

2. Project Description

2.1. Introduction

The County of Suffolk (the “County”), issued a Request for Proposals (“RFP”) for the sale or lease for mixed–use development of approximately 250 acres at its Yaphank County Center. Respondents were encouraged to configure a development team that would bring the highest possible level of design and planning experience to this opportunity. The County sought responses that would establish a new standard of excellence in design, a sense of place and an exciting vibrant live, work, and play environment that would enhance the local Yaphank community and the greater Suffolk County region. The County selected the development proposal that best met the conditions and requirements of the RFP considering the capacity, both financially and based on prior experience, for the respondent to transform their development concepts into a sustainable built environment (the “Selected Developer”).

The first phase of this process involved the creation and operation of the Yaphank Center Development Review Committee and several public outreach sessions, which resulted in consensus on a general site vision and program goals and culminated in the issuance of a Request for Expression of Interest (“RFEI”). The general site vision and the program goals, described below, were used to guide the development concept for the Yaphank property.

The RFEI General Site Vision was to:

- Respect the character of the surrounding community.
- Acknowledge the special nature of the County Farm.
- Provide high quality development.
- Respond to community needs that are not currently being met by the market.
- Provide a mix of uses.
- Provide for opportunities for intergenerational activities and homes.
- Assure a coordinated and compatible development plan.

- Have a positive economic impact on the Town, local school districts and County.
- Enhance the value of adjoining and nearby residences.
- Provide a destination for local and county residents.
- Take advantage of both the Long Island Expressway and the Long Island Railroad to minimize the impact of traffic onto local streets.
- Protect and enhance the environment including the Carmans River watershed.
- Utilize energy conserving "green" building and site development principles.
- Coexist, without conflict, with existing County uses and other existing land uses in the immediate area, also considering any County facilities that may need to be relocated.

The RFEI General Program Goals were:

- The County will entertain the relocation of certain existing facilities. If County facilities are relocated or consolidated, it is expected that the Selected Developer will build equal or greater amount of facilities at an equal or better quality.
- The County Farm will continue to be preserved and operational. Respondents should continue the farm's design elements and green spaces throughout the development area.
- Any development will demonstrate the ability to protect the existing residents from traffic, noise and other environmental impacts.
- Any residential development should meet the following goals:
 - Character that is consistent with the surrounding community
 - Address the needs of employees of businesses located on Long Island and families earning household incomes ranging up to 120% of county median income. A component of market rate homes would also be acceptable.

- Address current and long term affordability
- Contain a recreation component that builds on that which exists now and meets, at a minimum, the recreation needs of the new residents
- Any sports and entertainment components should meet the following goals:
 - Provide opportunities for local sports and recreation uses including the retention on site of existing athletic fields
 - Provide opportunities for low impact, passive recreation
 - Sports and entertainment uses should provide adequate buffers between the existing community and other uses on the site

The second phase included a comprehensive internal and external review of the responses to the RFEI. In this phase, the County, in conjunction with the Yaphank County Center Development RFEI Outreach Committee, stakeholders and the Town of Brookhaven, agreed upon a development framework that wove together the best ideas from the RFEI responses and had the support of the committee representatives of the community, the Town of Brookhaven and the County Executive. Both phases represented a significant investment by the County leading up to the RFP. Almost two years of planning and public outreach went into phases one and two. The phases involved almost two dozen advisory committee meetings and four large-scale public sessions that drew over 2,000 participants. The administration of this process required substantial effort by many County employees including senior staff and department heads. In addition, the County placed advertisements of the RFEI in regional and national media. The purpose of this wide ranging outreach was to draw proposals from a broad and varied range of possible applicants. This rigorous, transparent, and lengthy process through the early involvement of the community was designed to encourage better development options by eligible responders to the RFP.

The RFP was issued in 2007, a Selected Developer was designated, and a contract was prepared with the Selected Developer in late 2009.

The County Legislature determined that a declaration of surplus and sale of this size property, while associated with a development plan was a Type I Action under the State Environmental Quality Review Act (“SEQRA”) and that a Generic Environmental Impact Statement would be required to comply with SEQRA requirements. A Draft Scope was

prepared, a Public Hearing was held, and public comments were received. A Final Scope was then prepared based on the comments received and was adopted by the County Legislature in the fall of 2010. SEQRA documents are provided in Appendix A.

2.2. Location

The Yaphank County Center consists of approximately 900 acres on the east and west sides of Yaphank Avenue. The County is planning to sell 250 of these acres for mixed use development purposes. These 250 acres plus 28 acres that the County will retain as recreational area, 10.49 acres for expansion of the existing wastewater treatment plant and 15 acres for relocation of County facilities from Area A (“the site”) are the subject of this DGEIS. The site consists of six areas located south of the Long Island Expressway South Service Road and north of Horseblock Road, on both sides of Yaphank Avenue in Yaphank (Figure 1-1). The six areas are further described as:

- Area A comprises the northeast area of the Yaphank County Center. It is located at the southeast corner of the Long Island Expressway South Service Road and Yaphank Avenue. Frontage extends approximately 1,000 feet along the Long Island Expressway South Service Road and approximately 1,000 feet along Yaphank Avenue. Area A contains approximately 34.16 acres and contains existing County uses.
- Area B is located on the west side of the Yaphank County Center, south of the LIRR Main Line branch. It is located approximately 1500 feet west of Yaphank Avenue directly behind the Police Headquarters. Area B extends approximately 2,400 feet to the west and is approximately 1,800 feet wide. Area B adjoins a portion of the County Farm to the north and east and a power transmission line to the south. Area B contains approximately 121.13 acres.
- Area C is approximately 28.32 acres and is located south of Area B and to the west of the County jail.
- Area D is approximately 94.75 acres and is located in the southern portion of the County's holdings along the north side of Horseblock Road.
- Area E - The 15 acre area for relocation of County facilities from Area A is located east of Area D.

- Area F - The 10.49 acre expansion area for the County's wastewater treatment facility is located directly south of the existing plant.

The site is in the unincorporated hamlet of Yaphank, within the Town of Brookhaven, New York and consists of part or all of seven tax lots (Table 2-1 and Figure 2-1).

Table 2-1: Tax Lots

District	Section	Block	Lot	Area
0200	665	2	p/o 1	A
0200	742	1	p/o 3.3	B
0200	742	1	p/o 3.4	B
0200	815	1	p/o 6.2	B,C,D
0200	742	1	3.1	B, E, F
0200	815	1	4.4	B,C,D
0200	815	1	6.3	D

At the present time, Areas B through F are vacant. Area A is used by Suffolk County for County highway yards, approximately thirteen thousand (13,000) square feet of interior space for public works buildings, approximately sixteen thousand (16,000) square feet of interior space for a road salt storage building, ninety (90) parking spaces for the County Board of Elections; and a doctor's cottage and shed.

2.3. Leadership in Energy and Environmental Design (LEED)

One of the County's goals for this project is to create a sustainable project that would achieve LEED (Leadership in Energy and Environmental Design) certification, generate much of its own energy, and serve as an example of how a project could be built to minimize consumption of resources and reduce impacts to resources.

Developed by the U.S. Green Building Council (USGBC), LEED provides a concise framework for identifying and implementing practical and measurable green building design, construction, operations and maintenance solutions. According to the USGBC website:

LEED is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies aimed at improving performance across all the metrics that matter most: energy savings, water efficiency, CO2 emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts.

LEED is flexible enough to apply to all building types – commercial as well as residential. It works throughout the building lifecycle – design and construction, operations and maintenance, tenant fitout, and significant retrofit. And LEED for Neighborhood Development extends the benefits of LEED beyond the building footprint into the neighborhood it serves.

LEED will not eliminate the use of water or energy, the removal of habitat, or the generation of wastewater, but it will lessen the impacts associated with a broad range of environmental impacts. While the Selected Developer's proposal did not indicate the specific details of design, it is anticipated that many LEED design criteria will be incorporated into the project. For further discussion of LEED strategies, see Section 18.3.1.

2.4. Purpose, Need and Benefits

Suffolk County Executive Steve Levy, recognizing the critical need for more dynamic ways in which to grow the County's economy, had previously identified the Yaphank County Center as an opportunity with "endless" possibilities. The County Executive presented a vision for the site that seeks to create a destination center with sports, entertainment and cultural uses along with affordable workforce housing. He directed the completion of a Site Evaluation Plan by the Department of Planning, a report that was completed in March of 2005. For the next two years leading up to the issuance of an RFP in January 2007, the County worked on the initial phases of the predevelopment process with various stakeholders.

The first phase of this process involved the creation and operation of the Yaphank Center Development Review Committee and several public outreach sessions, which resulted in consensus on a general site vision and program goals and culminated in the issuance of the RFEI. This general site vision and the program goals, set forth above, continue to guide the development concept for the Yaphank property.

The Site's physical attributes provide an ideal foundation for a high-quality, signature development – one that combines community accessibility, economic viability and design excellence. These attributes include:

- Proximity to most areas of the County, as the site is located at the center of the County, between Riverhead and Hauppauge;

- Accessibility by both road and rail. The site is serviced by Yaphank Avenue, which provides connections to the Long Island Expressway and features a Long Island Railroad stop immediately adjacent to the site. The County continues to explore the possibility of expanded rail service to this station;
- Size to allow for concentration of a mix of uses. The site offers several large contiguous areas for development;
- Character that distinguishes the site and provides natural buffer zones. With farmland and wooded landscape, the site has a unique rural character reflective of the surrounding community that also offers natural buffer zones between uses; and
- Infrastructure that services the site is up-to-date and functional. This includes public water, electric, and telephone services and an onsite sewage treatment plant which has the capability for expansion.

2.5. Design and Layout

The project consists of four distinct development areas, as well as areas for relocation of facilities and expansion of the County's wastewater treatment plant as shown in Figure 1-1. The DGEIS analysis addresses each area individually, as well as the project as a whole, to enable the County to dispose of the property by area, or in total. The following sections describe the development proposed for each area.

2.5.1. Area A

Area A - Area A comprises the northeast corner of the Yaphank County Center. It is located at the southeast corner of the Long Island Expressway South Service Road and Yaphank Avenue. Area A is bordered by the Long Island Expressway South Service Road to the north, Yaphank Avenue to the west, the Suffolk County Department of Public Works (DPW) Complex to the south, and a buffer area along the Carmans River to the east. This area contains 34.16+ acres.

Currently, Area A includes both developed and undeveloped property. Development includes 7 buildings, parking, driveways and outdoor storage areas. Building information is provided in Table 2-2.

Table 2-2: Area A Existing Buildings

Number	Square Footage	Building User	Use
C021	4,816	SCDPW	Highway garage/paint shop
C161	1,789	SC Labor	Cottage/maintenance office
C382	3,237	SCDPW	Highway garage crew shop
C502	4,986	SCDPW	Sanitation/mason shop/garage
C556	327	SC Labor	Cottage garage
C828	7,107	SCDPW	Salt/sand storage
C829	9,160	SCDPW	Salt/sand storage

Adjacent uses are the Long Island Expressway South Service Road and a cemetery to the north, the SCDPW complex to the south, County-owned land adjacent to the Carmans River corridor and private property zoned residential to the east; and Yaphank Avenue to the west. West of Yaphank Avenue is the Suffolk County Farm and County offices.

The land use concept for Area A as described in the County’s RFP was to take advantage of the site’s excellent visibility and road and rail access and use this area primarily for a family-oriented destination sports, entertainment and cultural use. In addition, in order to create a vibrant, exciting sense of place, serving the local community as well as other county residents, Area A would include some limited mixed-use development including residential and commercial uses.

The anchor for Area A was envisioned as an indoor sports arena with a capacity of up to 8,000 seats that would constitute a significant regional destination to draw visitors from throughout the region. The arena would accommodate sports events, social and cultural events such as concerts, trade shows, graduation ceremonies and other special community events. The RFP noted that certain neighboring educational institutions had expressed strong interest in utilizing the arena for such events, and that such cooperative arrangements were strongly encouraged.

The arena location was specified as the north end of the site at the intersection of the service road and Yaphank Avenue with a minimum building setback of 150 feet from the intersection. The setback area would not be used for parking and a significant number of the existing trees would be retained.

The County encouraged ancillary activities in Area A to enhance and expand the visitor experience such as offices, a wellness center, health club, restaurants, cafes

and limited retail space. Residential use above the first floor level was encouraged and would include affordable housing units. Maximum building height was suggested at three stories.

Area A would also include an indoor ice skating rink with significant public access with twin rinks meeting the 220' x 85' National Hockey League regulation standards. At least one rink would be located within the arena.

To maximize the transformation of this area, Respondents were allowed to consider the discontinuance and demolition or reuse of the existing County facilities located within Area A, with the Selected Developer responsible for the construction of replacement facilities on another part of the Yaphank County Center.

The RFP noted that architecture and site design should recognize the proximity to the County Farm (on the opposite side of Yaphank Avenue) and the character of the Yaphank community. Building construction should comply with sustainable architecture principles.

The RFP noted that the LIRR was exploring the extension of electric rail service to Yaphank and that the development should plan for the improvement of the train station at its current level of service and anticipate this possible service improvement.

The Selected Developer provided a plan for Area A that substantially met the RFP requirements. The plan elements are described below and shown in Figure 2-2. The following existing uses will be removed and relocated to Area E (see Figure 1-1):

- Ten (10) acres of County highway yards;
- Thirteen thousand (13,000) square feet of interior space for public works buildings;
- Sixteen thousand six hundred (16,600) square feet of interior space for a road salt storage building;
- Ninety (90) parking spaces for the County Board of Elections; and

- New doctor's cottage and shed (together with demolition and removal of the old cottage and shed)

Commercial and family-oriented entertainment uses would be in Area A and would include:

- Fifty thousand (50,000) square feet of interior space for sports and wellness facilities;
- Fifty thousand (50,000) square feet of interior space for office use;
- Four (4) restaurant locations of eight thousand seven hundred and fifty (8,750) square feet of interior space each;
- Seventy thousand (70,000) square feet of interior space for hotel use;
- Twenty-five thousand (25,000) square feet of interior space for retail use;
- Seventy two (72) rental units (affordable to residents earning up to eighty (80%) percent of Area Median Income) of one bedroom apartments each having six hundred fifty (650) square feet of interior living space.
- Arena (5,500 seats)
- Outdoor Stadium (5,000 seats)

2.5.2. Area B

Area B is located on the west side of the Yaphank County Center, south of the LIRR Main Line branch, approximately 1500 feet west of Yaphank Avenue directly behind Police Headquarters and the soccer field area. Area B extends approximately 2,400 feet to the west and is up to 1,900 feet wide. Area B adjoins a portion of the County Farm to the north and east and a power transmission line to the south. Area B contains a land area of approximately one hundred twenty one (121) acres and is currently undeveloped. It is wooded and contains modestly sloping topography.

Adjacent uses include the Long Island Railroad Main Line Branch and the County Farm to the north; County property including (from west to east) Area C, the

County Jail (currently being expanded), the Police Department Canine Unit, and the John J. Foley Skilled Nursing facility to the south; the County Farm, County-owned recreation area and Police Headquarters to the east; and undeveloped land zoned for industrial use (not owned by the County) to the west.

The land use concept for Area B as expressed in the RFP was primarily for residential use, stating that this portion of the site offers the opportunity to create a high quality neighborhood that would be walkable and safe, in the spirit of traditional town planning. Sidewalks, street trees, neighborhood parks, an activity node and access to public transportation (bus, rail) would make this a unique environment. Designs should reinforce pedestrian movement, with motor vehicles in a secondary role. RFP responses were expected to consider the following:

- Provide for high quality residential site design following traditional neighborhood development principles:
- Overall design to be pedestrian friendly with a neighborhood center and a strong sense of place.
- Minimize street widths, avoid cul-de-sacs and provide connectivity.
- Provide a variety of parking solutions including rear parking and screened parking areas, in addition to on-street parking. Provide front door pedestrian access to the units on the street side of the building. Parking and garages in front of the unit is strongly discouraged.
- Provide pedestrian friendly streetscape with sidewalks and street trees.
- Apply the principles of traffic calming where appropriate.
- Plan for strategic public spaces that add design interest and building relief. Consider civic art and monument placement in these locations. Consider also the need for park benches and playgrounds.
- Provide high quality architectural design.
- Consider use of historically evocative designs from the Yaphank community.

- Building massing should prevent monotony and should promote identity.
- Consider use of porches and a variety of roof lines.
- Use quality materials and design details.
- Yield is suggested at approximately 1000 dwelling units. The County believes that ultimate residential yield will be highly dependent on good design.
- Provide for energy efficiency in the building design and layout. Meet “Energy Star” standards and consider achieving LEED platinum standards.
- Provide for adequate separation and buffers from surrounding uses. Suggested separation distances are:
 - From L-2 zoning- 1500’
 - From L-1 zoning- 250’
 - From farm uses- 50’
 - Along power transmission lines- 100’
- Allow yield from buffer areas. Buffer areas should remain predominately wooded. Walking trails and horseback riding trails are encouraged in these areas.
- Provide for a mix of income and age groups including a preponderance of affordable workforce homes. The County requires that a minimum of 80% workforce housing be provided and encourages a greater percentage. Provide rationale for any deviation from this goal. Housing should be affordable to the following range of incomes and distributed equally among the various housing types:
 - 40% of the units should be affordable to those earning under 80% of the HUD established Nassau/Suffolk median income adjusted for family size;

- 20% of the units should be affordable to those earning between 80% and 100% of the HUD established Nassau/Suffolk median income adjusted for family size;
- 20% of the units should be affordable to those earning between 100% and 120% of the HUD established Nassau/Suffolk median income adjusted for family size.
- Provide both rental and ownership opportunities. The County expects to structure a provision that will keep all for-sale workforce units affordable in perpetuity while still permitting owners to build and retain some equity.
- Provide for a variety of housing types including but not limited to townhouses, flats and lofts.
- Respondents were encouraged to seek public and private grants to reduce sales prices and rent levels, with the County providing assistance in identifying applicable state and federal programs.
- Provide opportunities and accommodations for families and persons with disabilities.
- The development of two family townhouse units (one owner occupied, one rental) is strongly encouraged, to the greatest extent possible.
- Provide opportunities for employer assisted housing. The County strongly encourages Respondents to seek out additional such opportunities. The County will make the ultimate decision with regard to the allocation of any specifically designated employee assisted housing units.

RFP responses should capitalize on the proximity of the Site to the Yaphank Railroad station. Walking and bicycle path connections to the railroad station should be included. The paths should be well lit, visible and secure. Trams or shuttle buses should also be considered.

RFP responses should include a neighborhood center organized around a town square that provides a central, social meeting place with a variety of activities.

Uses may include recreational and cultural facilities, outdoor event space and limited commercial use for the convenience of the residents such as a coffee shop, restaurant or retail uses. If not otherwise provided in Area C, include a multipurpose community center. Limited office use compatible with the residential neighborhood may be considered. Art galleries, music studios and similar uses are encouraged.

Provide a childcare facility with a focus on early care and education. This center must be open to residents as well as County employees.

Respondents should consider examples of mixed-use development in other parts of the country including but not limited to Mockingbird Station in Dallas, Texas; City Center in Engelwood, Colorado; and Del Mar in Pasadena, California.

Respondents should plan for a below-grade crossing at the railroad tracks for use by the County Farm. A culvert design is suggested. Planning, permitting and construction of the crossing will be the responsibility of the Selected Developer.

Respondents should consider arrangements with the operator of the County Farm (currently, Cornell Cooperative Extension) to use a portion of the farm for community gardens or a farmers market.

Respondents should assure the compatibility of the farm with the residential use.

Respondents should address the entrance to the Site beginning at Yaphank Avenue. A “softening” of the institutional character is suggested to convey the transition to a residential neighborhood. A sidewalk separated by at least fifteen feet from the road is required and shall be bordered by an allee of trees.

The County jail located to the south of Area B will be expanded beginning in 2007. A substantial buffer is currently planned to remain on the north side of the jail site.

The County Police Department Canine Unit is located immediately to the South of Area B. Boarding and training of Police Dogs occurs at this location.

The plan prepared by the Selected Developer substantially conforms to these criteria. The plan elements are described below and shown in Figure 2-3. Mixed income rental and ownership housing would include:

- Seven hundred eighty five (785) Units of homes each having between nine hundred fifty (950) and one thousand two hundred fifty (1,250) square feet of interior living space and having no more than two (2) bedrooms, as follows:
 - Four hundred twenty nine (429) of these Units shall be affordable to residents earning up to eighty (80%) percent of Area Median Income.
 - Two hundred fourteen (214) of these Units shall be affordable to residents earning between eighty one (81%) percent and no more than one hundred (100%) percent of Area Median income
 - One hundred forty-two (142) of these Units shall be affordable to those earning between one hundred one (101%) percent and no more than one hundred twenty (120%) percent of Area Median Income
- Two hundred fifteen (215) Units of market rate homes, each having up to one thousand six hundred (1,600) square feet of interior living space, no more than two (2) bedrooms and an accessory apartment with separate entrance being permitted.
- Day Care Center having no less than twenty thousand (20,000) square feet of interior space.

2.5.3. Area C

Area C is an undeveloped 28.32+ acre Area south of Area B and to the west of the County Correctional Facility. Area C is wooded and contains modestly sloping topography.

Adjacent uses are Area B to the north; undeveloped County-owned land and private property used for pyrotechnic manufacture and testing (zoned L-2) to the south; undeveloped County-owned land that is planned for expansion of County Jail (construction underway) to the east; and undeveloped privately owned land

zoned L-1 and private property used for pyrotechnic manufacture and testing (zoned L-2) to the west.

The land use concept for Area C was premised on a larger area than currently is included in Area C. Therefore the commercial recreational uses identified in the RFP were not pursued. Elements of the RFP that remained for the 28 acre Area were non-commercial recreational opportunities including outdoor athletic and supporting structures (e.g., restrooms, parking, lighting, and irrigation) to be constructed by the Selected Developer and retained in ownership by the County.

The plan elements are shown in Figure 2-3 and consist of two fields for football, soccer and lacrosse, a baseball/softball field, and a fishing lake.

2.5.4. Area D

Area D is a 94.75+ acre Area in the southern portion of the County's holdings parallel to Yaphank Avenue with frontage along Horseblock Road (CR 16). Area D is undeveloped. It is wooded and contains modestly sloping topography.

This area would include light industrial uses with a focus on emerging alternative energy development companies. At least four (4) megawatts of renewable electric production facilities would be built.

Adjacent uses include undeveloped County-owned land to the north, Horseblock Road and municipal landfill facility on south side of road, private property used for pyrotechnic manufacture and testing (zoned L-2) to the south; undeveloped privately owned land zoned L-1 to the east; and undeveloped privately owned land zoned L-1 to the west.

The land use concept for Area D was development in accordance with the current L-1 zoning. This zoning allows indoor industrial uses such as manufacturing, assembly, office use, warehousing and storage. The County wanted to encourage the development of businesses that are engaged in the development and production of “wi-fi”, alternative energy systems and bio-fuels. The County also encouraged synergistic arrangements with academic and research institutions such as Stony Brook University, Brookhaven National Labs and Dowling College that have expertise relating to alternative energy and/or offer incubator facilities.

It was noted that a privately owned site to the east was pending subdivision approval from the Town and the County encouraged joint access to both sites with a single road intersection on Horseblock Road. The intersection was intended to align with the traffic signal that is located at the Town landfill site.

It was also noted that the pyrotechnic facility was approved for an industrial subdivision. Many parts of the site are significantly below surrounding grades and the County owns the development rights to a 110 foot buffer that extends around the property. Within the subdivision, an application for an asphalt and concrete mixing facility is pending approval with the Town and similar uses are permitted on the remaining lots in the subdivision.

This portion of the property was not well defined in the selected proposal (Figure 2-4). For the purposes of the analysis the following assumptions were made:

- The 95 acre site would be developed as an industrial subdivision with 1.2 million square feet of industrial uses.
- Four megawatts of solar power would be generated using rooftop solar panels on the industrial buildings.
- A clean energy plant for additional energy generation would be accommodated within the 1.2 million square feet of industrial uses.

2.5.5. Area E - Relocation of County Facilities

The following existing uses will be removed from Area A and relocated to Area E (see Figure 1-1):

- Ten (10) acres of County highway yards;
- Thirteen thousand (13,000) square feet of interior space for public works buildings;
- Sixteen thousand six hundred (16,600) square feet of interior space for a road salt storage building;
- Ninety (90) parking spaces for the County Board of Elections; and

- New doctor's cottage and shed (together with demolition and removal of the old cottage and shed)

2.5.6. Area F – Wastewater Treatment Plant Expansion

The County Wastewater Treatment Plant would have to be expanded to accommodate the proposed development. Area F has been set aside for the plant expansion (see Figure 1-1).

2.5.7. Parking

Based on the Town of Brookhaven Zoning Code, the proposed mixed use development will require approximately 10,000 parking spaces. The Town's parking requirements are provided in §85-353. Table of Off-Street Parking Requirements. The requirements for the applicable uses on the project site are provided in Table 2-3.

Table 2-3: Town of Brookhaven Parking Requirements

Use	Parking Requirement
Day-care facility	1 per 400 sf of gfa
Health club	1 per 150 sf of gfa
Hotel, motel, boardinghouses	1 per guest room or suite
Industrial	Mfg, warehouse, R&D: 1 per 400 sf of gfa Multi-tenant: 1 per 250 sf of gfa Mini-storage warehouse: 1 per 2,000 sf of gfa
Office	1 per 150 sf of gfa
Public assembly	With fixed seats: 1 per 2 seats Without fixed seats: 1 per 100 sf of gfa
Residential	One- and two-family dwelling: 2 per dwelling unit, except as otherwise provided in § 85-201 (1 per accessory apartment) Multifamily dwelling: Planned retirement community: Fraternities, sororities, dormitories: 1 per 2 beds
Restaurant	1 per 2 seats, or 1 per 100 sf of gfa, or 1 per 3 persons legally accommodated, whichever is greater
Retail	1 per 150 sf of gfa

The requirements in Table 2-3 were used to calculate the number of parking spaces required for the proposed development. In some cases there are multiple rates, and for other uses, no specific rate is listed. The following assumptions were utilized to calculate the approximate number of parking spaces required for the development:

- For the industrial uses, the research & development (R&D) rate was utilized as that is the type of industrial development requested by the County in their RFP.
- Public assembly was utilized for the arena and the stadium. A parking rate was not provided for athletic fields.
- For athletic fields, the Institute of Traffic Engineers provides two rates, an equation (64.27 spaces per field – 26) and 5.1spaces per acre. The higher per field rate yields 167 spaces.

Table 2-4 provides the calculations by area and for the entire site. Of potential concern is the code requirement for 4,417 parking spaces in Area A. This parking would be difficult to physically provide within the confines of Area A. Shared parking is reasonable for the mix of uses provided. It is anticipated that as part of the approval process the Selected Developer would do an analysis to determine the actual parking demand based upon the operations of the arena and stadium, as well as an analysis of the degree to which shared parking could be achieved. This could lessen the amount of parking required if approved by the Town of Brookhaven as part of the Planned Development District approval process. Alternatively, the Selected Developer could explore the potential of arrangements for using off-site parking areas that are unused on nights and weekends, such as at the County Complex. This is an issue that will require further analysis when more details of the plan are available.

Table 2-4: Parking Requirements

Area	Use	Quantity	Unit	Rate	Spaces	Total Area Parking
A	Sports and Wellness	50,000	Gross S.F.	1 space per 150 s.f.	333	4,417
	General Office	50,000	Gross S.F.	1 space per 150 s.f.	333	
	Restaurants	1,200	Seats	1 space per 2 seats	600	
	Hotel	90	Units	1 space per unit	90	
	Retail	25,000	Gross S.F.	1 space per 150 s.f.	167	
	Affordable Apartments	72	Units	2 spaces per unit	144	
	Arena	5,500	Seats	1 space per 2 seats	2,750	
	Outdoor Stadium	5,000	Seats	1 space per 2 seats	2,500*	
B	Affordable Homes	785	Units	2 spaces per units	1,570	2,265
	Market-Rate Homes (2 br plus 1 br apt)	215	Units	2/dwelling plus 1/accessory apt	645	
	Day-Care	20,000	Gross S.F.	1 space per 400 s.f.	50	
C	Athletic Facilities & Trails	3	Fields	64.27 Spaces per Field**	167	167
D	Light Industrial	1,200,000	Gross S.F.	1/400 sf	3,000	3000
E	Relocated Salt Storage	16,000	Gross S.F.	1/2000 sf	8	205
	Relocated Offices	13,000	Gross S.F.	1/150 sf	87	
	Relocated Doctor's Cottage and Shed	3,000	Gross S.F.	1/150 sf	20	
	Relocated Board of Elections Parking				90	
F	Wastewater Treatment Plant Expansion				20	20
TOTAL						10,024

*Parking would be shared between the arena and the stadium. There will only be one event scheduled at any point between the arena and the stadium. Should there be two events scheduled simultaneously at both venues, more parking would be required on-site.

**A parking requirement was not provided within the Town of Brookhaven Town Code. Therefore, the ITE rate was used.

2.5.8. Access Improvements

The project will have four total access points for the four development areas. Area A will have one primary access point on Yaphank Avenue and one secondary access on the LIE South Service Road. Areas B and C will access Glover Drive, just west of its intersection with Yaphank Avenue. Area D will access Horseblock Road, at the intersection with the existing Brookhaven Town Landfill driveway. The manner of signalization, and the intersection geometry for each access point is as follows:

1. Yaphank Avenue at Glover Drive: 3-Phase traffic signal

<u>Dir.</u>	<u>Lanes</u>	<u>Dir.</u>	<u>Lanes</u>
NB	1-L 2-T	EB	2-L 1-R
SB	2-T 1-R	WB	None

2. Horseblock Road at Brookhaven Town Landfill/Area D Driveway: 4-Phase traffic signal

<u>Dir.</u>	<u>Lanes</u>	<u>Dir.</u>	<u>Lanes</u>
NB	1-L 1-TR	EB	2-L 2-T 1-R
SB	2-L 1-TR	WB	1-L 2-T 2-R

3. Yaphank Avenue at Area A Main Driveway: 3-Phase traffic signal

<u>Dir.</u>	<u>Lanes</u>	<u>Dir.</u>	<u>Lanes</u>
NB	2-T 1-R	EB	None
SB	2-L 2-T	WB	2-L 2-R

4. LIE North Service Road at Area A Secondary Driveway: Stop sign on Driveway

<u>Dir.</u>	<u>Lanes</u>	<u>Dir.</u>	<u>Lanes</u>
NB	1-R	EB	1-T 1-R
SB	None	WB	None

2.5.9. Circulation

The site plan for the project has not yet been finalized. However, it is recommended that the internal circulation follow several caveats. An internal roadway connecting Yaphank Avenue-Glover Drive and Horseblock Road-Brookhaven Town Landfill/Area D Main Driveway should be constructed. This internal roadway would run west along Glover Drive, into Area B. From Area B, the roadway would turn south and run through Area C and the northern portion of Area D. From there, the internal roadway would traverse through Area D before connecting with the Area D Main Driveway.

Area A's internal roadway network should allow drivers accessing the Yaphank Avenue-Area A Main Driveway to exit via the LIE South Service Road exit.

Conversely, drivers entering through the LIE South Service Road should be allowed to exit at the Yaphank Avenue-Area A Main Driveway.

2.6. Approval Process

2.6.1. Suffolk County

The following Suffolk County permits are required:

- Health Department Approval for Subdivision
- Health Department Approval for Wastewater Treatment Plant Expansion
- Department of Public Works for roadway improvements and new DPW facilities
- Suffolk County Planning Commission
- SPDES Permit Modification for Wastewater Treatment Plant Expansion

2.6.2. Town of Brookhaven

In the Town of Brookhaven the following approvals are required:

- Change of Zone to a Planned Development District
- Subdivision
- Site Plan
- Sign Permit

2.6.3. Water Authority

Approvals would be required from the Suffolk County Water Authority to connect to their public water system.

2.6.4. New York State

The following New York State permits are required:

- NYSDOT Highway Work Permit
- SPDES – Stormwater Pollution Prevention Plan

2.7. Construction Schedule

Duration of Construction – Due to the various components of the project and the need for market absorption of the residential units the project will be built out over an extended period. For the purposes of the GEIS analyses it is anticipated that construction would be completed and the entire facility would be occupied in 2025.

Daily Construction Schedule – In accordance with Town of Brookhaven Code §50-6 B (7), construction activities would be confined to the weekday hours of 7 AM to 6 PM.







