to bring the earthwork more into balance as development proceeds. Therefore, the estimate of earthwork quantities provided as part of the preliminary engineering analysis and the number of associated truck trips should be considered as the "worst-case" scenario, with the expectation that final design would achieve a more balanced site. This, combined with the requirement for implementation of proper erosion and sediment controls, would ensure that no significant adverse impacts to topographic features would be expected.

4. During development/redevelopment, dust control measures would be implemented during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

5. Phasing of the project over a number of years would minimize the impact of excavation, as it would spread out the number of truck trips associated with soil removal.

Water Resources

1. In order to ensure the protection of groundwater, future site-specific development applications in accordance with the *TOD District* would comply with the relevant recommendations of the "Wastewater Management Alternatives" and the "Highest Priority Areawide Alternatives" of the *208 Study*. In order to comply with these recommendations, all site-specific applications would be subject to compliance with the Town's stormwater ordinance (Chapter 86 of the Town Code). Stormwater would be contained and recharged on the site through the use of leaching pools, which is a proper drainage method. In addition, the development would be connected to a municipal STP, which would remove nitrogen before recharge to groundwater. Development within the Ronkonkoma Hub would be required to incorporate native and/or low-maintenance species, to the maximum extent practicable, to encourage a low-maintenance landscape. Also, water conservation methods would be used to the maximum extent practicable to decrease overall water usage.

2. With respect to sanitary flow, the projected sanitary flow upon implementation of the proposed action and full development/redevelopment of the Ronkonkoma Hub area in accordance with the *TOD District*, is approximately 400,000 gpd. As this flow exceeds what would be permitted by Article 6 of the Suffolk County Sanitary Code in the Ronkonkoma Hub area if such sanitary flow was handled by on-site sanitary systems, connection to an STP is required.

   When first conceived, and as explained and analyzed in the 2010 DGEIS, the revitalization of the Ronkonkoma Hub area included the construction of an STP within the Town of Brookhaven to solely serve the Ronkonkoma TOD. The 2010 DGEIS explained, among other things, that the then-contemplated Ronkonkoma TOD included the construction of an STP, which was shown, at that time, in the southeast portion of the Ronkonkoma Hub area. Based on the program mix in the 2010 DGEIS, the projected sanitary waste volume from then-anticipated new development within the Ronkonkoma TOD was 169,000 gpd. However, the STP was, at that time, proposed to be sized to accommodate all land uses within the Ronkonkoma TOD area (projected new development plus existing development served by on-site sanitary systems). Based on the approximately five-acre land area on which the STP was proposed to be situated, that facility would have been capable of treating 275,000 gallons of sanitary waste per day.

   Since the time of preparation of the 2010 DGEIS, Suffolk County proposed to establish a sewer district and construct a STP on a 7.74-acre property, south of the LIRR tracks, opposite the southeastern portion of the Ronkonkoma Hub area. As part of the development of a new STP, the County was proposing to form a new regional sewer district, which would accommodate sewage from the Ronkonkoma Hub area as well as from unsewered areas within the Town of Islip. The

new STP was proposed to be sized with an initial capacity of 500,000 gpd with the ability to expand to 750,000 gpd. The capacity was established based upon the approximately 400,000 gpd anticipated for future development within the Ronkonkoma Hub area, plus an additional 100,000 gpd for future connections in the Town of Islip, including, for example, potential future connections to MacArthur Airport. In addition, provisions for an additional 250,000 gpd (for a total capacity of 750,000 gpd) were being considered to accommodate potential future growth within the sewer district.

Subsequent to preparation of the 2010 DGEIS and the DSGEIS, and as explained at the DSGEIS hearing and in the FGEIS, Suffolk County is currently exploring another option to handle sewage from the Town of Islip and the Ronkonkoma Hub. This option consists of transporting sanitary waste from the Ronkonkoma Hub through a force main system connecting to the Southwest Sewer District No. 3 (SWSD#3), where it will be treated and disposed of. According to SCDPW Commissioner Anderson, the SCDPW "will be exploring the potential of connecting adjacent communities. The capacity of the current system will be sized to handle flows up to 1 million gallons per day. 400,000 gallons per day capacity will be reserved for Ronkonkoma Hub. The remaining 600,000 gallons per day is currently available for either Town to connect to. Discussions have begun with the Town of Islip who is very interested in connecting the Airport and possibly other nearby areas to the facility."

To ensure that no significant adverse impacts result from sanitary sewage generated from development/redevelopment within the Ronkonkoma Hub area, applicants for development/redevelopment therein will be required to provide a letter of sewer availability/connection approval (or documentation from the appropriate regulatory agency as to the approved method of sanitary discharge) to the Planning Board prior to final site plan approval.

3. Utilizing the SCDHS design sewage flow rates as the basis for estimating potable water requirements, the domestic water use for development/redevelopment of the Ronkonkoma Hub area (in accordance with the Maximum Density Concept Plan) would be approximately 400,000 gpd. With an additional 10 percent of water estimated for irrigation and domestic uses not entering the STP, the total projected potable water demand for development in accordance with the Maximum Density Concept Plan is approximately 440,000 gpd. Consultations were undertaken with the Suffolk County Water Authority (SCWA), which indicated that it could provide the required volume of water. To minimize water use to the maximum extent practicable, parcels developed or redeveloped within the Ronkonkoma Hub area will implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation. With respect to flow, during the site plan approval process, applicants for multi-story buildings would be required to demonstrate that there is adequate water pressure for the higher elevations in the buildings, and, where necessary, install a booster pump system to ensure proper flow.

4. Stormwater runoff generated within each of the individual private development blocks would be required to be collected and recharged on-site, in accordance with current Town site plan requirements and Chapter 86 of the Town Code. In accordance with Town standards for subdivision roadway improvements, a leaching basin system would be used for individual tributary areas within the public rights-of-way. As the stormwater systems would be designed to collect and recharge runoff in accordance with Town requirements, no significant adverse impact with respect to stormwater runoff is anticipated.

5. Since the Ronkonkoma Hub area does not contain surface waters or wetlands, and is not located within a flood zone, implementation of the proposed action would not impact same.

Ecology

1. Much of the existing vegetation on properties within the Ronkonkoma Hub area is comprised of non-native ornamental trees, shrubs and herbaceous plants populating the various lawn/landscaped areas associated with the developed portions of the site. The ecological communities that would be most affected (i.e., Mowed Lawn, Mowed Lawn with Trees and Flower Herb Garden) are all common in the general surrounding area of the site. Further, all three communities would continue to exist on properties within the Ronkonkoma Hub area following development/redevelopment, as these communities are associated with developed properties. There are some relatively limited areas of Successional Southern Hardwoods and Successional Shrubland in the Ronkonkoma Hub area that would likely be entirely removed as part of the development/redevelopment of the Ronkonkoma Hub area. However, both of these communities exist as a result of past clearing or other anthropogenic disturbance, and support a variety of invasive/non-native vegetation. As a result, the overall ecological value of these communities, both the overall flora of the site and as native wildlife habitat, has been degraded. As such, development/redevelopment of the Ronkonkoma Hub area is not expected to result in significant adverse ecological impacts.

2. Although no significant adverse ecological impacts have been identified as a result of implementation of the proposed action, to minimize habitat impacts, development/redevelopment would incorporate native or low-maintenance species into the landscaping plans, to the maximum extent practicable.

Land Use and Zoning

1. In order to ensure that the vision set forth in the visioning process and the planning studies conducted by the Town and set forth in the *Land Use and Implementation Plan* is realized through the actual development/redevelopment, the *TOD District* has been designed as a FBC. The FBC zoning focuses on regulating the public realm, including street types, blocks, and civic spaces and provides for flexibility in use, site and architectural design. The FBC also includes an extensive use of graphics to illustrate, for example, the anticipated relationship of the building to the street or

site. The *TOD District* establishes objectives, policies, and standards to promote orderly development and redevelopment within the Ronkonkoma Hub area for purposes of encouraging high-density mixed-use development, and residential, retail, office, entertainment and institutional uses. The overall intent of the *TOD District* is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed-use, pedestrian-friendly community. Accordingly, development or redevelopment in accordance with the *TOD District* will ensure that that the Town's vision for the Ronkonkoma Hub area is realized, and that implementation of the proposed action will result in the land use benefits identified in the *Land Use and Implementation Plan.*

2. From a regulatory perspective, site plan applications for development or redevelopment in the Ronkonkoma Hub area would be subject to the regulations set forth in the *TOD District*, including the Regulating Plan. As with other site plan applications submitted to the Town for development in other zoning districts, the Planning Board would be responsible for approving, conditionally approving or denying such applications, and through its decisions would ensure that the goals of the *Land Use and Implementation Plan* are achieved.

3. The proposed action comports with the Town's *Blight to Light Study* (which recommended a number of tools to redevelop and revitalize the Ronkonkoma Hub area, including the development of new zoning), as well as with the *Blight Study* and the *Urban Renewal Plan* that were specifically conducted for the Ronkonkoma Hub area.

4. While the land use and zoning within the Ronkonkoma Hub area would change, no significant adverse environmental impacts with respect to land use and zoning would result. The proposed action has been designed to have a positive impact on land use within the Ronkonkoma Hub area through the creation and application of the *TOD District*, which will allow comprehensive, cohesive and flexible development within the Ronkonkoma Hub area.

Traffic and Parking

1. Detailed traffic analyses were conducted in the 2010 DGEIS, the DSGEIS and FGEIS, which evaluated the existing traffic conditions and the future conditions, both with and without the proposed action (i.e., the "Build" and "No-Build" conditions, respectively). The No-Build condition represented the future traffic conditions that can be expected to occur, were the proposed TOD not constructed. The No-Build condition serves to provide a comparison to the Build condition, which represents expected future traffic conditions resulting from both project- and non-project-generated traffic. Background traffic volumes in the study area were projected to the anticipated build year, the year when the proposed action is expected to be completed and operational. An evaluation of the existing parking supply, the demand for parking, and appropriate parking ratios to meet those demands was also included.

One of the primary goals of any TOD is to reduce dependence on automobiles by situating such TOD proximate to mass transit. The proximity of the development to mass transit works to reduce vehicle trips, as a significant percentage of people residing there would use the train and bus services for their commute to and from work. Similarly, a significant percentage of people employed in the retail and office portion of the development would arrive and leave by transit. The residents and other commuters using the LIRR may choose to shop at the retail stores and patronize restaurants located within the development, thereby reducing the vehicle trips. It is also possible that a percentage of people would both live and work within the development, further reducing vehicle trips. Available studies on TODs show a reduction in vehicle trips by almost 50 percent. In order to take a conservative approach, the traffic analyses conducted assumed only a 25 percent reduction in trip generation.

The following intersections were analyzed in the 2010 DGEIS and DSGEIS:

1. Long Island Expressway (LIE) North Service Road at Hawkins Avenue (Signalized)
2. LIE South Service Road at Hawkins Avenue (Signalized)
3. LIE North Service Road at Ronkonkoma Avenue (Signalized)
4. LIE South Service Road at Ronkonkoma Avenue (Signalized)
5. Hawkins Avenue at Union Avenue (Signalized)
6. Union Avenue at Mill Road (Signalized)
7. Railroad Avenue at Powell Street (Signalized)
8. Johnson Avenue at Northwest Link (Signalized)
9. Hawkins Avenue at Railroad Avenue (Unsignalized)
10. Ronkonkoma Avenue at 2nd Street/Powell Street (Unsignalized).

Based upon comments raised by the Town of Islip during the comment period on the DSGEIS, an additional eight intersections were evaluated as part of the FGEIS, as follows:

1. Ocean Avenue at Express Drive North
2. Ocean Avenue at Express Drive South
3. Pond Road at Express Drive South
4. Ocean Avenue at Johnson Avenue
5. Pond Road at Johnson Avenue (Railroad Avenue)
6. Lakeland Avenue at Smithtown Avenue
7. Railroad Avenue at Coates Avenue
8. Railroad Avenue at Main Street.

In addition, based on comments received on the DSGEIS, an analysis was performed of the ramp junctions with the LIE mainline for the four ramps at interchange 60 as part of the FGEIS. This included an evaluation of the ramp junctions in the Build Year both with and without the traffic associated with the TOD.

Based upon the traffic analyses conducted, an extensive mitigation program has been developed and incorporated into the "Conditions and Criteria Under which Future Actions will be Undertaken or Approved, Including Requirements for any Subsequent SEQRA Compliance," presented earlier in this Findings Statement. The traffic mitigation measures are set forth below:[4]

- The development or improvement of the internal and immediate perimeter roadway systems within and bordering the Ronkonkoma TOD area should be performed as the parcels adjacent to those roads are developed to ensure adequate and safe access to surrounding roadways.[5] Functionally, the proposed improvements to the majority of these roads are to provide parking areas and other roadside amenities to serve the adjacent and surrounding parcels.

- The roundabout proposed at Railroad Avenue and Mill Road must be completed at such time as the adjacent development access which forms the south leg of the intersection is developed (see Condition Figure B).

[4] The Condition Figures referenced herein can be found in the section of this Findings Statement entitled "Conditions and Criteria Under which Future Actions will be Undertaken or Approved, Including Requirements for any Subsequent SEQRA Compliance"
[5] This does not apply to certain improvements, as set forth in Item G of the "SEQRA Compliance Thresholds and Conditions" section of this document.

Traffic Mitigation Table

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	**Proposed Mitigation**	
1	LIE North Service Road & Hawkins Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound - One exclusive left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
2	LIE South Service Road & Hawkins Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4th approach lane. New configuration: One left-turn lane, two through lanes and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound – One through lane and a shared through and right-turn lane	Restripe approach to add an exclusive right-turn lane. New configuration: Two through lanes and an exclusive right-turn lane	
		Southbound - One left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
3	LIE North Service Road & Ronkonkoma Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
4	LIE South Service Road & Ronkonkoma Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4th approach lane. New configuration: One exclusive left-turn lane, two through lanes and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound – One through lane and a shared through and right-turn lane	Widen and add a 3rd approach lane. New configuration: Two through lanes and an exclusive right-turn lane	

Traffic Mitigation Table...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
5	Hawkins Avenue & Union Avenue	Westbound – One exclusive left-turn lane with storage & one right-turn lane	Widen and add 3rd approach lane. New configuration: One exclusive left-turn lane and two right-turn lanes	Change PM-cycle length to 100 seconds. Optimize AM / PM phase-splits Prohibit right-turns on red westbound
		Northbound – One shared through and right-turn lane	New configuration: One through and a shared through and right-turn lane	
6	Union Avenue & Mill Road	Northbound – One shared left-turn, through and right-turn lane	Widen and add 2nd approach lane. New configuration: One shared left-turn and through lane and an exclusive right-turn lane with storage	Change AM / PM-cycle length to 80 seconds. Optimize AM / PM phase-splits
7	Ronkonkoma Avenue & Powell Street / 2nd Street	Northbound – One through and one shared through and right-turn lane	Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane.	Add new three phase traffic signal with leading southbound left turn phase. Side streets remain right turn out only. Signal cycle length same as LIE Service Roads with suitable offset to ensure signal progression
		Southbound – One through and one shared through and right-turn lane	Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane.	

Traffic Mitigation Table...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
8 and 9	Railroad Avenue & Powell Street / Parking Lot & Johnson Avenue at Northwest Link / Parking Lot		No proposed capacity changes	Run both the intersections off one controller for improved coordination. At Powell Street add protected permitted southbound left-turn phase.
10	Hawkins Avenue & Railroad Avenue	Westbound – One exclusive left-turn lane, one through and one exclusive right-turn lane	Channelized westbound right turn lane.	Add new three phase traffic signal with leading eastbound left turn phase.
		Southbound – One shared left-turn and through, one exclusive right-turn lane	Channelize southbound right turn lane.	
11	LIE South Service Road & Pond Road	Southbound – One shared left-turn and through lane	Restripe approach to add an exclusive left-turn lane. New configuration: One left-turn lane and one through lane	Modify traffic signal to add a leading southbound protected/permissive left-turn phase
12	Smithtown Avenue & Lakeland Avenue		No proposed capacity changes	Optimize PM phase-splits

- The northbound right turn lane proposed at the intersection of Mill Road at Union Avenue (described in the Traffic Mitigation Table for location 6 and depicted on Condition Figure A) must be constructed when either the adjacent Parcel I or Parcel K, as shown on the Maximum Density Concept Plan, is developed.

- With respect to off-site mitigation, the following discussion provides the required off-site mitigation phasing, and identifies trip generation thresholds at which certain mitigation must be in place. It is noted that these thresholds are based on the net trip generation, which represents the anticipated trips after adjustments for the TOD and pass-by credits[6] have been applied.

  - *Mitigation Level One (Initial Construction)* – Prior to occupancy of the initially constructed building(s) within the TOD, Hawkins Avenue should be improved from Railroad Avenue to just south of the LIE. This includes the installation of a new traffic signal at Railroad Avenue. The mitigation detailed in the Traffic Mitigation Table for locations 5 and 10 and depicted on Condition Figure A shall be completed during this initial phase and prior to building occupancy (except for the requirement for an additional northbound lane on Hawkins Avenue north of Union Avenue for which additional right-of-way is required, which is discussed as a separate mitigation phasing item).

  - *Mitigation Level Two* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 400 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 7, 8, 9, 11 and 12 and depicted on Condition Figures A and C shall be completed.

  - *Mitigation Level Three* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 500 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 2 and 4 and depicted on Condition Figure B, along the entirety of the LIE South Service Road shall be completed.

  - *Mitigation Level Four* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 700 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 1 and 3 and depicted on Condition Figure B, along the entirety of the LIE North Service Road shall be completed.

  - *Mitigation Level Five* – Upon reaching a trip generation of 1,100 vehicles in the p.m. peak

[6] The TOD credit is a reduction in gross trip generation of 25 percent, applied to all uses in the TOD. The pass-by credit is a further reduction in trip generation for retail and restaurant uses within the TOD as prescribed in the Institute of Transportation Engineer's *Trip Generation Manual*, latest edition, but shall not exceed 20 percent for any specific use (see Section 3 of the Traffic Impact Study in Appendix H of the DSGEIS).

hour (combined entering and exiting trips), traffic mitigation along Hawkins Avenue, between Union Avenue and the LIE South Service Road that was begun under *Mitigation Level One (Initial Construction)* must be completed, as detailed in the Traffic Mitigation Table for location 5 and depicted on Condition Figure A. This includes the construction of the second northbound lane on Hawkins Avenue from Union Avenue to the LIE South Service Road and the striping of the westbound Union Avenue approach to three lanes as depicted on Condition Figure A. No building permits shall be issued for development that would result in a trip generation of greater than 1,100 vehicles in the p.m. peak hour (combined entering and exiting) until such traffic mitigation is implemented, unless same is deemed unnecessary by the Town Board based upon a change in traffic conditions.

Implementation of the aforesaid traffic mitigation measures will minimize potential impacts associated with the proposed action to the maximum extent practicable.

2. With respect to parking, parking analyses were conducted as part of the environmental review process administered by the Town Board. Based on the parking analyses and the projected parking demand from maximum theoretical development in accordance with the *TOD District*, parking ratios have been established in the *TOD District* that will ensure that there is sufficient parking to meet the demand. As the development/redevelopment of the Ronkonkoma Hub area contemplates that some existing commuter parking on the north side of the LIRR would be temporarily or permanently displaced, at the time an application is made to the Planning Board that includes commuter parking displacement, the applicant will be required to prepare and submit a plan that demonstrates that parking will be replaced at a minimum ratio of one-to-one. Such replacement parking must be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA. Accordingly, implementation of the proposed action will not result in significant adverse impacts to parking.

3. In order to mitigate potential construction-related traffic impacts, at the time of site plan application, a construction traffic management and logistics plan would need to be submitted to the Planning Board for each site plan application. This plan would require the following: days/hours of proposed construction activity; designated routes of heavy vehicles to and from the site; parking areas for workers and heavy vehicles so as not to add to the burden on commuter lots; and construction staging areas. Implementation of proper construction management and logistics plans will serve to mitigate potential construction-related traffic impacts.

<u>Air Quality</u>

1. In order to evaluate air quality impacts that may be associated with the proposed action, an air quality analysis was conducted to screen the intersections in the area at a planning level. A microscale analysis was performed for the proposed development. The results of the microscale analysis demonstrate that all the carbon monoxide (CO) concentrations for the No Build, Build and Build with Improvements Scenarios would be below the one-hour and eight-hour CO National

Ambient Air Quality Standards (NAAQS). The results of the microscale analysis also demonstrate that all the 24-hour particulate matter with an aerodynamic diameter less than 10 microns (PM_{10}) concentrations for both the No-Build, Build and Build with Improvements Scenarios are below the 24-hour NAAQS for PM_{10}. Upon development/redevelopment, the Ronkonkoma Hub area is expected to include stationary sources, such as heating boilers, hot water heaters, and emergency generators. Because the project is conceptual in nature and design, the size and number of the stationary sources could not be identified as part of the SEQRA process. Accordingly, as any proposed stationary sources move ahead in the design process, the proposed development would obtain operating permits for appropriate equipment under the State of NYSDEC Division of Air Resources regulations (6 NYCRR Part 201), as may be required. The NYSDEC Division of Air Resources regulatory process would ensure that these emission sources meet the NAAQS. Also, in the event that an application is made for a NYSDOT work permit, air quality and energy/greenhouse gas analyses, as may be required, would be prepared in accordance with requirements presented in the NYSDOT Environmental Procedures Manual and related documents.

Moreover, the overall TOD project goals, which would reduce vehicular demand and, therefore, reduce air quality impacts, include:

- Redirected growth to the Ronkonkoma HUB area, which is already served by existing infrastructure
- Expanded transportation choices to reduce automobile dependence
- Reduced vehicle trips around the station
- Compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment.

Thus, the overall impact of the implementation of the TOD would assist in reducing the potential for air quality impacts typically associated with development at a similar scale.

2. Construction and demolition activities associated with development/redevelopment of the Ronkonkoma Hub area would result in slight, temporary increases in air pollution emissions. In order to mitigate air quality impacts associated with construction, the following measures are proposed: use of emission controls on construction vehicles, dust control and regular sweeping of pavements.

<u>Noise</u>

1. Noise impact analyses were conducted, which evaluated the mobile (vehicular traffic and railroad) and stationary source (mechanical equipment) sound levels to determine the potential change in the existing sound levels for sensitive locations on and in the vicinity of the Ronkonkoma Hub area. Although traffic volumes on the roadways within the Ronkonkoma Hub area are projected to increase under the Build condition, it is not expected that the proposed action would increase noise levels by more than six dB(A) above existing noise levels. In fact, it is expected that based on the

potential increase in traffic volumes, the Build Condition sound levels would likely remain unchanged, as compared to the Existing Conditions. As such, it is not expected that the proposed action would result in significant adverse noise impacts.

2. The proposed action would result in changes in sound levels if rooftop mechanical equipment is installed. These changes are typically more noticeable during the nighttime period. Properties developed or redeveloped with rooftop equipment would be required to install rooftop equipment that does not exceed Town noise code standards, and same would be evaluated during site plan review.

3. Loading and service activities on parcels to be developed or redeveloped will be internally situated or screened to minimize noise associated with such activities from the surrounding residential areas.

4. Based on consultations with the LIRR, no residential development would be permitted south of Railroad Avenue between Hawkins Avenue and Mill Road. This would help ensure that future residents of the proposed development are not adversely impacted by LIRR operational noise.

5. Construction period activities may temporarily increase nearby sound levels due to demolition and regrading activities, and the use of machinery during the construction of the project. However, construction activities would be required to comply with the Town's noise ordinance. Furthermore, construction equipment would be required to have appropriate noise muffler systems, and excessive idling of construction equipment engines would be prohibited.

Socioeconomics

1. Implementation of the proposed action would result in various economic benefits during construction including direct expenditures on construction goods and services, and indirect and induced economic activity within the region. The total expected construction cost is $474 million. The construction period is projected to be approximately six years (based on information provided by the Master Developer), which would generate 1,953± full-time equivalent (FTE) construction jobs per year, or 11,700± FTE construction jobs over the anticipated build-out.

2. Significant long-term economic benefits would result from implementation of the proposed action. Development/redevelopment of the Ronkonkoma Hub area would require employees in numerous fields, and would provide employment opportunities to people in the surrounding area of the project site. It is expected that the proposed action would generate approximately 2,740 permanent jobs, based upon information provided by the Master Developer. Projected payrolls associated with these permanent jobs are anticipated to be over $96 million. Secondary earnings would be approximately $151 million and additional secondary jobs generated would be approximately 2,100.

3. With respect to tax revenues, implementation of the proposed action is expected to generate significant additional tax revenue (above the existing condition). The total projected property taxes based upon future development/redevelopment in accordance with the Maximum Density Concept Plan is $16,179,702±, which is an increase of $15,711,714± over the existing condition. With no changes in assessments, these rates are likely to increase over time. The Sachem Central School District and Library would be expected to receive over $11.1 million in annual property taxes. In addition, $5,045,625± in sales tax revenue is expected from the anticipated retail component and $410,395± in sales tax revenue is anticipated from the hotel component.

Community Facilities and Services

1. The Ronkonkoma Hub area is located within the jurisdiction of the Ronkonkoma Fire Department. In order to ensure that there would be no significant adverse impacts to the Ronkonkoma Fire Department, all development plans would be required to comply with New York State building and fire codes, and also be reviewed by the Brookhaven Fire Marshal. The Master Developer has met with the Fire Department and Fire Marshal and has indicated its intention to continue to work with the Fire Department throughout the development process. To ensure that this occurs, the "Conditions and Criteria Under which Future Actions will be Undertaken or Approved, Including Requirements for any Subsequent SEQRA Compliance," set forth earlier in this Findings Statement, requires that the applicant(s) for each site plan submit confirmation to the Planning Board that the site plan has been submitted to the Ronkonkoma Fire Department for review. Future development/redevelopment of the Ronkonkoma Hub area would not be expected to result in significant adverse impacts to fire protection and ambulance services, provided by the Ronkonkoma Fire Department, as the $740,000± per year in additional property taxes generated at full build-out, would help off-set costs associated with providing fire protection and ambulance services to the future development.

2. The Fourth Precinct of the Suffolk County Police Department currently services the Ronkonkoma Hub area, in addition to the MTA Police who service the Ronkonkoma LIRR Station. Based upon the analyses conducted, it is not expected that redevelopment of the Ronkonkoma Hub area would result in a demand that causes significant adverse impacts to police services. Furthermore, the anticipated annual property taxes received by the Police Department of over $2.1 million above the existing condition would help to off-set the cost of providing additional police protection services that may be required to serve the future development within the Ronkonkoma Hub area.

3. The Ronkonkoma Hub area is served by the Sachem Central School District (CSD). Student enrollment within the Sachem CSD has been steadily declining over the last five school years and has declined overall since the 2005-06 school year. Based upon the projected unit type and bedroom mix, the 1,450 residential dwelling units included in the Maximum Density Concept Plan could potentially generate 214 school-aged children who would attend public school. Based on data in the New York State Education Department Property Tax Report Card for the 2013-14 school year, the per pupil expenditure in the Sachem CSD is projected to be $20,717±. While the total cost

to the Sachem CSD for the 214 additional children would be $4,433,438, the Maximum Density Concept Plan at full build-out could generate $11,178,342 annually to the school district. Therefore, there would be a net annual benefit to the Sachem CSD of approximately $6,744,904. Thus, based upon the enrollment and property tax information, implementation of the proposed action would not result in significant adverse impacts to the Sachem CSD. In fact, the District would be expected to receive a significant annual revenue benefit.

4. Development/redevelopment of the Ronkonkoma Hub area in accordance with the Maximum Density Concept Plan would generate approximately 377± tons of solid waste per month. The collection and disposal of solid waste generated by both the commercial properties, including the retail, office, and flex space uses and the private, multi-family residential developments shown on the Maximum Density Concept Plan, would be performed by licensed, private carters, which is typical practice for Long Island towns. Thus, the ultimate disposal locations are at the discretion of the carter, pursuant to its disposal agreements, and thus, would not be expected to result in significant adverse impacts to the Town's waste management facilities, practices or plans.

Aesthetics

1. Implementation of the proposed action in accordance with the *Land Use and Implementation Plan* and the *TOD District* would improve the built environment with new and viable uses and upgrade public facilities and infrastructure, including, but not limited to, roads, sidewalks, curbs, public hardscape and landscape, street and walkway lighting, and parking areas, all of which contribute to the aesthetic character of the Ronkonkoma Hub area. Also, new outdoor spaces and streetscape improvements would be provided that would contribute to an attractive and inviting pedestrian environment. Moreover, the *TOD District* requires high quality streetscape design and landscaping, including a landscaped median within certain streets, which is an important feature for this type of urban-style neighborhood where the public street space becomes, in effect, the place for the social interactions that builds a sense of community. Accordingly, implementation of the proposed action would result in significant aesthetic benefits.

2. As several multi-story buildings are expected to be constructed, shadow analyses, before and after visual analyses from viewpoints within the project area, and line-of-sight analyses and renderings from various vantage points outside the Ronkonkoma Hub area were prepared. The shadow analyses demonstrate that no significant, sustained shadow impacts are anticipated. Based on the renderings, which depict potential development as contemplated in the Maximum Density Concept Plan, and the before/after analyses, the adoption of the *Urban Renewal Plan*, creation of the *TOD District* and the development/redevelopment of properties in accordance with the *TOD District* would result in beneficial impacts to the visual character of the area, as blighted and aesthetically unattractive properties would be replaced with new visually pleasing and cohesive development. Finally, the line-of-sight analyses demonstrate that views from the surrounding neighborhoods to the north and east to the potential future development within the Ronkonkoma Hub area would be obscured in many instances by existing development and/or mature trees.

One area where there would be a clear view from outside the Ronkonkoma Hub area is from the Ronkonkoma Avenue overpass (a public roadway) located to the southwest of the Hub, which is situated at a higher elevation than the proposed development. The rendering from that location shows that, upon implementation of the proposed action, there would be a more cohesive and improved visual quality from this vantage point (when compared to the existing condition), and blighted conditions would be eliminated by the proposed development/redevelopment.

3. In order to ensure that there will be positive impacts to the visual character of the Ronkonkoma Hub area, and no significant adverse impacts would result, the *TOD District* has incorporated design measures that must be complied with. Specifically, any proposed building must meet the requirements of the building configuration, alignment and parking placement for the subdistrict in which it is located, as set forth in the *TOD District*. Requirements for street assembly, streetscape improvements, designated outdoor spaces, signs and public supplementary lighting controls are specified in the *TOD District*. All development/redevelopment must conform to the specific requirements for the subdistrict in which it is located, and must also conform to the Regulating Plan.

4. With respect to cultural resources, throughout the SEQRA process, no significant historic or archaeological resources were identified within or adjacent to the Ronkonkoma Hub area that would be adversely impacted by the proposed action. Thus, no impacts to same will result from implementation of the proposed action.

In accordance with 6 NYCRR §617.11, the Town Board has considered the 2010 DGEIS, DSGEIS and FGEIS for the Ronkonkoma Hub Transit-Oriented Development, and certifies that it has met the requirements of 6 NYCRR Part 617. This Findings Statement contains the facts and conclusions in the 2010 DGEIS, DSGEIS and FGEIS relied upon to support this decision and indicates those factors that formed the basis of its decision.

A Copy of this Findings Statement has been sent to:

The Honorable Ed Romaine, Supervisor
and Members of the Town Board
Town of Brookhaven
One Independence Hill
Farmingville, New York 11738

The Honorable Tom Croci, Supervisor
and Members of the Town Board
Town of Islip
655 Main Street
Islip, New York 11751

Vincent E. Pascale, Chairperson
Town of Brookhaven Planning Board
One Independence Hill
Farmingville, New York 11738

Dr. James L. Tomarken
MD, MPH, MBA, MSW
Commissioner
Suffolk County Department of Health Services
3500 Sunrise Highway, Suite 124
P.O. Box 9006
Great River, New York 11739-9006

Mr. Dan Losquadro, Superintendent of Highways
Town of Brookhaven Highway Department
1140 Old Town Road
Coram, New York 11727

Mr. Arthur Gerhauser, Chief Building Inspector
Town of Brookhaven Building Division
One Independence Hill
Farmingville, New York 11738

Honorable William J. Lindsay, Presiding Officer
Suffolk County Legislature
William Rogers Legislature Building
725 Veterans Memorial Highway
Smithtown, New York 11787

The Honorable Steven Bellone, County Executive
Suffolk County
H. Lee Dennison Building
100 Veterans Memorial Highway
Hauppauge, New York 11788-0099

Mr. Gilbert Anderson, P.E., Commissioner
Suffolk County Department of Public Works
335 Yaphank Avenue
Yaphank, New York 11980

David L. Calone, Chairman
Suffolk County Planning Commission
H. Lee Dennison Building
100 Veterans Memorial Highway
Hauppauge, New York 11788

Mr. Joseph T. Brown, Regional Director
Region 10, New York State Department of Transportation
State Office Building
250 Veterans Memorial Highway
Hauppauge, New York 11788

Ms. Elisa Picca, Chief Planning Officer
Metropolitan Transportation Authority – Long Island Railroad
Jamaica Station
Sutphin Boulevard and Archer Avenue
Jamaica, New York 11435

Mr. Peter A. Scully, Regional Director
New York State Department of Environmental Conservation
SUNY @ Stony Brook
50 Circle Road
Stony Brook, New York 11790-3409

Department of Environmental Conservation
Division of Environmental Permits
625 Broadway
Albany, NY 12233-1750

Town of Brookhaven:

Timothy P. Mazzei, Councilman, District 5
Frederick C. Braun III, Chairman, Brookhaven IDA
Tullio Bertoli, Commissioner, PELM
Chip Wiebelt, Senior Site Plan Reviewer
Anthony Graves, Chief Environmental Analyst, Division of Environmental Protection, PELM

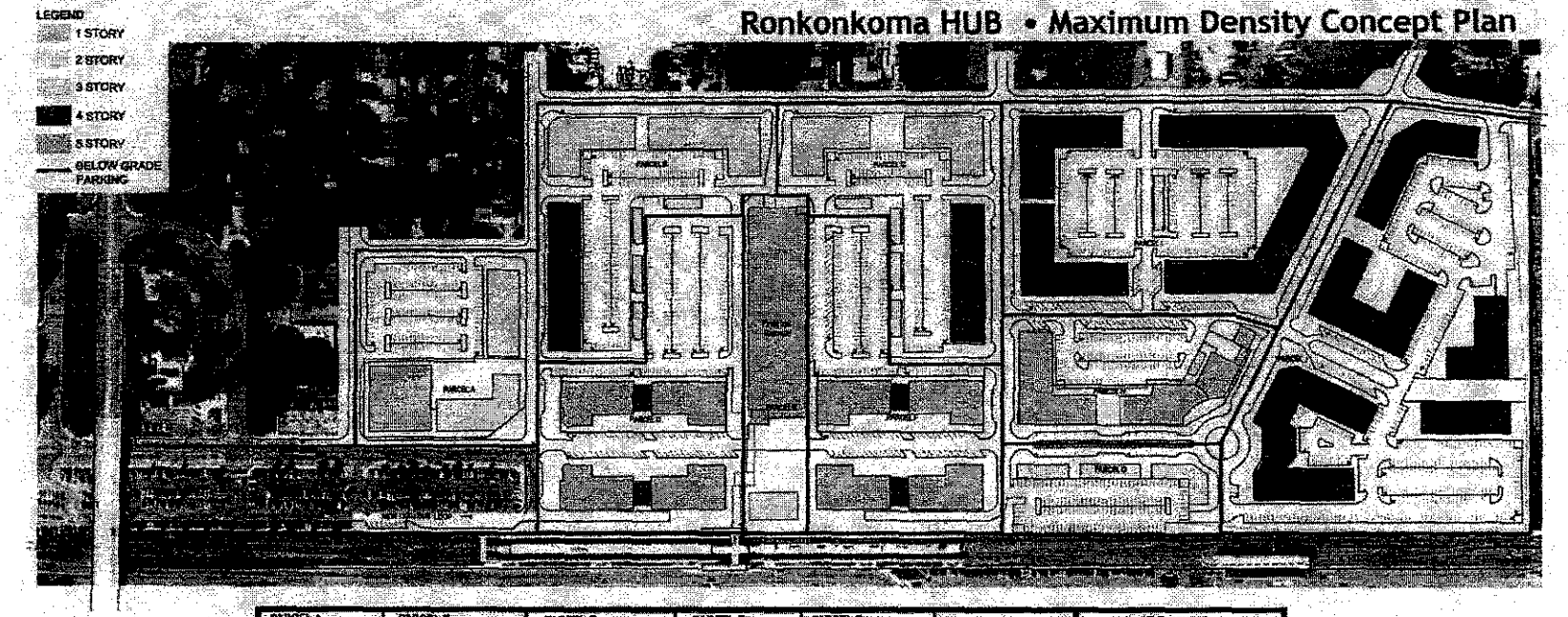
This Notice has also been forwarded for publication in the Environmental Notice Bulletin.

This Notice has also been forwarded to:

Sachem Public Library
150 Holbrook Road
Holbrook, NY 11741

Connetquot Public Library
760 Ocean Ave
Bohemia, NY 11716

Ronkonkoma HUB • Maximum Density Concept Plan



TRITEC REAL ESTATE • OCTOBER 10, 2013 • SCALE: 1" = 200'

NILES BOLTON ASSOCIATES

VHB Engineering, Surveying and Landscape Architecture, P.C.

Maximum Density Concept Plan

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, October 2013

State Environmental Quality Review
FINDINGS STATEMENT SIGNATURE PAGE

Certification to Approve/Undertake

The Town Board of the Town of Brookhaven has considered the relevant environmental impacts, facts and conclusions disclosed in the FGEIS prepared for the project and has weighed and balanced relevant environmental impacts with social, economic and other considerations.

Having considered the DGEIS, DSGEIS and FGEIS, as well as supporting information and public comments received and the above written facts and conclusions relied upon to meet the requirements of 6 NYCRR § 617.11, the Town Board certifies that (1) the requirements of 6 NYCRR Part 617 have been met; and (2) consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.

The above Findings Statement was approved and adopted By the Town Board of the Town of Brookhaven, One Independence Hill, Farmingville, NY 11738

Donna Lent

Donna Lent, Town Clerk

06/24/2014

Date

Attachment D – Suffolk County 2010 SEQRA Determination for the 10 Million Gallon Per Day Expansion of the Suffolk County Southwest Sewer District # 3 - Bergen Point Sewage Treatment Plant

Intro. Res. No. 1153-2010 Laid on Table 2/2/2010
Introduced by Presiding Officer Lindsay

RESOLUTION NO. 59 -2010, MAKING A SEQRA DETERMINATION IN CONNECTION WITH THE PROPOSED DEPARTMENT OF PUBLIC WORKS SEWER DISTRICT NO. 3 – SOUTHWEST-BERGEN POINT WASTEWATER TREATMENT PLANT EXPANSION, CP 8183, TOWN OF BABYLON

WHEREAS, the Suffolk County Council on Environmental Quality (CEQ) has reviewed a project designated as the "Proposed Department of Public Works Sewer District No. 3 – Southwest-Bergen Point Wastewater Treatment Plant Expansion, CP 8183, Town of Babylon", pursuant to Section 6 of Local Law No. 22-1985 which project involves the design of 10 MGD Plant Expansion within the existing plant. The recommended improvements are:

Two (2) new 30 mgd variable speed drive raw wastewater pumps;
Two (2) new 20 mgd variable speed drive raw wastewater pumps;
Two (2) new 10 mgd variable speed raw wastewater pumps;
Four (4) new primary settling tanks and associated systems;
Four (4) new primary sludge pumps;
Two (2) new scum ejectors;
Four (4) new aeration tanks and associated systems;
Three (3) new aeration blowers and associated systems;
Two (2) new Waste Activated Sludge (WAS) pumps;
Three (3) new Return Activated Sludge (RAS) pumps;
One (1) new Secondary Clarifier and associated systems; and
One (1) new Final Effluent Pump (included under the Outfall Replacement contract);
Miscellaneous auxiliary improvements; and

WHEREAS, an Environmental Assessment Form (EAF) was prepared and submitted to the CEQ office by the Suffolk County Department of Public Works and a presentation was made by representatives from CDM/DBA Joint Venture and subsequently sent out to all concerned parties; and

WHEREAS, at its January 20, 2010 meeting, the CEQ reviewed the EAF and information submitted by the Suffolk County Department of Public Works; and

WHEREAS, the CEQ recommended that the above activity be considered an unlisted action, pursuant to the provisions of Title 6 NYCRR, Part 617 and Chapter 279 of the Suffolk County Code; and

WHEREAS, the CEQ has advised the County Legislature and the County Executive by memo dated January 20, 2010 of said recommendations; and

WHEREAS, Section 279-5(H) of the SUFFOLK COUNTY CODE requires the Presiding Officer to introduce legislation for an appropriate SEQRA determination; and

WHEREAS, the Suffolk County Legislature has reviewed the EAF and the CEQ recommendations; now, therefore be it

1st **RESOLVED**, that this Legislature hereby determines that the Proposed Department of Public Works Sewer District No. 3 - Southwest-Bergen Point Wastewater Treatment Plant Expansion, CP 8183, Town of Babylon constitutes an unlisted action, pursuant to the provisions of Title 6 NYCRR, Part 617 and Chapter 279 of the Suffolk County Code, which project will not have significant adverse impacts on the environment for the following reasons:

1) The proposed action will not exceed any of the criteria in Section 617.7 of Title 6 NYCRR, which sets forth thresholds for determining significant effect on the environment, as demonstrated in the Environmental Assessment Form;

2) The proposal does not appear to significantly threaten any unique or highly valuable environmental or cultural resources as identified in or regulated by the Environmental Conservation Law of the State of New York or the Suffolk County Charter and the Suffolk County Code;

3) The parcel does not appear to suffer from any severe environmental development constraints (limiting soil properties; no high groundwater and no unmanageable slopes); and

4) All necessary NYSDEC permits will be obtained;

and be it further

2nd **RESOLVED**, that a copy of this Resolution shall be filed with the Suffolk County Clerk, the initiating unit of said project, and with the CEQ; and be it further

3rd **RESOLVED**, that in accordance with Section C1-4(1)(d) of the SUFFOLK COUNTY CHARTER and Section 279-5(C)(4) of the SUFFOLK COUNTY CODE, the CEQ is hereby directed to prepare and circulate a SEQRA notice of determination of non-significance in accordance with this Resolution.

DATED: March 2, 2010

APPROVED BY:

/s/ Steve Levy
County Executive of Suffolk County

Date: March 12, 2010

Attachment E – Information regarding Bergen Point Sewage Treatment Plant's Available Flow Capacity

Bergen Point Projected Capacity

Capacity 40 MGD

Existing ADF	25 mgd
5% Reserve	2 mgd
In District Unconnected	1.5 mgd
	28.5 mgd

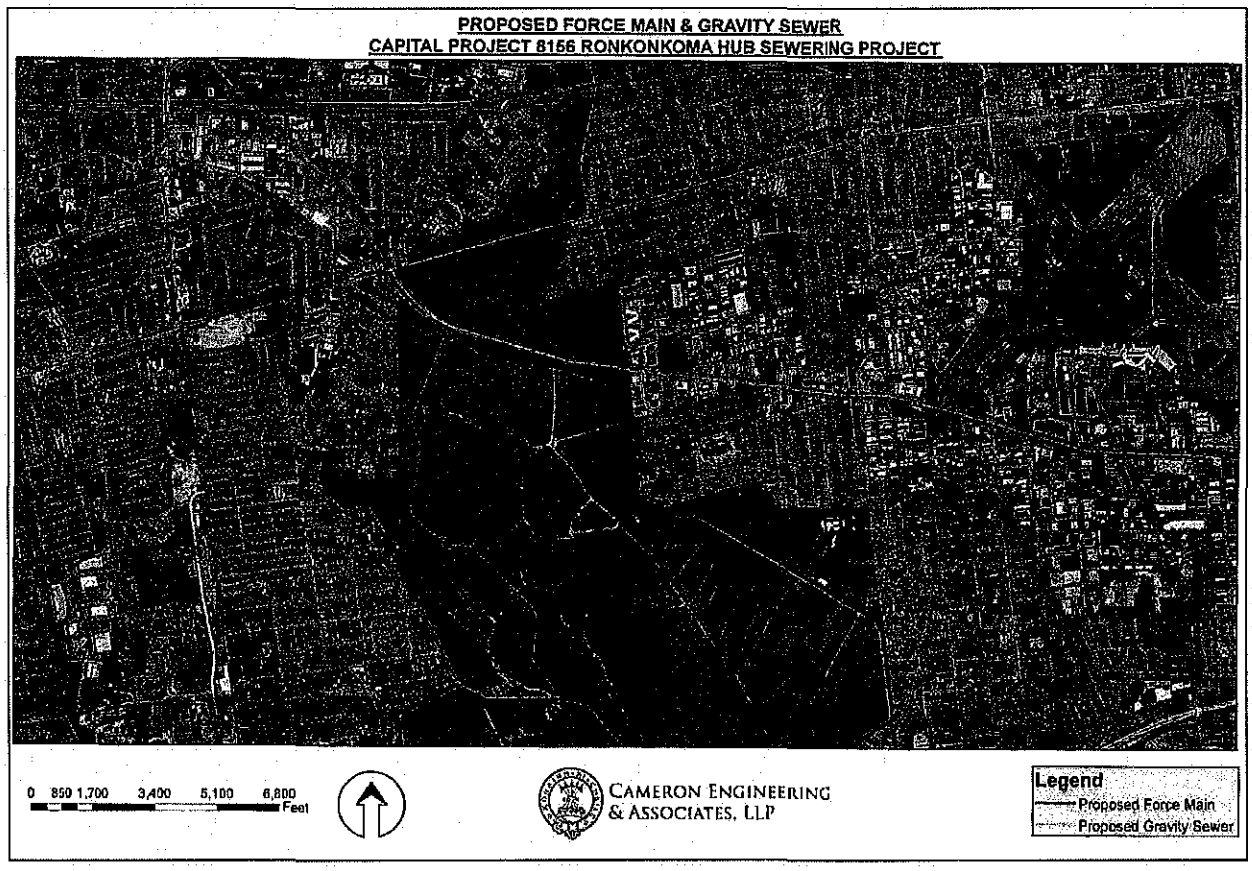
Future

Carll's River	4.7 mgd
Connetquot River	0.6 mgd
Heartland (Brentwood)	2.5 mgd
Ronkonkoma Hub	1 .5 mgd
	9.3 mgd
Future Potential Flow	37.8 mgd

*This still leaves 2.2 mgd for other uses

Attachment F – Information Regarding the Proposed Usage of the Proposed Sewer Line Connecting Ronkonkoma Hub to the Southwest Sewer District

The proposed sewer line is designed to connect the Ronkonkoma Hub Development to the Southwest Sewer District. Once connected to the Southwest Sewer District the wastewater will be transported to Bergen Point Sewage Treatment Plant for treatment and discharge to the Atlantic Ocean. Below is a map showing the proposed route of the Force Main and Gravity Sewer line.



The proposed sewer line is designed to transport 1.5 million gallons per day. As indicated by the Ronkonkoma Hub Environmental Impact Statement the Ronkonkoma Hub development may result in up to 400,000 gallons per day in wastewater. This 400,000 gallons per day of wastewater is proposed to be transmitted by the proposed sewer line to Southwest Sewer District Number 3 for treatment. As noted in the Ronkonkoma Hub Findings Statement should the Ronkonkoma Hub development result in more than 400,000 gallons per day additional environmental review would be required. In addition 1,100,000 gallons per day may be utilized by a connection to the Town of Islip's MacArthur Airport. The proposed sewer line may also allow for additional connections along and adjacent to the proposed sewer line. Additional capacity may also be available for connections along and adjacent to the sewer line in the Town of Brookhaven, the Town of Islip and the Village of Islandia. Any additional connections to the proposed sewer line will be required to be reviewed by the Suffolk County Sewer Agency. In addition land use development along and adjacent to the sewer line is controlled by the current zoning and the policies and plans of the applicable Town or Village.

Attachment G – Information regarding the passage of the sewer line through the Connetquot River Headwaters, Traffic and Road Restoration

Connetquot Crossing

The force mains traverse the east bound lane of Johnson Avenue and will cross the Connetquot Brook approximately 400 feet east of the entrance to Lakeland County Park. The brook at this point is a non-flowing portion of the upper headwaters of the Connetquot River that flows south approximately 1000 feet to Honeysuckle Pond. The area of the proposed crossing on Johnson Avenue has two 20" diameter drainage pipes located approximately 18"-24" below grade (top of pipe) that carries surface water from the north side of Johnson Avenue to the south side of Johnson Avenue. On three (3) site visits conducted during the design phase, there was no moving water noticed in the drainage pipes. The area on the north side of Johnson has a concrete channel that terminates at the roadway where the drainage pipes are located. It is likely that this open channel serves to collect rain and storm water and direct it to the drainage pipes and into the headwaters area.

While the construction of the force mains could be done using the open trench method, due to the relatively short distance (<100 feet) the use of pipe jacking technique will result in less disturbance to this area. The force main pipes will be located within the host pipe (the jacked pipe) with the annular space being filled with grout. The jacking process will be conducted within the eastbound traffic lane and not in the adjacent undisturbed wetland area. Once out of the low lying portion of Johnson Avenue, the force main installation would return to open cut construction. There is no estimated adverse impact to the headwaters as a result of the installation of the force main piping. As the force main piping is to be a high strength plastic, there will be no deterioration of the piping material due to exposure to groundwater.

Dewatering activities are expected to be of a limited and short duration for installing the force mains at this location. The General Contractor will be required to obtain a dewatering permit for the entire project. Dewatered groundwater will be subject to NYSDEC permit conditions that will require minimal turbidity prior to its return to the brook. Due to proximity to the adjacent freshwater wetlands an Article 24 Freshwater Wetlands will be required.

Traffic

The contract documents (Plans & Specifications) require the General Contractor to follow the specifications pertaining to the Maintenance and Protection of Traffic (MPT), Section 01526 of the Technical Specifications. The MPT requirements have been prepared in accordance with NYSDOT Federal Manual of Uniform Traffic Control Devices (MUTCD) Highway Work Zone Traffic Control. These specifications address both local roads (County and Town) as well as State (DOT) roads. The MPT specifications and drawings note the required means for lane closure, including signage, message boards and flag personnel. Additionally, drawings MPT 1- MPT 7 provide additional detail and notes pertaining to MPT. As per the contract documents, the roadways including the lane where construction is taking place will be backfilled or covered with traffic bearing steel plates at the end of each working day allowing for normal vehicular traffic. Vehicle access to all commercial entities, educational institutions, governmental offices and private residences will be provided for at all times during the construction as per the contract

documents. Presently, the estimated work production for force main installation is estimated to be on the order of 200 linear feet per day.

Road Restoration – Village of Islandia

The force mains will traverse approximately 1 mile of roadways within the Village of Islandia. Some of these roadways have recently been repaved. The Village of Islandia has requested that the road restoration portion of the force main project require that the paving of the roadways that are impacted by the force main installation receive a full curb to curb pavement restoration. It is the intent of the County to require in the contract documents that a full curb to curb pavement restoration be required within the Village of Islandia limits. This would be for road segments on Old Nichols Road and Johnson Avenue. The segment of Suffolk Avenue between Sycamore and Veterans Highway within Islandia is a County road. Roadway restoration specifications will be in accordance with the respective Town, County and State requirements for roadways that the force main and gravity piping segments are to be installed.

Attachment H – Addendum to Part I

Page2, Question C.1., The correct response to the question is “No” not “Yes”.

Page 2, Question C.2.a, The correct response to the question is “Yes” not “No” and the answer to the follow up question is “No”

Page 3, Question C.3.d, No parks serve the project but it is noted that the proposed sewer line will be located in a right of way that is adjacent to Suffolk County’s Lakeland County Park.

Page 4, Question D.1.f – The proposed sewer line does not include any new residential uses but it will service the wastewater from the Ronkonkoma Hub Transit Oriented Development project which proposes up to 1,450 residential units.

Page 4, Section D.1.h.i – Revised the response to “wet well storage of sanitary wastewater generated by the proposed Ronkonkoma Hub Development”.

Page 6, Section D.2.e - Revised the response to “No” based on the pumping station on site being 0.26 acres and the estimated road opening in any one day being less than 2,000 square feet (0.05 acres).

Page 8, Section D.2.p.i – Revised response to “Bioxide for odor control, as required”.

Attachment I – Additional information based on the September 21, 2016 CEQ meeting discussion. This information includes:

- Transcript of the 2010 CEQ review of the Bergen Point Waste Treatment Plant Expansion
- CEQ Minutes from the September 21, 2016 Meeting
- November 11, 2016 Suffolk County Water Authority Letter
- CDM Smith Study entitled "Evaluation of Transfer of Sanitary Wastewater from the Ronkonkoma Hub and MacArthur Industrial Park to the Bergen Point WWTP"

Sewer District #3
SW/Bergen Pt

COPY

1 ----------X

2 DEPARTMENT OF PLANNING.

3 COUNCIL ON ENVIRONMENTAL QUALITY

4 ----------X

5

6 January 20, 2010
7 10:30 a.m.

8 Arthur Kunz Library
H. Lee Dennison Building
9 100 Veterans Memorial Highway
Hauppauge, New York

10

11

12

13

14 B E F O R E:

15

16 R. Lawrence Swanson, Chairperson

17 Michael Kaufman, Vice Chairperson

18

19

20

21

22

23 Reported by,
Melissa Powell

24

25

1 A P P E A R A N C E S:

2 James Bagg, Chief Environmental Analyst

3 Eva Growney, CEQ Member

4 Richard Machtay, CEQ Member

5 Gloria R. Russo, CEQ Member

6 Mary Ann Spencer, CEQ Member

7 Joy Squires, CAC Reps

8 Richard Martin, Historic Society

9 Daniel Pichney, Historic Society

10 Hon. Vivian Fisher, CEQ Member

11 Joy Squires

12 Kara Hahn

13 Thomas Gulbransen, CEQ Member

14

15 A L S O P R E S E N T:

16 Lauretta Fischer, Acquisitions of Properties

17 Russ Mackey, Civil Engineer, DPW, Suffolk County

18 Gregory Greene, Cashin Associates, P.C.

19 Nick Gibbons, Parks Department

20 Ben Wright, Sewer District

21

22

23

24

25

1 MR. CHAIRMAN: Is this the one that
2 has possibly NOAA funding?
3 MS. FISHER: There is -- I don't
4 think this is the one. There is another
5 -- I am not sure if it is this one,
6 Larry. I think it's another one --
7 another in the vicinity.
8 MR. CHAIRMAN: Any comments?
9 (WHEREUPON, there was no response
10 from the Council.)
11 MR. CHAIRMAN: Is there a motion?
12 MR. MACHTAY: Negative Declaration.
13 MR. CHAIRMAN: Motion from Richard
14 Machtay.
15 Second?
16 MS. RUSSO: Second.
17 MR. CHAIRMAN: All in favor?
18 (WHEREUPON, the Council voted.)
19 MR. CHAIRMAN: Opposed?
20 (WHEREUPON, there was no response
21 from the Council.)
22 MR. CHAIRMAN: Motion carries.
23 Is that it, Lauretta?
24 MS. LAURETTA FISHER: Yes.
25 MR. CHAIRMAN: Sewer District

1 Number 3, Southwest Bergen Point
2 Wastewater Treatment Plant Expansion,
3 Town of Babylon.
4 MR. WRIGHT: Ben Wright, Department
5 of Public Works.
6 A couple of general comments before
7 the consultant expands on what is in the
8 environmental assessment form.
9 This project to expand Bergen Point
10 Wastewater Treatment Plant is just for
11 the plant to be expanded by 10,000,000
12 gallons a day. We haven't identified
13 where the sewers would come from and
14 where the service area expansion would
15 be. The project does have support. It
16 is in the capital program budget with
17 $65,000,000 this year and, obviously,
18 that lends the support of both the
19 County Executive and the Legislature
20 putting it in the program.
21 Attachment Number 4, does include a
22 couple of items that indicate that
23 support. The area that could be served
24 would be a subject of a couple of RFP's
25 that we will be sending out to look at

1 areas that are within the boundary or
2 adjacent to the boundaries of the
3 southwest sewer district, and that's
4 something over the next couple of years
5 that will be developed and identified
6 where that sewer would come from.
7 The process that we have to go
8 through concurrently and after a CEQ's
9 determination requires a report to be
10 sent to the Legislature for a public
11 hearing. We need a number of other
12 resolutions and an application from the
13 State Controllers Office which
14 determines whether or not the sewer
15 districts residents can bail the burden
16 of the cost associated with the
17 expansion $65,000,000.
18 The project is giving us assistance
19 to a joint-venture of Camp, Dresser,
20 McKee, Dvirka, and Bartilucci. The
21 representatives from Dvirka and
22 Bartilucci are Joe Marturano and Steve
23 Cabrera. Steve is just going to expand
24 on the project just to clarify some
25 items that may need clarification.

1 MR. CHAIRMAN: Ben, before you
2 start, I was curious as to why you
3 selected 10,000,000 gallons per day? If
4 you're going to expand, why not --
5 MR. WRIGHT: Well, it started out
6 that back in 2002 Public Works did a
7 report looking at North Babylon, West
8 Islip, Wyandanch, Deer Park, and
9 Bayshore and to serve those areas was
10 approximately 5,000,000 gallons a day.
11 So when we first went out with the RFP
12 to look at expanding things by 5,000,000
13 gallons a day, the geometry of the tanks
14 and some of the loadings were
15 incorporated into the plan and looked
16 like we might need seven or eight so we
17 rounded things up to 10,000,000. It was
18 a little bit arbitrary, but the thought
19 in our mind was still the areas most
20 likely to be served would be those to
21 the north of basically Southern State
22 Parkway which is the northern boundary
23 of Bergen Point.
24 MR. CHAIRMAN: So in another 10
25 years, you're not going to be back

1 asking to add another 10,000,000 gallons
2 per day?
3 MR. WRIGHT: I can't say we're not,
4 but the site is going to have some
5 restrictions. There is some insertion
6 technology that can be utilized to keep
7 the same footprint and giving more
8 capacity. So that's a possibility, but
9 we are getting a little bit limited on
10 the site itself.
11 MR. GULBRANSEN: Mr. Wright?
12 MR. WRIGHT: Yes.
13 MR. GULBRANSEN: The plant capacity
14 has a plan to increase but how does that
15 increase relate to the effluent level of
16 discharge?
17 MR. WRIGHT: Well, DEC has to
18 approve a permit modification. They
19 have received the reports which is in
20 the process of going through and getting
21 their final approval on that, but they
22 will also have to approve plan
23 specifications. The effluent part of it
24 -- the infrastructure that's there is
25 sized for double the service area which

is more than enough capacity.

MR. GULBRANSEN: So physically you could do it, but the question now is will DEC think that the water body is similar to that extra load?

MR. WRIGHT: Yes.

MR. GULBRANSEN: We don't know that.

MR. CHAIRMAN: Plus the oceans. In that same vain, there has always been debate about the salinity of groundwater salinity of the Great South Bay increasing because of withdrawing water and then pumping it back into the ocean.

MR. WRIGHT: That's going to be the impact statement when the service areas are identified. Part of the RFP that we will be sending out will incorporate environmental phase. That is an issue that has to addressed at that point.

MR. CHAIRMAN: Thank you.

Anymore questions?

MR. MACHTAY: Maybe I missed it, but is there a need for this expansion now? In other words, the volume that's

1 going into the plant is greater than
2 what the plant can handle; right?
3 MR. WRIGHT: No, it isn't. We're
4 planning for the future.
5 MR. MACHTAY: Well, I guess my real
6 question is, is this a self-fulfilling
7 prophecy? You're going to make it
8 bigger so that the more development to
9 fill up the plant. It's like when they
10 build a highway, right? After they
11 build it, traffic comes; right?
12 MR. WRIGHT: Well, if you look at
13 the areas to the north of the service
14 area going from the Nassau/Suffolk line
15 out, most of that area is developed
16 already. It's not a matter of
17 stimulating more development.
18 Obviously, there could more growth and
19 growth inducement, but it's as much to
20 improving environment is to provide that
21 revitalization as necessary.
22 I did want to mention that part of
23 the support came from the County
24 Executive and the County Legislature
25 developing a sewer task force, and also

1 a RFP Committee. The task force had a
2 number of meetings and hearings
3 throughout the County to identify
4 critical areas. The RFP Committee took
5 the recommendations from that task force
6 and developed an RFP that will be
7 advertised next week, and that's to
8 allow a better definition of the
9 benefits of sewers and the improvements
10 to the environment, as well as, the
11 growth associated with it.
12 MR. MACHTAY: Well, there are homes
13 out there that are on cesspool that
14 would be connected to the --
15 MR. WRIGHT: Yes. In fact, there
16 is a new committee that was just formed
17 in the North Babylon/Deer Park area.
18 It's called Concerned Citizens for
19 Sewers. They want sewers because
20 they're dealing with their cesspool
21 problems for so many years that it's
22 unfathomable to them that they can't
23 hook up to a sewer. We get calls
24 everyday saying, "Are you going to sewer
25 in Bayport? Are you going to sewer out

east further?" There is more information in the media now and those people are starting to call with the interest.

MS. GROWNEY: The expansion then is limited to the location on the site that you're trying to handle has nothing to do with the hooking up of other --

MR. WRIGHT: That's right. It is just a plain expansion itself.

MR. KAUFMAN: Rich, one of the concerns in the Town of Smithtown has been that the town is very heavily developed at this point in time, and we have restrictions upon further development because of waste water issues. They're talking about expansion of some of the sewer plants that we have in the Town of Smithtown right now that might not necessarily increase footprints, but might allow for smart growth and better development in the area. So the policy question in that sense is do we take some of the existing buildings off of their cesspools and put

them onto sewer systems? Visibly a lot of the effluent would be going out to the Long Island Sound. There is right now a substantial fight going into the Sound in Kings Park -- the Nissequogue River. So the balance is to be made and they try to do the plan, obviously, using a planning director. You probably know that those issues exist.

MR. MACHTAY: Well, you talk about the need in North Babylon but does this extend to Melville in the industrial area?

MR. WRIGHT: There is quite a few connections along the Route 110 area already. I think we might have as many as 50 connections.

MR. MACHTAY: But they're private lines?

MR. WRIGHT: No, the County owns the lines going up Route 110 and some of the other areas. Any time more than one owner of a lot is involved with a sewer system, it's usually the County that has that responsibility.

1 MR. KAUFMAN: In this document also
2 there was stuff in there that talked
3 about the Route 110 Corridor. I know
4 there had been discussions about
5 expanding sewer capacity in there
6 because right now there are limitations
7 on what can occur in terms of
8 development.
9 MR. CHAIRMAN: Legislator Vivian
10 Fisher, welcome back.
11 MS. VIVIAN FISHER: Thank you. It
12 is good to be back.
13 Ben, are these infrastructure
14 improvements necessary if we're going to
15 look at applications for the possibility
16 of federal money coming to Suffolk
17 County to help develop or sewer systems?
18 MR. WRIGHT: We have listed this
19 project with the environmental
20 facilities which does distribute both
21 low interest loans and any stimulus
22 funding. So it's on that list, but
23 because the plant is doing so well in
24 ranking is not as high as some
25 facilities that have problems. So we're

1 low on the list. It's a good thing and
2 a bad thing, I guess, if you look at it
3 that way.
4 MR. CHAIRMAN: Gloria?
5 MS. RUSSO: Ben, Section 1, in
6 attachment three Expert Fire Engineering
7 Report, the introduction mentions the
8 actual flow, what it's designed for, and
9 it mentions the biological oxygen demand
10 and total maximum you're allowed and it
11 says here that they were exceeding for
12 about eight months or so --
13 MR. WRIGHT: In 2006, I believe, is
14 what it refers to.
15 MS. RUSSO: Yes, but it also says
16 that according to New York State
17 regulations NYPRR 29, "This designed for
18 loading exceeded for more than 8 ask
19 month and 2006 for plan future must be
20 submitted through New York DEC original
21 water manager." So is that the primary
22 motivating force for doing this?
23 MR. WRIGHT: No, this project was
24 initiated prior to that. As part of
25 this project, in 2007, we submitted a

1 growth plan with DEC. When you exceed
2 that number -- it hasn't exceeded in the
3 last two years, but for some reason we
4 did back in 2006, but there is three
5 different ways of satisfying the permit.
6 There is a moratorium and a water
7 conservation expansion. We happen to be
8 in the expansion process. Plus probably
9 at that time you're sending an RFP out,
10 so we did satisfy one of those three
11 criteria with the DEC. It wasn't
12 initiated because of that, but it helped
13 us that we were in the process with DEC.
14 MR. GULBRANSEN: There was mention
15 earlier in this discussion about how the
16 capacity expansion might allow for
17 further development hookups for
18 additional areas. Could you explain
19 whether the expansion would also -- how
20 you would decide how much the expansion
21 could be dedicated to picking up places
22 where we know where the septic systems
23 are causing the groundwater loading into
24 the bay as a documented problem? We
25 recently read and recognized that the

1 Great South Bay has nitrogen loading
2 issues but isn't it true that this plant
3 could remove some nitrogen from the
4 system and these existing homes has
5 contracted with allowing for
6 development?
7 MR WRIGHT: If you went further to
8 the east, the areas that are really a
9 subject of the RFP are really filling in
10 the areas in Babylon and Islip from the
11 Nassau County line going east. So when
12 you go passed the Heckscher spur, there
13 are some other areas that are going to
14 be looked at individually, and it's
15 possible that they could make a
16 connection at some time in the future,
17 but that's really a process we have to
18 go through with the RFP to determine
19 that. Most of what's on the south shore
20 that's in the sewer district is already
21 connected. That's not going to assist
22 anything.
23 MR. CHAIRMAN: Any other questions?
24 Michael?
25 MR. KAUFMAN: In looking through

1 some of the evaluation material, I was
2 struck by one thing. It looks as if the
3 plant has adequate capacity right now,
4 but I know in the past around 2006 and
5 other times there have been problems
6 with under capacity, if you will. In
7 other words, trucks lining up and not
8 being able to deliver their loads and
9 things like that. Also, I am noting in
10 here that there seems to be -- what's
11 the right word for this -- there is not
12 much redundancy in the system. If part
13 of the system goes offline and say one
14 or two of the tanks just stop working or
15 some of the pumps stop working, there's
16 not that much redundancy in there and
17 the system will basically clog up. So
18 those are two observations and the
19 questions I have for you are, under this
20 plant, will there be more redundancy
21 built into the system so that if
22 something does go offline, the primary
23 system can still be operable?
24 MR WRIGHT: The answer to that is
25 we do have redundancy now. For example,

1 we usually use the aeration tanks. We
2 usually use seven of them, but there
3 will be more redundancy with the
4 expansion. The other part of your
5 question with the trucks --
6 MR. KAUFMAN: Before we get to
7 that, is that part of a purpose of this?
8 MR WRIGHT: No, it's part of -- you
9 have to have redundancy as part of the
10 recommended standards for regular
11 treatment.
12 MR. KAUFMAN: It's basic
13 engineering purposes.
14 MR. WRIGHT: Out of three aeration
15 blowers, we're using one. We have
16 standby and one that's ready to be used.
17 But on the truck issue, that's really
18 scavenger and septic and we have a
19 limitation of 500,000 gallons per day.
20 Some days are heavier than others. We
21 haven't had that experience for some
22 time now and part of it is due to the
23 private industry having the facility
24 where you can take leech aid in but
25 those trucks don't come to Bergen Point.

1 They get pretreated and discharged to
2 the sewer system, but they're basically
3 sanitary waste by the time they're
4 discharged.
5 MR. CHAIRMAN: Ben, go ahead with
6 your presentation.
7 MR. CABRERA: My name Steve
8 Cabrera. I am with the CDM/DB
9 Joint-Venture.
10 This upgrade is, I guess, the most
11 recent in a series of plan upgrades that
12 have occurred over the recent years that
13 have been subject to environmental
14 review. In this particular case, we
15 selected the coordinator review route
16 where we submitted a lead agency
17 coordination letter on October 5, to
18 potentially involved agencies and
19 solicited comments on any objections to
20 the County assuming lead agency status
21 or any objections to any of the
22 environmental concerns on the project
23 itself. It's now a comment period of
24 close to two months and we didn't
25 receive any comments from any of the

1 involved agencies on either of the lead
2 agency status or any particular
3 environmental concerns.
4 In a nutshell, the primary activity
5 at the plant that would involve
6 excavation or major disturbance all
7 occur, as Ben said, within the property
8 of the existing plant. There is no need
9 to expand the boundaries of the plant at
10 all and on this aerial photograph -- I
11 don't know how the yellow highlighted
12 shows up for those of you on the
13 opposite side of the table, but these
14 show the major areas where major
15 excavation will occur, and that will be
16 the area of the four foot tunnels of
17 primary tanks and the four proposed
18 aeration tanks and the proposed final
19 clarified here on the west. Now, as you
20 can see, all of these structures will be
21 adjacent to existing similar structures
22 in areas of the plant that are already
23 disturbed or graded or filled land or
24 dredge spoils.
25 After receiving no comments on the

1 environmental -- Part 1, of the
2 environmental assessment form, we
3 completed Part 2, and we then submitted
4 to you folks for your determination of
5 significance. We're not in or adjacent
6 to any sensitive significant habitats or
7 wetlands or wild scenic rivers or any
8 other significant environmental
9 resources. If there is any impact to
10 construction, it would be limited to the
11 construction period, but there is no
12 anticipated significant impacts that we
13 can see at this point.
14 That's pretty much it unless you
15 have any other questions. There are, in
16 addition to these major areas, where
17 there would be excavation where there
18 are variable speed drive pumps, et
19 cetera, that are associated with these
20 tanks that really don't take up very
21 much space but we just wanted to convey
22 here the major areas of the plant.
23 The project will require a permit
24 from New York State DEC for stormwater
25 discharge from construction activity

because the total area that would be excavated will exceed one acre and that triggers the need to obtain a permit from DEC. There is a potential for a wetlands permit that might be required because we are within 300 feet of wetland over here on the west but generally speaking, the DEC's jurisdiction for their wetland regulation is restricted to any area of a ten foot contour elevation, and we're well above that. It is possible they don't have jurisdiction but, nevertheless, we would be conferring with them to see if there is a permit necessary. If there is a permit necessary, it would be a permit for construction within the adjacent area. At this point, this would be considered a general compatible project that would simply require a permit.

MR. CHAIRMAN: Thomas?

MR. GULBRANSEN: Just a basic question on the engineering.

You talked about the capacity

1 expansion and BOD expansion that might
2 occur in the effluent when it gets
3 approved, but can you generally describe
4 how the plant expansion will result in a
5 net removal of nitrogen through
6 jetification or isn't it true we're
7 doing more than just holding it in and
8 pumping it out? This process is
9 allowing the plant to remove nitrogen
10 from the waste plant.
11 MR. CABRERA: Actually, the purpose
12 of this project is not for
13 denitrification.
14 MR. GULBRANSEN: It doesn't change
15 nitrogen removal at all?
16 MR. CABRERA: As far as the actual
17 quality, this project is not designed to
18 improve F1 quality, but to guarantee
19 that it achieves the permanent F1
20 requirements and limitations that are
21 dictated by the permit to handle that
22 additional flow. So what I am saying is
23 the BOD limitations and the suspended
24 solemn limitations, we expect would be
25 identical to what they have now just

that it has the ability to handle more flow and achieve those limitations based on the increasing capacity, but it's not for denitrification.

MR. CHAIRMAN: I don't think there is any nitrogen as we end the -- there is a kind of notion that --

MR. CABRERA: Not yet.

MR. GULBRANSEN: Right, but we know that's coming now.

MR. WRIGHT: Just let me add that there is a limitation on some nitrogen seasonally. It is about 15 milligrams per liter and we have it well underway.

MR. MARTURANO: Which we need that.

THE REPORTER: State your name?

MR. MARTURANO: Joe Marturano.

MR. CHAIRMAN: What's the method of disinfection?

MR. MARTURANO: Right now it's chlorination. So they would have to chlorinate. The County is in the process of designing a UV disinfection system which will eliminate chlorine residual in the discharge while

1 achieving the disinfection.
2 MR. CHAIRMAN: Eva?
3 MS. GROWNEY: So that's going to be
4 part of this project?
5 MR. MARTURANO: It's not part of
6 this project. It's a separate project
7 that had --
8 MR. BAGG: The CEQ reviewed it
9 already.
10 MR. MARTURANO: (Continuing) --
11 come before the CEQ.
12 MR. CHAIRMAN: Thank you.
13 Any further discussion?
14 (WHEREUPON, there was no response
15 from the Council.)
16 MR. CHAIRMAN: Do we have a motion?
17 MR. KAUFMAN: I'll make a motion of
18 Unlisted Negative Declaration.
19 MR. CHAIRMAN: Second?
20 MS. RUSSO: Second.
21 MR. CHAIRMAN: Discussions?
22 (WHEREUPON, there was no response
23 from the Council.)
24 MR. CHAIRMAN: All in favor?
25 (WHEREUPON, the Board voted.)

1 MR. CHAIRMAN: Opposed?
2 (WHEREUPON, there was no response
3 from the Council.)
4 MR. CHAIRMAN: Abstentions?
5 (WHEREUPON, there was no response
6 from the Council.)
7 MR. CHAIRMAN: Motion carries.
8 Thank you.
9 MS. FISHER: If I could just make a
10 correction to my statement before on
11 Reeves Bay. It is going -- this is the
12 one that is going to possibly get the
13 funding from NOAA. It's going to be a
14 50/50 with the Town of Southampton and
15 NOAA will reimburse the Town of
16 Southampton's portion of the acquisition
17 cost.
18 MR. CHAIRMAN: Just out of
19 curiosity, what program of NOAA's -- I
20 didn't realize they have property by
21 activities that --
22 MS. FISHER: Let me just --
23 MR. CHAIRMAN: If you don't know --
24 MS. FISHER: Here, I've got it.
25 NOAA Coastal and Land Conservation

COUNTY OF SUFFOLK

STEVEN BELLONE
COUNTY EXECUTIVE

DEPARTMENT OF ECONOMIC DEVELOPMENT AND PLANNING
DIVISION OF PLANNING AND ENVIRONMENT

COUNCIL ON ENVIRONMENTAL QUALITY

Gloria Russo
Chairperson
CEQ

SUFFOLK COUNTY
COUNCIL ON ENVIRONMENTAL QUALITY
MINUTES

DATE: September 21, 2016
TIME: 9:40 am – 12:15 am
LOCATION: Arthur Kunz Library
H. Lee Dennison Bldg. – 2nd Floor
Veterans Memorial Highway, Hauppauge, New York

PRESENT:
Gloria Russo, Chair
Michael Kaufman, Vice Chair
Robert Carpenter Jr.
Frank De Rubeis
Michael Doall
Eva Growney
Hon. Kara Hahn
Mary Ann Spencer

ABSENT:
Thomas Gulbransen
Constance Kepert
Larry Swanson

CAC REPRESENTATIVES:
None

STAFF:
Andrew Freleng, Chief Planner
John Corral, Senior Planner
Christine DeSalvo, Senior Clerk Typist

GUESTS:
Hon. Al Krupski, Suffolk County Legislator, District #1
Catherine Stark, Suffolk County Legislative Aide for Legislator Krupski, District #1
Alyssa Turano, Suffolk County Legislative Aide for Legislator Hahn, District #5
Michael Pitcher, Director of Communications, Suffolk County Presiding Officer's Office
Lauretta Fischer, Chief Environmental Analyst, Suffolk County Department of Economic Development and Planning, Division of Planning and Environment
Frank Castelli, Environmental Projects Coordinator, Suffolk County Department of Economic Development and Planning, Division of Water Quality
Gil Anderson, Commissioner, Suffolk County Department of Public Works
John Donovan, Chief Engineer, Suffolk County Department of Public Works
Nick Gibbons, Principal Environmental Analyst, Suffolk County Department of Parks, Recreation and Conservation
Kenneth Zegel, Associate Public Health Engineer, Suffolk County Department of Health Services
Christopher Lubicich, Associate Public Health Engineer, Suffolk County Department of Health Services
Eric Hofmeister, District Director, Senator Croci
Joseph Dean, Superintendent Public Works, Village of Patchogue
Joseph Keyes, Trustee, Village of Patchogue
Steven Uccellini, Project Engineer, Village of Patchogue
Dan Murphy, Gold Star Father of Lt. Michael Murphy
Paul Dobiecki, Architect, Lt. Murphy Navy Seal Museum
Vince Calrosa, Builder, Lt. Murphy Navy Seal Museum
John M. Wagner, Attorney
Joseph Prokop, Esq. Village Attorney, Village of Islandia
Michael Zaleski, Village of Islandia
Lara Urbat, Nelson Pope & Voorhis
Robert Loscalze, C.O.O TriTec
Mark Wagner, Principal, Cameron Engineering
John Cameron, Managing Partner, Cameron Engineering

Minutes:

Minutes for the August 17, 2016, CEQ minutes were reviewed and discussed.

A motion was made by Mr. Kaufman to approve the August 17, 2016 minutes as amended. The motion was seconded by Ms. Growney. Motion carried.

Correspondence:

A letter was received from Edward Romaine, Supervisor of the Town of Brookhaven, regarding the Ronkonkoma Hub Development Sanitary Pumping Station and Force Main Piping Systems, Town of Brookhaven, Town of Islip and Village of Islandia. This letter was discussed during the project review of the Ronkonkoma Hub Sanitary Pumping Station and Force Main Piping System.

Public Portion:

None

Historic Trust Docket:

Director's Report:

Mr. Martin updated the Council on the following:

- Housing Program:
  Mr. Martin noted that there is nothing new to report on the housing program. Suffolk County Parks is continuing to work on the interior renovations at Blydenburgh Cottage in Blydenburgh County Park.

- Custodial Agreements:
  Mr. Martin noted that there are no new updates on the custodial agreements. It was discussed that the Parks Department continues to work on the pending custodial agreements and they are moving forward.

Mr. Martin also noted that Meadow Croft County Park, is available for the October 19, 2016 CEQ meeting. Chairwoman Russo confirmed that the CEQ will hold the October 19, 2016 meeting at the Meadow Croft Estate in Sayville.

Project Review:

Recommended Unlisted Actions: (Taken Out of Order)

B. Proposed Ronkonkoma Hub Development Sanitary Pumping Station and Force Main Piping Systems, Town of Brookhaven, Town of Islip and Village of Islandia

   John Donovan, Chief Engineer, Suffolk County Department of Public Works, and Gil Anderson, Commissioner, Suffolk County Department of Public Works gave a presentation on the project. The proposed project involves the construction of a sanitary pumping station and a seven mile long force main and gravity line piping system to convey the generated wastewater from the Ronkonkoma Hub Transit Oriented Development project to the Southwest Sewer District No. 3 and ultimately to the existing Bergen Point Sewage Treatment System. The project is also being designed to allow for possible future connections to the proposed pumping station and force main piping system.

Mr. Donovan noted that this project was previously before the CEQ in January, 2015 when the project was stopped due to issues the Village of Islandia had with the project. Mr. Donovan noted that the issues the Village of Islandia had with the project have been resolved and that Suffolk County is going to enter into an Intermunicipal Agreement with the Village to satisfy the Village's concerns and insure that the Village will not oppose the project. Mr. Donovan also noted that the project information submitted by the Suffolk County Department of Public Works includes information to address the questions raised by the CEQ at the January, 2015 meeting.

As part of its project review the CEQ discussed the following topics:

- Mr. Kaufman asked for clarification regarding how the force main will be constructed through the Connetquot River Headwaters area. It was discussed that to minimize impacts either a pipe jacking process or direction drilling process will be used where the force main crosses the Connetquot River headwaters. It was also discussed that all work will be done in the existing road right-of-way.
- Chairwoman Russo summarized a letter received by the CEQ dated September 20, 2016 from the Town of Brookhaven Supervisor Edward Romaine regarding the project. The letter stated that the Town of Brookhaven is concerned about pumping the wastewater for the Ronkonkoma Hub development to the Southwest Sewer District instead of the original plan to a construct a Sewage Treatment Plant adjacent to the Ronkonkoma Hub Project. The letter also notes the Supervisor's concern of groundwater being pumped out of the Magothy Aquifer and then being discharged as treated effluent to the ocean. Commissioner Anderson noted that the Suffolk County Department of Public Works has looked at the issue of replenishing groundwater and the issue of sending wastewater to the Bergen Point Sewage Treatment Plant. It was noted by Commissioner Anderson that there is a clay lens between the Upper Glacial Aquifer and the Magothy Aquifer. It was also noted that even at full buildout the 1.5 million gallons per day that will be pumped to the Bergen Point Sewage Treatment Plant still represents a very small percentage of water not being recharged back into the aquifer. Legislator Krupski also asked an additional question on the issue of groundwater recharge and overdrafting and whether the issue has been considered for this project. It was noted that the Suffolk County Department of Public Works spoke with Joe Pokorny the chief engineer for Suffolk County Water Authority which services the project area. Mr. Pokorny informed the Suffolk County Department of Public Works that he did not believe the amount of water being removed from the aquifer would have an impact on the Suffolk County Water Authority water supply wells. This was based on the magnitude of the wastewater flow being pumped to the Bergen Point Sewage Treatment Plant in comparison to the magnitude of a

Suffolk County Water Authority pumping well.

- The possibility of additional connections to the line was also discussed. It was noted that it will be possible for connections to occur along the line including in the Village of Islandia but there are no specific identified connections at this time. It was also noted that Suffolk County is working on the planning stages to consider connecting the McArthur Airport Industrial Park to the sewer line. Legislator Hahn noted that the possibility of other communities connecting to the proposed sewer line would result in the project having added environmental benefit.
- The CEQ also noted that there should be a few edits made to the EAF and that Mr. Kaufman would work with the staff to make these edits prior to the Legislature reviewing the EAF and making its SEQRA determination for this project.
- The Village Attorney, Mr. Prokop said that he would like to thank the County in their efforts in developing the IMA between the County and the Village but noted that the IMA has not yet been finalized. Mr. Prokof also asked that the Village's original comments be taken into account when edits are made to the project EAF.
- The CEQ noted that while at this time the CEQ is reviewing this sewer connection project it is important that as Suffolk County considers future projects that the County have an overall long term strategy for sewering and wastewater treatment.

After the extended discussion a motion was made by Mr. Kaufman to recommend classification of the proposed project as an Unlisted Action with a Negative Declaration. The motion was seconded by Ms. Growney. Motion carried.

<u>Project Review:</u>
Recommended Type 1 Actions:

A. Proposed LT Michael P. Murphy Navy Seal Museum at Suffolk County's West Sayville Golf Course Property, Town of Islip

Richard Martin, Director of Historic Services, Suffolk County Department of Parks, Recreation and Conservation, Dan Murphy, Father of LT Michael Murphy and Paul Dobiecki, Architect for the Navy Seal Museum gave a presentation on the project. The project involves construction of a new one story 10,500 square feet structure and a connected 70 foot tall tower to be located in a cleared area of the pinetum (pine tree area) at Suffolk County's West Sayville Golf Course Property. The proposed structure will be used for a Navy Seal Museum as well as for a Navy Sea Cadet Corps Training Facility. The project also includes a new egress driveway to West Avenue, a new walkway with display areas and new vegetative plantings.

After discussion a motion was made by Mr. Kaufman to recommend classification of the proposed project as a Type 1 Action with a Negative Declaration. The

motion included that no ancillary equipment will be placed on the proposed museum tower. The motion was seconded by Legislator Hahn. Motion carried.

It was discussed that the CEQ as the Historic Trust also needed to do a separate resolution for the Suffolk County Historic Trust approval of the proposed LT Michael Murphy Navy Seal Museum at Suffolk County's West Sayville Golf Course Property.

A motion was made by Mr. Kaufman to approve the proposed LT Michael Murphy Navy Seal Museum at Suffolk County's West Sayville Golf Course with the provision that the applicant will continue to work with the Suffolk County Parks Department and the Suffolk County Historic Trust Committee on new landscaping and on the final design of the museum building. The motion was seconded by Hon. Hahn. Motion carried. Ms. Spencer abstained.

B. Suffolk County Wastewater Management Program for the Mitigation of Nitrogen Impacts from Wastewater Sources

Kenneth Zegel, Associate Public Health Engineer, Suffolk County Department of Health Services gave a presentation on the proposed project. The proposed project is for the approval and implementation of a County-wide wastewater program to mitigate nitrogen impacts emanating from wastewater sources. Mr. Zegel noted that the Suffolk County Department of Health Services plans to work with the CEQ and Legislature to complete a Generic Environmental Impact Statement (GEIS) for this project. It was also noted that the GEIS will include a public scoping session.

After discussion a motion was made by Mr. Kaufman to recommend classification of the proposed project as a Type 1 Action with a Positive Declaration. The motion was seconded by Ms. Growney. Motion carried.

<u>Project Review:</u>
Recommended Unlisted Actions:

C. Proposed Little Creek Stormwater Mitigation Project, Village of Patchogue

Frank Castelli, Environmental Projects Coordinator, Suffolk County Department of Economic Development and Planning and Joseph Dean, Superintendent of Public Works, Village of Patchogue gave a presentation of the proposed project. The proposed project involves the reconstruction of the drainage system at the south end of Little Creek to improve drainage capacity. This reconstruction involves the removal and replacement of a check valve vault and three 30" inch pipes with three new pipes to be anchored to the bay bottom. To facilitate collection and removal of debris a new headwall is also proposed to be constructed approximately 50 feet to the north of the bulkhead.

After discussion a motion was made by Mr. Kaufman to recommend classification of the proposed project as an Unlisted Action with a Negative Declaration. The motion was seconded by Ms. Growney. Motion carried.

D. Proposed Clean Lakes Patchogue Project - Patchogue Lake Aerator Installation, Village of Patchogue

Frank Castelli, Environmental Projects Coordinator, Suffolk County Department of Economic Development and Planning gave a presentation regarding the project. The proposed project involves the installation of four aerators in Patchogue Lake for the purpose of increasing the water current to oxygenate, aerate and improve the overall water quality of the Lake.

After discussion a motion was made by Mr. Kaufman to recommend classification of the proposed project as an Unlisted Action with a Negative Declaration. The motion was seconded by Ms. Growney. Motion carried.

E. Proposed Lake Agawam Stormwater Remediation Phase IV Project, Village of Southampton

Frank Castelli, Environmental Projects Coordinator, Suffolk County Department of Economic Development and Planning, and Lara Urbat with Nelson Pope & Voorhis gave a presentation on the proposed project. The proposed project involves the installation of a series of leaching pools along Culver Street and Ox Pasture Road in the Village of Southampton to reduce stormwater runoff to Lake Agawam. The drainage systems are proposed to be installed within the road right-of-ways and would not result in a change to impervious cover.

After discussion a motion was made by Mr. Kaufman to recommend classification of the proposed project as an Unlisted Action with a Negative Declaration. The motion was seconded by Ms. Growney. Motion carried.

F. Proposed Meadow Road Stormwater Management Project, Town of Smithtown

Frank Castelli, Environmental Projects Coordinator, Suffolk County Department of Economic Development and Planning and Allyson Murray, Environmental Planner, Town of Smithtown gave a presentation on the proposed project. The proposed project involves the construction of a bio-swale along Meadow Road to facilitate stormwater management of inputs to Mill Pond, the Nissequogue River and the Long Island Sound.

After discussion a motion was made by Mr. Kaufman to recommend classification of the proposed project as an Unlisted Action with a Negative Declaration. The motion was seconded by Ms. Growney. Motion carried.

A. Proposed Acquisition of Land Under the New Suffolk County Drinking Water Protection Program – Open Space Component – North Fork Preserve Addition – for the Alan S. Gorman DDS, PC 401K Plan Property, Town of Riverhead

Lauretta Fischer, Chief Environmental Analyst, Suffolk County Department of Economic Development and Planning gave a presentation on the proposed project. The project involves the acquisition of 5.591+ acres of land by Suffolk County under the New Suffolk County Drinking Water Protection Program and its dedication to the Suffolk County Parks Department in order to assure it remain in open space for passive recreational use.

After discussion a motion was made by Ms. Growney to recommend classification of the proposed project as an Unlisted Action with a Negative Declaration. The motion was seconded by Ms. Russo. Motion carried.

Project Review:

Recommendations for LADS Report:

Recommendations for Legislative Resolutions Laid on the Table September 7, 2016.

Mr. Corral noted that the staff's SEQRA recommendations are listed on the September 7, 2016 LADS reports.

Mr. Kaufman made a motion to accept staff recommendations for the September 7, 2016 Legislative Resolutions. The motion was seconded by Ms. Growney. Motion carried.

Other Business:

Ms. Russo, Chair of the CEQ, welcomed and introduced the two newest CEQ Members Frank De Rubeis and Michael Doall.

CAC Concerns:

None

Meeting Adjourned

SCWA

SUFFOLK COUNTY WATER AUTHORITY

Jeffrey W. Szabo
Chief Executive Officer

Administrative Offices: 4060 Sunrise Highway, Oakdale, New York 11769-0901
(631) 563-0353
Fax (631) 563-0370

November 11, 2016

Hon. Legislator Kara Hahn
Chairwoman
Environment, Planning and Agriculture Committee
Suffolk County Legislature
William H. Rogers Building
725 Veterans Memorial Highway
Smithtown, NY 11787

Dear Chairwomen Hahn:

I am writing regarding I.R. 1933-16 "Making SEQRA determination in connection with proposed Ronkonkoma Hub Development Sanitary Pump Station and Force Main" that is before the Environment, Planning and Agriculture Committee on November 14th 2016.

Water Authority staff had discussed this project and its potential impact to the aquifer and our well fields in the Ronkonkoma area with Suffolk County Wastewater Management staff prior to the Council on Environmental Quality's approval. Water Authority staff indicated, under the present proposal, a de minimus impact on the aquifer and our ability to provide drinking water in the Ronkonkoma capture zone.

Upon further analysis by our Engineering staff, including a Geologist and Hydrogeologist, our conclusions have not changed. The loss of recharge will not significantly impact our ability to meet future demand. However, I should note, the Water Authority's review focused on our ability to meet long term demand from a purely drinking water perspective.

Please feel free to contact me should you have any questions. I appreciate you considering these thoughts.

Sincerely,

Jeffrey Szabo

Jeffrey Szabo

cc: Members of the EPA Committee

Memorandum

To: *John Donovan, P.E.*

From: *Dan O'Rourke, P.G., Mary Anne Taylor, P.E.*

Date: *November 21, 2016*

Subject: Evaluation of Transfer of Sanitary Wastewater from Ronkonkoma Hub and MacArthur Industrial Park to the Bergen Point WWTP

1.0 Background

Suffolk County residents depend completely on groundwater for their potable water supply. Consequently, Suffolk County has long recognized the importance of protecting the aquifer system from contaminants that may be introduced by human activity, such as sanitary wastewater. In particular, Suffolk County has studied the issue of nitrate contamination from wastewater management for decades.

All groundwater within the County's aquifer system originates as precipitation that recharges down through the ground surface and unsaturated zone to the underlying aquifer. The recharging precipitation can carry dissolved contaminants that are introduced by human activity down to the aquifer. Sanitary wastewater throughout most of the County is currently discharged to on-site wastewater systems, that are typically either septic systems or cesspools. Sanitary wastewater discharged to the groundwater can introduce a variety of contaminants to the environment, including nitrogen, pathogens and other contaminants such as volatile organic compounds (VOCs), phosphates and pharmaceuticals and personal care products (PPCPs).

In response to the need to protect groundwater quality and the County's water supply, Suffolk County has established sanitary sewer districts in some of the most densely developed parts of the County, and has constructed systems to collect and treat wastewater and to discharge the treated wastewater to either ground or surface waters. The largest of the County's sewer districts is Sewer District No. 3, Southwest. Suffolk County Department of Public Works (SCDPW) owns and operates the Bergen Point Wastewater Treatment Plant (WWTP) that is currently permitted to treat up to 30.5 million gallons per day (MGD) of sanitary wastewater from the Southwest Sewer District (SWSD) and contractees. Treated effluent from the Bergen Point WWTP is discharged several miles offshore to the Atlantic Ocean.

Suffolk County's surface water resources are also groundwater fed. In fact, in undeveloped areas, it is estimated that streams received up to 95 percent of their fresh baseflow from groundwater. The impacts of groundwater quality on downgradient surface water quality have received increased

attention in recent years, as increased nitrogen levels in area surface waters have been linked to nitrate levels in the groundwater contributing areas. The need to reduce nitrogen loading to the County's surface water features has underscored the need to reduce the nitrogen loading to upgradient groundwater resources.

Recognizing the need to protect the environment, and responding to community requests for downtown re-development and more affordable housing while continuing to protect the County's groundwater supply, Suffolk County has worked to identify areas where investment in sanitary sewers and treatment facilities could provide environmental, economic and/or social benefits. These areas include the Ronkonkoma Hub and the MacArthur Industrial Park. SCDPW's plans to provide wastewater collection and treatment for development at the Ronkonkoma Hub and MacArthur Industrial Park (please see **Figure 1**) include conveyance of up to 1.6 MGD of sanitary wastewater from the study area to the Bergen Point Wastewater WWTP in West Babylon for treatment and discharge to the ocean.

Figure 1 Project Study Area

Provision of wastewater treatment will help to protect groundwater quality in and downgradient of the Ronkonkoma Hub and MacArthur Industrial Park study area. However, potential impacts to downgradient water quantity must also be considered, as sewering would convey up to 1.6 MGD that would have been returned to the aquifer via on-site wastewater systems out of the study area,

locally reducing recharge to the aquifer. The purpose of this modeling evaluation is to assess the impacts of conveying 1.6 MGD of water that will be pumped from the aquifer and conveyed to the Bergen Point WWTP and offshore discharge on both the groundwater table, and on downstream surface water resources.

The Ronkonkoma Hub/MacArthur Industrial Park study area is currently served by Suffolk County Water Authority (SCWA) and is primarily located within their Central Island Intermediate pressure zone (zone 12) with southern portions within the South Shore Low pressure zone (zone 1b). The SCWA Lincoln Avenue wellfield is immediately to the east of the study area and may be suitable to meet additional demand (**Table 1**; **Figure 2**).

Table 1
SCWA Lincoln Avenue Wellfield Water Supply Wells

NYSDEC	Wellfield	NYSDEC Authorized Capacity (gpm)	Well Number	Depth (ft)	Aquifer
S-47453	Lincoln Ave	1800	2	450	Magothy
S-54305	Lincoln Ave	1000	3	313	Magothy
S-129120	Lincoln Ave	1388	4	448	Magothy

The Main Body flow model assumes recharge to developed properties within each water supply distribution zone. Currently, approximately 0.7 MGD is returned to the aquifer within the study area as simulated in the Main Body groundwater flow model. Additional development in the Ronkonkoma Hub/MacArthur Industrial Park area is projected to increase water use to 1.6 MGD.

Monthly pumpage from the Lincoln Avenue Wellfield from 2012-2013 is shown on **Figure 3**. For purposes of this evaluation it has been assumed that the Lincoln Avenue Wellfield would provide the additional supply.

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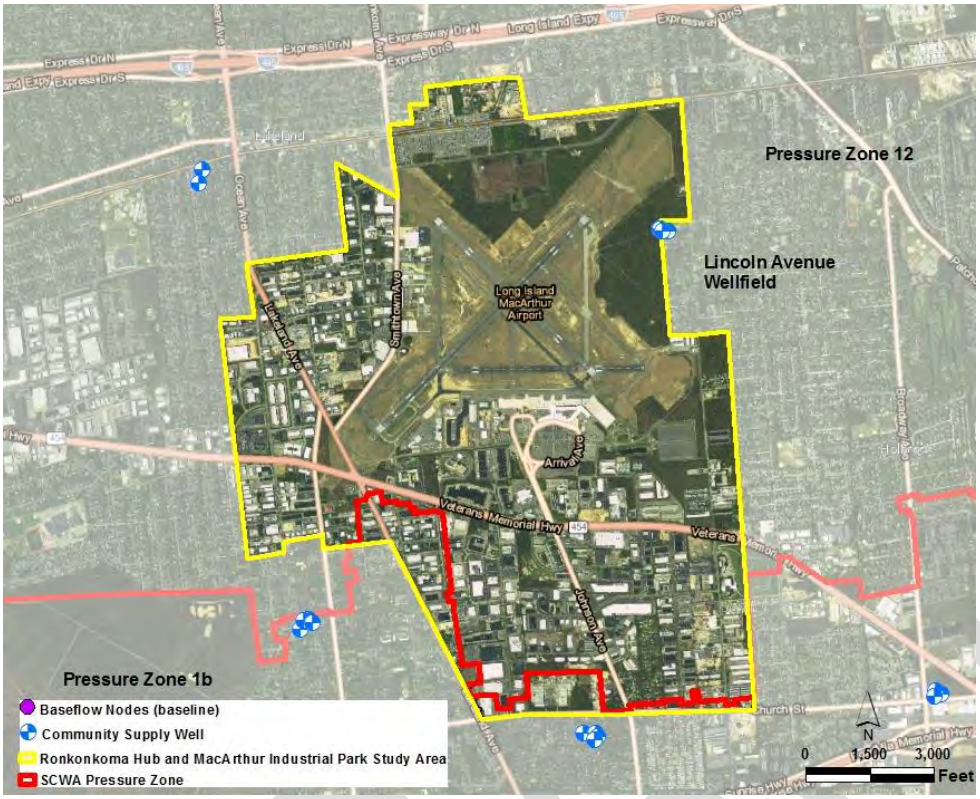

Figure 2 SCWA Pressure Zones and Wells Surrounding the Ronkonkoma Hub/MacArthur Industrial Park Study Area

The existing groundwater flow model simulates approximately 0.7 MGD of recharge in the study area. Therefore, an additional 0.9 MGD would be required from the Lincoln Avenue Wellfield (of which 85% of winter pumping is recharged to the aquifer).

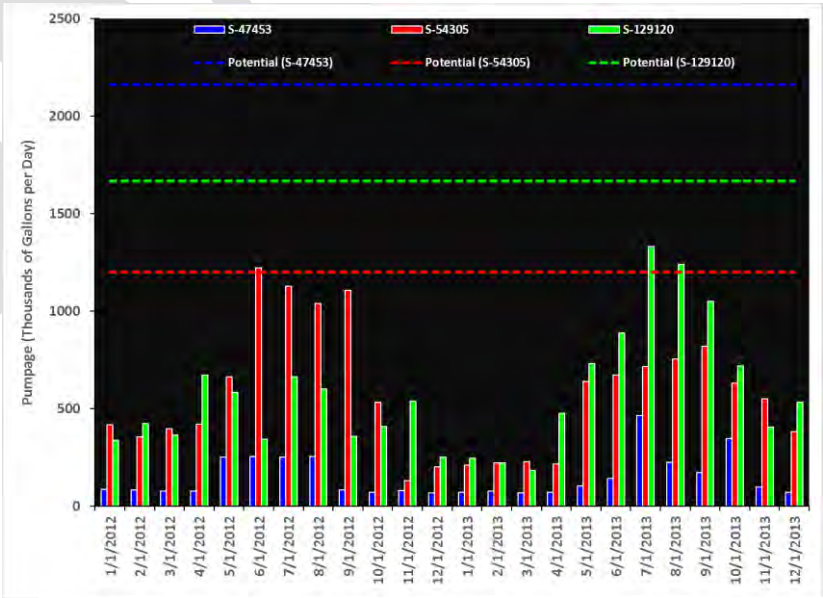

Figure 3 Average Pumpage from the SCWA Lincoln Avenue Wellfield

2.0 Modeling Approach

Suffolk County developed and calibrated a three-dimensional groundwater model to evaluate the impacts of construction and operation of

the SWSD on groundwater levels and stream baseflows in 1996. Model development, calibration and application were accomplished in a collaborative process with Suffolk County Department of Health Services (SCDHS), Suffolk County Water Authority (SCWA), SCDPW, Suffolk County Department of Economic Development and Planning and New York State Department of Environmental Conservation (NYSDEC). Since that time, the Suffolk County groundwater model has been used to support a wide variety of water resource planning, investigation and design projects. Through the years, the model has been updated and refined to add additional discretization and updated information.

Most recently, the Main Body Flow model was updated as part of the Suffolk County Comprehensive Water Resources Management Plan (2015). Updates to the model included refinement of the finite element grid to reduce node spacing to several hundred feet. For consistency with the ongoing Subwatersheds Wastewater Plan modeling work, average annual 2012-2013 community water supply pumping rates and long term average precipitation data were used to characterize water supply pumping and recharge. The remainder of the model framework (e.g., stratigraphy, hydrogeologic properties, boundary conditions) is consistent with previous versions of the calibrated model.

The updated Main Body groundwater flow model was then used to estimate the impacts of transferring up to 1.6 MGD of sanitary wastewater from the Ronkonkoma Hub/MacArthur Industrial Park study area to the Bergen Point WWTP for treatment and ultimate discharge to the Atlantic Ocean upon:

- The groundwater table
- Downgradient stream baseflows
- Downgradient stream headwaters locations

3.0 Model Results

3.1 Existing (Baseline) Conditions

The simulated average annual groundwater table under baseline conditions is depicted by **Figure 4**. As shown, the average water table ranges from approximately 40 feet above mean sea level in the northern part of the Ronkonkoma Hub/MacArthur Industrial Park study area to mean sea level at the coastline. **Figure 4** also shows the simulated average start of flowing stream (stream headwaters) locations for downgradient streams:

- Connetquot Brook
- West Brook
- Middle Brook
- Rattlesnake Brook

- Green Creek
- Brown Creek
- Tuthills Creek and
- Patchogue River (and tributaries).

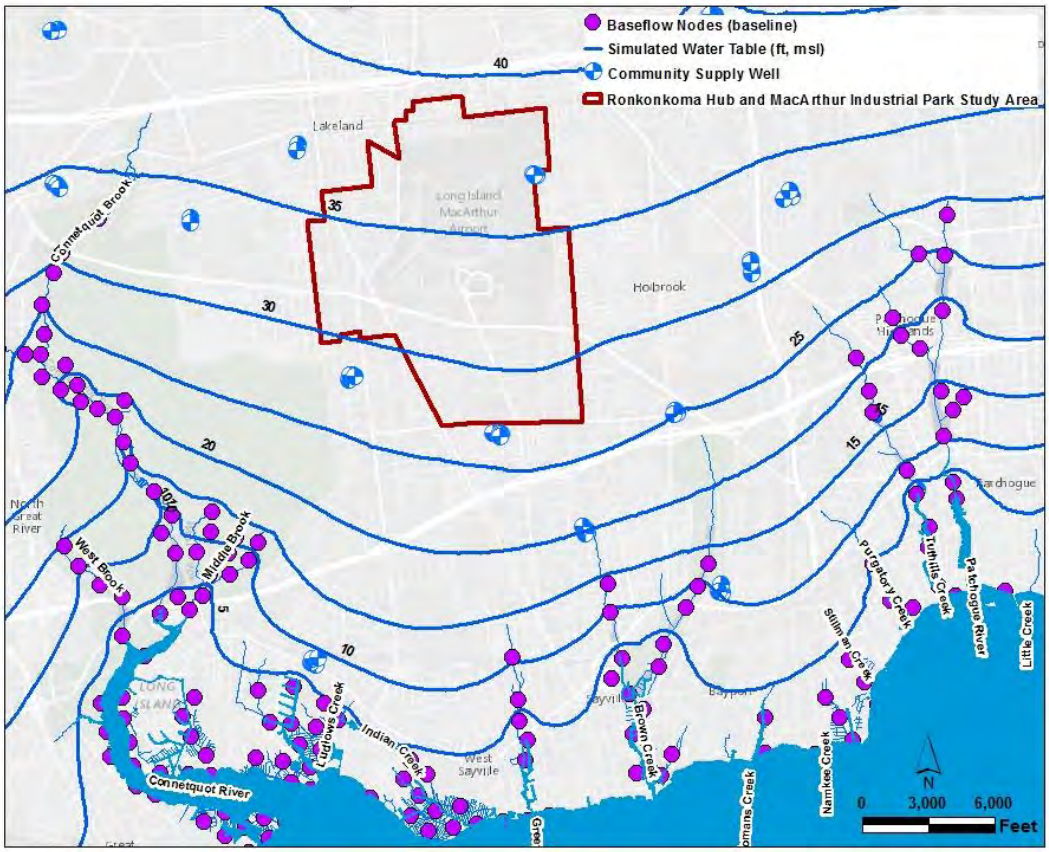

Figure 4 Simulated Water Table under Baseline Conditions Showing Model Nodes that Discharge as Baseflow to Streams

Stream baseflows (e.g., the streamflow derived from groundwater) are summarized on **Table 2**. Only one of the streams is currently gaged by the USGS, the Connetquot Brook. The long-term average flow at Connetquot Brook is 21 cubic feet per second (cfs; http://waterdata.usgs.gov/ny/nwis/current/?type=flow& group_key=basin_cd). The gaging station for Connetquot Brook is upstream of the location where the total baseflow shown in **Table 2** is simulated. The simulated baseflow to Connetquot Brook at the location of the gaging station is 18 cfs; after accounting for the stormwater runoff contribution, the simulated baseflow is a reasonable representation of measured stream flow.

Table 2
Simulated Average Annual Baseflow to Streams Downgradient of the Ronkonkoma Hub/MacArthur Industrial Park Study Area

Stream	Baseflow (cfs)
Connetquot Brook	32.11
West Brook	2.54
Middle Brook	3.14
Rattlesnake Brook	7.00
Green Creek	3.79
Brown Creek	12.88
Tuthills Creek	8.26
Patchogue River (and tribs)	18.06

Projected Post-Sewering Conditions

The projected average annual groundwater table after sewering is implemented is depicted in **Figure 5**. As shown, the average water table is projected to decline slightly within and downgradient of the Ronkonkoma Hub/MacArthur Industrial Park study area. **Figure 6** shows that the maximum projected decline in groundwater elevation is projected to be less than 1 foot.

The water table elevation or depth to groundwater varies both seasonally and annually in response to changing precipitation. The effect of a decline in water table or increased depth to groundwater is a site-specific issue. In general, a long-term decline in groundwater elevation is of most concern where the water table is close to the ground surface and where it impacts wetlands or surface water features. Suffolk County's previous field work at wetlands sites within the SWSD and at a control site to the east of the SWSD showed that wetlands vegetation was most sensitive to depth to groundwater. The fresh surface water features downgradient of the proposed Ronkonkoma Hub/MacArthur Industrial Park area are also groundwater fed; e.g. the streams are fed by groundwater where the water table intersects the ground surface.

Assuming that the SCWA Lincoln Avenue wellfield provides the increased potable supply to support the proposed development to the Ronkonkoma Hub/MacArthur Industrial Park, the maximum predicted decline of approximately 0.8 feet would occur in an area where the depth to groundwater

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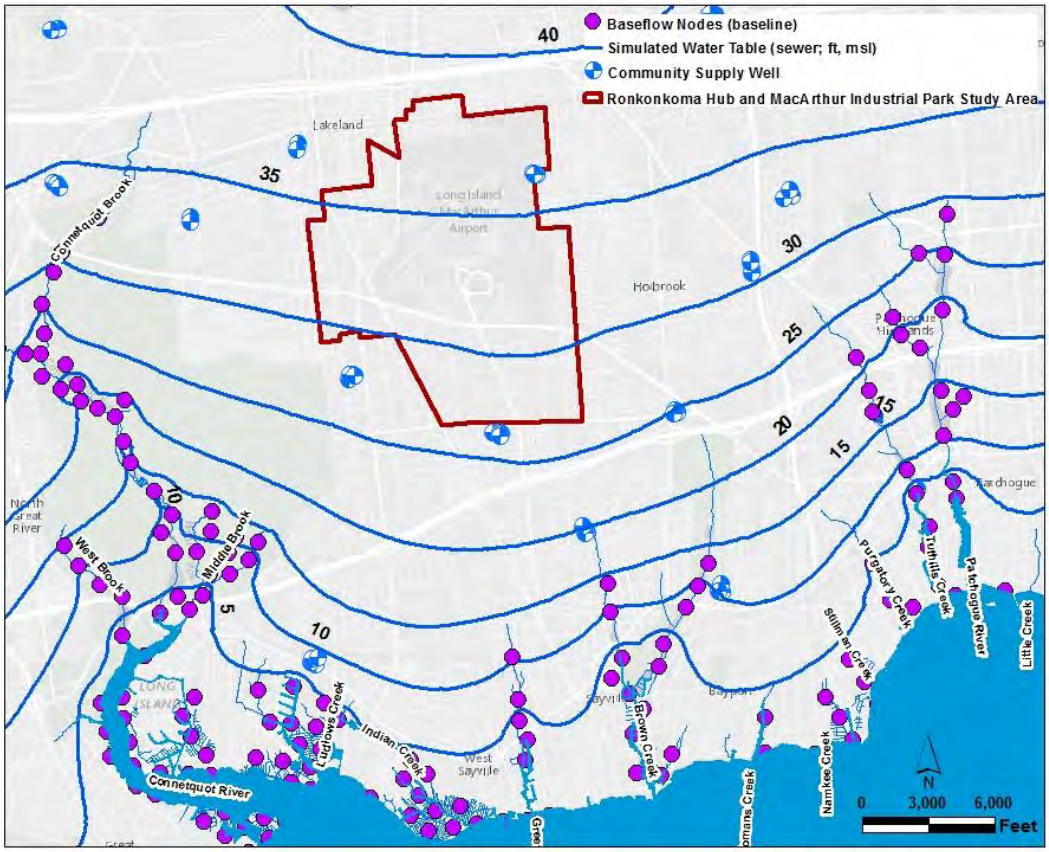

Figure 5 Simulated Water Table under Sewered Conditions for the Ronkonkoma Hub/MacArthur Industrial Park Study Area

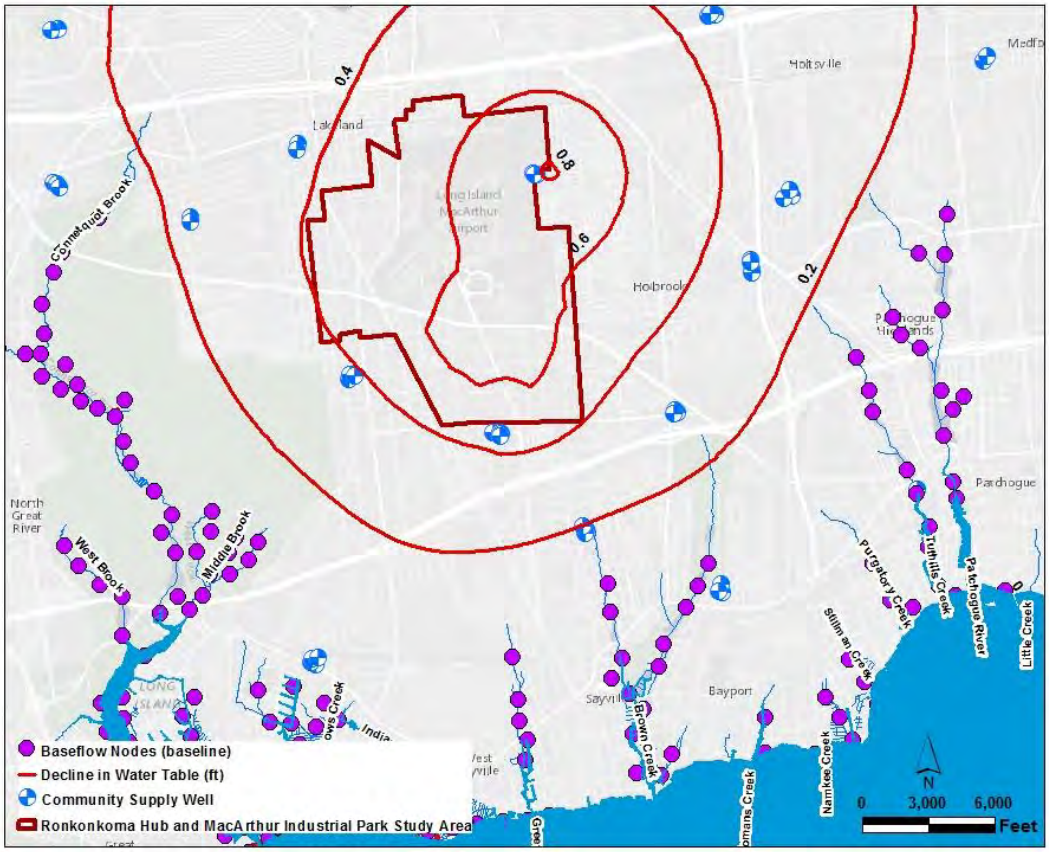

Figure 6 Simulated Water Table Decline Due to Sewering the Ronkonkoma Hub/MacArthur Industrial Park Study Area with 1.6 mgd Removed from the Aquifer

is currently over 50 feet and the aquifer thickness is over 1500 feet; the predicted additional decline is not expected to have any noticeable impact. As shown by **Figure 7**, water levels in a USGS monitoring well located just downgradient of the airport have varied by up to 8 feet over the past few decades as a result of natural variations in precipitation and seasonal recharge through the years.

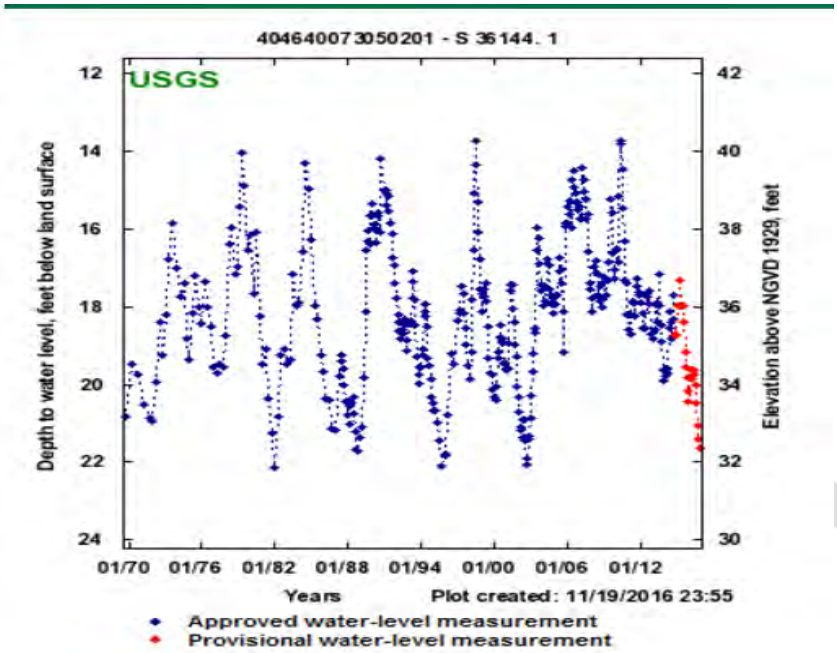

Figure 7 – Natural Variation in Water Table Elevation Downgradient of the Proposed Ronkonkoma Hub/MacArthur Industrial Park (Source: http://groundwaterwatch.usgs.gov/AWLSites.asp?mt=g&S=404640073050201&ncd=awl)

Further south, the smaller predicted declines in the water table (e.g., less than 0.2 feet) are predicted to result in reductions to minor changes in stream baseflows and lengths of flowing stream as described below.

Evaluation of the impacts of sewering the Ronkonkoma Hub and MacArthur Industrial Park on water levels within Lake Ronkonkoma were not part of this study. Under the conditions simulated, the groundwater model projects a water table decline of between 0.2 and 0.4 feet near the Lake. It is not clear whether this would result in a similar decline in lake levels; a more detailed assessment considering the Lake bathymetry would be required.

Figure 8 shows the projected simulated average start of flowing stream (stream headwaters) locations for the downgradient streams as compared to baseline conditions. As shown, the most significant impact is projected for tributaries to Patchogue River, where the headwaters are simulated to move downstream of baseline conditions for both a tributary to Patchogue River and West Brook. Projected stream baseflows (e.g., the streamflow derived from groundwater) after the sanitary sewering program is completed are summarized on **Table 3.** The most significant impact is projected to occur at Patchogue River, Tuthills Creek, Connetquot Brook and West Brook where average annual groundwater baseflow is projected to decrease by approximately 2 percent.

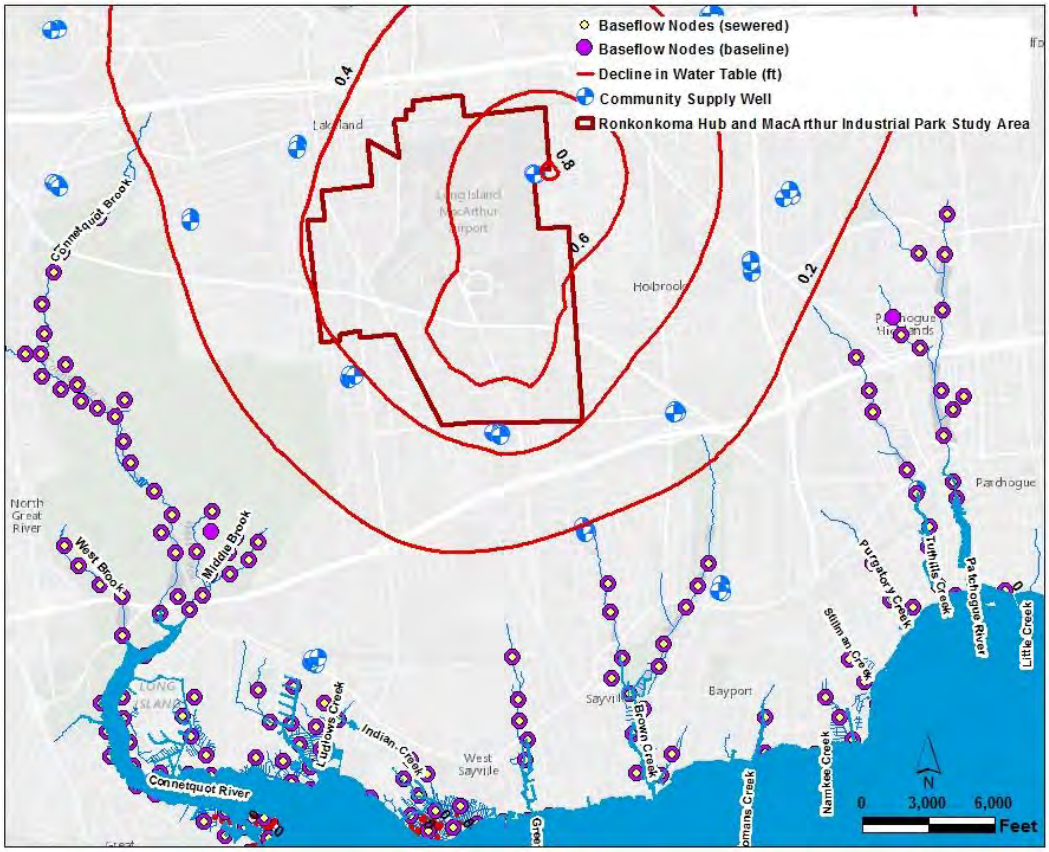

Figure 8 Simulated Discharge Nodes under Baseline and Sewered Conditions

Table 3
Simulated Baseflows under Long Term Average and Sewered Conditions

Stream	Simulated Baseflow (cfs)		% Reduction
	Baseline	Sewered	
Connetquot Brook	32.11	31.53	1.8%
West Brook	2.54	2.48	2.4%
Middle Brook	3.14	3.10	1.3%
Rattlesnake Brook	7.00	6.91	1.3%
Green Creek	3.79	3.73	1.6%
Brown Creek	12.88	12.71	1.3%
Tuthills Creek	8.26	8.12	1.7%
Patchogue River (and tribs)	18.06	17.76	1.7%

The reductions in stream baseflow predicted to result from sewering would be overshadowed by seasonal changes in precipitation and recharge and would not be readily observed, as illustrated by **Figure 9**, which shows the variation in Connetquot Brook discharge over the past several years.

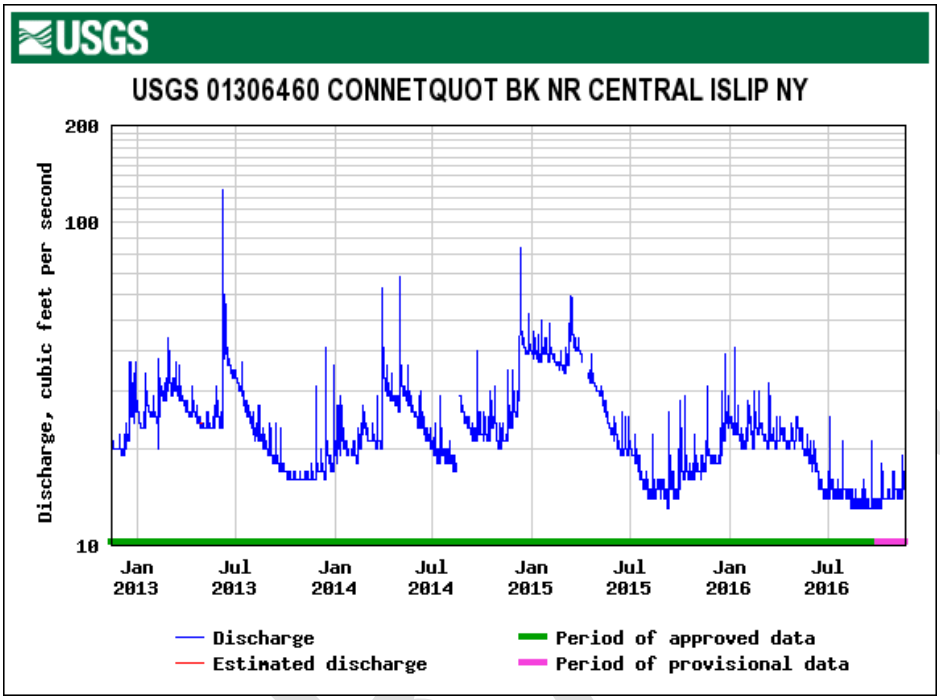

Figure 9 – Natural Variation in Connetquot Brook Discharge Downgradient of the Proposed Ronkonkoma Hub/MacArthur Industrial Park (Source: http://waterdata.usgs.gov/ny/nwis/current/?type=flow&group_key=basin_cd)

The predicted changes in length of flowing stream are very sensitive to the ground surface elevation assigned by the model. For longer streams in Suffolk County, changes in start of flow of thousands of feet throughout the year as a result of natural variation in precipitation and the resulting groundwater table have been observed. Suffolk County monitored several streams within the SWSD before sewers were constructed. The monitored start of flow locations prior to sewering showed that the difference between maximum and minimum headwaters locations could vary by over a mile as a result of annual and seasonal variations in precipitation.

Conclusions

The provision of sanitary sewers for the proposed Ronkonkoma Hub and MacArthur Industrial Park areas will protect groundwater quality from nitrates and other contaminants introduced to the groundwater from on-site wastewater disposal systems. The groundwater modeling evaluation of

sewering the Ronkonkoma Hub/MacArthur Industrial Park predicts a potential localized groundwater table decline of approximately 0.8 feet. The predicted decline is negligible with respect to the total aquifer thickness of over 1500 feet and would be overshadowed by both annual variations in groundwater levels resulting from varying precipitation and seasonal variations in groundwater levels resulting from varying recharge. The predicted water table decline is not anticipated to have any impact on the public water supply or on downgradient Suffolk County Water Authority wells.

The simulated water table declines are predicted to result in minor reductions to stream baseflows of between 1.3 and 2.4 percent. These predicted reductions in stream baseflow are much smaller than the changes that typically occur in a stream as a result of varying precipitation, seasonal recharge and stormwater runoff.

This evaluation was conducted using the regional groundwater model and assumed conditions of future water supply pumping. Future impacts to the groundwater table and downgradient streams may vary if the future water supply is derived from a different location. The modeling evaluation did not incorporate the predicted effects of the trends in increasing precipitation and high intensity storm events in the New York area, nor the effects of on-going sea level rise, both of which are predicted to increase the groundwater table in coastal areas, and result in increased baseflows to south shore streams.

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Attachment J – Additional Information for EAF Part II, Question 4 - Impacts to Groundwater

Part 3 – Environmental Assessment Form

Ronkonkoma Hub Development Sanitary Pumping Station and Force Main Piping Systems – Unlisted, Negative Declaration

Question 4 – Impact on Groundwater

The Part 2 – EAF correctly indicates that implementation of the proposed action will not result in significant adverse impacts to groundwater. Despite the fact that the impact of discharge of treated wastewater from Suffolk County Southwest Sewer District No. 3 (SCSD 3) has been evaluated as will be explained below, there have been assertions made that the proposed action may adversely affect groundwater as it would contribute to the depletion of groundwater necessary for water supply. Accordingly, this Part 3 – EAF has been prepared to set forth the underlying documentation supporting the conclusion that no significant adverse impact to groundwater would result from the proposed action.

First, Suffolk County retained CDM to assess the transfer of sanitary wastewater from Ronkonkoma Hub and MacArthur Industrial Park to the Bergen Point WWTP (see Attachment I of the EAF Part III). Key findings included:

"The provision of sanitary sewers for the proposed Ronkonkoma Hub and MacArthur Industrial Park areas will protect groundwater quality from nitrates and other contaminants introduced to the groundwater from on-site wastewater disposal systems. The groundwater modeling evaluation of sewering the Ronkonkoma Hub/MacArthur Industrial Park predicts a potential localized groundwater table decline of approximately 0.8 feet. The predicted decline is negligible with respect to the total aquifer thickness of over 1500 feet and would be overshadowed by both annual variations in groundwater levels resulting from varying precipitation and seasonal variations in groundwater levels resulting from varying recharge. The predicted water table decline is not anticipated to have any impact on the public water supply or on downgradient Suffolk County Water Authority wells.

The simulated water table declines are predicted to result in minor reductions to stream baseflows of between 1.3 and 2.4 percent. These predicted reductions in stream baseflow are much smaller than the changes that typically occur in a stream as a result of varying precipitation, seasonal recharge and stormwater runoff.

The reductions in stream baseflow predicted to result from sewering would be overshadowed by seasonal changes in precipitation and recharge and would not be readily observed."

In addition, the Suffolk County Department of Health Services (SCDHS) has reviewed the CDM Smith Memorandum Dated November 21, 2016 and entitled "*Evaluation of Transfer of Sanitary Wastewater from Ronkonkoma Hub and MacArthur Industrial Park to the Bergen Point WWTP*." The SCDHS believes that the groundwater model used in the evaluation represents the most

current, state-of-the-art, groundwater modeling tool available in Suffolk County. In addition, SCDHS agrees with the methodology and conclusions provided in the memorandum and concurs that:

- The use of sanitary sewers for the proposed Ronkonkoma Hub and MacArthur Industrial Park projects will protect groundwater quality from nitrates and other contaminants currently introduced through on-site wastewater disposal systems within the project area.

- The predicted change in groundwater table elevation are negligible and would be overshadowed by both annual variations in groundwater levels resulting from varying precipitation and seasonal variations in groundwater levels resulting from varying recharge; and,

- The predicted water table decline will not have a measurable impact on the availability of public water or stream baseflow when compared to natural seasonal variation.

The Suffolk County Water Authority has also advised Hon. Legislator Kara Hahn, Chairman of the Suffolk County Environment, Planning and Agriculture Committee in a November 11, 2016 dated letter to that "Water Authority staff indicated, under the present proposal, a de minimus impact on the aquifer and our ability to provide drinking water in the Ronkonkoma capture zone." (see Attachment I of the EAF Part III).

Moreover, the SEQRA review of the expansion of SCSD 3 by the Suffolk County Department of Public Works entitled "Making a SEQRA determination in connection with the proposed Department of Public Works Sewer District No. 3 – Southwest-Bergen Point Wastewater Treatment Plant Expansion, CP 8183, Town of Brookhaven" indicates that the project constitutes an Unlisted Action that will not have significant adverse impacts on the environment. (see Attachment D of the EAF Part III)

Finally, the Suffolk County CEQ evaluated the impact of this proposed action at its meeting on September 21, 2016. As part of its project review the CEQ discussed the following topics:

- The CEQ asked for clarification regarding how the force main will be constructed through the Connetquot River Headwaters area. It was discussed that to minimize impacts either a pipe jacking process or direction drilling process will be used where the force main crosses the Connetquot River headwaters. It was also discussed that all work will be done in the existing road right-of-way.
- The CEQ Chairwoman Russo summarized a letter received by the CEQ dated September 20, 2016 from the Town of Brookhaven Supervisor Edward Romaine regarding the project. The letter stated that the Town of Brookhaven is concerned about pumping the wastewater for the Ronkonkoma Hub development to the Southwest Sewer District instead of the original plan to a construct a Sewage Treatment Plant adjacent to the Ronkonkoma Hub Project. The letter also notes the Supervisor's concern of groundwater being pumped out of the Magothy Aquifer and then being discharged as treated effluent to the ocean. Commissioner Anderson noted that the Suffolk County Department of Public Works has looked at the issue of replenishing groundwater and the issue of

sending wastewater to the Bergen Point Sewage Treatment Plant. It was noted by Commissioner Anderson that there is a clay lens between the Upper Glacial Aquifer and the Magothy Aquifer. It was also noted that even at full buildout the 1.5 million gallons per day that will be pumped to the Bergen Point Sewage Treatment Plant still represents a very small percentage of water not being recharged back into the aquifer. Legislator Krupski also asked an additional question on the issue of groundwater recharge and overdrafting and whether the issue has been considered for this project. It was noted that the Suffolk County Department of Public Works spoke with Joe Pokorny the chief engineer for Suffolk County Water Authority which services the project area. Mr. Pokorny informed the Suffolk County Department of Public Works that he did not believe the amount of water being removed from the aquifer would have an impact on the Suffolk County Water Authority water supply wells. This was based on the magnitude of the wastewater flow being pumped to the Bergen Point Sewage Treatment Plant in comparison to the magnitude of a Suffolk County Water Authority pumping well.

- The CEQ discussed the possibility of additional connections to the sewer line. It was noted that it will be possible for connections to occur along the line including in the Village of Islandia but there are no specific identified connections at this time. It was also noted that Suffolk County is working on the planning stages to consider connecting the McArthur Airport Industrial Park to the sewer line. The CEQ also discussed the possibility of other communities connecting to the proposed sewer line would result in the project having added environmental benefit.
- The CEQ noted that while at this time the CEQ is reviewing this sewer connection project it is important that as Suffolk County considers future projects that the County have an overall long term strategy for sewering and wastewater treatment.

Subsequent to those deliberations, the CEQ concluded that implementation of the proposed action would not result in significant adverse impacts to groundwater or the water supply.

Based on the foregoing and the annexed supporting documents, it is clear that implementation of the proposed action will not result in significant adverse impacts to groundwater nor will it result in significant adverse impacts to the water supply.

It should also be noted that the Town of Brookhaven Town Board, in its Final Generic Environmental Impact Statement for the Proposed Ronkonkoma Hub Transit-Oriented Development (FGEIS), which was filed by the aforesaid Town Board on May 22, 2014, addressed the potential discharge of sanitary sewage from the Ronkonkoma Hub to an expanded SCSD 3, to wit:

> "**Response C12-6**:
>
> When first conceived, and as explained and analyzed in the 2010 DGEIS,[1] the revitalization of the Ronkonkoma Hub area included the construction of an STP within the Town of Brookhaven to solely serve the Ronkonkoma TOD. The 2010 DGEIS explained, among other things, that the then-contemplated Ronkonkoma TOD included the construction of an STP, which was shown, at that time, in the southeast portion of the Ronkonkoma Hub area (see Figure 24 in the 2010 DGEIS). Based on the program mix in

the 2010 DGEIS, the projected sanitary waste volume from then-anticipated new development within the Ronkonkoma TOD was 169,000 gpd (see Section 4.2 of the 2010 DGEIS). However, the STP was, at that time, proposed to be sized to accommodate all land uses within the Ronkonkoma TOD area (projected new development plus existing development served by on-site sanitary systems). Based on the approximately five-acre land area on which the STP was proposed to be situated, that facility would have been capable of treating 275,000 gallons of sanitary waste per day. An analysis for the STP originally contemplated by the Town of Brookhaven was prepared and included in Appendix D of the 2010 DGEIS.

Since the time of preparation of the 2010 DGEIS (and as explained in Section 2.3 of the DSGEIS),[2] Suffolk County proposed to establish a sewer district and construct a STP on a 7.74-acre property, south of the LIRR tracks, opposite the southeastern portion of the Ronkonkoma Hub area. As part of the development of a new STP, the County was proposing to form a new sewer district, which would accommodate sewage from the Ronkonkoma Hub area as well as from unsewered areas within the Town of Islip. The new STP was proposed to be sized with an initial capacity of 500,000 gpd with the ability to expand to 750,000 gpd. The capacity was established based upon the approximately 400,000 gpd anticipated for future development within the Ronkonkoma Hub area, plus an additional 100,000 gpd for future connections in the Town of Islip, including, for example, potential future connections to MacArthur Airport. In addition, provisions for an additional 250,000 gpd (for a total capacity of 750,000 gpd) were being considered to accommodate potential future growth within the sewer district.

As explained at the DSGEIS hearing, Suffolk County is currently exploring another option to handle sewage from the Town of Islip and the Ronkonkoma Hub. This option consists of transporting sanitary waste from Ronkonkoma Hub through a force main system connecting to the Southwest Sewer District No. 3 (SWSD#3), where it will be treated and disposed of (see correspondence dated March 10, 2014 from Gilbert Anderson, P.E., Commissioner of the SCDPW in Appendix G of this FGEIS).

As explained by Commissioner Anderson (see Appendix G)[3], the SCDPW "will be exploring the potential of connecting adjacent communities. The capacity of the current system will be sized to handle flows up to 1 million gallons per day. 400,000 gallons per day capacity will be reserved for Ronkonkoma Hub. The remaining 600,000 gallons per day is currently available for either Town to connect to. Discussions have begun with the Town of Islip who is very interested in connecting the Airport and possibly other nearby areas to the facility." The regional sewage issue is a Suffolk County issue, and Suffolk County is responsible for complying with SEQRA and its implementing regulations and any other applicable laws and regulations."

Nothing in the Brookhaven Town Board's FGEIS (or its entire SEQRA record) raises any concerns with respect to groundwater or water supply impacts relating to the option of the handling of sewage from the Ronkonkoma Hub by an expanded SCSD 3.

Also noteworthy is that, in its evaluation of groundwater impacts in the Town Board's Findings Statement for the Ronkonkoma Hub, the Brookhaven Town Board discussed the potential handling of sewage from the Ronkonkoma Hub at an expanded SCSD 3. In this regard, the Findings Statement, adopted by the Brookhaven Town Board on June 24, 2104, states, in pertinent part:

> "With respect to sanitary flow, the projected sanitary flow upon implementation of the proposed action and full development/redevelopment of the Ronkonkoma Hub area in accordance with the *TOD District*, is approximately 400,000 gpd. As this flow exceeds what would be permitted by Article 6 of the Suffolk County Sanitary Code in the Ronkonkoma Hub area if such sanitary flow was handled by on-site sanitary systems, connection to an STP is required. . .
>
> Subsequent to preparation of the 2010 DGEIS and the DSGEIS, and as explained at the DSGEIS hearing and in the FGEIS, Suffolk County is currently exploring another option to handle sewage from the Town of Islip and the Ronkonkoma Hub. This option consists of transporting sanitary waste from the Ronkonkoma Hub through a force main system connecting to the Southwest Sewer District No. 3 (SWSD#3), where it will be treated and disposed of. According to SCDPW Commissioner Anderson, the SCDPW 'will be exploring the potential of connecting adjacent communities. The capacity of the current system will be sized to handle flows up to 1 million gallons per day. 400,000 gallons per day capacity will be reserved for Ronkonkoma Hub. The remaining 600,000 gallons per day is currently available for either Town to connect to. Discussions have begun with the Town of Islip who is very interested in connecting the Airport and possibly other nearby areas to the facility.'
>
> To ensure that no significant adverse impacts result from sanitary sewage generated from development/redevelopment within the Ronkonkoma Hub area, applicants for development/redevelopment therein will be required to provide a letter of sewer availability/connection approval (or documentation from the appropriate regulatory agency as to the approved method of sanitary discharge) to the Planning Board prior to final site plan approval."

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[1] Refers to the Draft Generic Environmental Impact Statement prepared by the Town of Brookhaven for the Ronkonkoma Hub.

[2] Refers to the Draft Supplemental Generic Environmental Impact Statement prepared by the Town of Brookhaven for the Ronkonkoma Hub.

[3] Refers to Appendix G of the Town's FGEIS