

# COUNTY OF SUFFOLK



STEVEN BELLONE  
COUNTY EXECUTIVE

DEPARTMENT OF ECONOMIC DEVELOPMENT AND PLANNING  
DIVISION OF PLANNING AND ENVIRONMENT  
COUNCIL ON ENVIRONMENTAL QUALITY

TOM GULBRANSEN  
CHAIRPERSON  
CEQ

## MEMORANDUM

TO: Interested Parties/Involved Agencies

FROM: John Corral, Environmental Projects Coordinator *JC*

DATE: October 15, 2020

RE: Proposed Suffolk County Southwest Sewer District No. 3 Extension  
Project – Central Islip, Town of Islip

---

Suffolk County has begun the environmental review process for the Proposed Construction of the Suffolk County Southwest Sewer District No. 3 Extension – Central Islip, Town of Islip. In accordance with Title 6 NYCRR Part 617.6(a) and (b) the County of Suffolk has preliminarily reviewed this project and determined that it constitutes an Unlisted Action.

As an Involved/Interested Agency, you are hereby notified that Suffolk County intends to assume Lead Agency status and comply with all necessary SEQRA requirements. Any objections to the County's position should be received within thirty days of the date of this mailing.

Enclosed is an Environmental Assessment Form for the above referenced County project which has been submitted to the Council on Environmental Quality (CEQ) for review. Pursuant to Title 6 NYCRR Part 617 and Chapter 450 of the Suffolk County Code, the CEQ must recommend a SEQRA classification for the action and determine whether it may have a significant adverse impact on the environment which would require the preparation of a Draft Environmental Impact Statement (DEIS).

The Council would like to know any comments you may have regarding this proposal and whether you think a DEIS or a determination of non-significance is warranted. This project will be discussed at the October 15, 2020 CEQ meeting. If you are unable to attend the meeting to present your views, please forward any comments you may have to this office prior to the date of the meeting.

JC/cd  
Enc.

cc: Ken Zegel, Chief – Office of Ecology, Principal Public Health Engineer  
Suffolk County Department of Health Services  
Andrew P. Freleng, Chief Planner  
Department of Economic Development and Planning

# Construction of the Suffolk County Southwest Sewer District No. 3 Extension - Central Islip

State Environmental Quality Review  
Full Environmental Assessment Form  
and Supplemental Report

Hamlet of Central Islip  
Town of Islip  
Suffolk County, New York



*Carleton Avenue facing south from Second Avenue, Image source: Central Islip DRI Plan, Opacity: Town of Islip*

October 14, 2020



CAMERON  
ENGINEERING

# TABLE OF CONTENTS

1	Introduction .....	1
1.1	Proposed Action and Project Description.....	1
1.2	Project Location.....	1
1.3	Project Purpose and Need.....	7
1.4	SEQR Full Environmental Assessment Form .....	7
	Attachment A - Bergen Point Sewage Treatment Plant -Available Capacity .....	21
	Attachment B - Traffic Safety and Road Rehabilitation.....	23
	Attachment C - Water and Wastewater .....	25
	Attachment D - Town & Regional Plans.....	26
	Attachment E - Historic & Cultural Resources.....	27
	Attachment F - Groundwater Model Simulation.....	29
	Attachment G - MacKenzie Site Remediation .....	30

# LIST OF FIGURES

Figure 1:	Regional Location Map .....	2
Figure 2:	Sewer Main Location Map .....	3
Figure 3:	Project Location Aerial Map .....	4
Figure 4:	Land Use Map.....	5
Figure 5:	Zoning Map .....	6
Figure 6:	SCSD #3 Flow Rate Data .....	21
Figure 7:	Archaeologically Sensitive Areas .....	28

# LIST OF TABLES

Table 1 -	Central Islip Downtown Sewer Extension Area Build-out Parameters.....	22
Table 2 -	Central Islip Downtown Revitalization Incentive Study Estimated Wastewater Flow..	22

# LIST OF APPENDICES

- Appendix A: CDM Groundwater Modeling Report
- Appendix B: Central Islip DRI Plan
- Appendix C: State Historic Preservation Office (SHPO) Findings

# 1 INTRODUCTION

This State Environmental Quality Review Full Environmental Assessment Form (FEAF) is issued pursuant to the State Environmental Quality Review Act (SEQRA), codified at Article 8 of the New York Environmental Conservation Law, and its implementing regulations, promulgated at Part 617 of Title 6 of the New York Codes, Rules and Regulations (N.Y.C.R.R.), which collectively contain the requirements for the State Environmental Quality Review (SEQR) process.

## 1.1 Proposed Action and Project Description

### 1.1.1 Proposed Action

The Proposed Action is the approval of funding by the New York State Environmental Facilities Corporation (NYS EFC), as facilitated through the NYS Downtown Revitalization Initiative (DRI).

### 1.1.2 Proposed Project

The Proposed Project involves providing sewer service to Central Islip's central business district along Carleton Avenue. This would be accomplished by extending the sewer service area of Suffolk County Sewer District #3 (SCSD #3) from its current northern boundary at Smith Street to a new boundary less than a mile north at East/West Suffolk Avenue. Specifically, the Proposed Project involves the installation of a new 24-inch diameter gravity sewer main on Carleton Avenue for approximately one mile, from Suffolk Avenue to the existing 15-inch diameter gravity main located 500 feet south of the Sunburst Boulevard/Bishop McGann Drive intersection, which is within the existing boundary of SCSD #3 (**Figure 2**).

## 1.2 Project Location

The Hamlet of Central Islip is located in the Town of Islip, Suffolk County (**Figure 1**). The proposed extension of SCSD #3 (Project Site) is generally bounded by the properties fronting Carleton Avenue between East/West Suffolk Avenue to the north and Smith Street to the south (**Figure 3**).

The Project Site is a roughly 2/3-mile corridor, comprised of a mix of land uses including commercial, institutional, industrial, and residential. Uses along the adjacent side streets of the corridor are primarily single-family residential homes (**Figure 4**).

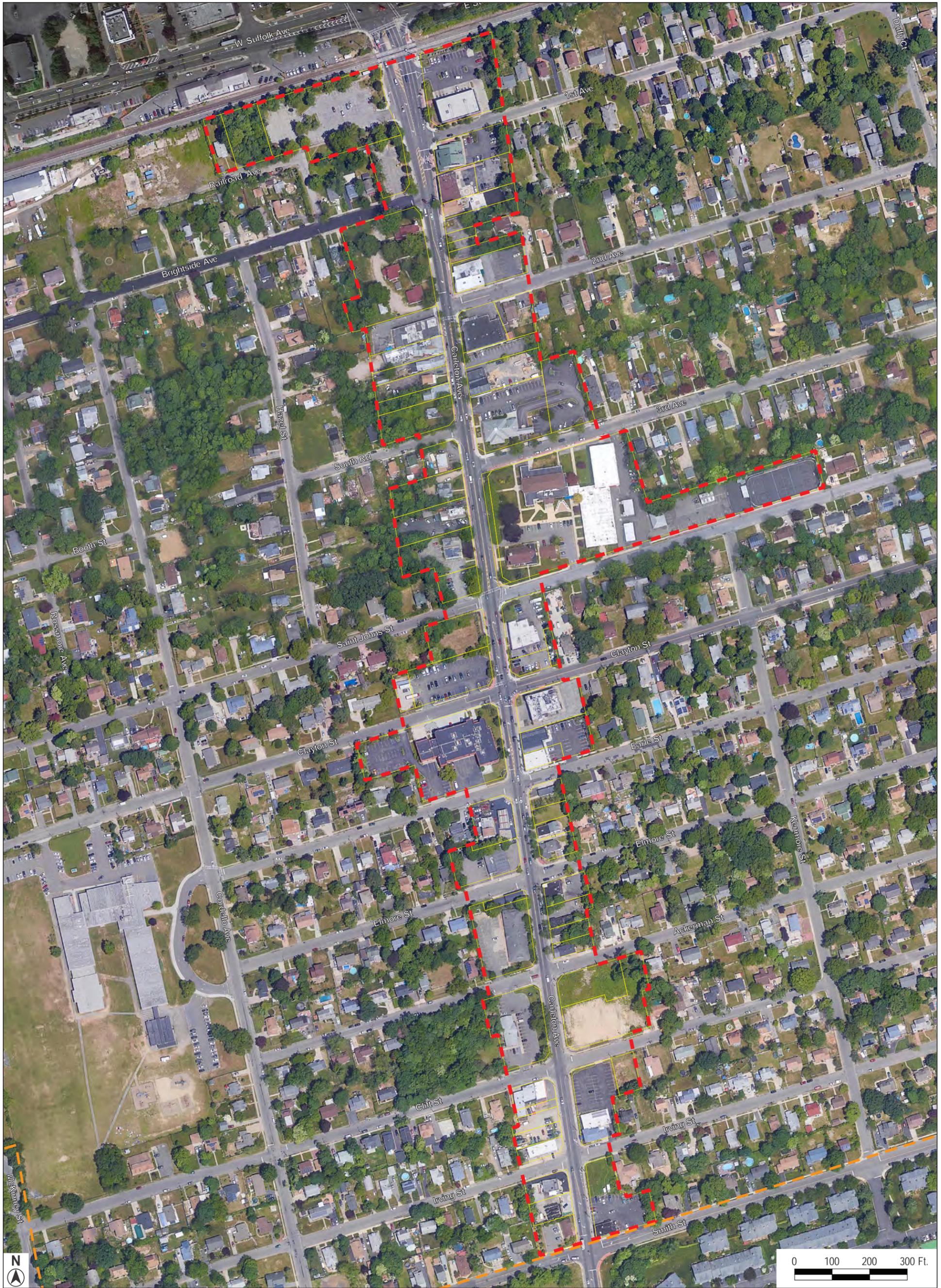
The Project Site is mapped with the following zoning districts: Residential - Residence A (A), Residence B (B); Commercial - Business District (BD), Business 1 (BUS1), Business 3 (BUS3); and Industrial: Industrial 1 (IND1). The business districts are generally mapped along Carleton Avenue; the industrial district is generally mapped in the northwest corner of the Project Site (**Figure 5**).



Data Source: Long Island Index Map, <http://www.longislandindexmaps.org/>

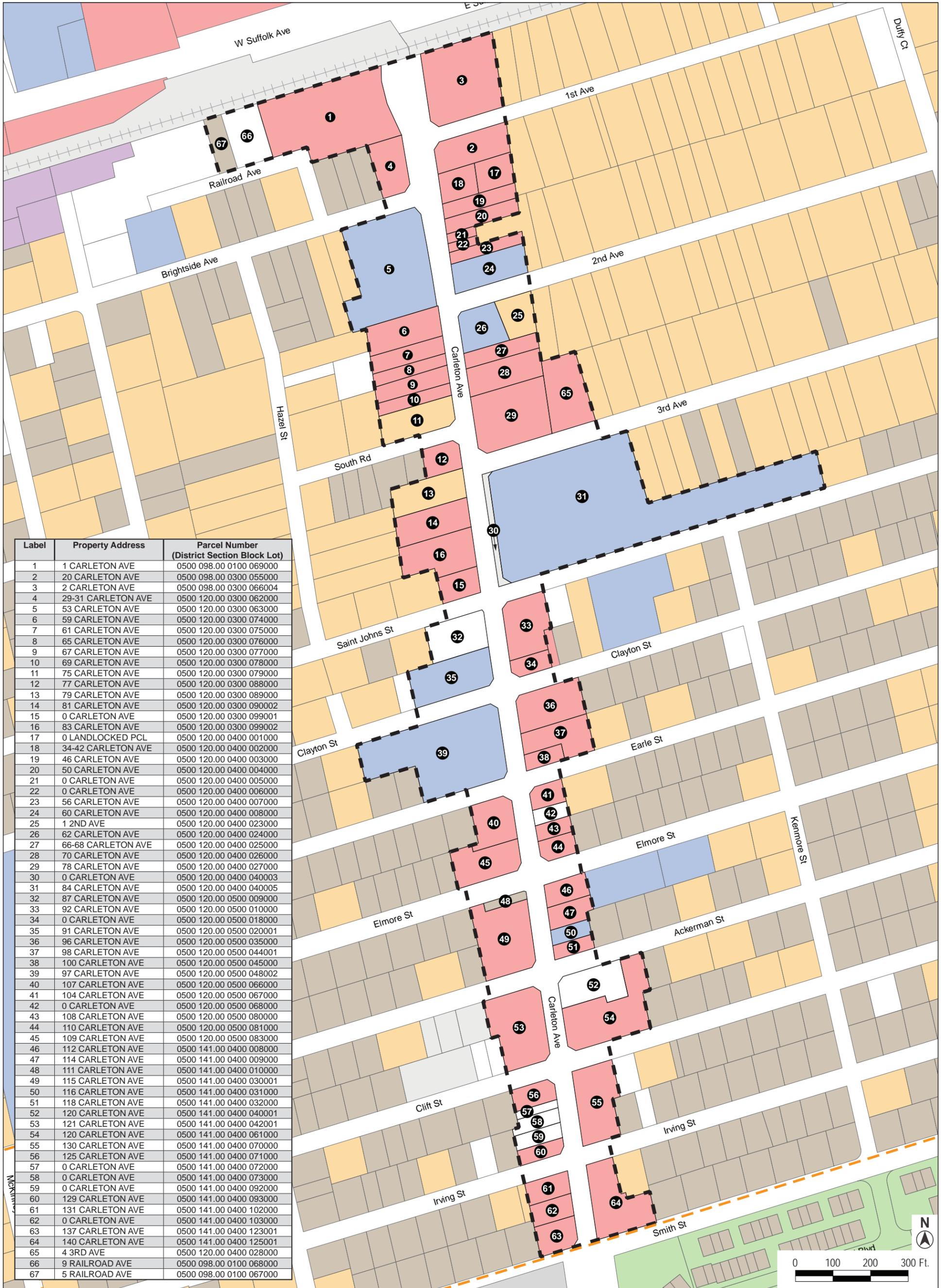


- Proposed 24" Gravity Main
- Existing 15" Gravity Main
- - - Proposed Sewer District Extension Boundary
- Existing Suffolk County Sewer District #3



Proposed Sewer District Extension Boundary

Existing Suffolk County Sewer District #3



Proposed Sewer District Extension Boundary

Existing Suffolk County Sewer District #3

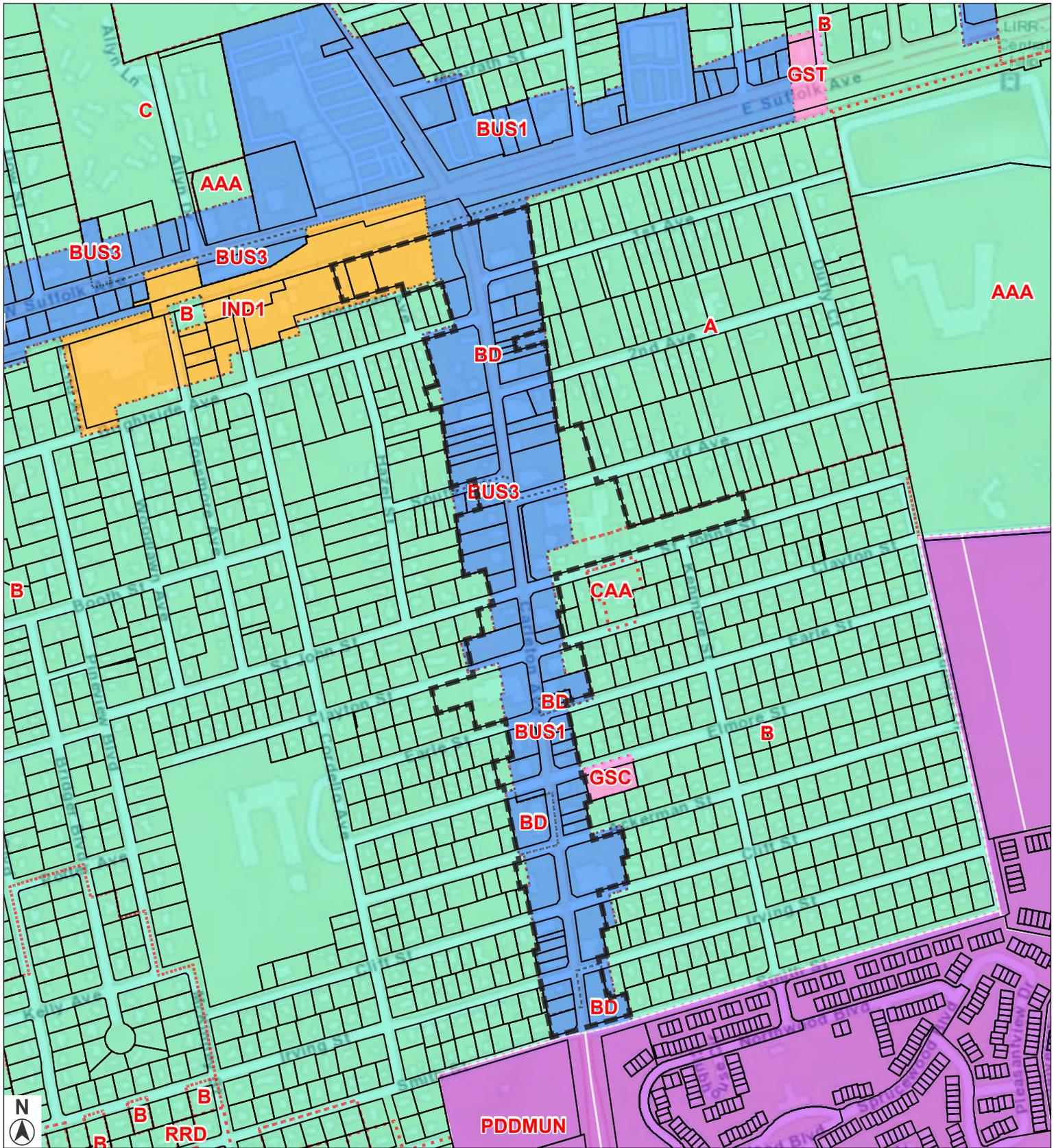
Parcel ID Number

Land Uses

- Low Density Residential (≤ 1 unit per acre)
- Medium Density Residential (>1 to < 5 units per acre)
- High Density Residential (≥ 5 units per acre)
- Commercial
- Industrial
- Institutional
- Recreation & Open Space
- Agriculture
- Vacant
- Transportation
- Utilities
- Waste Handling & Management
- Surface Waters



Primary Data Source: Suffolk County Land Use 2016 downloaded from Suffolk County Open Data Portal



--- Proposed Sewer District Extension

Islip Zoning Districts

- Residential
- Commercial
- Gen. Serv.
- Industrial
- PDD
- DDD
- Historic
- Recreation
- Village Zoning

Data Source: Town of Islip Zoning Map, <https://islipny.gov>



### 1.3 Project Purpose and Need

In 2018, the Town of Islip was awarded a \$10 million grant through the State of New York Downtown Redevelopment Initiative (DRI). The State's DRI program is designed to fund the development of key catalytic projects to jump start the revitalization of the community.

Despite its proximity to the Central Islip train station, mixed-use and transit-oriented developed opportunities in Downtown Central Islip have been limited by the lack of sewer infrastructure. The addition of sewer lines is an important component to transforming this downtown corridor into a mixed-use district. The Central Islip DRI Strategic Investment Plan (DRI Plan) identifies a number of projects that would leverage key community assets, including its proximity to the Long Island Rail Road (LIRR) Central Islip train station as well as the Carleton Avenue commercial corridor between Suffolk Avenue and Smith Street. The Town's DRI Plan identifies various improvements including streetscape enhancements, new mixed-use development opportunities, a commercial property improvement fund, and new recreational facilities. The installation of new sewer infrastructure along this segment of Carleton Avenue is a key component for implementing many of the goals and objectives set forth in the DRI Plan. In addition to supporting the goals of the DRI, the installation of sewer infrastructure aligns with efforts to reduce nitrogen pollution to the County's surface waters and groundwater.

### 1.4 SEQR Full Environmental Assessment Form

**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 applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

**A. Project and Applicant/Sponsor Information.**

Name of Action or Project:		
Project Location (describe, and attach a general location map):		
Brief Description of Proposed Action (include purpose or need):		
Name of Applicant/Sponsor:		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Project Contact (if not same as sponsor; give name and title/role):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:

**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 Counsel, Town Board, or Village Board of Trustees <input type="checkbox"/> Yes <input type="checkbox"/> No		
b. City, Town or Village Planning Board or Commission <input type="checkbox"/> Yes <input type="checkbox"/> No		
c. City, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
e. County agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
f. Regional agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input type="checkbox"/> No	NYS EFC (funding); NYS DEC (plans/specifications); SHPO; NYS DOS (DRI)	
h. Federal agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
<p>i. Coastal Resources.</p> <p><i>i.</i> Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>ii.</i> Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>iii.</i> Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>		

**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 1

**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?

\_\_\_\_\_

\_\_\_\_\_

b. Is the use permitted or allowed by a special or conditional use permit? N/A  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? \_\_\_\_\_

b. What police or other public protection forces serve the project site?  
\_\_\_\_\_

c. Which fire protection and emergency medical services serve the project site?  
\_\_\_\_\_

d. What parks serve the project site?  
\_\_\_\_\_  
\_\_\_\_\_

**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)?  
\_\_\_\_\_

b. a. Total acreage of the site of the proposed action? \_\_\_\_\_ acres **\*Note:** approx area of district extension  
b. Total acreage to be physically disturbed? \_\_\_\_\_ acres **\*\*Note:** approx length of sewer pipe = 5,092 ft x  
c. Total acreage (project site and any contiguous properties) owned \_\_\_\_\_ acres 6ft (width of construction trench) = 30,552 SF or  
or controlled by the applicant or project sponsor? \_\_\_\_\_ acres 0.70 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 the proposed action be constructed in multiple phases?  Yes  No

i. If No, anticipated period of construction: \_\_\_\_\_ 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.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
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 \_\_\_\_\_

ii. Dimensions (in feet) of largest proposed structure: \_\_\_\_\_ height; \_\_\_\_\_ width; and \_\_\_\_\_ length

iii. Approximate extent of building space to be heated or cooled: \_\_\_\_\_ 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: \_\_\_\_\_

ii. If a water impoundment, the principal source of the water:  Ground water  Surface water streams  Other specify: \_\_\_\_\_

iii. If other than water, identify the type of impounded/contained liquids and their source.  
 \_\_\_\_\_

iv. Approximate size of the proposed impoundment. Volume: \_\_\_\_\_ million gallons; surface area: \_\_\_\_\_ acres

v. Dimensions of the proposed dam or impounding structure: \_\_\_\_\_ height; \_\_\_\_\_ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):  
 \_\_\_\_\_

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both?  Yes  No  
 (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)  
 If Yes:

i. What is the purpose of the excavation or dredging? \_\_\_\_\_

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): \_\_\_\_\_
- Over what duration of time? \_\_\_\_\_

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.  
 \_\_\_\_\_  
 \_\_\_\_\_

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? \_\_\_\_\_ acres

vi. What is the maximum area to be worked at any one time? \_\_\_\_\_ acres

vii. What would be the maximum depth of excavation or dredging? \_\_\_\_\_ feet

viii. Will the excavation require blasting?  Yes  No

ix. Summarize site reclamation goals and plan: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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 the proposed action cause or result in disturbance to bottom sediments? Yes  No

If Yes, describe: \_\_\_\_\_

iv. Will the 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: **Note:** Proposed project will install new wastewater infrastructure but will not directly create a new demand for water **See Attachments C and F**

i. Total anticipated water usage/demand per day: \_\_\_\_\_ 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: \_\_\_\_\_
- 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), what is the maximum pumping capacity: \_\_\_\_\_ gallons/minute.

d. Will the proposed action generate liquid wastes? **Note:** Proposed project will install new sanitary wastewater infrastructure  Yes  No

If Yes: but will not directly generate liquid wastes **See Attachments C and F**

i. Total anticipated liquid waste generation per day: \_\_\_\_\_ 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): \_\_\_\_\_

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

If Yes:

- Name of wastewater treatment plant to be used: \_\_\_\_\_
- Name of district: \_\_\_\_\_
- 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 a 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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

- Applicant/sponsor for new district: \_\_\_\_\_
- Date application submitted or anticipated: \_\_\_\_\_
- What is the receiving water for the wastewater discharge? \_\_\_\_\_

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):  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

---

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:
 

- How much impervious surface will the project create in relation to total size of project parcel?  
 \_\_\_\_\_ Square feet or \_\_\_\_\_ acres (impervious surface)  
 \_\_\_\_\_ Square feet or \_\_\_\_\_ acres (parcel size)
- Describe types of new point sources. \_\_\_\_\_  
 \_\_\_\_\_
- 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)?  
 \_\_\_\_\_  
 \_\_\_\_\_  
  - If to surface waters, identify receiving water bodies or wetlands: \_\_\_\_\_  
 \_\_\_\_\_
  - Will stormwater runoff flow to adjacent properties?  Yes  No

iv. Does the 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:
 

- Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)  
 \_\_\_\_\_
- Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)  
 \_\_\_\_\_
- Stationary sources during operations (e.g., process emissions, large boilers, electric generation)  
 \_\_\_\_\_

---

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:
 

- 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
- In addition to emissions as calculated in the application, the project will generate:
  - \_\_\_\_\_ Tons/year (short tons) of Carbon Dioxide (CO<sub>2</sub>)
  - \_\_\_\_\_ Tons/year (short tons) of Nitrous Oxide (N<sub>2</sub>O)
  - \_\_\_\_\_ Tons/year (short tons) of Perfluorocarbons (PFCs)
  - \_\_\_\_\_ Tons/year (short tons) of Sulfur Hexafluoride (SF<sub>6</sub>)
  - \_\_\_\_\_ Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflouorocarbons (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 truck trips/day and type (e.g., semi trailers and dump trucks): \_\_\_\_\_

\_\_\_\_\_

*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 1/2 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: \_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_

*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.

<p><i>i.</i> During Construction:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: _____</li> <li>• Saturday: _____</li> <li>• Sunday: _____</li> <li>• Holidays: _____</li> </ul>	<p><i>ii.</i> During Operations:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: _____</li> <li>• Saturday: _____</li> <li>• Sunday: _____</li> <li>• Holidays: _____</li> </ul>
---	--

<p>m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If yes:</p> <p>i. Provide details including sources, time of day and duration:</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>Describe: _____</p> <p>_____</p>	
<p>n. Will the proposed action have outdoor lighting? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If yes:</p> <p>i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:</p> <p>_____</p> <p>_____</p>	
<p>ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>Describe: _____</p> <p>_____</p>	
<p>o. Does the proposed action have the potential to produce odors for more than one hour per day? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____</p> <p>_____</p> <p>_____</p>	
<p>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? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Product(s) to be stored _____</p> <p>ii. Volume(s) _____ per unit time _____ (e.g., month, year)</p> <p>iii. Generally, describe the proposed storage facilities: _____</p> <p>_____</p>	
<p>q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Describe proposed treatment(s):</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action use Integrated Pest Management Practices? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p>	
<p>r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Describe any solid waste(s) to be generated during construction or operation of the facility:</p> <ul style="list-style-type: none"> <li>• Construction: _____ tons per _____ (unit of time)</li> <li>• Operation : _____ tons per _____ (unit of time)</li> </ul> <p>ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:</p> <ul style="list-style-type: none"> <li>• Construction: _____</li> <li>_____</li> <li>• Operation: _____</li> <li>_____</li> </ul> <p>iii. Proposed disposal methods/facilities for solid waste generated on-site:</p> <ul style="list-style-type: none"> <li>• Construction: _____</li> <li>_____</li> <li>• Operation: _____</li> <li>_____</li> </ul>	

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 the 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:  
 \_\_\_\_\_  
 \_\_\_\_\_

**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): \_\_\_\_\_  
 ii. If mix of uses, generally describe:  
 \_\_\_\_\_  
 \_\_\_\_\_

b. Land uses and covertypes on the project site.

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

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:  
\_\_\_\_\_

---

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  
**Note:** Spill ID numbers for ADJACENT/NEARBY properties not project site, **See Attachment G**  
 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: \_\_\_\_\_  
\_\_\_\_\_  
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): **See Attachment G**  
\_\_\_\_\_  
\_\_\_\_\_

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? \_\_\_\_\_ feet

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

c. Predominant soil type(s) present on project site: \_\_\_\_\_ %  
 \_\_\_\_\_ %  
 \_\_\_\_\_ %

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

e. Drainage status of project site soils:  Well Drained: \_\_\_\_\_ % of site  
 Moderately Well Drained: \_\_\_\_\_ % of site  
 Poorly Drained \_\_\_\_\_ % of site

f. Approximate proportion of proposed action site with slopes:  0-10%: \_\_\_\_\_ % of site  
 10-15%: \_\_\_\_\_ % of site  
 15% or greater: \_\_\_\_\_ % 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: \_\_\_\_\_

<p>m. Identify the predominant wildlife species that occupy or use the project site: _____          _____          _____</p>	
<p>n. Does the project site contain a designated significant natural community? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>          If Yes:  <i>i.</i> Describe the habitat/community (composition, function, and basis for designation): _____          _____  <i>ii.</i> Source(s) of description or evaluation: _____  <i>iii.</i> Extent of community/habitat:              • Currently: _____ acres              • Following completion of project as proposed: _____ acres              • Gain or loss (indicate + or -): _____ acres</p>	
<p>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? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>          If Yes:  <i>i.</i> Species and listing (endangered or threatened): _____          _____          _____</p>	
<p>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? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>          If Yes:  <i>i.</i> Species and listing: _____          _____</p>	
<p>q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>          If yes, give a brief description of how the proposed action may affect that use: _____          _____</p>	
<b>E.3. Designated Public Resources On or Near Project Site</b>	
<p>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? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>          If Yes, provide county plus district name/number: _____</p>	
<p>b. Are agricultural lands consisting of highly productive soils present? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>  <i>i.</i> If Yes: acreage(s) on project site? _____  <i>ii.</i> Source(s) of soil rating(s): _____</p>	
<p>c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>          If Yes:  <i>i.</i> Nature of the natural landmark:      <input type="checkbox"/> Biological Community      <input type="checkbox"/> Geological Feature  <i>ii.</i> Provide brief description of landmark, including values behind designation and approximate size/extent: _____          _____          _____</p>	
<p>d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>          If Yes:  <i>i.</i> CEA name: _____  <i>ii.</i> Basis for designation: _____  <i>iii.</i> Designating agency and date: _____</p>	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: <i>i.</i> Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District <i>ii.</i> Name: _____ <i>iii.</i> 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? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>
g. Have additional archaeological or historic site(s) or resources been identified on the project site? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: <i>i.</i> Describe possible resource(s): _____ <i>ii.</i> Basis for identification: _____
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: <i>i.</i> Identify resource: _____ <i>ii.</i> Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____ <i>iii.</i> Distance between project and resource: _____ miles.
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: <i>i.</i> Identify the name of the river and its designation: _____ <i>ii.</i> Is the activity consistent with development restrictions contained in 6NYCRR Part 666? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>

**F. Additional Information**

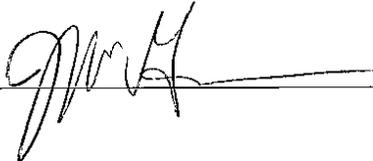
Attach any additional information which may be needed to clarify your project.

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 Janice McGovern, P.E., DPW Date October 14, 2020

Signature  Title Chief Engineer

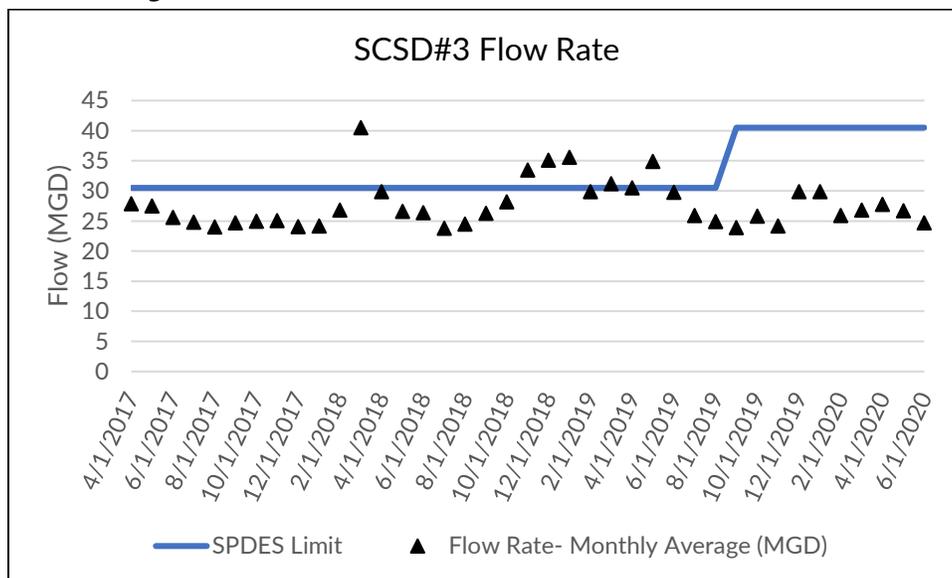
# ATTACHMENT A - BERGEN POINT SEWAGE TREATMENT PLANT -AVAILABLE CAPACITY

The Proposed Project involves the extension of the sewer service area of Suffolk County Southwest Sewer District #3 (SCSD #3) by installing a 24-inch diameter gravity sewer main on Carleton Avenue and connecting to the existing 15-inch diameter sewer main. SCSD #3 is the largest sewer district in Suffolk County and it is connected to the Bergen Point wastewater treatment plant that was recently upgraded to 40.5 million gallons per day (MGD) of treatment capacity. The proposed sewer extension boundary includes those parcels with the property line located on Carleton Avenue and/or are adjacent to those with the same owner.

The Town of Islip Planning Department provided the information in **Table 1**, which notes the parameters and land use categories and future buildout potential. Associated projected flows for the future built-out potential are summarized in **Table 2**. Based on the Suffolk County Department of Health commercial standards for wastewater flow, the average daily wastewater flow is estimated at 259,198 gpd.

With the recent upgrade to the Bergen Point wastewater treatment plant, the approval for accepting this flow will likely be granted by the New York State Department of Environmental Conservation (NYSDEC). As shown in **Figure 6** below, the permit limit increased from 30.5 to 40.5 MGD at the beginning of 2020. Due to the ongoing COVID-19 pandemic, the monthly averages through June 2020 do not represent those of a typical year; nonetheless, the flow increase of 259,198 gpd under the Proposed Action represents approximately 0.64 percent of the new design capacity of Bergen Point (40.5 MGD).

**Figure 6: SCSD #3 Flow Rate Data (4/1/2017 – 6/30/2020)**



**Table 1 – Central Islip Downtown Sewer Extension Area Build-out Parameters**

Sewer Extension Area Parameters	Square Feet
Area (Parcels within Sewer Extension Area only)	1,237,757.40
0.7 FAR Buildable Area <sup>1</sup>	866,430.18
Estimate 1/3 Buildable Area is Commercial <sup>2</sup>	288,810.06
Estimate 2/3 Buildable Area is Residential <sup>3</sup>	577,620.12

**Table 2 – Central Islip Downtown Revitalization Incentive Study Estimated Wastewater Flow**

Land Use Categories		SCDHS Wastewater Generation Rate	Estimated Wastewater Flow (GPD)
Est. 800 sf per Apartment (# of Units)	722 units	225 gpd/unit	162,450
Est. area of Restaurant Space (40% of Commercial Space, 115,524 sf /40 sf/seat = 2,888 seats)	2,888 seats	30 gpd/Seat	86,640
Est. area of Dry Retail Space (30% of Commercial Space)	86,643 sf	0.03 gpd/sf	2,599
Est. area of Wet Retail Space (10% of Commercial Space)	28,881 sf	0.1 gpd/sf	2,888
Est. area of Medical Office (10% of Commercial Space)	28,881 sf	0.1 gpd/sf	2,888
Est. area of Non-Medical Office (10% of Commercial Space)	28,881 sf	0.06 gpd/sf	1,733
<b>TOTAL WASTEWATER FLOW (GPD)</b>			<b>259,198</b>

<sup>1</sup> Pursuant to existing zoning provision (Business Districts). Assumes as-of-right development scenario; does not take into consideration zoning waivers.

<sup>2</sup> Assumes ground floor of each building would be commercial.

<sup>3</sup> Assumes 2<sup>nd</sup> and 3<sup>rd</sup> floors would be residential.

## ATTACHMENT B - TRAFFIC SAFETY AND ROAD REHABILITATION

The Proposed Project involves the installation of a 24-inch diameter gravity sewer main on Carleton Avenue, which would connect to the existing 15-inch diameter sewer main, located approximately 500 feet south of the Sunburst Boulevard/Bishop McGann Drive intersection. The total length of roadway to be disturbed is slightly less than one mile. Construction is anticipated to take approximately 20 months to complete. The timing of additional streetscape improvements, including stamped concrete medians, lighting, signage, and new street trees – as detailed in the Downtown Revitalization Initiative (DRI) – would be coordinated with installation of sewer mains.

During construction, typical pedestrian and public safety measures along the corridor would be utilized. In addition, during actual construction the County would work to implement measures to coordinate traffic flow to ensure the safety of the public.

Construction of the Proposed Project would comply with the rules and requirements of the Maintenance and Protection of Traffic (MPT) Technical Specifications, (Section 01526). 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 apply to local, County, and State roads. The MPT specifications and drawings document the requirements for lane closures, including signage, message boards and flag personnel. In accordance with the contract documents, roadways, including segments where construction occurs, would be backfilled or covered with traffic bearing steel plates during off-construction hours to allow for normal vehicular traffic flow. Vehicle access to all abutting or adjacent properties would be provided at all times during the construction.

The Proposed Project would be constructed in sequential phases, so as to maintain traffic flows and minimize disruptions. Presently, the estimated work production for force main installation is approximately 100 linear feet per day.

Alignment of the new 24-inch diameter sewer main is ongoing but anticipated to coincide with the centerline of the Carleton Avenue roadbed from Suffolk Avenue southward to the planted median (approximately 500 feet south of Smith Street), where it would continue into the planted median. The small number of shrubs and trees that would be removed for construction would be replaced.

### School Safety

There are three educational facilities located within 1,500 feet of the Proposed Project:

1. Our Lady of Providence School, 82 Carleton Avenue, located within the proposed Sewer District Extension Area;
2. Cordello Avenue Elementary School at 51 Cordello Avenue, approximately 850 feet from Carleton Avenue;
3. Francis J. O'Neill Elementary School, at 545 Clayton Street, approximately 1,600 feet from Carleton Avenue, but within 1,500 feet of the proposed Sewer District Extension Area

Construction activities would be limited to the roadbed and center median of Carleton Avenue. No truck traffic is anticipated to utilize the streets on which the schools are located, with the exception of Our Lady of Providence School on Carlton Avenue. This school can be accessed by ingress and egress located on St. Johns Street and Third Avenue, in addition to the egress on Carleton Avenue. Coordination with the school district and local schools on safety and access matters will be undertaken by the Applicant. Any necessary changes to school bus routes or disembarkation points would be minimized or avoided.

## ATTACHMENT C - WATER AND WASTEWATER

### Page 5 - Question D.2.c – Demand for Water

The Proposed Project involves the installation of new wastewater infrastructure; this would not directly result in increased water demand. According to the Central Islip Downtown Revitalization Initiative, future development facilitated by the extension of Suffolk County Sewer District #3 may have the potential to result in an additional demand of approximately 250,000-300,000 of gallons of water per day.<sup>4</sup>

**Appendix A** contains the groundwater model simulation conducted as part of the Central Islip Sewer Feasibility Study.

### Page 5 - Question D.2.d – Liquid Waste

The Proposed Project involves the installation of new wastewater infrastructure; this would not directly result in additional liquid waste generation. According to the Central Islip Downtown Revitalization Initiative, future development facilitated by the extension of Suffolk County Sewer District #3 may have the potential to result in an additional 250,000-300,000 of gallons of wastewater flow per day.<sup>4</sup>

A groundwater model simulation using the more conservative value of 300,000 gpd was conducted as part of the Central Islip Sewer Feasibility Study (**Appendix A**).

---

<sup>4</sup> It is anticipated that any future development proposals initiated subsequent to approval of this Proposed Action would be subject to an additional State Environmental Quality Review, at a level to be determined by the lead agency under such action(s). Future development proposals would also be subject to the Town of Islip zoning requirements, site plan review and approval, and building permits.

## ATTACHMENT D - TOWN & REGIONAL PLANS

### Suffolk County Subwatershed Wastewater Plan (Feb. 2020)

The Suffolk County Subwatersheds Wastewater Plan (SWP) provides a roadmap of wastewater management recommendations through recommended wastewater upgrades. Wastewater management recommendations include: (i) connection of parcels to community sewers by expanding existing sewer districts or creating new sewer districts where possible; (ii) upgrading cesspools or conventional onsite sewage disposal systems to Innovative and Alternative On-site Wastewater Treatment Systems (I/A OWTS); and (iii) requiring nitrogen reducing technology on all new construction countywide. The SWP also includes recommendations to address the wastewater management concerns by providing a sustainable platform of adaptive implementation. Additional recommendations include, but are not limited to, recommendations for developing/researching new technologies to better reduce nitrogen and emerging contaminants of concern, initial evaluation of funding options for the establishment of a stable and recurrent revenue source, recommendations for providing a central administrative structure to oversee implementation of the plan, as well as initial recommendations on how to manage the inevitable impacts of global warming and sea level rise.

The Proposed Project aligns with the recommendations of the SWP, including the extension of the sewer district as a Proposed Management Response, intended to reduce nitrogen pollution to the County's surface waters and groundwater.

### Central Islip Downtown Revitalization Initiative (DRI) Strategic Investment Plan (2019)

New York State's Downtown Revitalization Initiative (DRI) seeks to "transform communities ripe for development into vibrant neighborhoods where the next generation of New Yorkers will want to live, work, and raise a family." The program allocated \$10 million to Central Islip to support the implementation of investment projects and the development of strategies that will attract additional public and private investment to support downtown revitalization.

The DRI Plan (**Appendix B**) outlines three projects slated specifically for Carleton Avenue: (i) build sewer infrastructure along Carleton Avenue between Smith Street and Suffolk Avenue; (ii) implement streetscape improvements to enhance the pedestrian experience; and (iii) create a 5-mile history walking trail that would include markers for 25 historic sites in the community.

The installation of the sewer line would help facilitate new mixed-use development opportunities in Downtown Central Islip.

It is noted that any future development or redevelopment initiatives facilitated by the extension of Suffolk County Sewer District #3 would be subject to the Town of Islip's land use approvals processes (e.g., zoning actions) and concomitant environmental review requirements (i.e., SEQR), as well as any plans or policies related to growth and development in Downtown Central Islip.

## ATTACHMENT E - HISTORIC & CULTURAL RESOURCES

The Proposed Project has been reviewed in conformance with Section 106 of the National Historic Preservation Act of 1966. Based on its review, the New York State Office of Parks, Recreation and Historic Preservation (“OPRHP”) State Historic Preservation Office (“SHPO”) determined that no historic properties, including archeological and/or historic resources, would be affected by the Proposed Project (See **Appendix C; See Figure 7**). Therefore, no further assessment is necessary.



- Project Site
- Archeologically Sensitive Areas

Source: New York State Cultural Resource Information System (CRIS),  
New York State Historic Preservation Office (SHPO) website,  
<https://cris.parks.ny.gov/>; Screenshots captured on July 27, 2020

## ATTACHMENT F - GROUNDWATER MODEL SIMULATION

A Groundwater Model Simulation was conducted as part of the 2019 Feasibility Study. The Suffolk County Subwatershed Management Plan's Suffolk County Groundwater Main Body Flow Model was used as the basis for this Groundwater Simulation Model.

The Suffolk County Subwatersheds Wastewater Plan groundwater model was updated for pumping and recharge through 2018. Baseflow to Connetquot River from transient model simulations show excellent agreement with observed values. The Proposed Project, which involves routing sanitary wastewater the SCSD #3, would result in minimal impact to the aquifer and Connetquot River. A maximum simulated drawdown of 208 gpm (300,000 gpd) was used for the model as a conservative value being withdrawn does not exceed 0.3 feet at the water table elevation.

Either the installation of a second supply well at Carleton Avenue or additional supply from the other wells within distribution Zone 12 would be required to meet the additional demand. Installing an additional well at Carleton Avenue was not simulated and impacts to Connetquot River from additional pumping beyond the 208 gpm (300,000 gpd) added here have not been evaluated in this study (See **Appendix A**). Should an additional water supply well be required, the subject well would be required to be reviewed and permitted by NYSDEC.

## ATTACHMENT G - MACKENZIE SITE REMEDIATION

### Background

The MacKenzie Chemical Works site is a U.S. Environmental Protection Agency (EPA) designated Superfund Site located at 1 Cordello Avenue, approximately 480 feet west of Carleton Avenue. The 1.4-acre site was used from 1948 to 1987 for the manufacture of various chemical products.

In March 2003, the EPA in its Record of Decision (ROD) selected a cleanup plan to remedy the site. The plan included treatment and/or removal of contaminated soils, demolition and removal of buildings, and treatment of the contaminated groundwater. Long-term groundwater monitoring and institutional controls (ICs) were put into place which restricted the installation and use of groundwater wells at and downgradient of the property until groundwater quality could be restored.

Based upon groundwater sampling results performed in 2002, it was determined that a groundwater volatile-organic compound (VOC) plume extends in a southeasterly direction from the western portion of the property, approximately 1,500-foot long, 300-foot wide, and 140-foot deep<sup>5</sup>.

The EPA's Second Five-Year Review Report (May 2017) on the MacKenzie Site confirmed that the remedies for soil and groundwater were functioning as intended, and chemical concentrations in the groundwater and soil had "dropped precipitously"; it further described the groundwater plume as "contained." Specifically, "concentrations of 1,2,3-Trichloropropane have declined to below the State drinking-water maximum contaminant level (MCL). Low-level contamination does remain, however, in a few side gradient and downgradient wells somewhat above the MCL. Although contamination remains, the plume is contained and is not impacting any residential wells."<sup>5</sup>

### Current Status

On September 30, 2020<sup>6</sup>, the EPA categorized the MacKenzie Site, "Ready for Reuse and Redevelopment."

### Institutional Controls

According to the May 2017 Five-Year Report, "Existing Suffolk County Department of Health Services (SCDHS) regulations require new residences and businesses to connect to public water supplies whenever public water mains are reasonably available. Where such mains are not available, the SCDHS regulations require proposed wells for new residences and businesses to be tested for water quality prior to use. For certain contaminant ranges, appropriate treatment is to be provided. Drinking water is available from public supplies for the entire area at and downgradient of the site property. Therefore, the ICs to restrict the installation and use of

---

<sup>5</sup> EPA Second Five-Year Report, MacKenzie Chemical Works Superfund Site (2017)

<https://semspub.epa.gov/work/02/510501.pdf>

<sup>6</sup> EPA Superfund Site, MacKenzie Chemical Works, Cleanup Progress, accessed Oct 14, 2020

<https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.schedule&id=0202187#Schedule>

groundwater wells at and downgradient of the property until groundwater quality has been restored are in place in the form of existing regulations.”<sup>5</sup>

#### **Conclusion**

Although the MacKenzie Site has been deemed, “Ready for Reuse and Redevelopment, the Suffolk County DPW will continue to coordinate with the EPA, the NYSDEC, and the SCDHS to ensure that the Proposed Project complies with all applicable Institutional Controls. In addition, as noted above, institutional controls are in place to ensure that the installation and/or use of groundwater wells at or downgradient of the MacKenzie Site would not be adversely impacted by this Site.

## APPENDICES

Appendix A: CDM Groundwater Modeling Report

Appendix B: Central Islip DRI Plan

Appendix C: State Historic Preservation Office (SHPO) Findings



## Memorandum

*To: Stephen Hadjiyane, P.E., BCEE*

*From: Dan O'Rourke, P.G., PMP and Matthew Gamache, P.E., DWRE*

*Date: September 12, 2019*

*Subject: Groundwater Model Simulations for Feasibility Study to Sewer Downtown Central Islip (CP 8198): FINAL*

Groundwater model simulations were completed to evaluate the impact to water resources from the proposed sewerage project for Downtown Central Islip. The proposed project would incorporate Downtown Central Islip into the existing service area for the Suffolk County Southwest Sewer District from which treated wastewater is discharged offshore to the Atlantic Ocean. In addition, the project proposes an additional 300,000 gallons per day of flow, which would be provided by the Suffolk County Water Authority (SCWA). Removing existing sanitary recharge to the aquifer, coupled with increasing pumpage from nearby SCWA well(s) has the potential to impact groundwater head and baseflow to the Connetquot River.

Model simulations were conducted using the Suffolk County Groundwater Model, which has been used for over twenty years for a variety of water resources projects in Suffolk County and was recently updated and utilized for the Suffolk County Subwatersheds Wastewater Plan (SWP). Results of the model simulations are documented in this technical memorandum.

### Model Development

As part of the SWP, the Suffolk County Groundwater Main Body Flow Model was significantly refined with the incorporation of hundreds of thousands of model nodes as well as additional model levels and the incorporation of detailed LiDAR topographic data. This model was used as the basis for this study. The model grid in the vicinity of the study area is shown on **Figure 1**.

Groundwater pumpage and recharge were updated through 2018. Monthly pumping data from 2014 through 2018 were obtained from the SCWA and incorporated into the model. Updated pumpage for water supply wells within other districts (Dix Hills, Greenlawn, Hampton Bays, Nassau County, etc.) were not available within the timeframe of this study, so monthly data from 2012 and 2013 (time period used for the SWP) were cycled through the simulation period (2014-2018).

These wells are far away from the study area and pumping does not have an influence on the hydraulics within the area, but pumping was included nonetheless for boundary condition purposes. In addition to community water supply pumpage, groundwater withdrawals from irrigation pumpage from golf courses and agricultural areas were applied based on pumpage incorporated into the SWP model.

Recharge was updated through 2018 using monthly precipitation data from the weather station at the Brookhaven National Laboratory (BNL) for the Suffolk County portion of the Main Body model and the former NOAA rain gage at Mineola for the Nassau County portion of the model (obtained from Nassau County Department of Public Works, who currently maintains the rain gage). Precipitation data were converted to recharge by following the methodology outlined in the original Suffolk County Groundwater Model report (CDM Smith, 2002) and applied for the Suffolk County Comprehensive Water Resources Management Plan (2015) and the SWP.

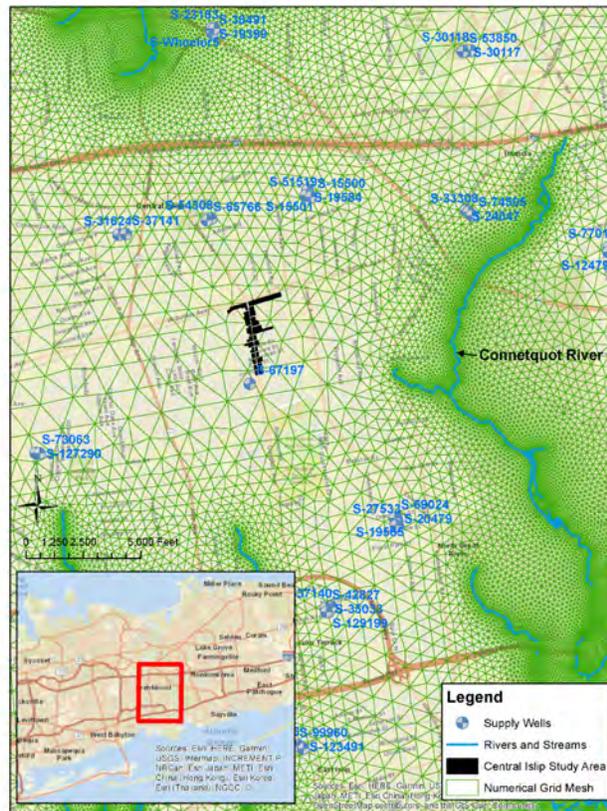


Figure 1 Model Grid

As most (74%) of the County is currently unsewered, wastewater return from onsite wastewater treatment systems (OWTS) is incorporated within each water district by redistributing 85% of the average November through March pumping data (representing the non-consumptive water use) back to the aquifer as recharge. Recharge from OWTS is applied at model nodes throughout unsewered portions of each water distribution area (or zone, as referenced by SCWA). OWTS return is only applied at developed land uses (Suffolk County Planning codes 1-6). As a simplifying assumption, the average OTWS return calculated for the SWP (2012-2013) was applied.

In addition to recharge from OWTS, recharge is also applied at County and private sewage treatment plants that discharge to groundwater. Average 2013 discharge was applied, consistent with the SWP.

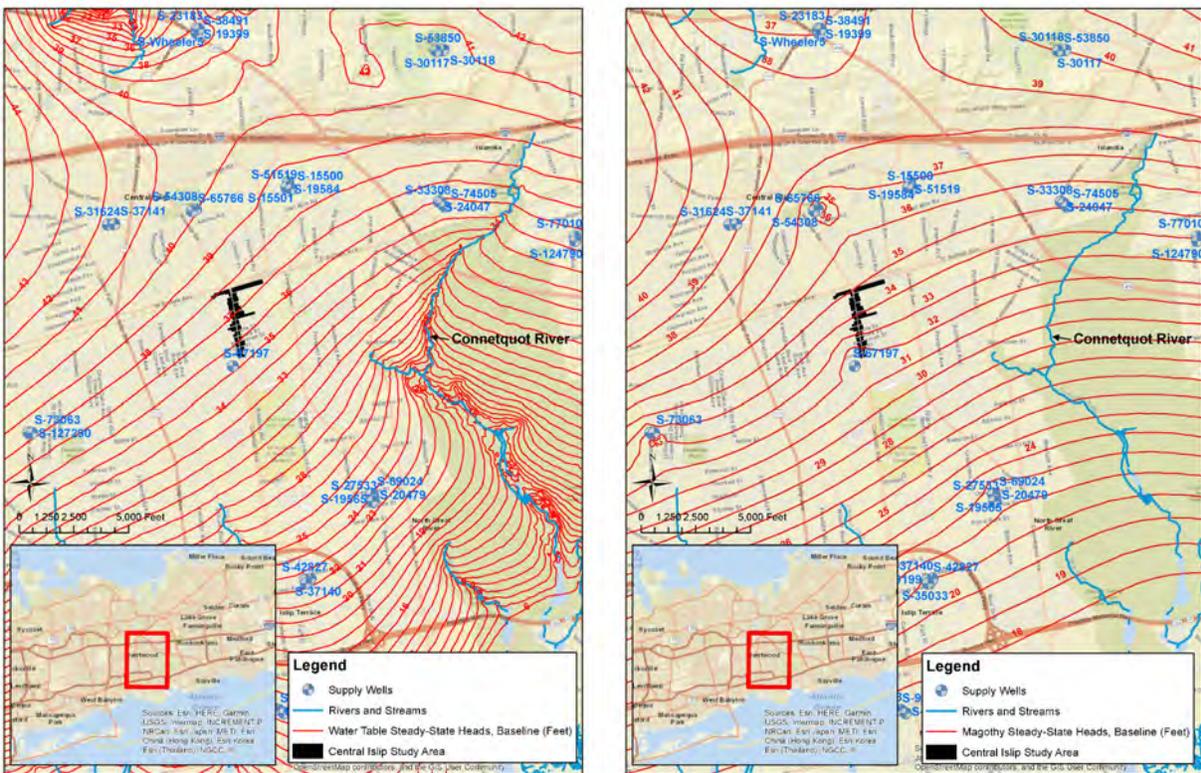
## Model Simulations

Steady-state and transient groundwater model simulations were conducted to evaluate the impact of proposed sewerage at Downtown Central Islip. Stream baseflow in Suffolk County is derived

primarily from groundwater; hence reductions in the head in the upper glacial aquifer could also impact baseflow to the Connetquot River. Both baseline and sewerred scenario model simulations were conducted and the impact on head and baseflow to Connetquot River were quantified. Simulation sets were conducted under recent (2014-2018) conditions.

### Steady-State Simulations

Simulated groundwater head under steady-state baseline conditions (no expanded sewerage) is shown on **Figure 2** for the water table (upper glacial) and Magothy Aquifer. Groundwater head across the study area ranges from 32 to 38 feet above mean sea level with shallow groundwater generally flowing southeasterly across the study area towards the Connetquot River and groundwater flow across the study area in the Magothy converging towards the SCWA Carleton Avenue Well #1 (S-67197) supply well.



Water Table

Magothy

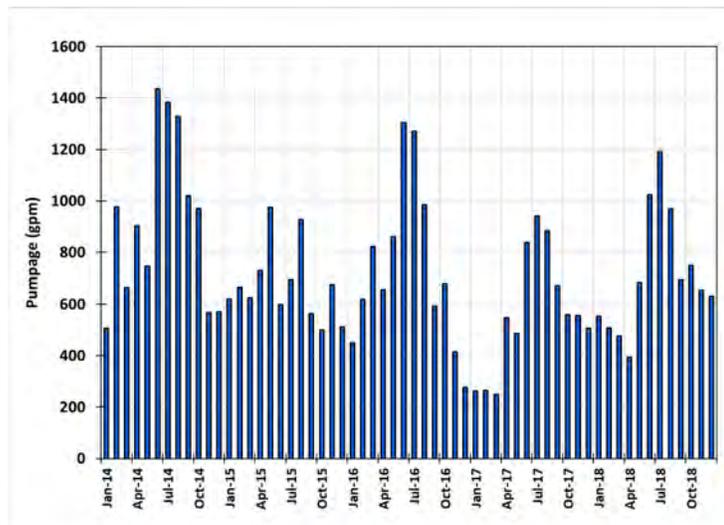
**Figure 2 Simulated Groundwater Head under Baseline Conditions (average 2014-2018, non-sewered).**

The proposed sewerred scenario was incorporated into the model by removing the OWTS return flow from nodes within the study area and increasing pumpage from the SCWA Carleton Avenue Well #1, screened deep within the Magothy Aquifer (**Table 1**). As the proposed sewerred scenario includes an additional 300,000 gallons per day, 208 gallons per minute (gpm) is required. For the purposes of this investigation, all 208 gpm was applied to Carleton Avenue Well #1.

**Table 1. Carleton Avenue Well #1**

NYSDEC ID	Authorized Capacity (gpm)	Well Number	Depth (ft)	Surface Elevation (ft amsl)	Top of Screen (ft, asl)	Bottom of Screen (ft, asl)	Aquifer
S-67197	1,300	1	751	59	-624	-689	Magothy

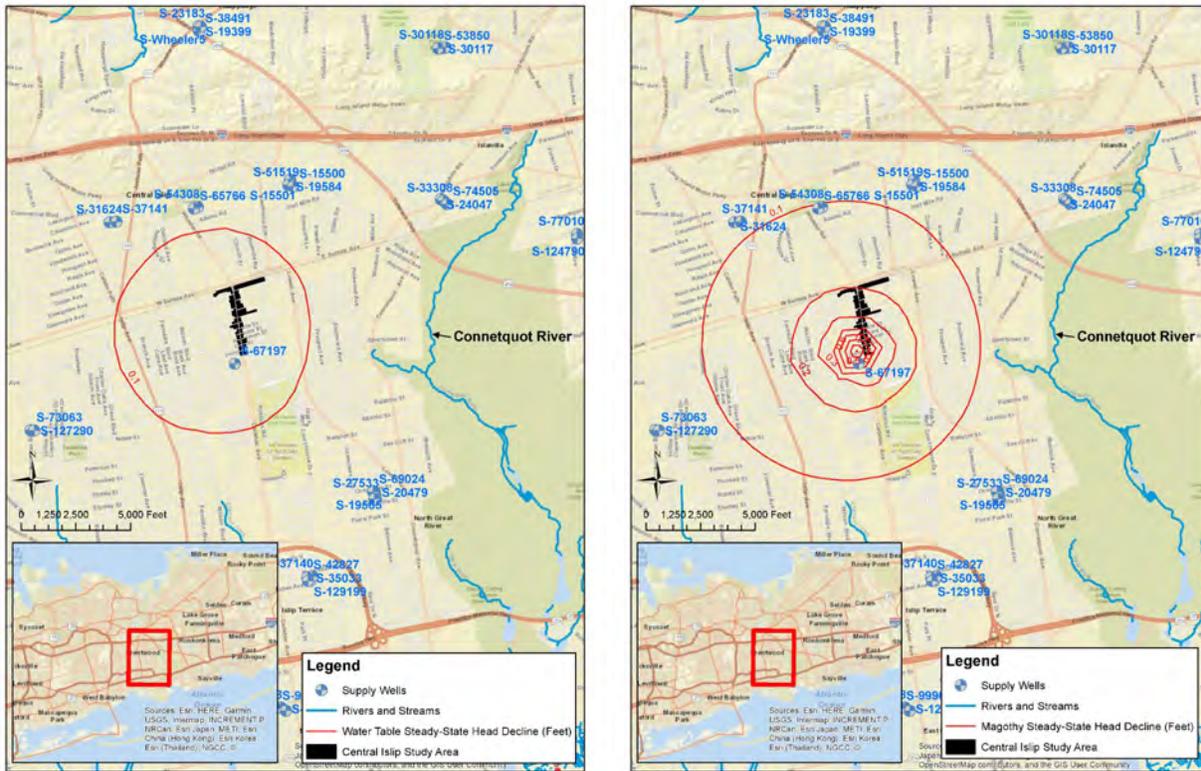
The study area is within SCWA Distribution Zone 12, which contains more than 120 supply wells and can readily provide an additional 208 gpm. Although Carleton Avenue Well #1 has pumped at capacity for extended periods of time (**Figure 3**), the additional pumpage was assigned to this well for conservative purposes as increased pumpage at this location combined with a reduction in OWTS recharge would maximize potential head/drawdown and Connetquot River baseflow reductions. Furthermore, SCWA has indicated that an additional deep well is being planned at that location and supplying the 208 gpm from the Carleton Avenue wellfield will not be a problem (personal communication, 2019).



**Figure 3 Average Monthly Pumping at Carleton Avenue, Well #1, 2014-2018 (data from SCWA, 2019).**

Steady-state simulations were repeated for the sewer scenario using average pumping and recharge from precipitation from 2014-2018. The removal of OWTS recharge resulted in a decrease in recharge of 42 gpm over the study area, which is slightly higher than the average annual water usage of 31.7 gpm for the study area between 2015-2018, as provided by the project team. Actual water use accounts for consumptive and summer use, so removing the baseline 42 gpm of OWTS recharge represents a conservative approach.

Results of the simulated sewer scenario under steady-state conditions indicate that the impact to head is minimal (**Figure 4**). Maximum decline in the water table is simulated to be on the order of 0.2 feet and the maximum decline in the Magothy Aquifer is simulated to be less than 1 foot (0.81 feet). Measured streamflow by the USGS for the Connetquot River is shown on **Figure 5**. The average measured streamflow from 2014-2018 is 34.4 cfs. Simulated baseflow under steady-state conditions (baseline) is 38 cfs which is consistent with the long-term average baseflow reported in Prince, et al (Quantitative Assessment of the Shallow Ground-Water Flow System Associated with



Water Table

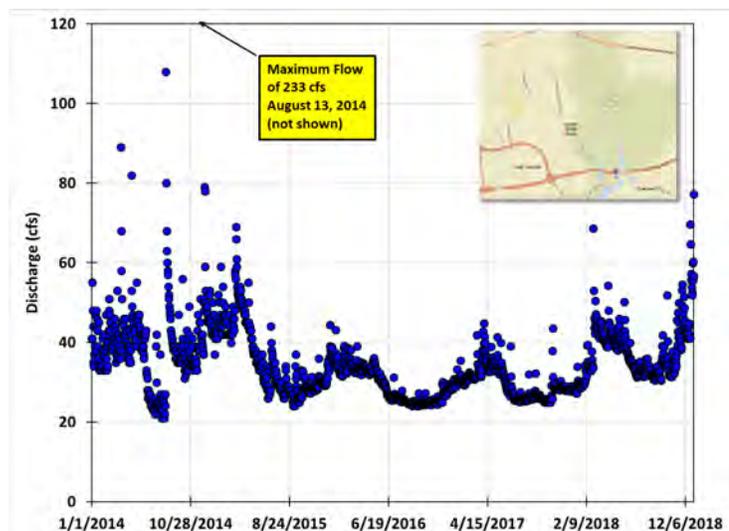
Magothy

**Figure 4 Simulated head decline in the water table and deep Magothy Aquifer (well screen model level) under steady-state conditions for the sewerred scenario.**

Connetquot Brook, Long Island, New York). Baseflow to the Connetquot River is simulated to decline by 0.15 cubic feet per second (cfs) under the sewerred scenario.

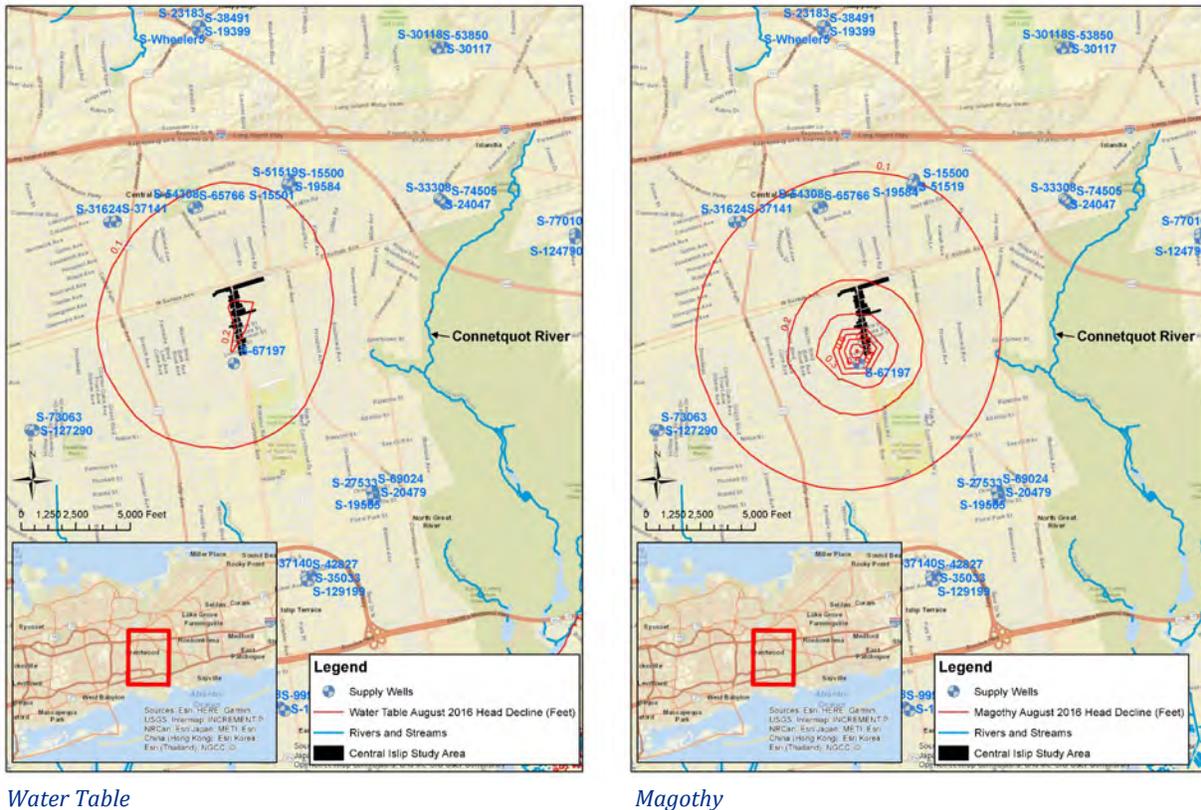
### Transient Simulations

Baseline and sewerred scenario simulations were repeated under transient conditions to evaluate seasonal changes in head and baseflow to Connetquot River and the projected impact from the sewerred. A five-year transient simulation was conducted (2014-2018) using monthly variations in pumping and recharge from



**Figure 5 Measured streamflow from Connetquot River (from USGS: [https://waterdata.usgs.gov/ny/nwis/dv/?site\\_no=01306500&agency\\_cd=USGS&referred\\_module=sw](https://waterdata.usgs.gov/ny/nwis/dv/?site_no=01306500&agency_cd=USGS&referred_module=sw)).**

precipitation. The simulation was run under baseline (no sewerage or increased pumping) and sewerage conditions. Results are shown on **Figure 6** for August 2016 conditions, which is the month with the lowest water table elevation simulated (greatest projected impact?). A time history of the water table at the site is shown on **Figure 7**. Model simulated discharge to the Connetquot River shows an excellent match with observed data collected from 2014-2018 (**Figure 8**).



**Figure 6 Simulated head decline due to sewerage scenario: August 2016.**

As shown on **Figure 6**, maximum simulated water table declines are on the order of 0.2 feet, immediately within the vicinity of the study area. While the simulated declines are greater at depth, where the Carleton Avenue well is screened, they are only on the order of 0.2 feet 2,500 feet out from the study area. Maximum simulated head decline at the study area at depth is 0.83 feet.

Sewering the study area and increasing pumping at the Carleton Avenue well poses minimal impact to the water table and head within the surrounding area. Increasing the groundwater withdrawal from the Carleton Avenue well by 208 gpm and removing 42 gpm of recharge from OWTS return within the study area would result in a maximum loss of baseflow to Connetquot River of 250 gpm, or 0.56 cfs. Steady state simulations indicate that the average projected impact to the river is 0.15 cfs.

Transient simulations run using quarterly time steps indicate that baseflow to Connetquot River would be impacted less than 0.56 cfs, on average. Average baseflow declines for 2016-2018 are between 0.12 and 0.41 cfs, or 0.3 to 1.5% of the average quarterly baseflow to Connetquot River during that period (Table 2).

### Conclusions

Based on the groundwater model simulations conducted as part of this evaluation, the following conclusions can be made:

- The Suffolk County Subwatersheds Wastewater Plan groundwater model was updated for pumping and recharge through 2018.
- Baseflow to Connetquot River from transient model simulations show excellent agreement with observed values.
- The proposed sewerage of Downtown Central Islip, involving sanitary effluent being routed to the Southwest Sewer District, poses minimal impact to the aquifer and Connetquot River. Maximum simulated drawdown due to the additional 208 gpm required does not exceed 0.3 feet at the water table.
- Installation of a second water supply well at Carleton Avenue is likely required to meet the additional flow, or the additional flow will have to originate from other wells within Distribution Zone 12. Installing an additional well at Carleton Avenue was not simulated and impacts to Connetquot River from additional pumping beyond the 208 gpm added here have not been evaluated in this study.

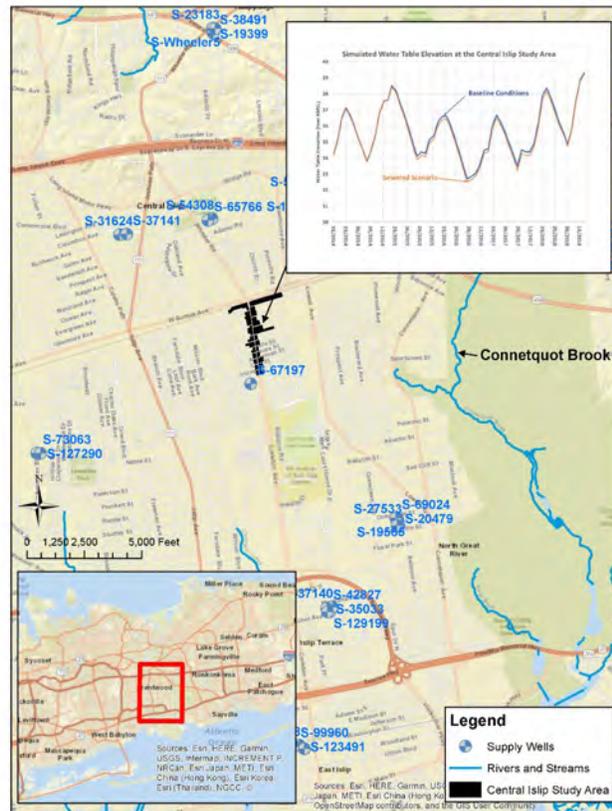


Figure 7 Simulated time history of the water table at the site during baseline and sewerage scenarios.

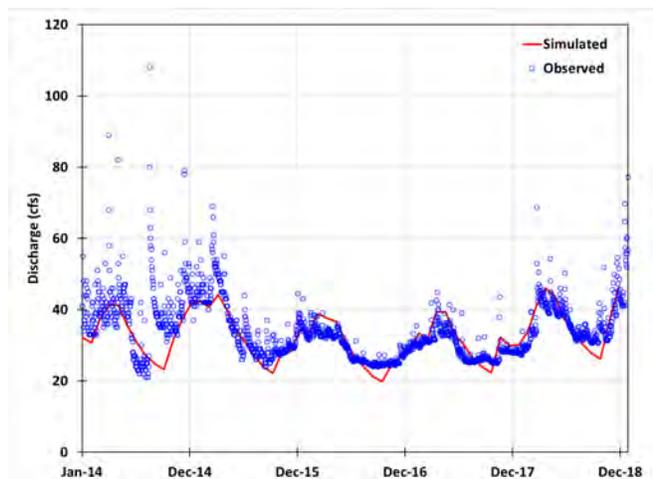


Figure 8 Simulated (baseflow) vs observed (total flow) discharge at Connetquot River, 2014-2018 (observed data from USGS).

**Table 2. Simulated baseflow impact to Connetquot River due to Sewering Downtown Central Islip and increasing pumping from the SCWA Carleton Avenue well by 208 gpm: 2016-2018**

Quarter	Average Streamflow (cfs): 2016-2018	Baseflow Decline from Proposed Sewering (cfs)	Percentage of Total Flow
January – March	33.8	0.12	0.3
April – June	34.7	0.18	0.5
July – September	28.0	0.41	1.5
October - December	31.7	0.33	1.0

## References

CDM Smith. 2002. The Suffolk County Groundwater Model. Prepared for the Suffolk County Department of Health Services.

CDM Smith. 2019. Personal communication with SCWA, via e-mail. August 15, 2019.

Prince, Keith R, O. Lehn Franke, Thomas E. Reilly. 1988. Quantitative Assessment of the Shallow Ground-Water Flow System Associated with Connetquot Brook, Long Island, New York.

# CENTRAL ISLIP

Downtown Revitalization Initiative  
Strategic Investment Plan

Prepared for New York State  
Downtown Revitalization Initiative  
Long Island  
March 2019



**Downtown  
Revitalization  
Initiative**



---

# CENTRAL ISLIP DOWNTOWN REVITALIZATION INITIATIVE LOCAL PLANNING COMMITTEE

## Local Planning Committee

**Angie Carpenter**, LPC Co-Chair, Supervisor, Town of Islip

**Belinda Pagdanganan**, LPC Co-Chair, Member, Long Island Regional Economic Development Council

**Frank Boulton**, Long Island Ducks

**Debbie Cavanagh**, Islip Community Development Agency

**Margarita Espada**, Teatro Yerbabruja

**Anthony Farina**, Park Row Homeowners Association

**Kenneth Hahn**, Resident

**Rick Johnson**, Central Islip Fire Department

**Todd Johnson**, College Woods Civic Association

**Nancy Manfredonia**, Central Islip Civic Council

**Chris McGuire**, Local Attorney & Chamber Member

**Russ Mohr**, The Benjamin Companies

**Jim Morgo**, Long Island REDC

**Mary Ann Pfeiffer**, Youth Enrichment Services

**Peter Rivera**, Suffolk County Police

**Norman Wagner**, Central Islip School Board

## Town of Islip Team

**Tracey Lange Krut**, Chief of Staff, Town of Islip

**Bill Mannix**, Executive Director, Town of Islip Industrial Development Agency

**Ron Meyer**, Planning Commissioner, Town of Islip

**Tom Owens**, Parks & DPW Commissioner, Town of Islip

This document was developed by the Central Islip Local Planning Committee as part of the Downtown Revitalization Initiative and was supported by the NYS Department of State and NYS Homes and Community Renewal. The document was prepared by a Consulting Team led by HR&A Advisors and supported by Fitzgerald & Halliday, Inc., Fu Wilmers Design, Invictus Engineering, VJ Associates and designed by Lixia Guo.



---

# CONTENTS

Foreword .....	VII
Executive Summary .....	IX
<b>Section I: Downtown Profile and Assessment</b> .....	<b>I-1</b>
<b>Section II: Downtown Vision, Goals, and Strategies</b> .....	<b>II-33</b>
<b>Section III: Downtown Management and Implementation Strategy</b> .....	<b>III-37</b>
<b>Section IV: Public Involvement</b> .....	<b>IV-41</b>
<b>Section V: Projects Proposed for DRI Funding</b> .....	<b>V-48</b>
1. Implement Streetscape Improvements to Revitalize Downtown .....	V-52
2. Install Sewer Infrastructure along Carleton Avenue .....	V-58
3. Redevelop Site of Former LIRR Station into a Mixed-Use Development .....	V-62
4. Improve the Recreation Center at Central Islip Recreation Village .....	V-69
5. Improve the Senior Center at Central Islip Recreation Village .....	V-73
6. Build a Mixed-Use Development at 108 and 110 Carleton Avenue .....	V-77
7. Create a Community Park at Central Islip Recreation Village .....	V-82
8. Build a Mixed-Use Development at 69 and 75 Carleton Avenue .....	V-86
9. Create a Commercial Property Improvement Fund .....	V-91
10. Create a Central Islip History Trail .....	V-94
<b>Section VI: Other Priority Projects</b> .....	<b>VI-99</b>



---

# FOREWORD

Business and development leaders worldwide recognize that vibrant downtowns with attractive public amenities and a high quality-of-life provide a catalyst for increased economic development, re-population (particularly by young professionals), and urban redevelopment. Recognizing this potential, Governor Andrew Cuomo launched a major new initiative in the spring of 2016 – the Downtown Revitalization Initiative (**DRI**).

The program's success in the first two rounds, and the tremendous excitement it generated among other interested communities, led the Governor and the Legislature to include another \$100 million in the 2018 state budget for a third round of DRI funding. As in the previous rounds, each of the Governor's ten Regional Economic Development Councils (REDCs) selected one community to receive \$10 million for projects that show the greatest potential to improve the economic and social vitality of their downtown areas.

Communities selected in Round Three include:

- Albany (Capital Region)
- Amsterdam (Mohawk Valley Region)
- Auburn (Central New York Region)
- Downtown Brooklyn (New York City Region)
- Central Islip (Long Island Region)
- Lockport (Western New York Region)
- New Rochelle (Mid-Hudson Region)
- Owego (Southern Tier Region)
- Penn Yan (Finger Lakes Region)
- Saranac Lake (North Country Region)

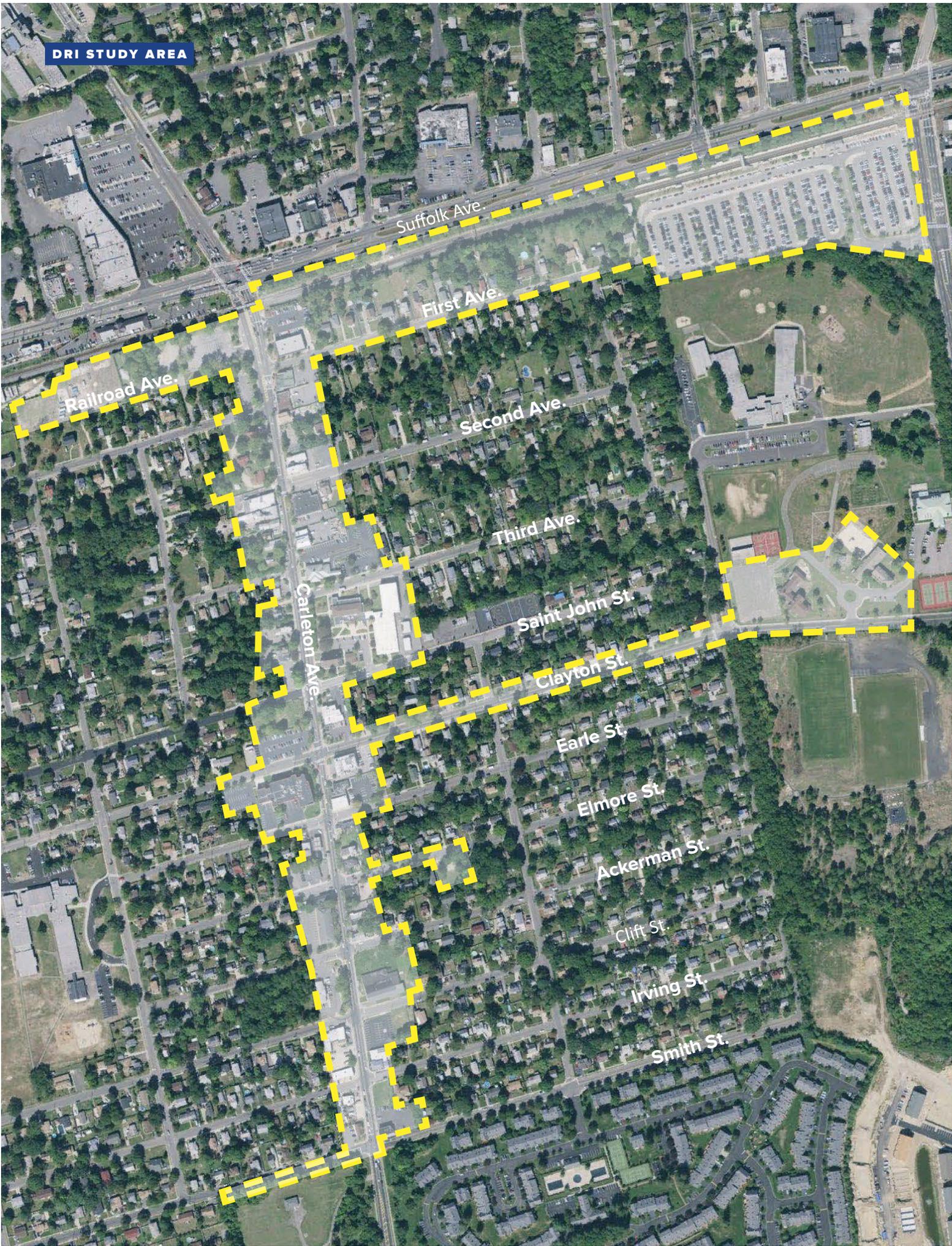
The DRI process involves an innovative combination of community-based strategic planning, inter-agency project

support and strategic leveraging of outside investments. The process starts with a Strategic Investment Plan that develops the key ingredients needed for successful downtown revitalization: a clear vision for the downtown; goals and strategies to accomplish the vision; and catalytic projects identified in the plan. The strategic planning process is led by Secretary of State Rossana Rosado and facilitated by staff from the Department of State Office of Planning, Development and Community Infrastructure, NYS Homes and Community Renewal, and Empire State Development. Based on the unique challenges, opportunities, and transformational projects identified in the communities selected, this collaborative, multi-agency effort also includes technical assistance from other state agencies, including but not limited to the Department of Transportation and Department of Environmental Conservation.

The DRI is much more than a \$10 million grant award. It serves a broader agenda for revitalization, growth, and transformation in ways that reflect the collective reimagining of the downtown and provides funding to help achieve that vision with a higher quality of life, amenities, and connection between place and community. The plans and projects also are intended to leverage additional public and private investments within and near the downtown, building upon the regional economic growth supported by the REDCs. To fully leverage the impact of the DRI, Local Planning Committees identify projects that total in excess of the available DRI funds to ensure a continued pipeline of projects in the event that alternative funding becomes available or projects drop from consideration. The most transformative and catalytic projects identified by the community will receive DRI funding.

With the assistance of the State, leadership from within the communities, and public and private investors, these communities are becoming vibrant centers where people want to live, work, experience life, and raise families. This high quality of life is a key driver of where businesses decide to locate.

**DRI STUDY AREA**



---

# EXECUTIVE SUMMARY

New York State’s Downtown Revitalization Initiative (DRI) seeks to “transform communities ripe for development into vibrant neighborhoods where the next generation of New Yorkers will want to live, work, and raise a family.” The program allocated \$10 million to Central Islip – one of 10 communities selected state-wide – to support the implementation of catalytic investment projects and the development of strategies that will attract additional public and private investment to support downtown revitalization.

The Strategic Investment Plan for Central Islip recommends 10 transformative, ready-to-implement projects that support revitalization of the Hamlet’s downtown, with the potential to create or attract more than 50 jobs and leverage more than \$21.3 million in public and private funds. The Plan also outlines broader strategies to support long-term revitalization of downtown Central Islip, as well as key projects that represent future public and private funding priorities.

This Plan is the product of a six-month, collaborative process that included deep engagement with Central Islip’s elected leaders, community organizations, residents, businesses, and other stakeholders. The process was led by a 17-person Local Planning Committee (LPC), co-chaired by Town of Islip Supervisor Angie Carpenter and Belinda Pagdanganan of the Regional Economic Development Council (REDC).

## Study Area Overview & Opportunity

Located in the heart of Suffolk County, Central Islip is a diverse community of 35,000 residents. Population in the Hamlet has been growing at a faster pace (9% since 2000) than the Town of Islip (5% since 2000) or Suffolk County (6% since 2000). In recent years, the Hamlet and surrounding areas have increasingly become an important destination for a large and growing immigrant community from Central America.

The Central Islip DRI Study Area is centered around Carleton Avenue between Suffolk Avenue and Smith Street which comprises the core of the community’s downtown. Carleton Avenue is the central spine for downtown and it extends from the LIRR Ronkonkoma line in the north to the 800-acre Planned Development District (PDD) on the site of the former Central Islip Psychiatric Center campus in the south. The Study Area also encompasses several additional community assets to the east of Carleton Avenue. This includes the LIRR Central Islip

station located at Suffolk Avenue and First Avenue and the Central Islip Recreation Village at Clayton Street and Lowell Avenue. The Central Islip Recreation Village includes several important community resources like the Recreation Center, the Senior Center, and community open space.

The Hamlet experienced significant population growth and economic activity in the mid-twentieth century, as seen across the greater Long Island region, as large numbers of city dwellers relocated to the suburbs. However, following this population boom, deinstitutionalization of the country’s healthcare system led to the slow phasing out of the Central Islip Psychiatric Center and growth began to taper off in the 1970s. In the 1970s, the hospital campus was targeted as part of an urban renewal project and aggressive state plans were made to revitalize the area, redevelop the campus, and incentivize economic investment. By the early 2000s, these efforts spurred transformational development, which continues today, along the southern portion of Carleton Avenue as new activity concentrated near the former hospital campus grounds.

However, this economic activity did not extend to the northern portion of Carleton Avenue and the half-mile Study Area strip from Suffolk Avenue to Smith Street – considered the historic downtown. The portion of Carleton Avenue located in the Study Area is characterized by fragmented blocks of vacant lots, dilapidated buildings, and limited retail and commercial offerings, a stark contrast to the PDD area that has seen substantial new development and private investment including Central Islip Town Center and several major multifamily developments.

## An Underutilized Downtown Core

Carleton Avenue is not currently functioning as a vibrant main street, lacking the public realm and physical amenities or the mix of desirable land uses and businesses important to a downtown district. Despite its proximity to the LIRR station, the area has not seen the lively, transit-friendly mixed-use development seen in other Long Island communities. Within the Study Area, the two-thirds mile segment of Carleton Avenue hosts limited commercial and retail uses, ranging from local delis, a 7-Eleven, and takeout restaurants, to neighborhood services, such as dry cleaners, salons, and banks housed in one- to two-story buildings. The corridor also supports a range of service providers and non-profit uses, as well as auto-related

Teatro Yerbrabruja  
Downtown Arts Center.



## Downtown Central Islip - Opportunities & Challenges

Opportunities	Challenges
<ul style="list-style-type: none"> <li>• LIRR transit accessibility</li> <li>• Adjacencies to residential neighborhoods</li> <li>• Adjacencies to nearby community resources</li> <li>• Vacant and underutilized parcels that could support mixed-use, infill development</li> </ul>	<ul style="list-style-type: none"> <li>• Inconsistent streetscape experience</li> <li>• Uneven mix of land uses</li> <li>• Limited retail and amenities</li> <li>• Limited public realm</li> <li>• Congestion and parking challenges</li> <li>• Negative perceptions of safety</li> <li>• Lack of sewer infrastructure prevents dense, mixed-use development</li> <li>• Fragmented corridor ownership</li> <li>• Restrictive zoning inconsistent with a mixed-use environment</li> </ul>

Photo source: Teatro Yerbrabruja

businesses clustered in the northern and southern ends of the corridor. Further, the uneven mix of land uses, dilapidated or vacant buildings, and poor sidewalk and streetscape conditions contribute to a negative perception of the area.

As many community residents, business owners, and other stakeholders have observed throughout the DRI process, Carleton Avenue is perceived as a congested through road with limited retail, dining, and entertainment offerings and inadequate parking. The physical design of this road segment contributes to the traffic congestion which worsens during the morning and evening peak travel periods. Carleton Avenue narrows from two lanes north and south of the Study Area to one lane in each direction creating a bottleneck effect. In addition, the LIRR rail crossing at Carleton and Suffolk Avenues, as well as the lack of dedicated left turns lanes exacerbates congestion along the corridor.

Physical development within the Study Area is severely constrained by the lack of sewer infrastructure. Currently, the only portion of Carleton Avenue with sewer infrastructure is the area just south of the Study Area from the Southern State Parkway to approximately 800 feet south of Smith Street. The lack of sewer infrastructure within the Study Area significantly hinders both the diversity and density of uses that can exist in the district. Without sewers, all uses categorized as a “wet use” (e.g., restaurants) are prohibited. Additionally, any mid- or high-density development higher than two stories is not viable. The absence of sewer lines is a significant barrier to transforming this corridor into a vibrant, mixed-use district.

### Opportunities for Downtown Transformation

Recommendations presented in this Plan are informed by the Hamlet’s demographic, economic, land use, and real estate contexts, including the key factors summarized above. The Plan’s revitalization strategies seek to respond to several important opportunities and challenges:

- **The existing compact, urban-scale form of the corridor is an asset that can be leveraged for future physical improvements to transform the area.** Current streetscape improvements can be continued to create a cohesive public realm experience, and new measures such as innovative gateway treatments can help shift negative perceptions, potentially spurring private interest and investment. A property owners’ grant program will help individual owners and merchants finance building improvements, transforming the physical appearance of the street and creating better quality interior spaces to attract retail and restaurant tenants.

- **The installation of the sewer line will truly transform the corridor by unlocking the ability for new uses and denser development to support a mix of main street-type development.** Sewers will have a catalytic effect on promoting private developer interest in the area and attracting the desired “wet uses,” including restaurants and cafes sought by the community.
- **Investments in the Central Islip Recreation Village will support the direct needs of the community’s youth and senior populations.** Senior Center and Recreation Center facility improvements will provide needed services and programs, promote social cohesion, and help support new or enhanced social and cultural programming. Physical improvements along Clayton Avenue from Carleton Avenue to the Recreational Village will help draw visitors and users to this critical community resource.
- **The potential development of vacant parcels at the former LIRR station site will signal a transit-friendly transformation at an important gateway location.** The Town-sponsored RFP process would solicit development proposals that encourage new, quality housing, including affordable units, ground floor retail and community space, and public plaza areas.

As many community residents, business owners, and other stakeholders have observed throughout the DRI process, Carleton Avenue is perceived as a congested through road with limited retail, dining, and entertainment offerings and inadequate parking.

Projects Recommended for DRI Funding

	<p><b>PROJECT:</b> Implement Streetscape Improvements to Revitalize Downtown  <b>TOTAL PROJECT COST:</b> \$3,000,000  <b>RECOMMENDED DRI FUNDING:</b> \$3,000,000  <b>DESCRIPTION:</b> Install streetscape improvements to enhance the pedestrian experience and make the corridor an attractive and competitive place.</p>
	<p><b>PROJECT:</b> Install Sewer Infrastructure along Carleton Avenue  <b>TOTAL PROJECT COST:</b> \$8,650,000  <b>RECOMMENDED DRI FUNDING:</b> \$2,000,000  <b>DESCRIPTION:</b> Build sewer infrastructure along Carleton Avenue between Smith Street and Suffolk Avenue.</p>
	<p><b>PROJECT:</b> Redevelop Site of Former LIRR Station into a Mixed-Use Development  <b>TOTAL PROJECT COST:</b> \$14,000,000  <b>RECOMMENDED DRI FUNDING:</b> \$2,000,000  <b>DESCRIPTION:</b> Create a transit-friendly, mixed use development that would include retail and community space, mixed-income apartments, and a public space.</p>
	<p><b>PROJECT:</b> Improve the Recreation Center at Central Islip Recreation Village  <b>TOTAL PROJECT COST:</b> \$1,500,000  <b>RECOMMENDED DRI FUNDING:</b> \$1,500,000  <b>DESCRIPTION:</b> Improve facilities at the Central Islip Recreation Center by adding a Children’s Discovery Center, teen lounge, and multi-purpose room, as well as a computer tech room and kitchen.</p>
	<p><b>PROJECT:</b> Improve the Senior Center at Central Islip Recreation Village  <b>TOTAL PROJECT COST:</b> \$1,750,000  <b>RECOMMENDED DRI FUNDING:</b> \$1,300,000  <b>DESCRIPTION:</b> Improve senior center facilities at the Central Islip Recreation Village including building improvements, disabled accessibility, and kitchen enhancements.</p>
	<p><b>PROJECT:</b> Build a Mixed-Use Development at 108 and 110 Carleton Avenue  <b>TOTAL PROJECT COST:</b> \$3,955,000  <b>RECOMMENDED DRI FUNDING:</b> \$1,300,000  <b>DESCRIPTION:</b> Create a 26,000 square foot mixed-use development that would likely include retail, office, and apartments.</p>

Photo source: Fu Wilmers Design, Cameron Engineering, Town of Islip, Howard Kassman, Fu Wilmers Design, Richard Ruffner, HR&A Team, National Park Service



**PROJECT:** Create a Community Park at Central Islip Recreation Village

**TOTAL PROJECT COST:** \$1,154,000

**RECOMMENDED DRI FUNDING:** \$1,154,000

**DESCRIPTION:** Create a new front door for the Recreation Village by building a new park and playground for intergenerational play.



**PROJECT:** Build a Mixed-Use Development at 69 and 75 Carleton Avenue

**TOTAL PROJECT COST:** \$4,500,000

**RECOMMENDED DRI FUNDING:** \$985,000

**DESCRIPTION:** Create a mixed-use development that would include 6 offices or stores on the ground floor and 9-12 apartments on the second floor.



**PROJECT:** Create a Commercial Property Improvement Fund

**TOTAL PROJECT COST:** \$600,000

**RECOMMENDED DRI FUNDING:** \$600,000

**DESCRIPTION:** Create a fund to provide reimbursable grants for the rehab and improvement of buildings along Carleton Avenue, such as facade improvements,



**PROJECT:** Create a Central Islip History Trail

**TOTAL PROJECT COST:** \$29,500

**RECOMMENDED DRI FUNDING:** \$19,900

**DESCRIPTION:** Create a 5-mile history walking trail that would include markers for 25 historic sites in the community.

## Other Priority Projects Not Recommended for DRI Funding



**PROJECT:** Build a Mixed-Use Medical Educational Center

**DESCRIPTION:** Create a mixed-use development that would include a 24/7 urgent care, specialty physician offices, two educational institutes, and offices and a cultural center for Adelante of Suffolk County.



**PROJECT:** Transform the Central Islip Historic Preservation Society Building into a Museum

**DESCRIPTION:** Redevelop the Old Central Islip Methodist Church building into a museum for showcasing the community's history.

Central Islip residents  
at the second DRI  
Community Workshop.



## A Community-Informed Process

The Local Planning Committee played an integral role throughout the development of the Strategic Investment Plan, in particular guiding the public and stakeholder outreach effort by identifying lines of communication and raising awareness about community outreach efforts. The LPC, with support from the Planning Team, developed a community engagement plan that resulted in a transparent and participatory process throughout the six-month DRI process.

Information about the DRI, including notifications for LPC meetings and public meetings, were posted on the Town of Islip's website and broadcast on the Town's social media channels. In addition, the Town hosted three community meetings at the Central Islip Senior High School to provide awareness and education about DRI, solicit project ideas, review initial project proposals, and present projects to be included in the final Plan. These were attended by more than 300 community members and stakeholders. Early in the process, the Town sponsored an informational forum to raise awareness for the Plan and solicit project proposals from developers, property owners, and other interested private entities. In addition, LPC members reached out to their respective contacts and networks throughout the course of the DRI process. As an example, LPC members conducted a site visit of the Study Area to review existing conditions and conduct in-person follow up outreach with individual property owners and businesses.

## Goals and Strategies

Guided by this outreach, and the opportunities and challenges identified in the Downtown Profile and Assessment chapter that follows, the LPC developed the following vision statement to guide investment in Central Islip and support revitalization and economic development:

**Central Islip will be a vibrant, walkable and transit-friendly downtown that sustains thriving businesses, restaurants, quality housing, and recreational facilities today and into the future to retain and attract residents, workers, businesses, and visitors of all ages, ethnicities, and incomes.**

To support this vision, the LPC identified three primary goals for downtown revitalization, each supported by a set of revitalization strategies that are reflected in the recommended Projects:

- 1. Create a thriving and growing transit-friendly downtown with a vibrant mix of uses.** DRI investments should focus on providing the needed infrastructure and regulatory controls

to support denser, mixed-use development along the Carleton Avenue corridor. This would potentially support the ability of new or expanded retail and dining options to move in and create a more robust, live-work-play district.

- 2. Promote a walkable and desirable main street.** A recurring theme heard throughout the process was the need to change the physical conditions in the Study Area. Currently, dilapidated buildings and vacant lots combined with uneven sidewalks and poor streetscape conditions create a negative experience for pedestrians.
- 3. Enhance quality of life for all.** Central Islip has a strong and vibrant community. DRI investments should help strengthen community cohesion, particularly among youth and seniors, by focusing on expanding community-serving venues and resources.

## Strategic Investment Plan And Projects

Consistent with the goals outlined above, 10 transformative projects are recommended to the State for DRI funding that support revitalization of Central Islip. These projects – representing over \$13 million of potential DRI funding – have been prioritized based on their relative impact, cost, feasibility, and public support. Collectively, they would create or attract more than 50 jobs and leverage \$21.3 million of other public and private funding. The LPC also identified 2 additional projects.

## Implementation

To ensure effective coordination among DRI project leads, the Town of Islip will serve as the organizing entity responsible for monitoring project implementation, facilitating communication among project leads and partners, and serving as a central touch-point for New York State funding entities, including the Department of State, Empire State Development, and Homes and Community Renewal. All projects will be coordinated among the Town of Islip's Departments of Planning and Development, Public Works, as well as Parks, Recreation, and Cultural Affairs.

Commercial businesses along Carleton Avenue.

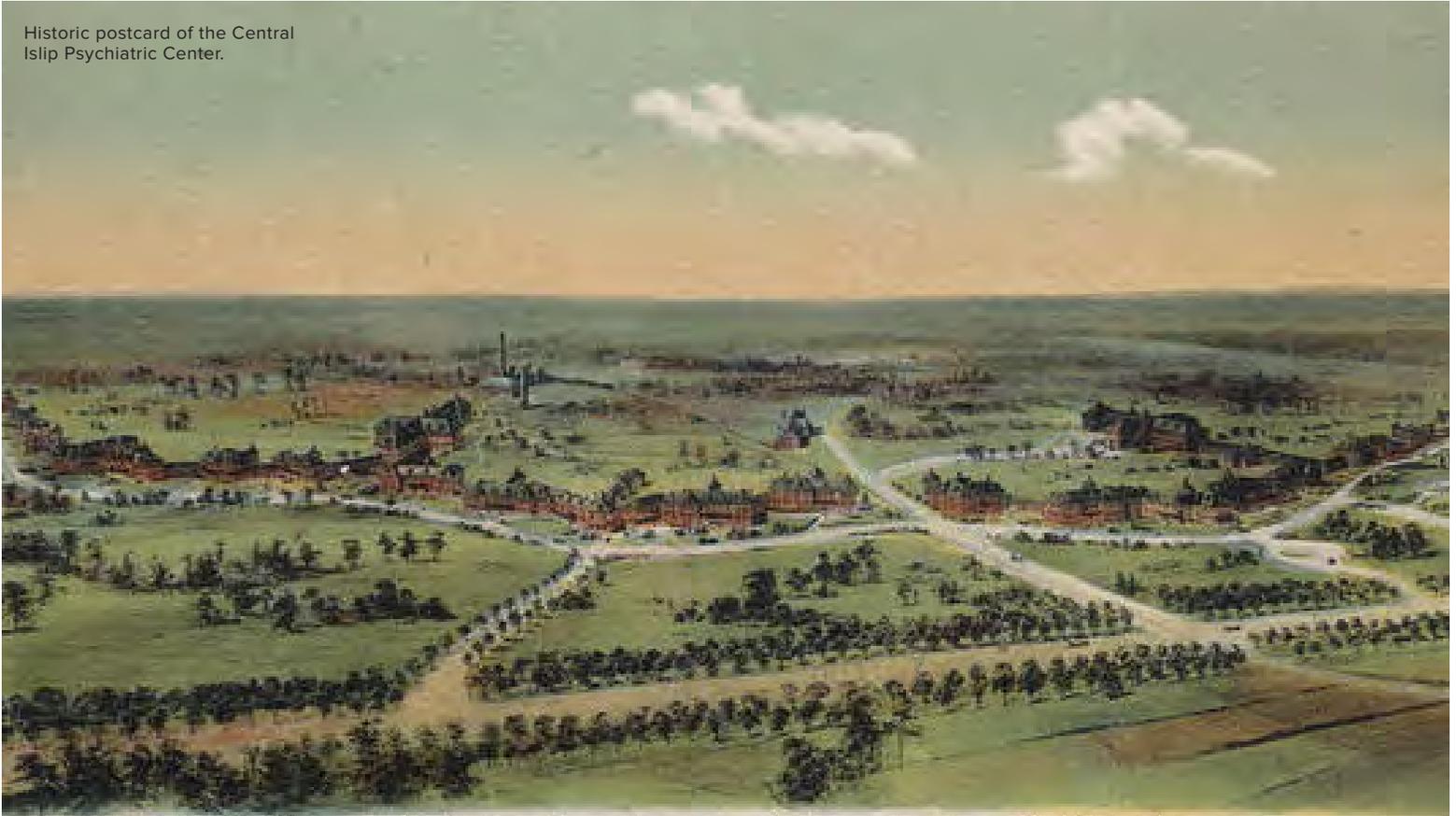


**SECTION I**

**DOWNTOWN  
PROFILE &  
ASSESSMENT**

---

Historic postcard of the Central  
Islip Psychiatric Center.



Bird's eye View of the New Colony, Manhattan State Hospital at Central Islip, N. Y.

The heart of Downtown and  
Carleton Avenue.



Photo source: Opacity, Town of Islip

# An Overview

**Central Islip is a Hamlet located in the** heart of Suffolk County with a population of 35,000 residents and a job base of roughly 7,000 jobs. Primarily a residential community with limited commercial activity, in recent years Central Islip has increasingly become an important destination for a large and growing immigrant community from Central America. Central Islip's downtown is served by the Long Island Railroad (LIRR) which provides critical access to the surrounding region. Carleton Avenue is the central spine for downtown and it extends from the LIRR Ronkonkoma line in the north to the 800-acre Planned Development District (PDD) on the site of the former Central Islip Psychiatric Center campus in the south.

In 1663, European explorer William Nicoll purchased land from the Algonquin Native Americans and built an estate he referred to as "Islip," located at modern-day Heckscher State Park. In 1842, the Long Island Rail Road extended eastward and established a Suffolk County station. As activity expanded, the area around the station became known as Central Islip. In 1889, the Central Islip Psychiatric Center was established in the area and quickly grew into one of the region's largest employers and the second largest psychiatric hospital in the country. At its peak in 1955, the hospital served 10,000 patients. Carleton Avenue, the downtown thoroughfare of Central Islip, became a gateway to the vast hospital campus located alongside the southern half of the corridor. With the hospital as the economic lifeblood of the community, Central Islip became a well-established hub in the Long Island region.

In the mid-twentieth century, Central Islip, like the greater Long Island region,

experienced population growth as a less numbers of city dwellers relocated to the suburbs. However, following this population boom, deinstitutionalization in the country's healthcare system led to the slow phasing out of the Central Islip Psychiatric Center and growth began to taper off in the 1970s. By 1994, the hospital had just 200 patients; in 1996 it shut its doors for good. Without its primary employment anchor, the community slipped into a period of stagnation and uncertainty and Carleton Avenue became a strip of vacant and underutilized buildings.

In the 1970s, the hospital campus was targeted as part of an urban renewal project and aggressive state plans were made to revitalize the area, redevelop the campus, and incentivize economic investment. By the early 2000s, these efforts had spurred transformational development along the southern portion of Carleton Avenue as new activity concentrated near the former hospital campus grounds. While this progress seemed to signal the revitalization of Central Islip, the new growth did not extend to the northern portion of Carleton Avenue and the half-mile strip from Suffolk Avenue to Smith Street -- considered the historic downtown. This dynamic created a "story of two streets" where the southern end of Carleton Avenue boasted new developments and private investment while the northern segment contained fragmented blocks of vacant lots, dilapidated buildings, and limited retail and commercial offerings.

## THE OPPORTUNITY

### A Main Street Corridor to Anchor Central Islip's Thriving, Vibrant Downtown

Central Islip's 2014 Master Plan Study recommended placemaking and economic development strategies for the Carleton Avenue corridor, such as expanding business district zoning, and adding pedestrian and bike connections to enhance safety and promote a more walkable, mixed-use environment. Additionally, the study proposed that Central Islip could distinguish itself and highlight its large immigrant community by becoming a hub for ethnic restaurants. Looking ahead, several key issues inform the opportunities to advance downtown revitalization and economic development of the Carleton Avenue corridor and these are described in greater detail in this strategic investment plan.

- Development and investment should extend along Carleton Avenue north of Smith Street.** While robust suburb-style investment in recent years has benefited the southern portion of Carleton Avenue, the northern portion has remained neglected. As the critical spine of Central Islip, revitalization efforts and new investment should focus on transforming Carleton Avenue into a desirable main street to support a vibrant Downtown.
- Carleton Avenue is not serving the needs of a vibrant downtown main street.** With limited retail offerings, numerous vacant or underutilized buildings, and poor public realm conditions, Carleton Avenue north of Smith Street is not seen as a desirable place to live, shop, or visit. In addition, the corridor has not leveraged its connection with the LIRR station – there is limited placemaking or development that takes advantage of Carleton Avenue's transit-friendly location.
- The Carleton Avenue corridor has become a congested thoroughfare while the lack of pedestrian activity and poor streetscape conditions diminish the desirability and perceived safety of the area.** Due to its physical conditions and location, Carleton Avenue has become a congested bypass route for motorists. Despite the intensity of vehicle traffic, pedestrian activity is limited given the lack of amenities and uses to draw foot traffic, particularly after business hours.
- Infrastructure needs present a critical barrier to future growth and constrain the opportunities for dense, mixed-use development that could transform vacant and underutilized sites.** As seen in many Suffolk County communities, Central Islip does not have sewer infrastructure. Under existing conditions, development along Carleton Avenue between Suffolk Avenue and Smith Street is severely limited in terms of use and density.



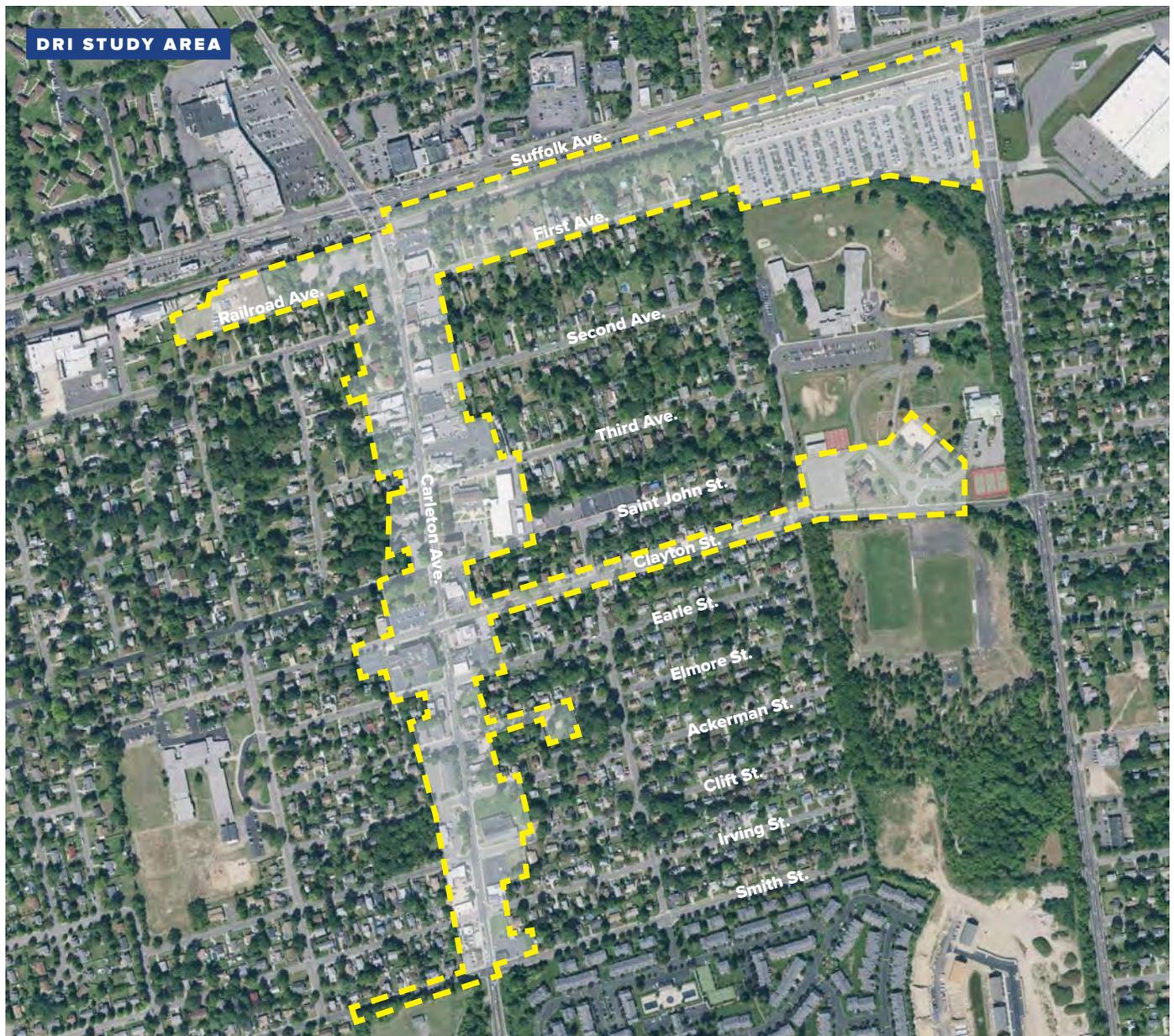
Decorative murals in Downtown Central Islip.

Sources: Hamlet of Central Islip Downtown Master Plan Study 2014

## STUDY AREA

The geographic scope of the Downtown Revitalization Initiative is defined by a primary Study Area which was determined based on input from the DRI’s Local Planning Committee. Central Islip’s Study Area is primarily located along Carleton Avenue, bound by Suffolk Avenue on the north and Smith Street on the south, which represents the historical main street and center of Downtown Central Islip. The Study Area also encompasses several community assets to the east and west of Carleton Avenue, extends along the LIRR railroad and First Avenue to include the LIRR Central Islip station, and extends east along Clayton Street to include the Central Islip Recreation Center and Senior Center.

As the central spine of the Central Islip community, the Study Area has the potential to become a vibrant and walkable downtown that supports a mix of uses. However, within the Study Area, conditions vary significantly along the corridor and the current environment fails to facilitate connections between the LIRR station and the cluster of new investment located just south of downtown. Concentrating the State’s DRI investment within this Study Area will help revitalize this lagging segment of Carleton Avenue and leverage ongoing investment to foster a thriving downtown.





Teatro Yerbrabruja  
Downtown Arts Festival.

### Demographic Snapshot

The Hamlet of Central Islip is currently a small community of just 35,000 residents. The Hamlet has experienced a population growth rate of 9% since 2000 which is significantly higher than the 5% population growth in the Town of Islip, or the 6% population growth in Suffolk County during the same period. Near the Study Area, there are 1,300 residents and 4,000 residents within a five- and 10-minute walk, respectively.

The demographics of the community have also shifted considerably and over the last 20 years Central Islip has experienced a rapid increase in its Hispanic population which is predominantly Salvadoran. This influx of immigrants from Central America is largely driven by unaccompanied minors fleeing drug and gang violence in their home countries. Since 2014, Long Island has received a total of 8,600 unaccompanied minors and many of these individuals have resettled in Suffolk and Nassau County which are the largest destinations in the country for teen refugees. Central Islip is now an ethnically and culturally diverse community where the population is 48% Hispanic, 25% African American, and 23% White. One-third of the population is foreign-born and nearly 44% of this foreign-born population is from El Salvador. Spanish is the predominant foreign language spoken by residents and more than 52% of the population in Central Islip speak a language in addition to English compared to just 23% in the County.

The Hamlet is significantly younger than both the Town or the County, with a median age of 34 compared to 41 for Suffolk County. This is a direct result of the large presence of young immigrants. While children under the age of 15 have declined by 13% in the Town of Islip and declined by 15% in Suffolk County, this population has increased by 10% in Central Islip since 2010. Central Islip's senior population over the age of 65 also grew at roughly the same rate as the Town and the County, increasing by more than 200% since

2010 due to aging Baby Boomers. Educational attainment in Central Islip is relatively low and 27% of the population does not have a high school degree or equivalent compared to just 10% in Suffolk County.

The Hamlet's median household income of \$75,000 is lower than the median incomes of the Town (\$94,000) and the County (\$100,000) but higher than the national median income (\$59,000). Additionally, Central Islip has a relatively large concentration of very low-income households. Households earning less than \$15,000 a year represent 9% of the households in Central Islip compared to 5% in the Town and the County. The Hamlet also has a significantly higher poverty rate of 12% compared to 7% in the Town and the County.

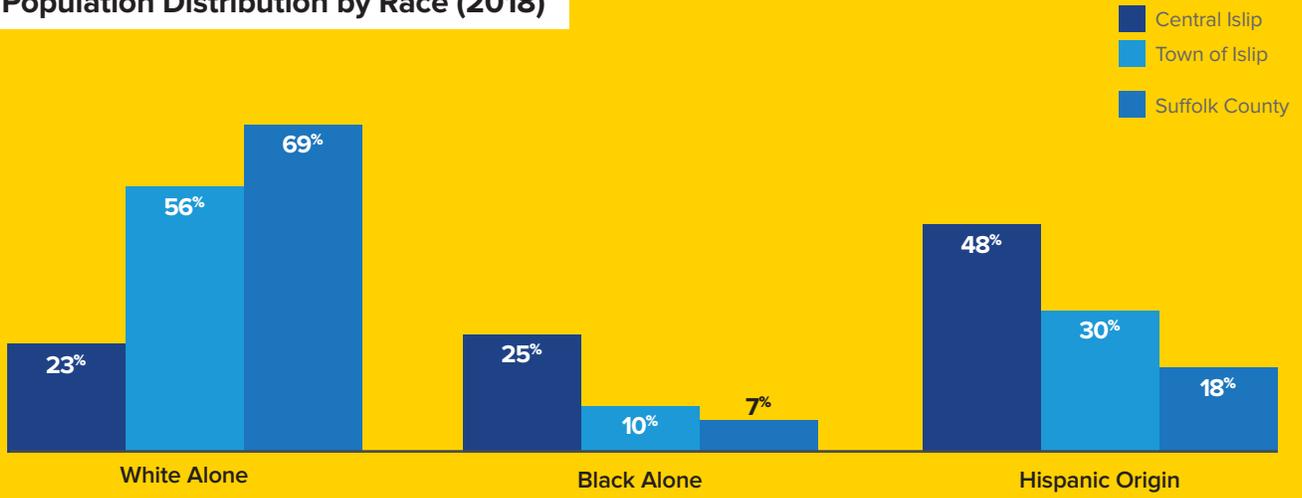
### Employment

There are roughly 7,000 total jobs in Central Islip. Most of the job activity in Central Islip is focused in the government, retail, and industrial sectors. These three sectors collectively represent 47% of total jobs. Additionally, while manufacturing jobs are growing at a rate slower than the region, other industrial sectors, such as wholesale trade, construction, and transportation and warehousing are growing at the same pace as the region. These industries, with the exception of retail, are associated with wages offering incomes at or above the Hamlet's median income of \$75,000.

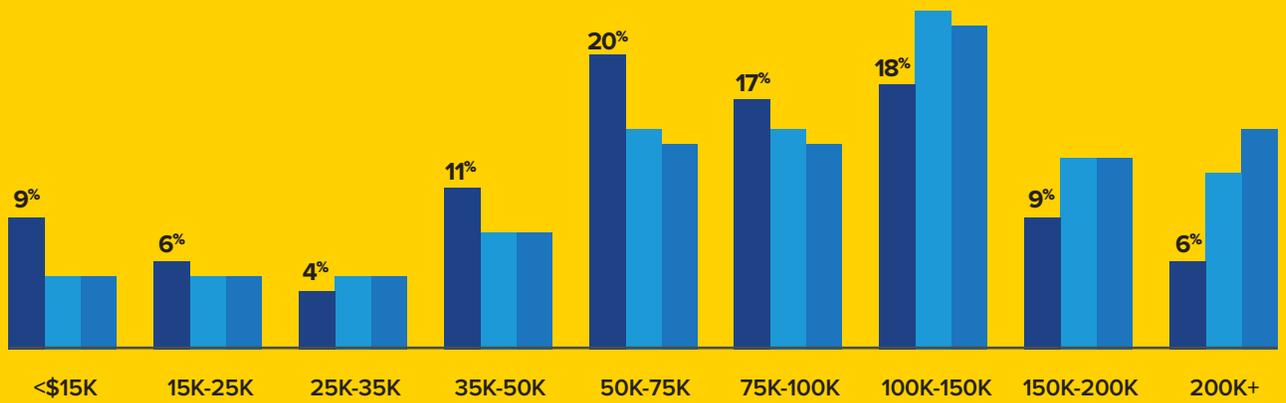
The majority (88%) of jobs in Central Islip are filled by people who live outside of the Hamlet. Additionally, nearly all residents (95%) that live in Central Islip are employed outside of the Hamlet, with 15% commuting to New York City or to other locations in Suffolk County, such as nearby Hauppauge (9%), Brentwood (4%), and Ronkonkoma (4%). Expanding businesses and adding new development in the Study Area can provide more opportunities for residents to live and work in downtown Central Islip, contributing to a live, work, play community.

Sources: Esri Business Analyst, Newsday, Wall Street Journal, The New Yorker, EMSI; Photo source: Teatro Yerbrabruja.

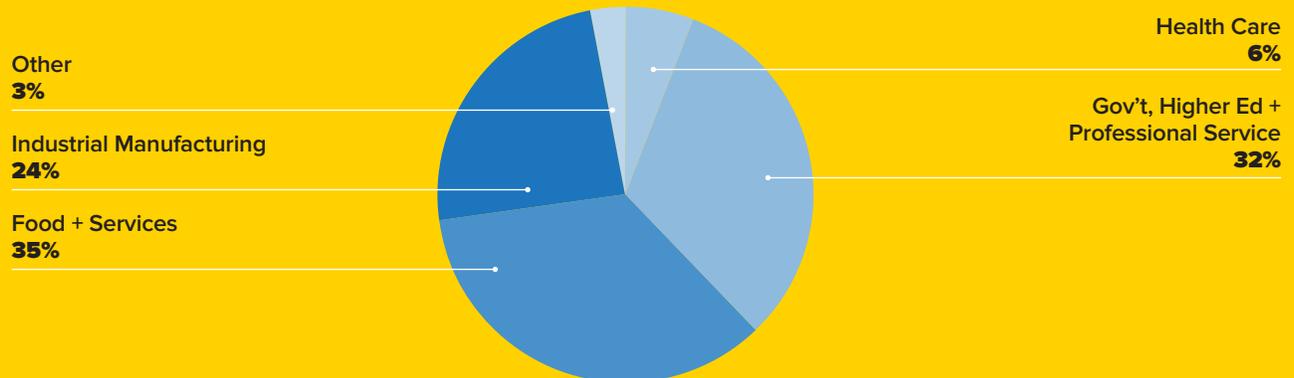
**Population Distribution by Race (2018)**



**Household Distribution by Income (2018)**



**Employment Distribution by Industry (2018)**





Street scenes around Carleton Avenue.



### Public Safety

Overall, crime has steadily declined across Suffolk County and law enforcement estimates that crime in Central Islip has decreased by 20 to 30% over the last few years. Central Islip currently has a violent crime rate of 115 annual incidents (3.33 crime index per 1,000 residents) and a property crime rate of 689 annual incidents (19.93 crime index per 1,000 residents). This is slightly lower than New York State’s violent crime index (3.76) and slightly higher than the property crime index (15.46).

However, several high-profile crimes involving MS-13 have taken place near the Study Area in recent years and drawn national attention to gang violence in the region. This has contributed to a persistent concern about public safety issues in Central Islip and particularly along the Carleton Avenue corridor within the Study Area. The perception of crime is also amplified by the lack of a critical mass of uses in the Study Area which creates minimal pedestrian activity, especially during evening hours.

Sources: Neighborhood Scout ; Photo source: HR&A Team

## Management and Organizational Capacity

The Town of Islip is the primary entity responsible for serving the needs of the Central Islip community. The Town has a 2018 operating budget of \$229 million and a 2018 capital budget of \$36 million. The Town’s overall financial outlook is stable with a healthy bond rating of AAA. Property taxes, which are the primary revenue source for the Town, have increased slightly in recent years and are estimated to be \$125 million 2018. The Town provides a variety of crucial services to the community and their external expenses include Home and Community Services (27%), Transportation (8%), Public Safety (7.5%), Cultural and Recreation (7%), Economic Assistance (1%), and Health (0.1%). In addition to the Town, local agencies and nonprofits primarily focus on economic and community development as well as support services directed at the area’s immigrant and youth populations. The entities with the largest role in Central Islip include:



- **Town of Islip Community Development Agency:** Islip Community Development Agency (CDA) works to eliminate blighted homes and buildings and provide support to low- and moderate-income homeowners. Created in 1976, the CDA is a public benefit corporation that receives funding from HUD’s Block Grant Program. The CDA helps homeowners and building owners rehabilitate properties and ensure they comply with codes.



- **Town of Islip Economic Development:** Islip Economic Development has two agencies that work to attract, retain, and support companies in the area. Islip Industrial Development Agency (IDA) supports companies relocating to Islip by offering low-cost financing, property tax abatement, and exemptions from mortgage and sales taxes attributable to the construction of projects. IDA works alongside the Town of Islip Economic Development Corporation (TOIEDC), which supports the not-for-profit sector by helping organizations obtain low-cost financing.



- **Central Islip Civic Council:** Central Islip Civic Council, one of the community’s oldest institutions, has a mission to “ensure a path to sustainable homeownership, financial literacy education, and job skills,” focusing on Central Islip and neighboring communities. For over 50 years, the Civic Council has rehabbed homes for resale to low-income buyers, constructed affordable homes for first-time lower-income buyers, and offered afterschool programming, community workshops, a food pantry, and community events. Central Islip Civic Council is located on Wheeler Road, less than a mile from the Central Islip LIRR Station.



- **Adelante of Suffolk County, Inc:** Adelante works to support young people, seniors, and people with special needs in Central Islip. Founded in 1966 by a group of Hispanic residents wanting to provide needed services for their community, Adelante provides supportive housing and case management, vocational training and drop-in services for people with mental illness or developmental disabilities, and other programs for youth, families, and the elderly. Adelante has an office on Carleton Avenue in Downtown Central Islip, as well as an office in neighboring Brentwood.



- **Youth Enrichment Services:** The mission of Youth Enrichment Services (YES) is to empower youth and their families by offering programs that foster a safe, healthy community. Founded in 1987, YES offers afterschool programs, career coaching, youth leadership and development, summer programs, and counseling. YES is headquartered in West Islip and has an office on Central Islip’s Clayton Street.



- **Teatro Yerbabruja:** Teatro Yerbabruja is an organization that uses the arts as a tool for social change. Teatro Yerbabruja provides cultural and community programs in rented space throughout the community, including a community garden, spoken word nights, an art gallery, performances, and a local Puerto Rican/Hispanic Day Parade. Yerbabruja was founded in 2004.

Sources: Town of Islip, Central Islip Civic Council, Adelante, YES, Teatro Yerbabruja

## REGIONAL PLANNING EFFORTS

Recent planning efforts have made significant progress in revitalizing Central Islip after the loss of its core employment anchor. These efforts have successfully spurred new investment in the Hamlet, but few efforts have had a direct focus or impact on the Study Area. Instead, they have contributed to the growing disparity between the areas north (the Study Area) and south of Smith Street along the Carleton Avenue corridor.

### Recent Plans

Three major plans have had the greatest influence shaping the trajectory of modern-day Central Islip over the last few decades. Most of these plans have focused on Hamlet-wide initiatives and/or targeted efforts to spur redevelopment of the former Central Islip Psychiatric Center campus. These plans include:

#### Master Plan Update for the Central Islip Planned

**Development District, 2005:** The original 1989 Master Plan led to the development of an 800-acre Planned Development District (PDD) on the site of the former Central Islip Psychiatric Center campus. This Planned Development District overlaps with a portion of the current DRI Study Area. The 2005 update to the 1989 Master Plan attempted to address major changes that had occurred since the 1989 plan was released, including declining enrollment at the Central Islip campus of the New York Institute of Technology (which eventually closed in 2005) and the prevalence of blighted, under-utilized buildings. A series of recommendations were proposed to diversify housing to promote more multifamily development and increase office space around the Courthouse Complex. Several proposed zoning changes were later enacted which led to the rapid increase in multifamily housing south of the Study Area and enabled the development of the Touro Law Campus and the Marriott hotels.

#### Central Islip Downtown Redevelopment Proposal, 2006:

The 2006 Downtown Redevelopment Proposal is the only plan focused exclusively on Downtown Central Islip. The plan made a series of recommendations for improving the streetscape and urban environment of Downtown. This included constructing a community clock, landscaping, decorative lighting, paved walkways, and decorative wayfinding signage for parking facilities. Although the clock was successfully installed on Carleton Avenue within the Study Area, the other suggested improvements have not been implemented. The lack of further investment has contributed to the existing poor pedestrian conditions (i.e., sidewalks, streetscape) that characterize much of the Study Area.

#### Hamlet of Central Islip Downtown Master Plan Study,

**2014:** The 2014 Master Plan Study analyzes Central Islip's demographic and market position; and provides guidance for land use policies, code amendments, and financing strategies. The study, which was never adopted, was produced in reaction to the significant population growth in the Hamlet and growing concerns over loss of community character, car-oriented, inefficient land use, and disinvestment in downtown. The study recommended that Central Islip capitalize on the Bethpage Ballpark and position itself as a tourist destination for sports. The study also recommended expanding business district zoning and adding pedestrian and bike connections to enhance safety and the pedestrian experience and promote a more walkable, mixed-use environment. Additionally, the study proposed that Central Islip could distinguish itself and capitalize on its large immigrant community by becoming a hub for ethnic restaurants.

### Recent Investment

In recent decades, the Hamlet saw nearly \$600 million in public and private investment, but growth has been concentrated along the southern portion of Carleton Avenue just outside the Study Area. Notable projects include:

Three major plans have had the greatest influence shaping the trajectory of modern-day Central Islip over the last few decades.

## Timeline of Recent Investments

Year	Description
<b>1984</b>	The New York Institute of Technology redeveloped 24 hospital buildings into a new campus. (NYIT ceased operations in 2005 because it failed to reach enrollment targets).
<b>2000</b>	Bethpage Ballpark was developed.
<b>2000</b>	The Suffolk County Federal and State Court Complex, a 850,000 square foot facility, was developed.
<b>2001</b>	The first Class A office building was constructed.
<b>2004</b>	Central Islip Town Center, a 32-acre retail and dining center, was completed.
<b>2006</b>	The Touro Law Center, a 12-acre extension campus, opened.
<b>2007</b>	The second Class A office building was constructed.
<b>2017</b>	The \$431 million LIRR Double Track Project added a second set of rails to the 18-mile stretch between Farmingdale and Ronkonkoma to increase capacity of the branch line.
<b>2018</b>	The twin hotel site with a Courtyard Marriot and a Residence Inn constructed near Gulf Haven Golf Course.
<b>Ongoing</b>	Seven major multifamily developments with 1,800 new units are under construction near Gulf Haven Golf Course.
<b>Planned</b>	Ascent Pharmaceuticals' manufacturing facility, a \$45 million and 340,000 square foot project, is planned for Central Islip Tech Park.
<b>Planned</b>	CVD Equipment's nano technology manufacturing facility, a \$19 million and 178,000 square foot project, is planned.
<b>Planned</b>	Brothers Duo 2's indoor and outdoor sports field complex, a \$21 million and 30-acre project, is planned.

Sources: NYIT, Newsday, Long Island Business News, New York Times, CoStar, MTA News

### REDC Priorities Alignment

In addition to locally driven studies and investments, Central Islip revitalization efforts build on and are aligned with the goals articulated by the Long Island Regional Economic Development Council in its strategic plans to date. The DRI Strategic Investment Plan for Central Islip directly aligns with the following LI REDC strategies:

- Rebuild and expand infrastructure to improve job access, revitalize downtowns and transit hubs, speed trade, and attract and retain dynamic regional businesses and highly skilled workers.
- Revitalize Long Island's poorest places by targeting the region's collective resources on new community driven

initiatives that can create jobs, homes and businesses and ensure that all communities are participating fully in the state's economic revitalization.

- Attract travelers from across the globe by leveraging Long Island's unique heritage and tourism assets to convey our rich contributions to American history, the arts, and culture.

Additionally, the Downtown Central Islip sewer connection was identified as one of 43 priority projects by the LI REDC in 2018. This Strategic Investment Plan will directly support and advance the strategic priorities identified for the region.

## STUDY AREA CONDITIONS

### Zoning

The Study Area overlaps with eight different zoning districts which have established a low-density environment with segregated uses. The majority of the Study Area is regulated by two business districts (BD and BUS1) which contribute to the lack of uniformity in the built environment since each district has different regulations for permitted uses, setbacks, side yards, and parking.

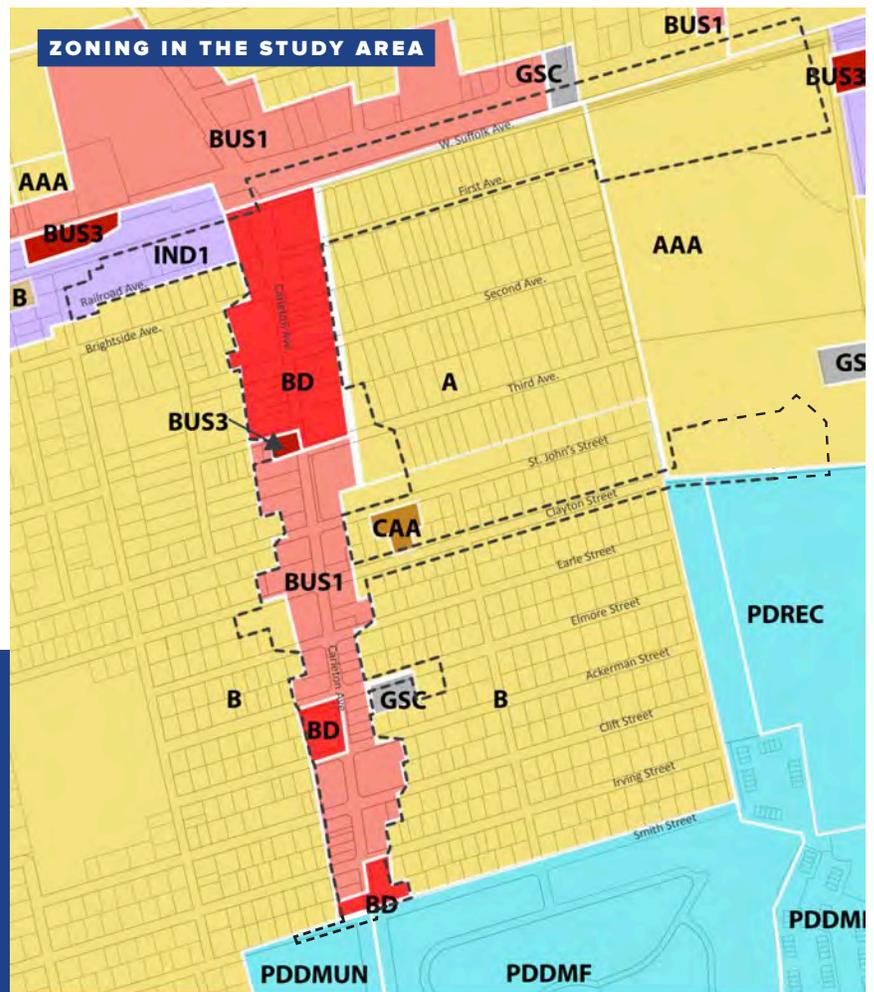
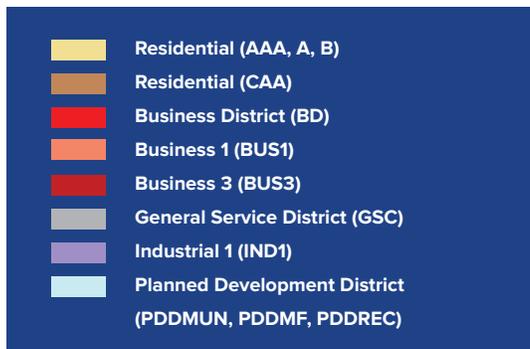
Business Districts (BD) are designed to foster mixed-use, compact, street-oriented development. However, density is limited by a maximum height of 35 feet (or 2.5 stories) and a FAR of 0.6. These requirements are relatively strict for a traditional main street environment. Commercial uses like banks, laundromats, food and beverage establishments, and religious/educational/ community facilities are permitted, and residential uses are allowed only with a special use permit. The Town of Islip has proposed a code amendment to this district

that would increase allowable height and permit buildings up to 3 stories to foster more dense development.

However, Business 1 Districts (BUS1) also limit density to a maximum height of 35 feet (or 2.5 stories). The Town of Islip would need to explore additional modifications to these restrictions if the community wishes to promote a cohesive look and feel and foster denser, mixed-use development. A new overlay district for Downtown could be a good mechanism for accomplishing these goals.

On either side of Carleton Avenue, zoning transitions into three residential districts (A, AAA, and B) which allow low-rise single family detached housing. The maximum height allowed in these areas is 2.5 stories. Residential areas have large setback requirements that range considerably from 15 to 40 feet. Other permitted uses in these residential zones include religious facilities, parks, and playgrounds. Some parts of the Study Area are also zoned as industrial districts and general service districts.

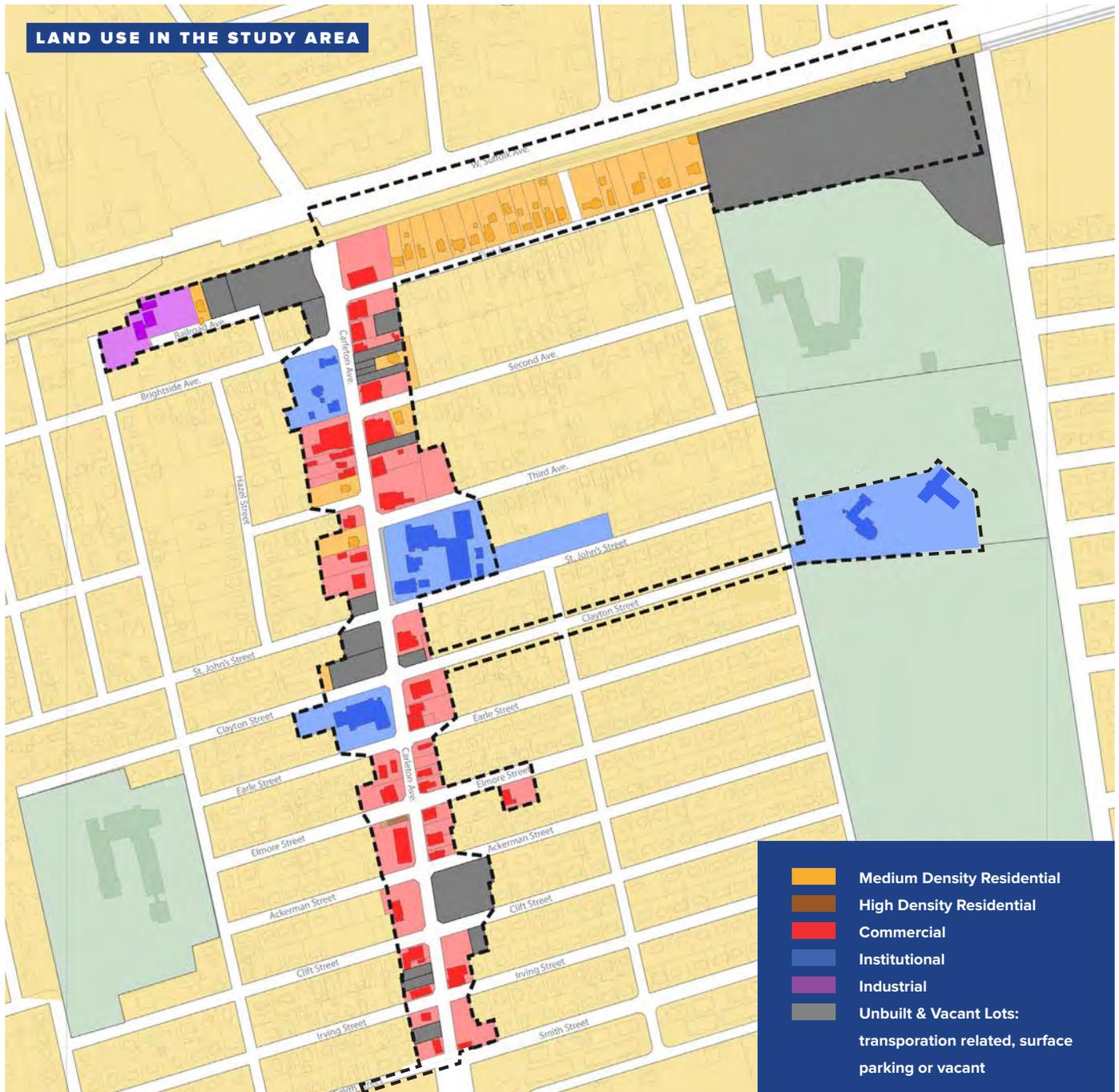
The Study Area represents a compact, urban-scale district that currently hosts an uneven mix of assorted land uses.

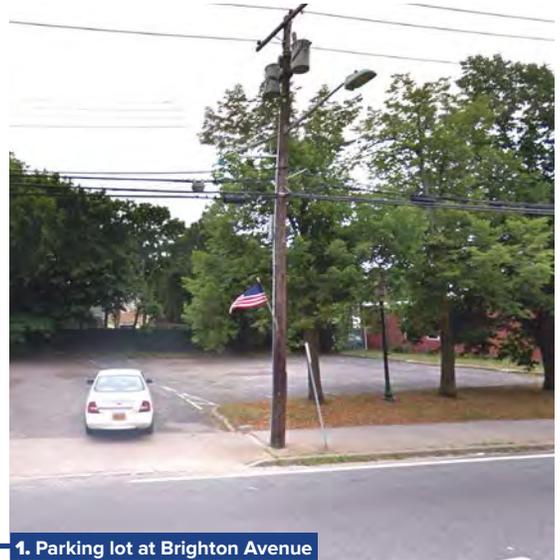
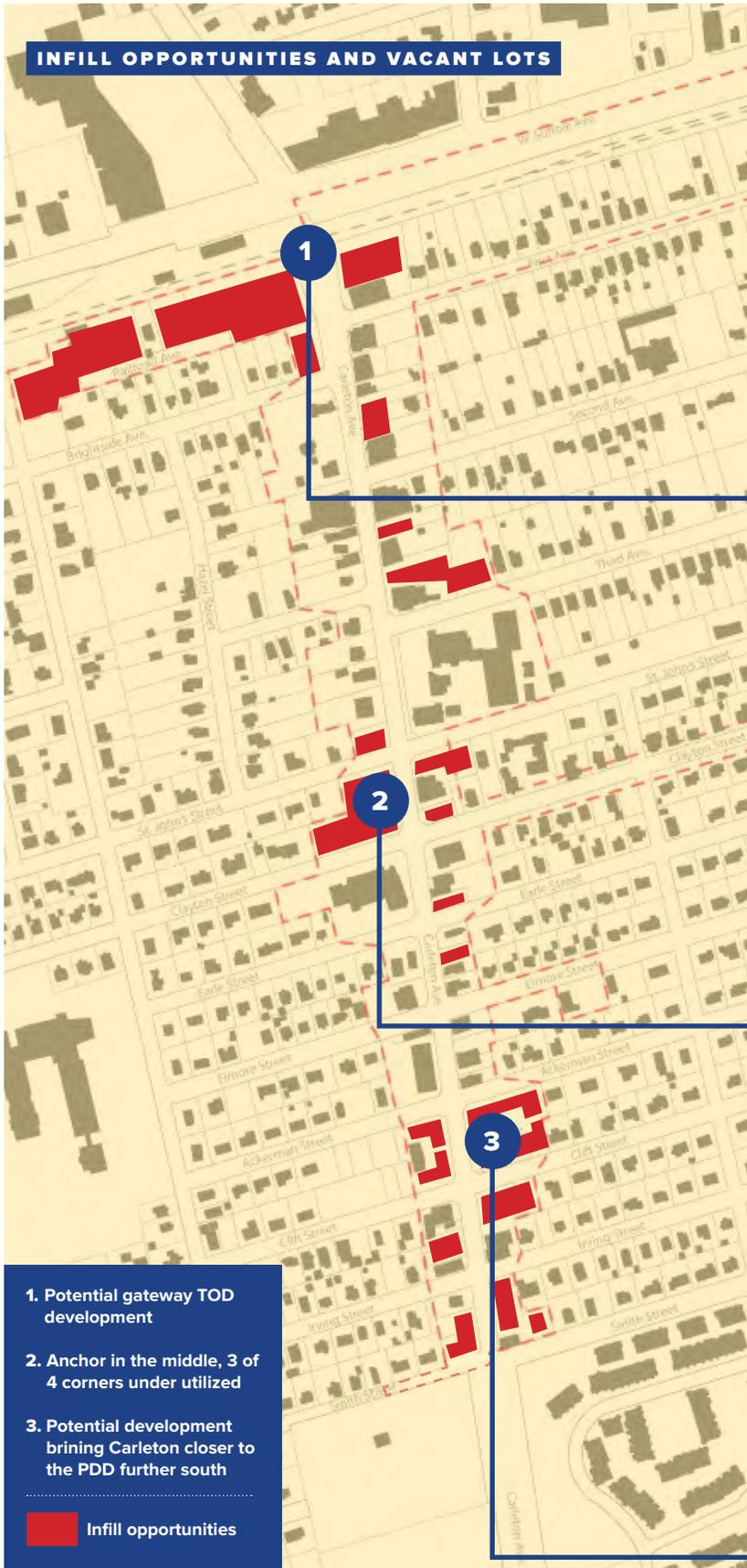


### Land Use

The Study Area is roughly two-thirds of a mile long and represents a compact, urban-scale district that currently hosts an uneven mix of assorted land uses. There are also several clusters of institutional uses and community facilities, such as the fire station, the St. John Church, and the Recreation Center. Uses along the side streets of the corridor are primarily single-family residential homes. There are also a number of vacant lots without structures throughout the Study Area.

The retail character of Carleton Avenue within the Study Area ranges from a disparate mix of food offerings, ranging from local delis, a 7-Eleven, Chinese takeout restaurant, and Dominican restaurant, to neighborhood services, such as dry cleaners, salons, and banks housed in one- to two-story buildings. Service providers and non-profit uses, including law offices, churches, social service providers, and bail bonds offices are also spread out through the corridor. Auto-related businesses are clustered in the northern and southern ends of the Carleton Avenue corridor.





1. Parking lot at Brighton Avenue



2. Parking lot at Clayton Street



3. Vacant lot at Irving Street

Photo source: HR&A Team

## Infill Opportunities

While the large number of vacant lots and underutilized parcels in the Study Area adversely impacts the quality of the corridor's public realm, they present an opportunity for infill development that can change the character of Carleton Avenue. There are three primary clusters of infill development opportunities across the corridor. First, the larger parcels and potential assemblages at the north end of Carleton Avenue near the railroad crossing are prime candidates for potential transit-oriented development. The second cluster consists of two sites at the intersection of St. John Street that currently create a large gap in activity at the heart of the corridor. Redevelopment of this area provides an opportunity to address some of the major gaps in consistency and reunify the Study Area. The third cluster includes the large number of underutilized parcels near Smith Street.

## Infrastructure

To this day, much of Suffolk County remains unsewered. Currently, the only portion of Carleton Avenue with sewer infrastructure is the area just south of the Study Area from Southern State Parkway to approximately 800 feet south of Smith Street. The Study Area, or Carleton Avenue from Smith Street to Suffolk Avenue, does not have any sewer infrastructure. The estimated cost of extending the sewer lines through this two-third mile segment is estimated at just over \$8 million.

The lack of sewer infrastructure within the Study Area significantly limits both the diversity and density of uses that can exist in the district. The main roadblock associated with these limitations are the regulations of the Suffolk County Health Department. Without sewers, all uses categorized as a "wet use," based on the amount of water flow they require, are prohibited. Wet uses include restaurants which require a significant amount of water for cooking, washing, and more. Additionally, any mid- or high-density development higher than three stories is not viable. Because dense development generally serves a greater population (residents or workers), these buildings require levels of sewage treatment that cannot be achieved without sewer infrastructure. The absence of sewer lines is a significant challenge to transforming this corridor into a mixed-use district.

## Built Environment

The built environment of the Study Area varies considerably across the corridor which dilutes its sense of place. These considerable variations are apparent in inconsistent street walls and architectural styles throughout different segments of Carleton Avenue. In addition, Carleton Avenue within the Study Area is characterized by relatively narrow sidewalks ranging from approximately 8 to 10 feet. At locations such as Carleton Avenue and Third Avenue, where brick pavers are installed along the edge of the sidewalk, the effective width of the sidewalk narrows to about 4 feet.

The streetscape character within the Study Area is inconsistent. Segments of Carleton Avenue at Clayton, St. Johns, and Third Avenue have sidewalks with brick pavers, street trees, pedestrian lights, and decorative trash receptacles. Other segments of Carleton, particularly in the southern portion of the Study Area, are characterized by sidewalks in poor condition and punctuated with large curb cuts serving auto-related businesses. Sidewalk conditions deteriorate along many of the east-west streets that intersect Carleton Avenue. Primary cross streets in the Study Area, including Suffolk Avenue (leading to the LIRR station) and Clayton Street (connecting to the Central Islip Recreation Village Park) are characterized by narrow sidewalks in poor condition with little to no streetscape amenities.

The character of Central Islip's Carleton Avenue corridor varies considerable throughout the Study Area. To the north of the Study Area, the street grid reflects an auto-oriented, suburban character. Along the Study Area, Carleton Avenue exhibits a built form that could support a small-town, main street character. Cross streets are fairly consistent and there are minimal setbacks from the public right-of-way. However, the varied spatial relationship between buildings and the street, the haphazard placement of buildings to each other, and the number of vacant and underutilized lots results in inconsistent street frontage. South of the Study Area, Carleton Avenue once again becomes an auto-oriented corridor with few connections to adjacent areas and buildings located in a campus landscape setting.

A large number of vacant lots and underutilized parcels present an opportunity for infill development that can change the character of Carleton Avenue.

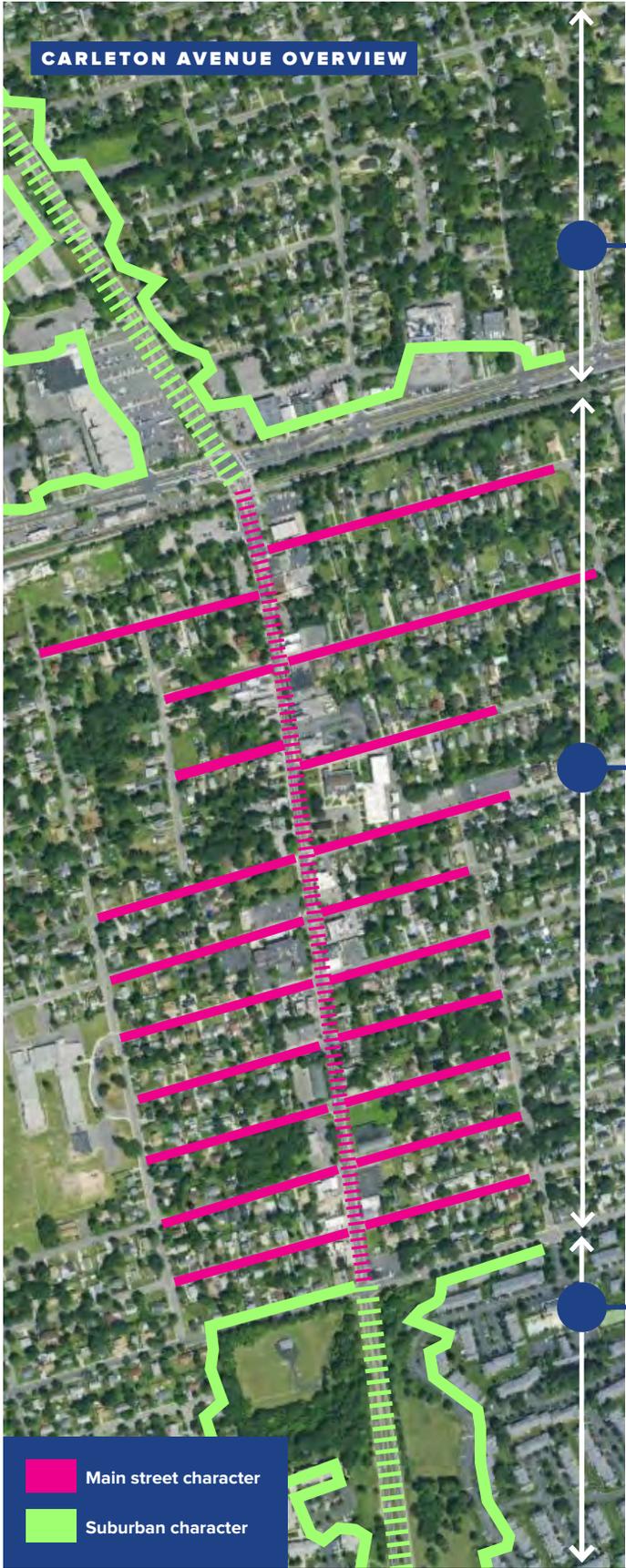


Photo source: HR&A Team



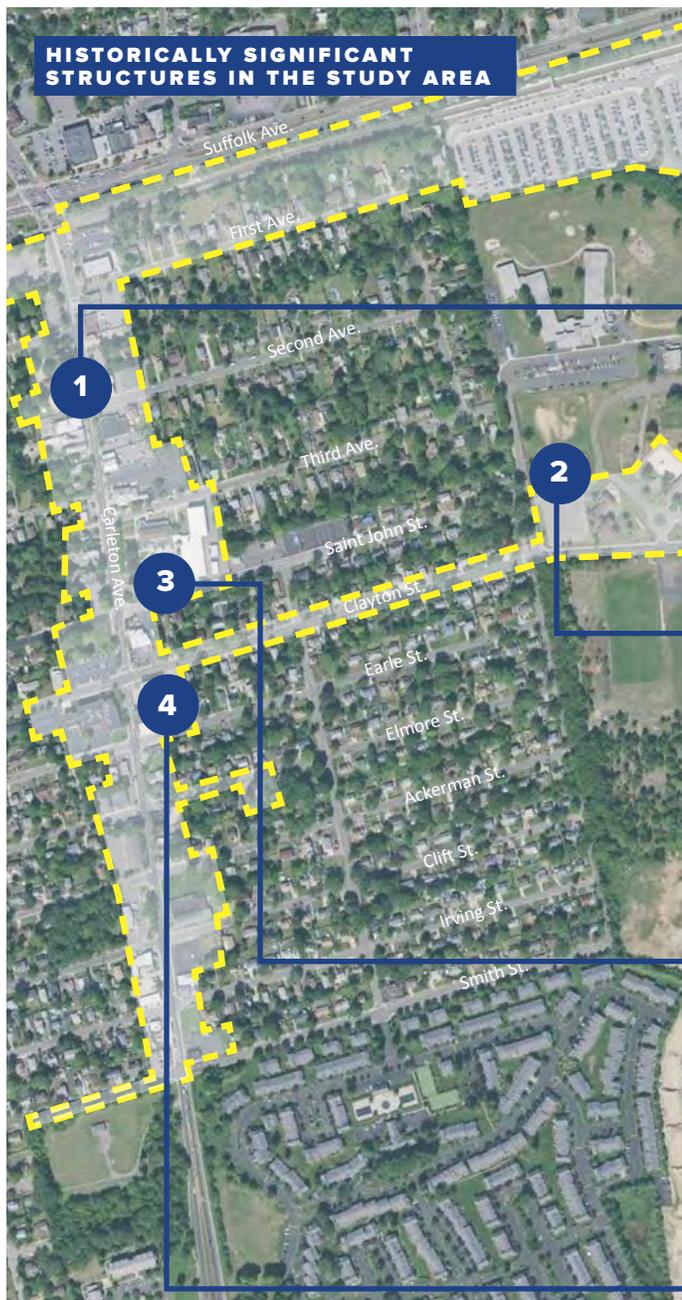
Photo source: HR&A Team

## Architecture

A variety of architectural detailing, diverse styles of materials, and the inconsistent design of building signage has created an ad hoc architectural appearance along Carleton Avenue. Of the roughly 40 individual structures along Carleton Avenue within the Study Area, the majority are masonry buildings mixed with some wood frame and reinforced concrete structures.

Historically significant structures within the Study Area consist primarily of religious buildings, including the Church of Messiah Episcopal Church, located at 53 Carleton Avenue and St.

John Roman Catholic Church, located at 84 Carleton Avenue. Other structures with historic qualities that hold potential as candidates for adaptive reuse include the Old Fire House and the Senior Center. The Old Fire House, located at the corner of Carleton and Clayton, is a two-story, 10,000 square foot brick building constructed in 1937. As of this writing, a local religious organization was in the process of purchasing the Old Fire House building. As part of the Central Islip Recreation Center, the Senior Center building presents architectural qualities that could offer reuse opportunities.



1. Church of the Messiah Episcopal Church



2. Senior Center at Central Islip Recreation Village Park



3. St. John Roman Catholic Church

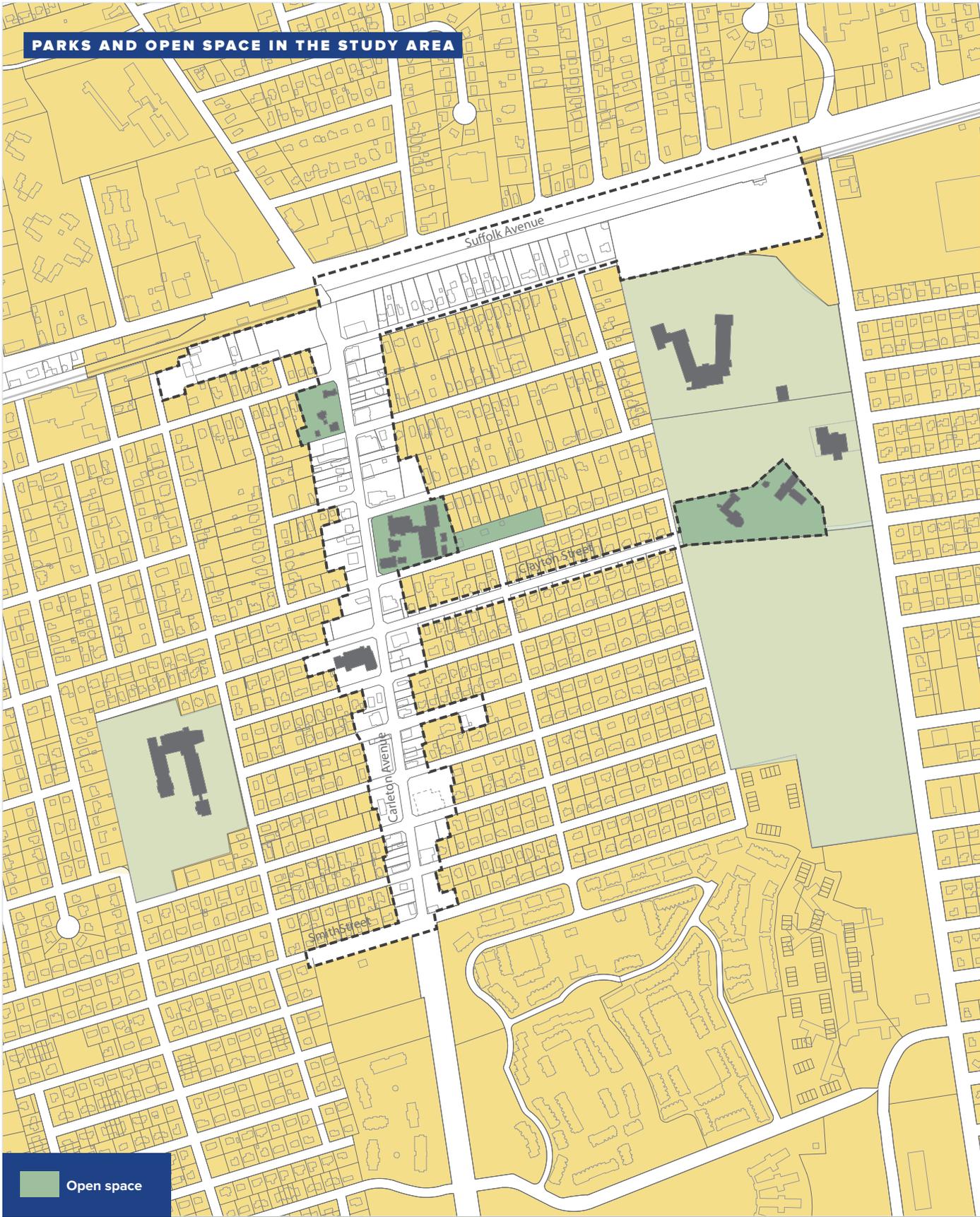


4. Old Fire House

Photo source: HR&A Team



Photo source: CoStar



## Park & Community Amenities

Central Islip has a limited variety of recreational amenities within the Study Area. The Central Islip Recreation Village Park and Community Playground are two large open spaces within walking distance from Carleton Avenue. This 14-acre park includes a baseball field, three tennis courts, four handball courts, two basketball courts, and an indoor recreation center.

The Central Islip Recreation Village also includes two important community facilities: The Central Islip Recreation Center and the Central Islip Senior Center. The Recreation Center was built in the late 19th century and currently includes a mix of small multi-purpose rooms that are available for community use. The Recreation Center also offers an after-school program Mondays through Fridays. The Senior Center is one of a network of senior centers located in each of the Town of Islip's six hamlets. The Senior Center serves residents over the age of 60 and is a focal point for social, recreational, and educational programs for the community's senior citizens. Some of programs the Senior Center provides include nutrition programs like congregate meals which offers free, weekday lunches to seniors as well as in-home meal delivery and residential repairs.

Near the Study Area, residents and visitors can also attend minor league baseball games and events at Bethpage Ballpark, home of the Long Island Ducks, enjoy free golf lessons at Gull Haven Golf Club, play games at Central Islip Town Ball Fields, or enjoy the natural beauty of Connetquot River State Park Preserve. Additionally, Teatro Yerbabruja hosts a regular calendar of events and community programming that celebrate the area's Hispanic culture.

## TRANSPORTATION

Consistent with much of Suffolk County, Central Islip is an auto-centric community that is experiencing rising congestion levels. The Study Area itself includes a connection to a major transportation network, the Long Island Railroad, but the area is not positioned to facilitate transit-oriented development. With the right streetscape improvements and multi-modal enhancements though, the Study Area could become a transit-friendly development district that serves the catchment area of the surrounding Downtown community.

## Road Network

Central Islip's existing street network serves many different functions and users. At a regional level, motorists can quickly access other parts of the County and New York City via the Long Island Expressway, located directly north of the Hamlet and approximately one mile from the Study Area. There are also connections to New York City and western Long Island via New York State Highway 27. At a local level, the two primary corridors in the Study Area include Suffolk Avenue which provides the main east-west connection and Carleton Avenue which provides the main north-south connection.

The primary roads within the Study Area have dramatically different contexts. Under the jurisdiction of Suffolk County, Suffolk Avenue has a posted speed limit of 40 miles per hour. The road has four lanes, wide shoulders, a center median, and two traffic signals in the Study Area at Lowell and Carleton. Average daily traffic volume on this road is approximately 26,000 vehicles east of Carleton Avenue and 23,000 west of Carleton Avenue.

Carleton Avenue, the central corridor of the Study Area, is also a County-owned road with a posted speed limit of 30 miles per hour and four traffic signals in the Study Area at Second Avenue, Clayton Street, Earle Street, and Smith Street. Average daily traffic volume on Carleton Avenue is approximately 19,000. North of Second Avenue, Carleton is wider and the roadway width ranges from 34 to 82 feet providing sufficient space for left turn lanes. Carleton Avenue south of Smith Street also widens to four lanes, with two lanes in each direction, including dedicated left turn bays. South of Second Avenue, Carleton has on-street parking along one side of the road which creates a narrower roadway that ranges in width from 30 to 40 feet.

Congestion along Carleton Avenue in the Study Area has become a growing concern among residents. Most causes of congestion are generated by the concentration of developments just south of the Study Area. Carleton Avenue, within the Study Area, functions as a vehicular bypass for motorists. This is particularly troublesome because the road tapers down to just one lane in each direction, transitioning from two lanes in each direction south of Smith Street, for most of the Study Area. Congestion along this thoroughfare is also exacerbated by the presence of the LIRR rail crossing at Carleton and Suffolk Avenues, as well as the lack of left turn lanes which creates conflicts among motorists turning into and out of adjacent parking facilities.





## Public Transit

Central Islip has direct access to several key regional transportation networks, including the Long Island Railroad. The LIRR Central Islip Station, which originally opened in 1987, is located in the northern portion of the Study Area at the corner of Suffolk and Lowell Avenues. The LIRR Central Islip station is part of the Ronkonkoma Branch and over the past 25 years daily ridership has doubled to almost 48,000 customers every weekday. The LIRR Double Track Project which was completed ahead of schedule in 2017, expanded the capacity of this segment of the line to better serve this growing capacity. As in other communities across Long Island, this desirable LIRR connection has the potential to catalyze significant economic development.

Central Islip is also served by the regional bus service, Suffolk Transportation Services, which operates bus lines that connect commuters to the LIRR Station. Bus service is limited to Suffolk Avenue or Islip Avenue, and does not run on nights or weekends.

Central Islip has direct access to several key regional transportation networks, including the Long Island Railroad.

## Pedestrian and Bicycle Access

Much of the Hamlet and the Study Area have been designed to prioritize the automobile and this emphasis on a singular transportation mode has created an environment that offers minimal resources to cyclists and pedestrians. Although traffic levels and vehicular speeds are low enough on local streets to provide comfortable biking conditions to cyclists, there are no bike lanes or bike facilities within the Study Area besides the limited racks and lockers offered at the Central Islip LIRR station.

Suffolk Avenue serves as a critical connection between the core of Downtown and the LIRR station but it has narrow sidewalks and limited wayfinding which creates a hazardous and confusing pedestrian experience for rail commuters who would seek to walk along Carleton Avenue to or from the station. On Carleton Avenue, pedestrian conditions are slightly better on the northern end where sidewalks are well-maintained and include a vegetative buffer to separate pedestrians from automobiles, provide shade, and enhance

aesthetics. Trash receptacles along Carleton Avenue appear to be sufficient but the corridor lacks pedestrian lighting and sidewalk seating options are nonexistent. Design elements along this critical streetscape are inconsistent so the corridor lacks a distinct identity.

There are very few crosswalks throughout the corridor. The few that exist are located at the traffic signals which are spread several blocks apart and they are not distinctly marked. This environment creates a hazardous pedestrian experience that does not facilitate easy pedestrian navigation or visitation to multiple destinations along either side of the road.



Sources: HR&A Team, Google Earth, Newsday

Photo source: HR&A Team

**PARKING**

Currently, 25% of the Study Area’s land area is devoted to parking facilities. These resources include a mix of public on-street and off-street parking as well as private parking lots. Ensuring there is an appropriate match between parking supply and demand will be important to shaping the corridor’s potential for future redevelopment.



Parking along Carleton Avenue.



## Public Parking

Central Islip offers a number of public parking options that include on-street parking as well as off-street surface lots. Limited on-street parking within the Study Area is available free of charge along Suffolk Avenue and certain segments of Carleton Avenue mostly along the east side of the road. In total, there are 161 on-street parking spaces within the Study Area which is restricted by the narrower width of the roadway in the southern half of the corridor. On-street parking is marked with a single continuous white line that runs parallel to the roadway's edge, but individual spaces are not distinctly marked. Time restrictions prohibit on-street parking on Carleton between Elmore Street and Irving Street between the hours of 10:00 pm and 6:00 am. On-street parking plays an important role in calming traffic through this corridor.

The four other public parking lots are town-owned surface lots along Carleton Avenue. The largest lot is located at the intersection of Suffolk Avenue and Carleton Avenue and the other three lots are dispersed between the northern end and southern end of Carleton Avenue. Together, these lots provide an additional 125 parking spaces.

In addition to on-street parking, Central Islip also has five off-street public parking lots within the Study Area. The commuter parking lot located at the Central Islip LIRR Station is the northernmost facility. This 260,000 square foot surface lot includes approximately 900 parking spaces which are currently free of charge and accessible without a permit. There are discussions underway within the Town of Islip to increase

parking capacity at the station by 100 new spaces and/or to expand a parking meter program at the station. The Town is responsible for the snow removal, maintenance, and all parking issues at this lot.

## Private Parking

Private surface parking lots are also prevalent throughout the corridor. Small, private parking lots of less than 50 spaces adjoin commercial clusters and individual businesses south of First Avenue, with a few larger lots. The multitude of separate lots along short segments of the Study Area results in numerous driveways and points of ingress and egress which contributes to traffic congestion along Carleton Avenue.

Residents have expressed concerns that parking is insufficient for supporting growth in the Study Area. While this could be addressed through the construction of new or expanded lots at several potential sites within the corridor, this could also be remedied through improved utilization of existing nearby facilities that are rarely at capacity. The misalignment between parking needs and utilization could be addressed through better wayfinding signage that directs motorists to available facilities or improved lighting along pedestrian routes to parking lots that address safety concerns. Additionally, the multitude of private parking facilities presents an opportunity to explore the utilization of shared use agreements to increase access to these private resources. Lastly, all public parking is currently provided for free. To encourage visitors to utilize other means of transportation and promote a more walkable district, the Town could consider incorporating a metered parking program.

### Off-Street Public Parking in the Study Area

Location	Capacity (Approx. # of spaces)	Surface Area (Square Feet)	Time Restrictions
<b>Southwest of Suffolk Avenue and Carleton Avenue</b>	70	63,680	No Time Restrictions
<b>North of Carleton Avenue and Brightside Avenue</b>	24	117,000	Between 3 AM and 6 AM
<b>Northeast of Carleton Avenue and Second Avenue</b>	17	26,600	No Time Restrictions
<b>Northwest of St. Johns Street and Carleton Avenue</b>	14	11,200	No Time Restrictions

### Private Parking in the Study Area

Location	Related Commercial Use	Total Lots	Total Capacity (Approx # of Spaces)
<b>Carleton Avenue and Suffolk Avenue</b>	Auto-oriented businesses	1	34
<b>Carleton Avenue between First Avenue and Second Avenue</b>	Laundromat, commercial storefronts, churches	4	82
<b>Carleton Avenue between Second Avenue and Third Avenue</b>	Civic organizations, bail bonds provider, personal and medical services, bank, thrift shop, auto-oriented businesses	5	120
<b>Carleton Avenue between Third Avenue and St. Johns Street</b>	Law services, churches	3	64
<b>Carleton Avenue and Clayton Street</b>	Auto-oriented businesses, fire department, vacancies, small-scale retail, law services	4	120
<b>Carleton Avenue and Elmore Street</b>	Medical services, grocery, restaurant, church	3	50
<b>Carleton Avenue and Ackerman Street</b>	Church, convenience store	2	55
<b>Carleton Avenue between Clift Street and Irving Street</b>	Offices, small-scale retail, funeral home	3	50
<b>Carleton Avenue between Irving Street and Smith Street</b>	Auto-oriented businesses, law services, restaurant	2	25

**REAL ESTATE MARKET**

Central Islip’s residential real estate market has experienced the greatest change in recent years. While the community remains dominated by single family housing, the introduction of new multifamily condo units near downtown has significantly diversified the housing stock. The office and retail markets have also experienced small pockets of growth clustered south of the Study Area but remain less competitive than surrounding areas.

**Residential**

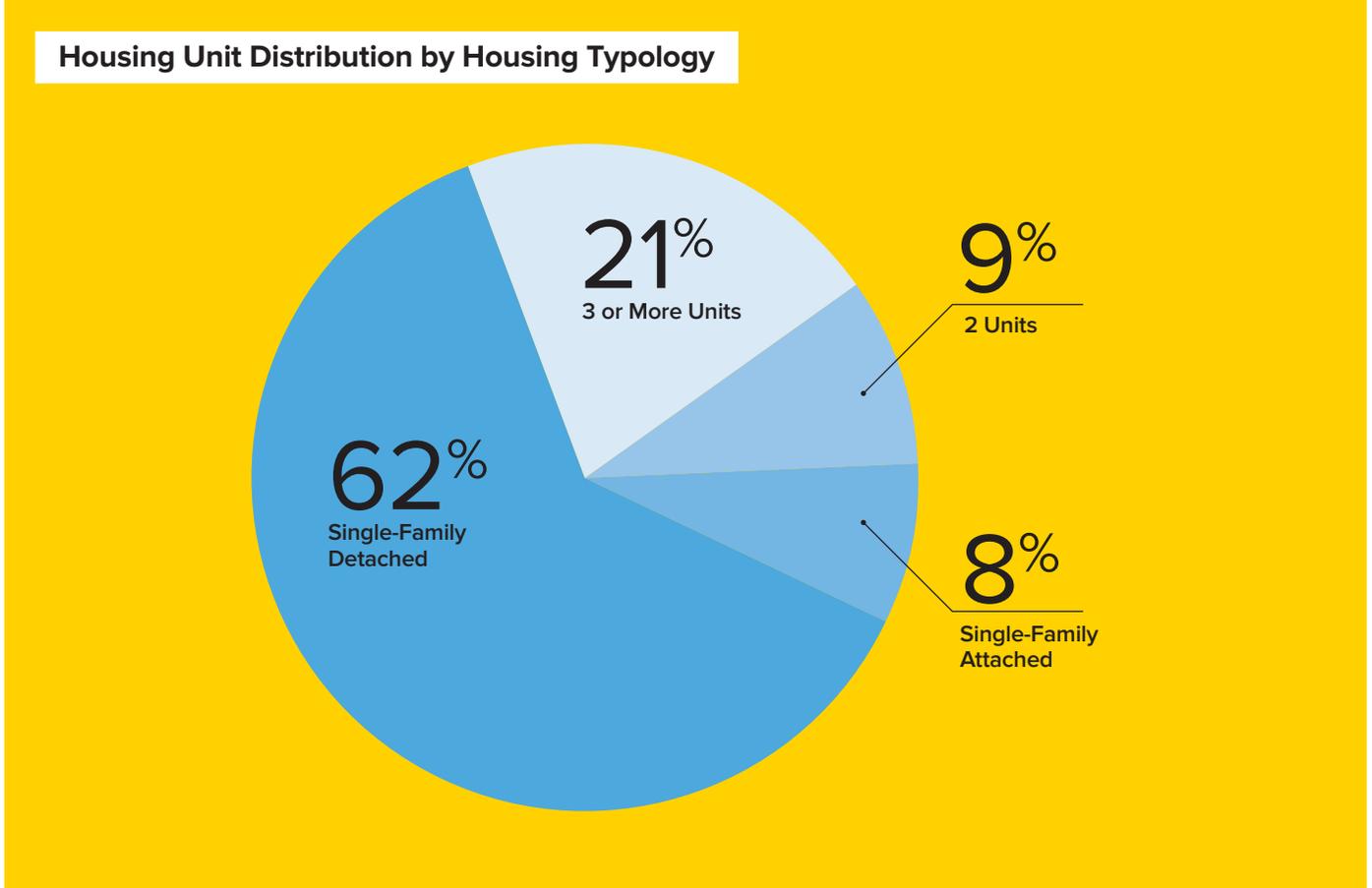
Central Islip has 10,100 total housing units in the Hamlet. Over the last decade, population has steadily increased driving residential vacancy down to 7.7%. This is significantly higher than in neighboring Brentwood which has a vacancy rate of 4.9%. The majority of housing in Central Islip is owner-occupied at 63.4%.

Single family detached homes are the dominant typology (61.6%) of Central Islip’s housing stock. The majority of these units (55%) are older structures that were built between 1950 and 1979. The median home value in Central Islip is \$296,823. This is lower than in neighboring Brentwood which has a

median home value of \$317,095. Large concentrations of single-family housing are located along both sides of Carleton Avenue immediately adjacent to the Study Area.

Roughly 20% of Central Islip’s housing units are in multifamily structures with three or more units and these multi-unit properties are typically condo and townhome communities with 50 to 200 units. Central Islip has added 838 housing units since 2000 and the majority of these are new condo units. The major multifamily developments in Central Islip include College Woods, Islip Landing, Park Row, and the newly opened Foxgate at Islip which are located south of the Study Area.

Rent for multifamily housing in Central Islip has nearly doubled over the last 20 years – from \$1.07 per square foot in 2000 to \$2.06 per square foot currently. While rent remains lower than in neighboring areas, Central Islip has had a much higher growth rate in asking rent compared to Brentwood and Bay Shore which have experienced much more incremental growth rates during the same period. The rapid appreciation in rents is likely driven by a supply of housing that is lagging behind the demand generated by the Hamlet’s growing population.



Sources: CoStar, ESRI Business Analyst



Photo source: HR&A Team

Auto-body shop on Carleton Avenue.



## Office

Central Islip has roughly 420,000 SF of office space spread across 38 buildings. That number has remained relatively flat over the last 20 years – since 2000, one building has been demolished and only two buildings have been added. Carleton Avenue is the primary office corridor in Central Islip and is anchored by the district courthouse complex. Office tenants near the Study Area consist of at least six law offices and two money lending services.

Central Islip's office stock is mainly older, unrenovated Class B and Class C space. Of the 38 buildings, 19 (50%) are Class C, mostly two-story multi-tenant buildings. Seventeen (44%) are Class B, mostly single-story, single-tenant buildings. Two are Class A offices which are located on Carleton Avenue just south of the Study Area near the federal courthouse complex.

## Retail

Central Islip's main retail corridors are Carleton Avenue and Suffolk Avenue. Carleton Avenue is the primary commercial thoroughfare and comprises most of the Study Area. Retail on Carleton consists of limited but diverse mix of businesses including barbershops and beauty salons (three), auto body shops (four), bodegas (six), and a mix of fast casual food and beverage that consists of delis, convenience stores, and takeout restaurants. There is no full-service, sit-down restaurant on the street. On the north end of the Study Area, the retail building entrances and storefronts hug the sidewalk and on-street parking supports convenient shopping and dining. However, the quality of the retail environment deteriorates moving further south in the Study Area where inconsistent streetscapes, cluttered signage, competing architectural styles, and front yard setbacks create a less pedestrian friendly landscape.

Suffolk Avenue, Central Islip's other main commercial corridor which is located just north of the Study Area, is dominated by fast food restaurants, car dealerships, and auto repair shops. There are also a few locally-owned businesses, including a popular Argentinian steakhouse.

The Study Area lacks diversity in its retail mix and food and beverage offerings.

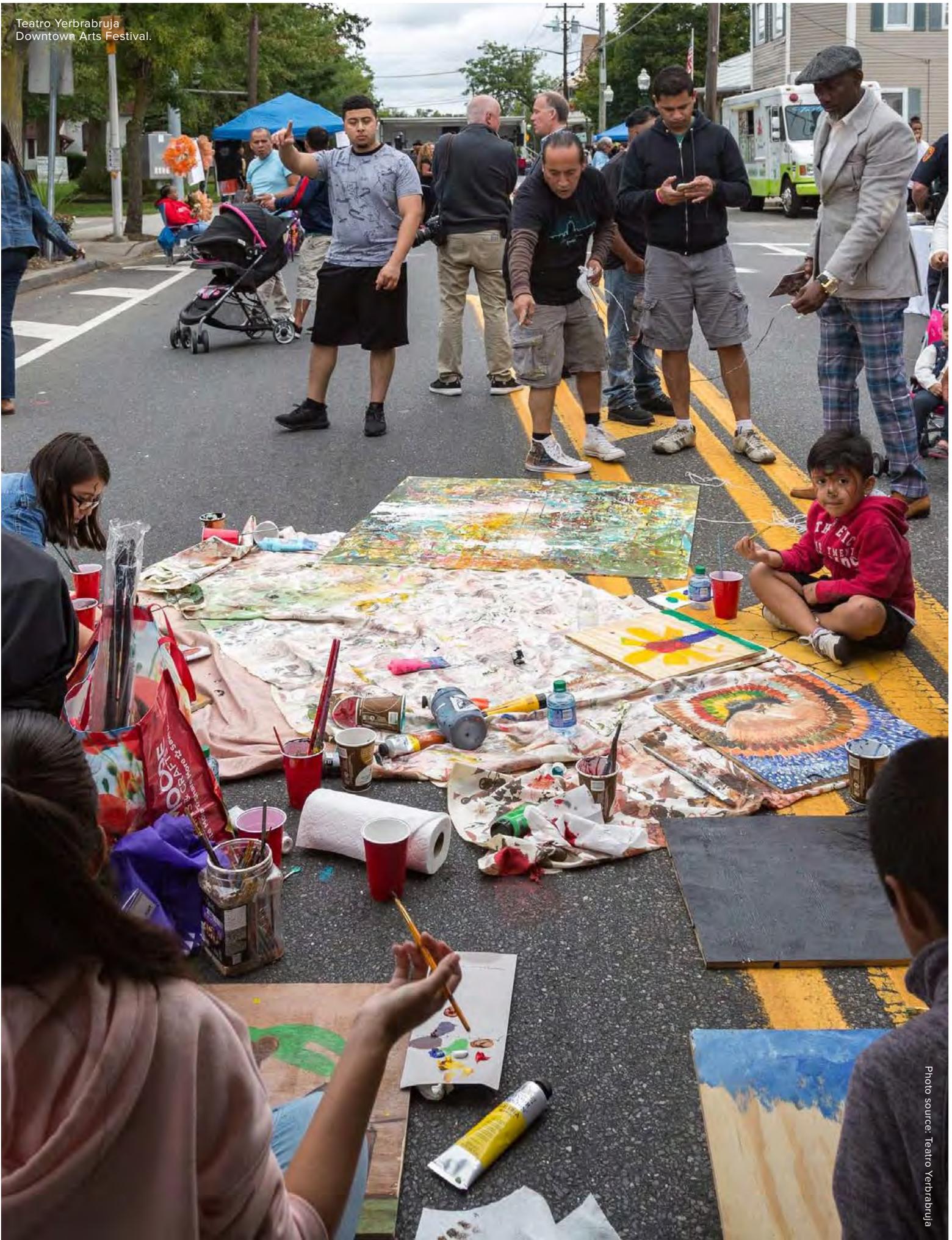
## Retail Gap Analysis

A retail gap analysis was conducted to estimate retail demand by multiplying the daily population of residents and workers by the average amount each customer typically spends per day on various goods and services (adjusted for income and location). A surplus occurs when the amount of spending is greater than projected demand. A deficit occurs when the amount of spending taking place in an area is less than projected demand which suggests existing retail does not meet the needs of the existing population.

Based on the analysis, within a 5-minute, 10-minute, and 15-minute walk time from the Study Area, there appears to be a retail deficit of \$12 million across all retail spending categories which could support an additional 26,000 square feet of retail space. Within a 10-minute drive from the Study Area, there is a surplus of \$300 million across all retail spending categories. This suggests that while the larger region of Central Islip is adequately supplied by the current retail mix, the retail options within walking distance of the Study Area are undersupplied.

This perception of unmet demand in the Study Area is echoed by local residents and members of the Local Planning Committee who have expressed dissatisfaction with current retail offerings. The Study Area lacks diversity in its retail mix and food and beverage offerings which are currently limited to fast food options. New full-service restaurants could help expand the quantity and variety of quality, healthy food choices available to residents. Greater residential density within the Study Area would also increase the demand for additional retail and draw different types of visitors to the corridor.

Central Islip's historic downtown could be revitalized through public and private investments in the Study Area that focus on adding new development, improving the physical condition of buildings and sidewalks, increasing quality retail and dining options, and building the physical infrastructure needed to support a thriving corridor. Public-led improvements, such as improved streetscape conditions and sewer infrastructure, would help support and attract private sector investment in the Study Area. Private developer-led, mixed-use development that leverages the existing assets of downtown Central Islip, including the LIRR station, would catalyze future growth in the area. Targeted investments, such as grants to support businesses and property owners, could help create a district that is attractive and desirable to visitors from across the region. In addition, investments in community facilities, including efforts to enhance arts, culture, and recreational uses, would improve the quality of life for all of Central Islip's residents.



**SECTION II**

**DOWNTOWN  
VISION,  
GOALS &  
STRATEGIES**

---

The vision statement for Central Islip was identified through collaborative discussions with the DRI Local Planning Committee, stakeholder engagement, and background research on ongoing needs within the Study Area. This vision statement is supported by three goals and nine individual strategies which are outlined below.

# VISION STATEMENT

Central Islip will be a vibrant, walkable and transit-friendly downtown that sustains thriving businesses, restaurants, quality housing, and recreational facilities today and into the future to retain and attract residents, workers, businesses, and visitors of all ages, ethnicities, and incomes.



**GOALS AND STRATEGIES**

**1**

**Create a thriving and growing transit-friendly downtown with a vibrant mix of uses**

- Support mixed-use development, including infill projects, to create a live, work, play environment
- Promote new or expanded retail and dining options along Carleton Avenue
- Provide infrastructure and modify zoning to support denser development

**2**

**Promote a walkable and desirable main street**

- Improve the pedestrian experience through streetscape and traffic safety measures
- Enhance the appearance of retail storefronts and commercial properties
- Develop a strategy to improve pedestrian and vehicular access

**3**

**Enhance quality of life for all**

- Expand or create new community-serving venues
- Improve recreational facilities to accommodate a broad range of users
- Strengthen connections between Carleton Avenue and key destinations



Central Islip banners  
near downtown

**SECTION III**

**DOWNTOWN  
MANAGEMENT AND  
IMPLEMENTATION  
STRATEGY**

---

This section describes how the projects presented in this Plan, as well as subsequent revitalization activities, will be implemented, managed, and sustained. The Town of Islip is the primary entity responsible for serving the needs of Central Islip, an unincorporated Hamlet. With a 2018 operating budget of \$229 million and a capital budget of \$36 million, the Town has a proven track record and ongoing ability to manage and oversee projects that will lead to the future revitalization of downtown Central Islip.

To ensure effective coordination among DRI project leads, the Town of Islip will serve as an informal organizing entity responsible for monitoring project implementation, facilitating communication among project leads and partners, and serving as a central touch-point for New York State funding entities, including the Department of State, Empire State Development, and Homes and Community Renewal. All projects will be coordinated among the Town of Islip’s **Departments of Planning and Development (DP&D), Public Works (DPW)**, as well as **Parks, Recreation, and Cultural Affairs (PRC)**.

### Public-Sponsor Projects

DRI-funded capital projects within the purview of **Suffolk County**, such as the installation of sewer infrastructure, the Smith Street traffic improvements, and streetscape and pedestrian improvements along the Carleton Avenue corridor, will be led by the **Town of Islip’s DP&D**. DP&D will solicit design and engineering services for awarded projects that impact the Carleton Avenue right of way, as well as prepare and execute contracts. The Town of Islip’s DP&D will also oversee the work of contractors selected for streetscape and pedestrian improvements.

The **County DPW** will spearhead contracting activities for design and construction of the proposed sewer and oversee all construction activities. As presented in the Plan, dedicated funding from the **Islip Industrial Development Agency (IDA)** will defray design costs and expedite the process. The **Town of Islip’s DPW and DP&D** will act as the liaison with the County to oversee the design and construction of the sewer project.

The **Town of Islip DP&D** will be responsible for managing the solicitation of a private developer for the Former LIRR station site. DP&D will undertake a competitive process to identify a development entity that will oversee project implementation of the mixed-use development.

In addition, the **Town of Islip’s PRC** will be responsible for overseeing all work related to improvements at the Recreation Center, Senior Center, and community park at Recreation

Village. This will include all contracting activities for design and construction, as well as construction. The Town’s DPW will continue to be responsible for maintaining the amenities at the Central Islip Recreation Village while PRC will continue to oversee the centers.

The Commercial Property Owners’ Fund will be sponsored and administrated by the **Islip Community Development Agency (CDA)** which currently assists area homeowners and building owners rehabilitate properties through grant programs. As sponsor of the Fund, the CDA will lead marketing efforts to gain awareness of the grant and maintain contact and distribution lists. The CDA will provide application materials, as well as screen and select eligible applicants. The **Town of Islip’s DP&D** will review all design proposals, provide design consultation to applicants, and issue building permits related to alterations of structures, interior alterations, etc.

### Private-Sponsor Projects

Projects involving private sponsors will be overseen by the **Town of Islip’s DP&D**. DP&D will be responsible for reviewing and approving sponsors’ site plans, as well as issuing building permits.

The project development sponsors noted in the Plan are longstanding business and property owners in the Hamlet of Central Islip. The sponsors own and control their sites, have the experience and funding to develop their respective projects, and have committed to remain as owners and operators. As sponsor of the Central Islip History Trail, the **Central Islip Civic Council** has demonstrated its expertise in rehabbing community assets for the betterment of the Hamlet since its incorporation in 1980. The Civic Council and its 6-member staff have the experience and capacity to create and maintain the Central Islip History Trail and they have experience with the Long Island Greenbelt Trail Conference, which maintains over 200 miles of trails on Long Island.

## Implementation Summary

Project Name	Responsible Entity	Project Partners
<b>1. Implement Streetscape Improvements to Revitalize Downtown</b>	Town of Islip DP&D	Suffolk County DPW
<b>2. Install Sewer Infrastructure along Carleton Avenue</b>	Suffolk County DPW	Town of Islip DP&D, Islip IDA
<b>3. Redevelop Site of Former LIRR Station into a Mixed-Use Development</b>	Town of Islip	Private developer, Islip CDA, Central Islip Civic Council, and potentially the Suffolk County Land Bank, Sen Savita and Anand Nutan
<b>4. Improve the Recreation Center at Central Islip Recreation Village</b>	Town of Islip PRC	
<b>5. Improve the Senior Center at Central Islip Recreation Village</b>	Town of Islip PRC	
<b>6. Build a Mixed-Use Development at 108 and 110 Carleton Avenue</b>	MHS Real Estate	Town of Islip DP&D
<b>7. Create a Community Park at Central Islip Recreation Village</b>	Town of Islip PRC	
<b>8. Build a Mixed-Use Development at 69 and 75 Carleton Avenue</b>	Richard Ruffner & Co.	Town of Islip DP&D
<b>9. Create a Commercial Property Improvement Fund</b>	Islip CDA	
<b>10. Create a Central Islip History Trail</b>	Central Islip Civic Council	Town of Islip PRC

Central Islip residents brainstorm community needs at the first DRI Community Workshop.



**SECTION IV**

**PUBLIC  
INVOLVEMENT**

---



**The Local Planning Committee played an integral role throughout the development of the Strategic Investment Plan, in particular guiding the public and stakeholder outreach effort by identifying lines of communications and raising awareness about community outreach efforts. The LPC, with support from the Planning Team, developed a community engagement plan that resulted in a transparent and participatory process throughout the six-month DRI process.**

Information about the DRI, including notifications for LPC and public meetings, was posted on the Town of Islip’s website and broadcast on the Town’s social media channel. In addition, the Town hosted three community meetings at the Central Islip Senior Highschool to provide awareness and education about DRI, solicit project ideas, review initial project proposals, and present projects to be included in the final Plan. Early in the process, the Town sponsored an informational forum to raise awareness for the Plan and solicit project proposals from developers, property owners, and other interested private entities. In addition, LPC members reached out to their respective contacts and networks throughout the course of the effort. As an example, LPC members conducted a site visit of the Study Area to review existing conditions and outreach to individual property owners and businesses.

The following provides an overview of the groups involved in this process, as well as the various efforts and events that were implemented to engage those parties.

## Stakeholder Engagement

The Local Planning Committee provided insight and expertise on local conditions and issues; collaborated with the Planning Team to identify projects and develop recommendations; reviewed and provided feedback on project proposals; and ultimately recommended projects for DRI investment. The LPC, co-chaired by Town Supervisor Angie Carpenter and Belinda Pagdanganan of the Regional Economic Development Council, was primarily composed of representatives from community and civic organizations, homeowners’ associations, cultural institutions, and businesses. LPC members were charged with distributing project information through their networks and contacts, as well as reviewing and screening proposed DRI projects. A list of LPC members is provided at the front of this document.

Small group meetings and additional outreach was conducted to reach out to a wide range of stakeholders and solicit additional project proposals. On November 1, 2018, the Town of Islip hosted a developer and owners forum attended by

approximately 30 participants to raise awareness of DRI and solicit project proposals. Following up on this information session, the Project Team developed a Call for Projects form which was posted to the Town’s website and circulated by LPC members and the Town to their networks and contacts. The Call for Projects form provided an opportunity for private developers, property owners, and non-profit organizations to submit project proposals for consideration in the Plan. The Planning Team conducted follow up discussions with stakeholders who expressed interest or submitted project proposals through this process.

As the project advanced, the Planning Team and Town representatives conducted interviews and discussions with potential project sponsors, including government agencies and private developers, to advance and refine potential projects, develop project profiles, and map out an implementation and funding strategy. In particular, coordination with the County Executive’s office was critical in advancing the sewer design and implementation project. Suffolk County assisted in expediting a feasibility study for the proposed sewer and identifying a funding and implementation roadmap. In addition, as Carleton Avenue is a County-owned road, coordination with the County’s Department of Public Works was critical to advance streetscape and transportation-related proposals related to this corridor. Agencies consulted during the planning effort include:

- Town of Islip, Planning and Development
- Town of Islip, Office of Economic Development
- Islip Industrial Development Agency
- Town of Islip, Department of Public Works
- Town of Islip, Parks, Recreation and Cultural Affairs
- Town of Islip Community Development Agency
- Suffolk County, County Executive
- Suffolk County, Department of Public Works

Lastly, community members, including residents, business owners, and other stakeholders, provided a critical source of input for this effort through a variety of outreach efforts, including LPC meetings (which were open to the public), and three community meetings. Public meeting flyers, fact sheets, and Call for Project forms were all translated to Spanish and Spanish language assistance was offered at all community meetings. A summary of public events is below.



The LPC developed a community engagement plan that resulted in a transparent and participatory process throughout the six-month DRI process

### Digital Engagement

The DRI website – [townofislip-ny.gov/dri](http://townofislip-ny.gov/dri)– served as a primary source of information for project news and announcements. Information posted included information about DRI (including a map of the Study Area), a calendar of LPC and community meetings, a list of LPC members, a project fact sheet, the Call for Projects form and FAQs, and meeting materials, such as flyers and presentations.

In addition to the website, the Town of Islip used Facebook to disseminate project information; the Project Team encouraged LPC members to leverage their social media channels and listservs. LPC members also assisted in the distribution of meeting notices and project information through e-mail blasts and social media managed by their organizations. The Central Islip School District circulated meeting notices through their parent email lists. Finally, members of the Project Team circulated project notices and meeting information by email to stakeholders who provided contact information at community meetings.

### Outreach Events

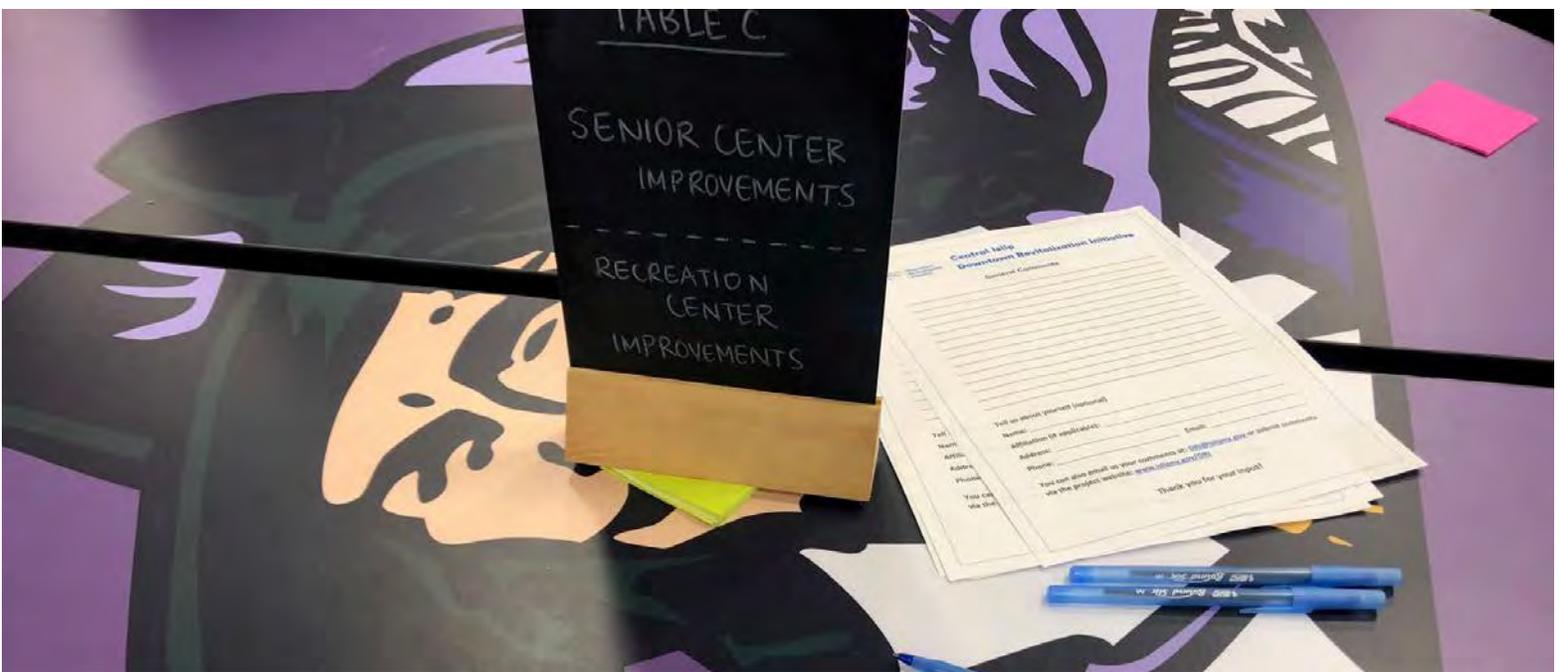
Public outreach events were comprised of LPC meetings and community meetings. The dates and meeting topics are described in the following table. All community meetings were hosted at the centrally-located Central Islip High School.

### LPC Meetings

Seven LPC meetings were held at Islip Town Hall generally from 5:00 to 7:00 PM approximately once a month as outlined below. These meetings typically included a presentation from the Planning Team, followed by a facilitated discussion. Members of the public were also invited to these meetings and a public comment segment was provided at the end of every meeting.

### Local Planning Committee Events

Meeting Names & Dates	Primary Meeting Topics
<b>LPC Meeting #1</b> Wednesday, Oct. 10, 2018	Introduction to DRI, process, and schedule
<b>LPC Meeting #2</b> Thursday, Nov. 8, 2018	Vision and goals, project discussion
<b>LPC Meeting #3</b> Thursday, Dec. 13, 2018	Feedback on preliminary projects, refine projects in development
<b>LPC Meeting #4</b> Wednesday, Jan. 9, 2019	Project refinement and discussion
<b>LPC Meeting #5</b> Thursday, Feb. 7, 2019	Project review and screening
<b>LPC Meeting #6</b> Thursday, Mar. 7, 2019	Project identification for Plan inclusion
<b>LPC Meeting #7</b> Monday, Mar. 25, 2019	Final project vote



## Community Meetings

Three community meetings were held as part of the Central Islip DRI effort as described below.

## Community Events

Meeting Names & Dates	Primary Meeting Topics
<b>Community Meeting #1</b> Monday, Nov. 19, 2018	Introduction to DRI, process, and schedule and solicitation of community ideas for revitalization
<b>Community Meeting #2</b> Monday, Feb. 4, 2019	Project review and feedback on preliminary projects
<b>Community Meeting #3</b> Monday, Mar. 18, 2019	Project review and presentation of final project list

**Community Meeting#1** was held on Monday, November 19, 2018, from 6:00 PM – 8:00 PM at the Central Islip Senior High School cafeteria. The meeting sought to educate members of the public about DRI and solicit community feedback regarding needs and desires for downtown Central Islip. More than 130 people participated in the event, which included an interactive workshop-style session in which participants broke into small groups to brainstorm potential project proposals to improve the Study Area.

Key themes from the first community meeting included:

- Increase dining and shopping options along Carleton Avenue
- Address parking needs to attract visitors
- Create an arts and cultural center that would serve as an attraction
- Improve and rehabilitate building facades
- Make streetscapes more pedestrian-friendly
- Create public open spaces or plazas for people to congregate
- Provide sewage infrastructure to support new development

**Community Meeting#2** was held on Monday, February 4, 2019 from 6:00 PM – 8:00 PM at the Central Islip Senior High School cafeteria. After a presentation recapping the DRI process and reviewing the list of public and private-sponsored projects, participants were asked to conduct a secret ballot vote for their preferred projects, as well as provide written feedback on projects that were displayed on boards. More than 120 people attended the event. Attendees' comments ranged, from a desire to have more entertainment options, to venues to draw millennials, to enhanced recreation, arts, and cultural facilities. Some participants also expressed concern about new residential development potentially creating more traffic and burdening the local school system.

**Community Meeting#3** was held on Monday, March 18, 2019 from 6:00 PM – 8:00 PM at the Central Islip Senior High School cafeteria. The meeting began with an introduction and welcome from the LPC Members followed by a presentation that recapped the DRI process. The final slate of projects was also presented as well as the summary metrics for total anticipated jobs created and total public and private funds leveraged. Attendees had a number of questions about the details of individual projects, the anticipated implementation schedule, and overall expectations for when the community would actually start to see the impact of DRI investment in the Study Area. Approximately 85 people attended this final community event.

**SECTION V**

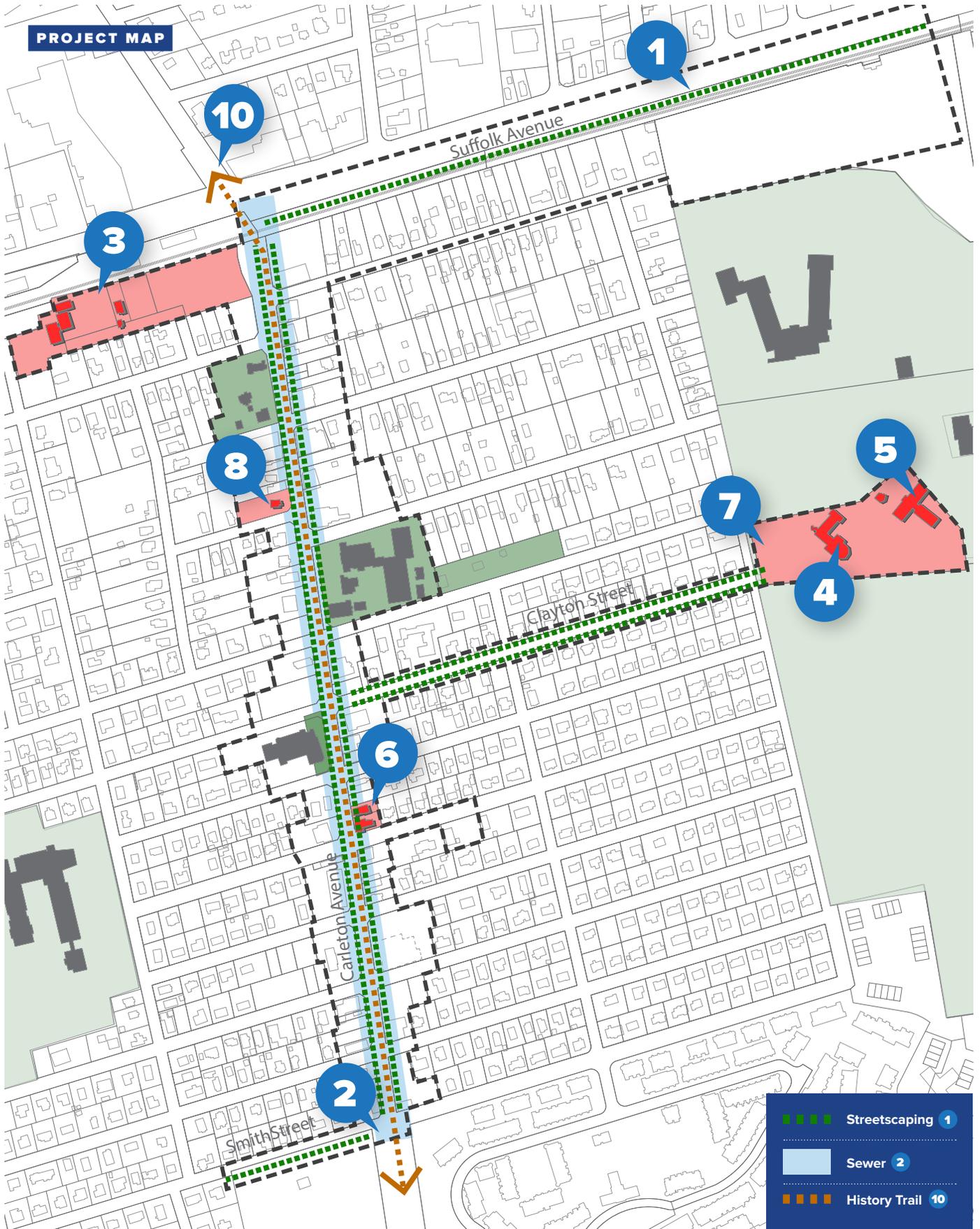
**PROJECTS  
PROPOSED  
FOR DRI  
FUNDING**

---

**PROJECTS PROPOSED FOR DRI FUNDING: Project Table**

Project Number	Project Description	Responsible Party	Responsible Party	Total Project Cost	Recommended DRI Funding	Funding Sources	Proposed Start	Anticipated Completion Date	Jobs Created
1	<b>Implement Streetscape Improvements to Revitalize Downtown</b>	Install streetscape improvements to enhance the pedestrian experience and make the corridor an attractive and competitive place.	Town of Islip DP&D	\$3,000,000	\$3,000,000	DRI Funds	Fourth quarter 2019	Fourth quarter 2021	0
2	<b>Install Sewer Infrastructure along Carleton Avenue</b>	Build sewer infrastructure along Carleton Avenue between Smith Street and Suffolk Avenue.	Suffolk County DPW	\$8,650,000	\$2,000,000	DRI Funds REDC funds IDA funds CDBG funds Other Suffolk County funds	Fourth quarter 2019	First quarter 2022	0
3	<b>Redevelop Site of Former LIRR Station into a Mixed-Use Development</b>	Create a transit-friendly, mixed use development that would include retail and community space, mixed-income apartments, and a public space.	Town of Islip	\$10,000,000	\$2,000,000	DRI Funds Funds from private investors	Fourth quarter 2019	First quarter 2024	N/A
4	<b>Improve the Recreation Center at Central Islip Recreation Village</b>	Improve facilities at the Central Islip Recreation Center by adding a Children's Discovery Center, teen lounge, and multi-purpose room, as well as a computer tech room and kitchen.	Town of Islip PRC	\$1,500,000	\$1,500,000	DRI Funds	Fourth quarter 2019	Fourth quarter 2021	3
5	<b>Improve the Senior Center at Central Islip Recreation Village</b>	Improve senior center facilities at the Central Islip Recreation Village including building improvements, disabled accessibility, and kitchen enhancements.	Town of Islip PRC	\$1,750,000	\$1,300,000	DRI Funds Town of Islip funds	Fourth quarter 2019	Fourth quarter 2021	0
6	<b>Build a Mixed-Use Development at 108 and 110 Carleton Avenue</b>	Create a 26,000 square foot mixed-use development that would likely include retail, office, and apartments.	MHS Real Estate	\$3,955,000	\$1,300,000	DRI Funds Funds from private investors	Fourth quarter 2019	First quarter 2023	25
7	<b>Create a Community Park at Central Islip Recreation Village</b>	Create a new front door for the Recreation Village by building a new park and playground for intergenerational play.	Town of Islip PRC	\$1,154,000	\$1,154,000	DRI Funds	Fourth quarter 2019	Second quarter 2021	0
8	<b>Build a Mixed-Use Development at 69 and 75 Carleton Avenue</b>	Create a mixed-use development that would include 6 offices or stores on the ground floor and 9-12 apartments on the second floor.	Richard Ruffner & Co.	\$4,500,000	\$985,000	DRI Funds Funds from private investors	Fourth quarter 2019	First quarter 2023	25
9	<b>Create a Commercial Property Improvement Fund</b>	Create a fund to provide reimbursable grants for the rehab and improvement of buildings along Carleton Avenue, such as facade improvements, rehab of interiors, signage, etc.	Islip CDA	\$600,000	\$600,000	DRI Funds	First quarter 2020	Ongoing	N/A
10	<b>Create a Central Islip History Trail</b>	Create a 5-mile history walking trail that would include markers for 25 historic sites in the community.	Central Islip Civic Council	\$29,500	\$19,900	DRI Funds	Fourth quarter 2019	Second quarter 2020	0
<b>TOTAL</b>				<b>\$35,138,600</b>	<b>\$13,859,000</b>				

**PROJECTS PROPOSED FOR DRI FUNDING: Project map**



# Implement Streetscape Improvements to Revitalize Downtown



Carleton Avenue Gateway rendering.

## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$3,000,000**  
Total project cost: **\$3,000,000**

## PROJECT DESCRIPTION

Carleton Avenue between Suffolk Avenue and Smith Street serves as a main street for Downtown Central Islip, but the public realm and streetscape conditions along the corridor are inconsistent and poorly maintained. Strategic streetscape interventions can improve the corridor’s pedestrian experience, safety, and perception of Carleton Avenue, as well as strengthen connectivity between downtown and other community resources, including the Central Islip Recreation Village and the LIRR station. The streetscape improvements consist of the following four components: 1) corridor-wide improvements, 2) Carleton Avenue gateway, 3) Clayton Place Plaza concept, and 4) lighting features at key locations. When completed in its entirety, the Study Area will be transformed into a high quality, desirable main street for visitors, residents, and local businesses.

**1. Corridor-wide Improvements:** Corridor-wide improvements will address overall repairs to sidewalk infrastructure and provide design consistency throughout the Study Area. For the 11 blocks of Carleton Avenue extending from Suffolk Avenue to Smith Street, improvements will include the installation of concrete sidewalks, as well as stamped concrete parkway strips that line the curb and accommodate continuous street trees on both sides of the street. New streetlights will be installed to fill in existing lighting gaps. Pedestrian crossing signals will be installed at

PROJECT DESCRIPTION

Second Avenue, Clayton Street, and Smith Street – locations that are currently served by traffic signals – to facilitate safe pedestrian access.

Additionally, sidewalk repairs and lighting will be provided along Clayton Street between Carleton Avenue and the Central Islip Recreation Park to help strengthen the connection from Carleton Avenue to the Senior Center and Recreation Center. Pedestrian lighting will also be added along the south side of Suffolk Avenue between Carleton Avenue and the LIRR Station to encourage pedestrian access to and from the station and downtown.

In addition, a new sidewalk will be added to the southside of Smith Street extending approximately 600 feet west of Carleton Avenue, effectively closing an existing sidewalk gap on Smith Street and connecting Downtown to the adjacent College Woods Neighborhood. The sidewalk will be constructed on land currently owned by the Suffolk County Water Authority (SCWA). The SCWA has agreed to transfer the land to the Town of Islip to enable construction.

**2. Carleton Avenue Gateway:** Carleton Avenue between Suffolk Avenue and Brightside Avenue serves as the northern gateway into the heart of the downtown. Streetscape improvements at this location will create a recognizable identity and sense of arrival through the addition of a stamped concrete median, lighting, signage, and street trees. Improvements will be located in the existing striped pavement area to avoid interference with vehicular flow.

**3. Clayton Place Plaza:** Located in the midpoint of the Carleton Avenue corridor and framed by the Central Islip Fire Department and historic firehouse building (under private ownership), the intersection of Clayton and Carleton can serve as the civic locus of downtown. Streetscape treatments at this location will include approximately 9,000 square feet of new paved sidewalk located at the Fire Department setback area on Carleton Avenue.

**4. Lighting Features at Key Locations:** Special lighting features at key locations, including the Carleton Avenue Gateway, Clayton Place, Smith Street, and Recreation Village, will enhance the physical appearance of these areas, increase the perception of safety during nighttime hours, and highlight critical nodes. Lighting treatments will be designed to avoid any impact on traffic signals and driver visibility.

PROPERTY OWNER/SPONSOR

Town of Islip Department of Planning and Development

CAPACITY

The Town of Islip, with input from and coordination with the Suffolk County Department of Public Works, would manage the design and construction process of the streetscape improvement project. The Town’s DP&D has extensive experience managing this type of project and has previously implemented streetscape improvements to Carleton Avenue and other areas in the community. DP&D is responsible for soliciting design and engineering services, overseeing the work of contractors, and conducting the ongoing maintenance of improvements.

PROJECT PARTNERS

Suffolk County Department of Public Works, Suffolk County Water Authority, New York State Department of Transportation

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Improve the pedestrian experience through streetscape and traffic safety measures
- Enhance the appearance of retail storefronts and commercial properties
- Strengthen connections between Carleton Avenue and key destinations

This project aligns with the following LI REDC Strategies:

- Rebuild and expand infrastructure
- Revitalize Long Island’s poorest places

**ANTICIPATED REVITALIZATION BENEFITS**

Streetscape improvements would improve the physical and perceived character of the Carleton Avenue corridor. These improvements would support the consistency of the street and public realm experience, as well as create a more uniform look and feel for the area that would help downtown Central Islip cultivate a distinct brand and identity that re-establishes Carleton Avenue’s Main Street identity. The improvements made at key gateways to the corridor would likewise help set the first impression and tone of downtown. The improvements would also help address pedestrian concerns about safety and create an environment that allows all visitors to feel welcome and safe. Lastly, these streetscape improvements would help provide visual and pedestrian connections to public amenities in and around the corridor. As seen in downtowns across the country, streetscape and public realm improvements contribute to the economic development of commercial corridors and can help attract new business and development in downtown.

**PUBLIC SUPPORT**

**LPC Response:** The Local Planning Committee has been supportive of the streetscaping concept throughout the DRI Process. The Members have reiterated that improving the aesthetic and safety perceptions of the corridor are crucial to attracting new businesses to downtown.

**Community Response:** At both community workshops, members of the public consistently expressed the need to improve the overall appearance of Carleton Avenue, including sidewalk conditions, the pedestrian experience, and perceptions of safety.

**JOBS CREATED**

This project will likely not create any permanent full-time jobs.

**PROJECT BUDGET AND FUNDING SOURCES**

Costs:

1. Corridor-wide Improvements = \$1,270,000
  2. Carleton Avenue Gateway = \$239,000
  3. Clayton Place Plaza = \$373,000
  4. Lighting Features at Key Locations = \$805,000
- Soft Cofts = \$313,000

**Total Project Cost = \$3,000,000**

There are currently no sources of funding for the project other than the DRI funds. There may be additional eligible grants, matching funds, and other resources available from the State, County and Town to support the project; however, those have not been identified at this time.

**FEASIBILITY AND COST JUSTIFICATION**

Cost estimates were prepared by a certified cost estimator based on cost of materials, equipment, and labor. The costs also reflect soft costs of 12%. An itemized list of costs is included in the project cost details table below:

Description	Total Cost
<b>1) Corridor-wide Improvements</b>	
Standard concrete sidewalk	\$60,000
Stamped colored concrete banding	\$295,000
Curb ramps	\$170,000
Pedestrian crossing push-button signals	\$37,000
Street lights	\$164,000
Street trees	\$130,000
Trash receptacles	\$44,000
Smith Street sidewalk	\$93,000
Other side street improvements	\$277,000
<b>Subtotal</b>	<b>\$1,270,000</b>
<b>2) Carleton Avenue Gateway</b>	
Thermoplastic pedestrian crosswalk at Suffolk and Carleton	\$10,000
Stamped concrete median	\$3,000
Raised curb at median	\$3,000
New bus shelter	\$37,000
Allowance for art, signage, banners, and decorative features	\$93,000
Allowance for site work and infrastructure prep	\$93,000
<b>Subtotal</b>	<b>\$239,000</b>
<b>3) Clayton Place Plaza</b>	
Patterned concrete paving	\$130,000
Limited retaining and retaining wall (ave. 3'H)	\$139,000
Removal corner plantings bed (145 square feet)	\$1,000
Plaza trees	\$12,000
Plaza lights	\$14,000
Allowance for art, signage, banners, and decorative features	\$77,000
<b>Subtotal</b>	<b>\$373,000</b>
<b>4) Lighting Features at 4 Key Locations</b>	
Landmark LED light tower with digital branding and signage	\$433,000
Allowance for electrical and site infrastructure	\$372,000
<b>Subtotal</b>	<b>\$805,000</b>
Total Improvements Cost	\$2,687,000
Soft Costs Allowance (12%)	\$313,000
<b>TOTAL STREETSCAPE BUDGET</b>	<b>\$3,000,000</b>

\*Construction budget includes a 54.8% markup for mobilization, design contingency, general conditions, and construction cost escalation

**REGULATORY REQUIREMENTS**

- Design and construction will require engagement and input of Town of Islip Department of Planning & Development.
- Coordination and standards compliance of electric adjustments with National Grid may be required for street lighting and work within road rights-of-way.
- Pedestrian crosswalks, bicycle facilities, signage, lighting and signalization located within road rights-of-way may require Town of Islip coordination and compliance with the Suffolk County DPW.
- All ADA requirements must be met.
- Although the Study Area is not located within the New York State Department of Transportation’s Pedestrian Safety Action Plan (PSAP) project area, PSAP initiatives should be reviewed for application in the Study Area.

**ESTIMATED PROJECT  
TIMELINE AND READINESS**

The project can be implemented independently of other DRI projects, and since it is located between the curb line and the property line, it would not interfere with the sewer infrastructure project that would occur in the roadbed. However, based on the sponsor’s discretion, streetscape improvements could may be timed with the installation of the sewer.

This project is ready to proceed once Department of Planning & Development solicits design and engineering services and subsequently prepares and executes consultant contracts. The Town of Islip’s DP&D would oversee the work of contractors selected for streetscape and pedestrian improvements.

- **Months 1-3:** Public solicitation and selection of architect/engineer (AE)
- **Months 4-9:** AE site analysis, design and permits for portions within rights-of-way or private land
- **Months 9-12:** Bid, general contractor (GC) selection and mobilization
- **Months 12-24:** Construction

**PROJECT REPORTING**

Key project metrics include:

- Total number of new street lights and street trees installed
- Average daily pedestrian and bicycle count
- Increase in property values

**ADDITIONAL IMAGES**

**Carleton Avenue streetscape rendering.**



**Clayton Place rendering.**



**Adjacent side street streetscape rendering.**



**Smith Street sidewalk aerial.**



Photo source: Fu Wilmers Design, Town of Islip

# Install Sewer Infrastructure along Carleton Avenue



## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$2,000,000**

Total project cost: **\$8,650,000**

## PROJECT DESCRIPTION

The project will install sewer infrastructure along Central Islip's Downtown corridor. This infrastructure is essential to unlocking the development potential of Carleton Avenue and supporting a vibrant mix of new uses, including higher density development and "wet" uses such as restaurants. A 15-inch diameter PVC sewer that runs along Carleton Avenue to an existing 15-inch diameter sewer located just outside the Study Area will service Downtown Central Islip and involve the installation of approximately 4,500 feet of new sewer line that would serve an average flow of 277,000 gallons per day.

## PROJECT LOCATION

Along Carleton Avenue from Suffolk Avenue to Smith Street

## PROPERTY OWNER/SPONSOR

Suffolk County Department of Public Works

**CAPACITY**

Suffolk County Department of Public Works will oversee the construction and ongoing operation of the sewer system. They will spearhead contracting activities for design and construction of the proposed sewer and oversee all construction activities. Suffolk County has extensive experience operating sewer districts in other areas. They will work closely with the Town of Islip and private contractor Cameron Engineering to manage the design, installation, and operation of the sewer.

---

**PROJECT PARTNERS**

- The Islip Industrial Development Agency will also provide dedicated funding to defray design costs and expedite the process.
  - The Town of Islip’s Department of Public Works and Department of Planning and Development will act as the liaison with Suffolk County Department of Public Works to oversee the design and construction of the sewer project.
  - The Town of Islip’s Community Development Agency will provide Community Development Block Grant Program funding.
- 

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Provide infrastructure and modify zoning to support denser development
- Support mixed use development to create a live, work, play environment
- Promote new or expanded retail and dining options along Carleton Avenue

This project aligns with the following LI REDC Strategies:

- Rebuild and expand infrastructure
  - Revitalize Long Island’s poorest places
- 

**ANTICIPATED REVITALIZATION BENEFITS**

Introducing a sewer system in Downtown Central Islip will significantly increase the potential development opportunities in the corridor. The lack of sewer infrastructure now severely limits both the density and mix of uses that can locate in the area. Buildings greater than two stories or inclusive of “wet uses” like restaurants are not feasible without sewer. Installation of sewer infrastructure will eliminate these restrictions and make it possible to promote the dense, mixed-use development that Central Islip hopes to achieve and lay the foundation for long-term revitalization of this critical corridor.

---

**PUBLIC SUPPORT**

**LPC Response:** The Local Planning Committee has been unwavering in their view that the revitalization of Central Islip is critically dependent on the installation of sewers. Almost all the other projects are dependent on the sewer project and members have consistently expressed that sewer infrastructure is the key to paving the way for desirable growth and development along Carleton Avenue.

**Community Response:** Sewer infrastructure has received universal, consistent support from community members. The public understands and has argued passionately that this is a fundamental piece of Carleton Avenue’s success. They have been adamant that while it’s not the most “visible” project, the impact is enormous and this the most essential project under consideration.

---

**JOBS CREATED**

This project will likely not create any permanent full-time jobs.

---

**PROJECT BUDGET AND FUNDING SOURCES**

Costs:  
Piping and associated appurtenances = \$4,240,000  
Curb and curb pavement = \$630,00  
Design contingency and construction escalation = \$2,050,000  
Engineering design = \$690,000  
Construction management = \$1,040,000  
**Total Project Cost = \$8,650,000**

Sources:  
REDC = \$800,000  
IDA = \$1,000,000  
CDBG = \$100,000  
Other Suffolk County sources = \$6,750,000  
DRI Funds = \$2,000,000  
**Total Project Source = \$8,650,000**

Other Suffolk County sources may include loans (e.g., NYS Environmental Facilities Corporation loan), grants (e.g., NYS Department of Environmental Conservation Water Quality Improvement Program), and bonding.

---

**FEASIBILITY AND COST JUSTIFICATION**

Cost estimates were determined through a feasibility analysis conducted by a private engineering consultant, Cameron Engineering. The feasibility study identified the current and projected future needs for sanitary sewage collection in the Central Islip downtown community and calculated the cost for installation of the corresponding treatment infrastructure.

Costs estimates assume a piping and appurtenances unit cost (including materials, labor, overhead, and profit) of \$943 per linear square foot, a design contingency of 30%, construction escalation of 3% per year, an engineering design cost of 10%, and construction management cost of 15%.

---

**REGULATORY REQUIREMENTS**

Planning and implementation of the project requires approval of the Suffolk County Water Authority and Suffolk County Department of Public Works for water and sewer standards and roadway improvements and transit interruptions associated with the sewer. Approvals by the Suffolk County Government and the New York State Comptroller's office are required.

---

**ESTIMATED PROJECT TIMELINE AND READINESS**

An initial feasibility study for this project that evaluated the overall feasibility of sanitary sewer installation in the corridor was completed in March 2019. The remainder of the sewer installation project can be completed in approximately 2.5 years (estimated completion first quarter 2022).

- **Months 1-12:** Design and engineering
  - **Months 13-30:** Construction and installation of the complete line
- 

**PROJECT REPORTING**

Key metrics for the project include:

- Total businesses opened after implementation
- Total development project permit requests after implementation
- Average density after implementation

ADDITIONAL IMAGES



Sewer installation projects in Long Island.



Sewer installation projects in Long Island.

Photo source: Cameron Engineering

# Redevelop Site of Former LIRR Station into a Mixed-Use Development

Illustrative concept of mixed-use development at the former LIRR Station site.



## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$2,000,000**  
Total project cost: **\$14,000,000**

## PROJECT DESCRIPTION

This project will enable the development of a mixed-use building at the site of the former Central Islip LIRR station, located at the corner of Carleton Avenue and Railroad Avenue, in partnership with a private developer or development entity to be identified through an RFP issued by the Town of Islip. Development at the site will include approximately 45 to 100+ affordable and market-rate residential units, 20,000+ square feet of retail and community/cultural facility space, and a landscaped public plaza area. The project will present the characteristics of transit-oriented development given the site's proximity to the existing Central Islip LIRR station that allows for a denser mixed-use building whose residents and visitors would have convenient access to commuter rail.

### Existing conditions:

The site of the former LIRR station is bordered by the Long Island Railroad tracks to the north, Carleton Avenue to the east, Cordello Avenue to the west, and Brightside Avenue to the south. The four parcels that comprise the 2.5-acre site are shown below:

- 1 Carleton Avenue (1.49 acres)
- 29-31 Carleton Avenue (0.29 acre)
- 9 Railroad Avenue (0.5 acre)
- 5 Railroad Avenue (0.17 acre)

**PROJECT DESCRIPTION**

Three parcels (1 Carleton, 29-31 Carleton, and 9 Railroad Avenue) are currently used as parking lots; 5 Railroad Avenue includes an occupied single-family residence that would require demolition. As described in the following section, 1 Carleton Avenue and 29-31 Carleton Avenue are owned by the Town of Islip. 9 Railroad Avenue is owned by the Town of Islip Community Development Agency (CDA); 5 Railroad Avenue is owned by the Central Islip Civic Council. A covenant tied to the past use of the Town-owned parcels for the LIRR station restricts existing uses to parking.

The Town of Islip has been in contact with the CDA and the Civic Council regarding their respective properties, and both parties have indicated their willingness to allow their property to be part of the sale. The Town will enter into an agreement with both parties to ensure that these properties are included in the overall sale of the site to the selected developer. In addition, the Central Islip Civic Association would guarantee the relocation of the current occupants of the single family home on 5 Railroad Avenue upon the sale of the property.

The selected developer or development entity could exercise the option to purchase an adjacent, privately-owned Superfund site, 1 Cordello Avenue, from private owners to utilize the property for additional surface parking. According to New York State Department of Environmental Conservation records, there is a plume at 1 Cordello Avenue, and while there have been cleanup efforts over the years, contaminants remain on site. At this time, more details related to site remediation needs are unknown.

**Development concepts:**

The Town of Islip and the LPC envisions development of the site as a mixed-use building with retail and community/cultural facility space on the ground floor and mixed-income apartments on the upper floors. The site will also include a landscaped plaza area to host passive and active public activities, including programmed events.

The preliminary conceptual development program ranges from 45 to 100+ units, 20,000+ square feet of ground floor commercial and community space, as well as accessory parking consistent with the Town’s zoning regulations. A larger development project could be supported if the Superfund site was acquired by the selected developer to support additional surface parking. More affirmative guidelines for the site, which may include design requirements, measures to mitigate traffic impacts, and increased demand on public services (including schools), and others will be determined as part of the request for proposals (RFP) development process to be undertaken by the Town.

**This project will improve the site of the former LIRR station through a four-part process:**

1. The Town of Islip will prepare an RFP seeking proposals from a private developer or development entity for development of the parcels at the site of the former LIRR station. The RFP will reflect that developer selection will strongly consider adherence to the goals articulated from the DRI effort, including the need to provide mixed-income housing, community space, and public space. The RFP will also indicate that proposers identify measures to mitigate potential impacts to traffic, parking, and public services, including schools.

**PROJECT DESCRIPTION**

The Town of Islip will enter into an agreement with the CDA and the Civic Council to ensure that these respective properties are included in the overall sale of the site to the selected developer.

**2.** DRI funds will provide an incentive to the selected developer or development entity to offset development costs for the site. The Town will also assign a portion of the DRI grant to pay for consultant fees and services related to the preparation of the RFP. Selection of the developer or development entity will be contingent upon review of RFP responses that demonstrate compliance with Town objectives for the site, including mixed-income housing, public space concessions, and the provision of ground floor retail, commercial, and/or community facility spaces.

**3.** The selected developer or development entity will acquire the four sites at the appraised fair market value price determined by the Town. The privately-owned, Superfund parcel at 1 Cordello Avenue will not be part of the Town-sponsored site disposition.

**4.** The selected private developer will oversee the entire site development process. This process will extend approximately 36 months, including a design period (~6 months), permitting (~6 months), and construction (~24 months).

**PROJECT LOCATION OR ADDRESS**

1 Carleton Ave, 29-31 Carleton Ave, 9 Railroad Ave, 5 Railroad Ave, 1 Cordello Ave (optional)



**PROPERTY OWNER**

The site is comprised of the following parcels:

- 1 Carleton Avenue owned by the Town of Islip
- 29-31 Carleton Avenue owned by the Town of Islip
- 9 Railroad Avenue owned by the Town of Islip Community Development Agency
- 5 Railroad Avenue owned by the Central Islip Civic Council

1 Cordello Avenue is a Superfund site controlled by the Suffolk County Land Bank. The Suffolk County Land Bank provides a mechanism to clear property title without any remediation. This is an optional parcel that could be purchased by the selected developer to support additional surface parking.

**SPONSOR**

The Town of Islip will serve as the Sponsor, issuing an RFP and overseeing the selection process to identify a developer or development entity to lead the design and construction of the mixed-use project. The Town will enter negotiations with the selected developer or development entity for the disposition of the site. The selected developer or development entity will receive the incentive directly from the State upon project completion.

**CAPACITY**

The Town of Islip has the capacity to undertake a developer solicitation for this project. The Town will also solicit the services of an outside consultant to assist in the preparation of the RFP. The RFP process will solicit and vet a developer with the qualifications and experience necessary to undertake the project.

**PROJECT PARTNERS**

Selected private developer, Islip Community Development Agency, Central Islip Civic Council, and potentially the Suffolk County Land Bank, Sen Savita, and Anand Nutan.

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Support mixed-use development to create a live, work, play environment
- Promote new or expanded retail and dining options along Carleton Avenue
- Enhance the appearance of retail storefronts and commercial properties
- Expand or create new community-serving venues

This project aligns with the following LI REDC Strategies:

- Revitalize Long Island's poorest places

**ANTICIPATED REVITALIZATION  
BENEFITS**

This project will create a vibrant and attractive mixed-use destination on a highly visible corner along the Carleton Avenue corridor. This project will transform a currently underutilized site into a transit-friendly development that will help revitalize Carleton Avenue and enhance the physical conditions of the area. This project creates opportunities for new commercial and cultural uses to locate in downtown and provide goods, services, and entertainment to a community that currently lacks these amenities. The new mix of uses will give residents and visitors a reason to explore downtown, increase pedestrian traffic, and improve overall perceptions of safety in the corridor. The affordable housing component of the project will provide quality rental units in the community and help increase activity and foot traffic downtown. Additionally, a project of this scale has the potential to catalyze significant economic and fiscal benefits in Central Islip. The redeveloped site will create temporary construction and ongoing permanent jobs, as well as generate new property and sales tax in the community.

**PUBLIC SUPPORT**

.....

This project will create a vibrant and attractive mixed-use destination on a highly visible corner along the Carleton Avenue corridor. This development will transform a currently underutilized, site into a transit-friendly, community-serving anchor for Carleton Avenue’s revitalization that enhances the physical conditions of the site. This project creates multiple opportunities for new commercial uses to locate Downtown and provide goods, services, and entertainment to a community that currently lacks these amenities. The new mix of uses will give residents and visitors a reason to explore downtown, increase pedestrian traffic, and improve overall perceptions of safety in the corridor. The affordable housing component of the project will provide quality rental units in the community and help increase activity and foot traffic downtown. Additionally, a project of this scale has the potential to catalyze significant economic and fiscal benefits in Central Islip. The redeveloped property will create both temporary construction and ongoing permanent jobs, significantly increase the property value of the current site, and generate new property and sales tax in the community.

**LPC Response:** From the very first Local Planning Committee meeting, members consistently expressed the importance and catalytic potential related to the development of the blighted and underutilized site at the former LIRR Station. They stressed that the location of the site at the northern gateway to downtown and its proximity to the Central Islip LIRR Station underscored its importance as a transit-friendly development site that would provide much-needed quality, mixed-income rentals and ground floor retail activity and community uses. Members of the LPC did indicate that any new development would need to be consistent with the goals of DRI and provide an adequate amount of parking to limit traffic impacts and address any potential impacts to the Town and the Hamlet’s public services, notably schools.

**Community Response:** While some residents expressed concerns about the potential impacts of introducing new housing units to downtown, members of the public also expressed a desire for more commercial and retail spaces as well as public spaces for community gathering events. Many community residents reflected that a transit-oriented development would attract younger residents to the community, as well as empty nesters seeking to downsize.

.....

**JOBS CREATED**

The number of jobs created is unknown this time since it will vary depending on the final program of the site. However, a project of this scale has the potential to create a significant number of construction jobs as well as permanent jobs in the commercial spaces that will locate in the building.

.....

**ACQUISITION OF REAL PROPERTY**

The selected private developer or development entity will purchase the four parcels that comprise the site from the Town of Islip. The selected developer may enter into a separate negotiation with the owners of the privately-owned, Superfund parcel at 1 Cordello Avenue to potentially use the land for additional surface parking.

.....

**PROJECT BUDGET AND FUNDING SOURCES**

**Total project costs** are anticipated to be approximately **\$14,000,000**, including:

- \$75,000 for consultant support for developer solicitation and negotiation support
- \$600,000 for financing costs
- \$13,325,000 for land acquisition and hard and soft costs, including building core and shell construction, demolition, on-site improvements, and a mix of surface and structured parking

**PROJECT BUDGET AND FUNDING SOURCES**

**DRI Funding:** Up to \$2,000,000 is recommended for funding through DRI, including \$75,000 for developer solicitation and negotiation support, and up to \$1,925,000 to offset costs associated with site acquisition, on-site improvements, vertical construction, parking, and/or gap financing.

**Private Funding:** The requested DRI funds will leverage at least \$12 million in private funding to achieve project completion.

**Public Funding:** Additional public sources to enhance development feasibility, particularly to support affordable housing and commercial spaces, create public plaza improvements, and develop parking. These sources may include Islip IDA tax incentives, New York State Consolidated Funding Application, Opportunity Zone funding, and Low Income Housing Tax Credits.

**FEASIBILITY AND COST JUSTIFICATION**

Using a stabilized year residual land value analysis, HR&A conducted an independent financial analysis of a hypothetical program for the site of former LIRR Station site. HR&A used third party data sources and comparable projects in the local area to identify market assumptions for land values, vertical development costs, rents, and financing under each alternative. The analysis indicated that the financing gap for this site would range from approximately \$1,500,000 to \$3,600,000 for a mixed-use development on this site.

**REGULATORY REQUIREMENTS**

The Town has committed to modify the site’s current zoning regulations to support the density and land uses associated with the project. Other necessary approvals would be addressed as part of site plan review. Design approvals and permits and inspections for construction are required by Town of Islip Building Division - Permits Section.

The Town-owned parcel currently has a parking covenant tied to the former train station use. The Town has committed to removing the parking covenant to enable development.

The development will require environmental review pursuant to the State’s Environmental Quality Review Act.

The installation of sewer infrastructure along Carleton Avenue from Suffolk Avenue to Smith Street – a DRI project described in this Plan – will be required to make the development feasible.

**ESTIMATED PROJECT TIMELINE AND READINESS**

The total implementation timeframe for this project is approximately 3 years.

**Phase I: RFP Process ~6 months**

- Town to issue developer request for proposal (RFP)
- RFP circulation and preferred developer selection
- Town to enter into Memorandum of Understanding with the selected developer for the sale of the site

**Phase 2: Land Acquisition and Schematic Design ~6 months**

- Private developer to acquire the site at 1 Cordello Avenue (optional)
- Private developer to produce a schematic design and program plan for the site

**ESTIMATED PROJECT  
TIMELINE AND READINESS**

**Phase 3: Approvals ~2 years**

- Private developer to secure site plan and design approval
- Environmental review and permitting
- Construction

The project is also contingent on the completion of the new sewer system along Carleton Avenue. The line will accommodate the increased demand created by this project. The sewer is a critical path item for this project (estimated completion late 2021). The Town’s proposed zoning modifications will enable the proposed uses and density envisioned at the site.

---

**PROJECT REPORTING**

Key metrics for the project include:

- Total retail, commercial, and community spaces opened
  - Total new residents and workers added
  - Value of property taxes
  - Total programs or events offered the public space
-

# Improve the Recreation Center at Central Islip Recreation Village



**DRI FUNDING REQUEST AND  
TOTAL PROJECT COST**

Total DRI funding request: **\$1,500,000**  
Total project cost: **\$1,500,000**

**PROJECT DESCRIPTION**

The project would enhance the Central Islip Recreation Center, a cornerstone facility in the Town’s recreation village, by making substantial renovations to the facility. The 2,000 square foot renovation would include the addition of a Children’s Discovery Center (400 square feet), a teen lounge (400 square feet), and a multi-purpose room (1,200 square feet) for flexible daytime programming. Additional enhancements to the facility would include the installation of a kitchen and a computer technology room. These enhancements would significantly improve the physical conditions of the Recreation Center and provide important public amenities to users of the center, notably young children, youth populations, and other cultural institutions.

Photo source: Town of Islip

**PROJECT LOCATION OR ADDRESS**

521 Clayton Street



**PROPERTY OWNER/SPONSOR**

The Town of Islip’s Department of Parks, Recreation, and Cultural Affairs owns the land and facility.

**CAPACITY**

The Town of Islip’s DPRC owns and operates a portfolio of community facilities like the recreation center throughout the area. The Town of Islip’s DPRC will be responsible for overseeing all work related to improvements at the Recreation and Senior Center. This will include all contracting activities for design and construction, as well as construction.

**PROJECT PARTNERS**

N/A

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Expand or create new community-serving venues
- Improve recreational facilities to accommodate a broad range of users

This project aligns with the following LI REDC Strategies:

- Revitalize Long Island’s poorest places

**ANTICIPATED REVITALIZATION BENEFITS**

This project represents an important opportunity to improve a crucial community resource for Central Islip. The proposed interior expansion and renovation would accommodate additional youth programming, improve the perception of the facility, and enhance the Center’s role as a community-serving anchor. The proposed enhancements would improve the Center’s ability to offer a suite of programming that serves the needs of Central Islip’s large and growing youth and young adult population by providing critical access to free resources, services, and programs.

**PUBLIC SUPPORT**

**LPC Response:** The Local Planning Committee has been supportive of expanding community resources in and around Downtown. Members have reiterated throughout the process that there is a critical need to offer spaces and programs that can serve the youth of Central Islip. These improvements would expand the ability of the facility to do.

**Community Response:** Members of the public have also consistently expressed the need to improve the Recreation Center and expand youth services in Central Islip during community workshop discussions. Members of the public ranked this proposal as one of the highest priority projects during the interactive session at community workshop #2. Community members reflected that the current outdated facility failed to function as a welcoming hub for the community.

**JOBS CREATED**

This project is expected to create 3 permanent jobs to support ongoing maintenance and expanded programming at the facility.

**PROJECT BUDGET AND FUNDING SOURCES**

Costs:  
Renovation and construction = \$1,300,000  
Softs costs = \$150,000  
New fixtures and equipment = \$50,000  
**Total Project Cost = \$1,500,000**

There are no sources of funding for the project other than DRI Funds.

**REGULATORY REQUIREMENTS**

Cost estimates were provided by an experienced designer based on similar comparable projects of recreation and community facilities. The costs assume a per square foot renovation costs of \$650 per square foot and soft costs at 10% of total project cost.

The facility is owned by the Town of Islip. Therefore, barriers to implementation may be minimized. A public solicitation and resolution approving the award of contracts by the Town of Islip Board is required to procure design and construction and to complete the project.

- Design and construction will require engagement and input of Town of Islip Department of Parks, Recreation and Cultural Affairs.
- Design approvals and permits and inspections for construction are required by Town of Islip Building Division - Permits Section.
- Suffolk County Department of Health Services permits are required for design approval and operation of commercial kitchen.

**ESTIMATED PROJECT TIMELINE AND READINESS**

This project will require approximately 2 years to complete.

- **Months 1-3:** Solicitation and procurement of architect and engineering services.
- **Months 4-10:** Facility design and permits
- **Months 10-13:** Bid, general contractor award and mobilization
- **Months 12-25:** Construction

## PROJECTS PROPOSED FOR DRI FUNDING: Public Improvements

### PROJECT REPORTING

Key metrics for the project include:

- Number of center visitors and users, including young children and youth
- Number of annual programs and events held at the center
- Participation rates in programs and events

### ADDITIONAL IMAGES

Aspirational recreation center facilities.



Photo source: Fu Wilmers Design

# Improve the Senior Center at Central Islip Recreation Village



Central Islip Senior Center.

## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$1,300,000**

Total project cost: **\$1,750,000**

## PROJECT DESCRIPTION

The project would include a series of building improvements to the Central Islip Senior Center located in Recreation Village. This would include installation of new energy efficient windows, HVAC systems, electrical system upgrades, water system upgrades, handicap accessibility upgrades, a second means of egress from the second floor, and asbestos remediation, as needed. Additionally, this would include kitchen upgrades like new floors, walls, cabinets, and appliances. These improvements would make a significant impact on improving the use of the building and its ability to serve the needs of Central Islip's senior citizens. They would also allow an expansion of facility programming and other cultural programming to include providing fresh, hot meal service as part of the Center's congregate meal program which is a much-needed service in the community.

**PROJECT LOCATION OR ADDRESS**

555 Clayton Street #1



**PROPERTY OWNER/SPONSOR**

The Town of Islip’s Department of Parks, Recreation, and Cultural Affairs owns the land and the facility.

**CAPACITY**

The Town of Islip’s DPRC owns and operates a portfolio of community facilities like the recreation center throughout the area. The Town of Islip’s DPRC will be responsible for overseeing all work related to improvements at the Recreation and Senior Center. This will include all contracting activities for design and construction, as well as construction.

**PROJECT PARTNERS**

N/A

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Expand or create new community-serving venues
- Improve recreational facilities to accommodate a broad range of users

This project aligns with the following LI REDC Strategies:

- Revitalize Long Island’s poorest places

**ANTICIPATED REVITALIZATION  
BENEFITS**

The project would have a significant impact for Central Islip’s growing senior population. The enhancements would provide much-needed improvements to a critical community resource to ensure the center can continue to be a usable space that serves the area’s seniors long into the future. The improvements will not only enhance building functioning and efficiency but also promote expanded programs that serve its users. These crucial services go a long way to enhancing quality of life for this vulnerable population.

---

**PUBLIC SUPPORT**

**LPC Response:** The Local Planning Committee has been supportive of expanding community resources in and around Downtown. Members have reiterated that it is essential for Central Islip to prioritize care of its senior and ensure that this facility continues to serve the needs of some of the most low-income segments.

**Community Response:** Members of the public who attended community workshop #2 identified this as one of the most popular projects. Many members of the public expressed a desire to transform this unsatisfactory space into a best-in-class facility that could better serve the needs of this vulnerable population and improve their quality of life.

---

**JOBS CREATED**

This project will likely not create any permanent full-time jobs.

---

**PROJECT BUDGET AND  
FUNDING SOURCES**

Costs:  
Renovation = \$550,000  
Roof = \$400,000  
Windows = \$280,000  
HVAC = \$225,000  
Kitchen Appliances = 25,000  
Disabled accessibility upgrades = \$200,000  
Soft costs = \$50,000  
**Total Project Cost = \$1,750,000**

Sources:  
Town contribution = \$450,000  
DRI Funds = \$1,300,000  
**Total Project Sources = \$1,750,000**

---

**FEASIBILITY AND COST  
JUSTIFICATION**

Cost estimates were provided by the Town of Islip’s Department of Parks, Recreation, and Cultural Affairs. These were based on expenditures at recently completed project elsewhere in the Town and similar comparable projects. These costs assume \$5,000 per window (for 56 windows) and \$15,000 per split unit HVAC installation (for 15 units to cover the full building).

---

**REGULATORY REQUIREMENTS**

The facility is owned by the Town of Islip. Therefore, barriers to implementation may be minimized. A public solicitation and resolution approving the award of contracts by the Town of Islip Board is required to procure design and construction and to complete the project.

- Design and construction will require engagement and input of Town of Islip Department of Senior Citizen Services and possibly Department of Parks, Recreation and Cultural Affairs.

**PROJECTS PROPOSED FOR DRI FUNDING: Public Improvements**

**REGULATORY REQUIREMENTS**

- Design approvals and permits for construction are required by Town of Islip Building Division - Permits Section.
- Kitchen facilities may require permitting by Suffolk County Department of Health Services.

**ESTIMATED PROJECT TIMELINE AND READINESS**

This project will require approximately 2 years to complete.

- **Months 1-3:** Solicitation and procurement of architect and engineering services.
- **Months 4-10:** Facility design and permits
- **Months 10-13:** Bid, general contractor award and mobilization
- **Months 12-25:** Construction

**PROJECT REPORTING**

Key metrics for the project include:

- Number of residents and visitors at the center
- Number of programs offered at the center
- Participation rates in programs

**ADDITIONAL IMAGES**



Photo source: Town of Islip

# Build a Mixed-Use Development at 108 and 110 Carleton Avenue

Illustrative concept of mixed-used development at 108 and 100 Carleton Avenue.



Photo source: Howard Kassman

## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$1,300,000**  
Total project cost: **\$3,955,000**

## PROJECT DESCRIPTION

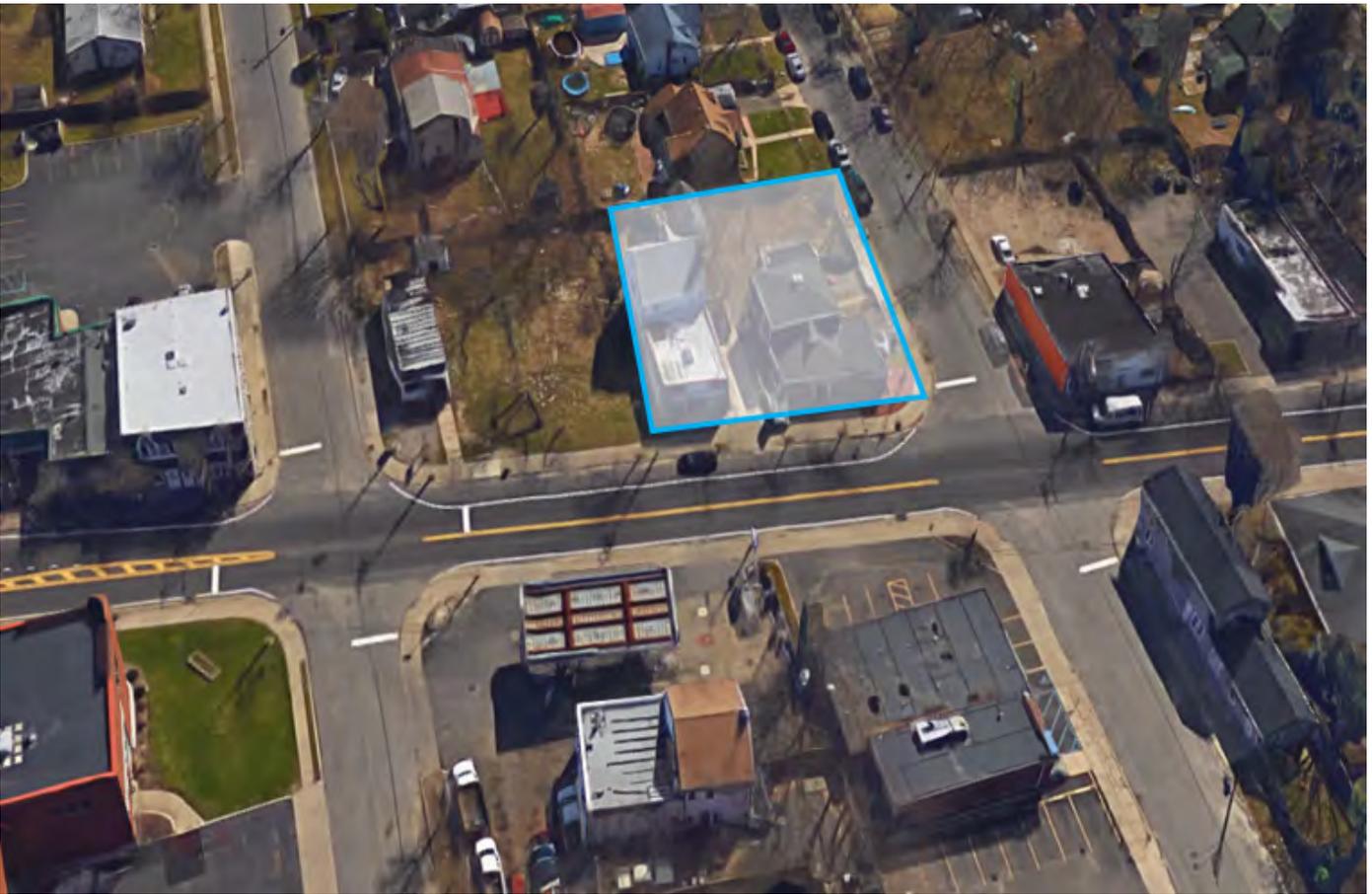
The project would result in the new construction of a four-story, mixed-use building and accessory parking at 108 and 110 Carleton Avenue. The proposed 26,000 square foot building would consist of approximately 6,500 square foot of ground floor retail

**PROJECTS PROPOSED FOR DRI FUNDING: New Development or Rehabilitation**

or commercial use, and three floors of residential with 18 total rental units above. The ground floor commercial space would include offices for the sponsor’s current real estate business, as well as new tenants. Thirty-five accessory parking spaces would be provided on-site to support the development. The proposed project density and uses are contingent on the installation of the sewer, as well as site plan approvals by the Town of Islip’s Planning Department pursuant to current or future zoning regulations for the site. The building size and program may change upon the development of a detailed site plan reviewed and accepted by the Town of Islip.

**PROJECT LOCATION**

110 Carleton Ave and 108 Carleton Ave



**PROPERTY OWNER/SPONSOR**

Brothers Myles Kassman, Howard Kassman, and Shawn Kassman are the owners of 110 Carleton Avenue and 108 Carleton Avenue.

**CAPACITY**

Myles Kassman, Howard Kassman, and Shawn Kassman would be responsible for the development and long-term operations and management of the proposed project, including design, construction, permitting, and financing. The Kassmans have managed a construction and real estate company, MHS Real Estate, for over 20 years.

**PROJECT PARTNERS**

MHS Real Estate will lead all pre-development activities for the project, serve as general contractor overseeing construction, and maintain and operate the project upon completion.

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Support mixed-use development to create a live, work, play environment
- Promote new or expanded retail and dining options along Carleton Avenue
- Enhance the appearance of retail storefronts and commercial properties
- Expand or create new community-serving venues

This project aligns with the following LI REDC Strategies:

- Revitalize Long Island’s poorest places

**ANTICIPATED REVITALIZATION  
BENEFITS**

This project would provide a public benefit by creating updated ground floor retail space that could be used for restaurant, retail, and cultural uses. Ground floor retail and commercial uses sited in a new building would help improve the physical conditions along the Carleton Avenue corridor, increase foot traffic downtown, and promote the addition of desirable retail uses. The project would also add new residential units, including affordable apartments, which would address a need to provide more quality housing in downtown Central Islip.

**PUBLIC SUPPORT**

**LPC Response:** The Local Planning Committee members articulated a need to see mixed-use development along the Carleton Avenue corridor. However, members indicated that any new development would need to provide adequate parking and support density consistent with the Town’s zoning.

**Community Response:** Members of the public expressed the need for increased dining, shopping, and entertainment options along Carleton Avenue, as well as streetscape and public realm improvements in downtown at the community workshops. Community members indicated a desire to see more mixed-use buildings as seen in neighboring downtowns, that provided quality market-rate and affordable rental units. However, community members expressed hesitation at seeing buildings exceeding three stories.

**JOBS CREATED**

The sponsor anticipates that the project would create approximately 25 permanent jobs through new positions created in the retail spaces and the offices of MHS Real Estate.

**ACQUISITION OF  
REAL PROPERTY**

The project sponsor owns both sites and has site control of the land required for the project.

Costs:

Construction = \$2,600,000

Interior finishing = \$1,040,000

Landscaping = \$260,000

Architect fees = \$45,000

Permits and fees = \$10,000

**Total Project Cost = \$3,955,000**

Sources:

Funds from private investors = \$2,655,000

DRI Funds = \$1,300,000

**Total Project Sources = \$3,955,000**

**PROJECT BUDGET AND FUNDING SOURCES**

The project sponsor has the financial ability and bank relationships to build this project. They have begun discussions with two different banking institutions (TD Bank, Citi Bank) who have indicated that financing will not be an issue. The project sponsor estimated a total development cost (hard and soft costs) using a per square foot estimate (\$152 per square foot) which was confirmed by an architect as reasonable. The stated all-in construction costs are slightly lower than what is seen in similar developments in the area per HR&A research; however, MHS Real Estate has indicated that the reduced costs reflect efficiencies gained due to the sponsor serving as general contractor.

The sponsor has indicated that his own personal investment in this project is equivalent to the lost rent of his existing business during the construction of this new facility and the land value of the site. HR&A estimated the land value of the site at approximately \$40,000 based on similar land comps sold in the vicinity and applied the per land square foot sale value to this 7,475 square foot site. The sponsor will take on a mortgage from the financial institutions mentioned above to cover the gap remaining after his personal investment.

**FEASIBILITY AND COST JUSTIFICATION**

The project sponsor has engaged an architect who has confirmed the total cost of the project would be approximately \$3,955,000 depending on the final program plan. Although construction costs are lower than comparable costs in the area, the sponsor would serve as the general contractor, thus reducing overall costs. The sponsor has estimated project rents for the commercial and residential components of the development that are generally in line with rents seen in the area per HR&A research. The sponsor has provided a profit and loss statement that reflects a monthly operating deficit attributable to the loan on the project which would be mitigated by the proposed DRI funding. The DRI fund request is approximately one-third of the total project cost – a share that the LPC has recommended as the maximum for private applicant sponsored projects.

**REGULATORY REQUIREMENTS**

The sponsor has not provided a dimensioned site plan that is acceptable to the Town of Islip’s Planning Department. Based on the current limited information, it is unclear that the project can be built under current or proposed zoning, especially as it relates to the proposed four-story height and parking requirements.

All design approvals and permits and inspections for construction will be required by Town of Islip Building Division - Permits Section. The sponsor will also need to comply with all requirements for traffic inspections as well as ADA and MUTCD requirements.

**ESTIMATED PROJECT TIMELINE AND READINESS**

The sponsor is currently engaged in predevelopment activities; the project is ready to proceed subject to Town approvals and guidance on proposed zoning changes Downtown. As described previously, the current proposal does not provide adequate site plan information for Town of Islip Planning Department review. In addition, the proposed development concept may not meet existing or future zoning regulations for height, density, or parking.

The project is contingent on the completion of the new sewer system along Carleton Avenue. The line will accommodate the increased demand created by this project. The sewer is a critical path item for this project (estimated completion first quarter 2022).

**PROJECTS PROPOSED FOR DRI FUNDING: New Development or Rehabilitation**

**ESTIMATED PROJECT  
TIMELINE AND READINESS**

Once approvals are obtained, the sponsors would retain an architect, obtain the proper building permits, and then relocate existing tenants (including the sponsor’s office) to temporary spaces. The project would require about three months of engineering and design, three months of review and approvals, two months of tenant relocation, and approximately twelve months of construction. The sponsor is motivated to complete this project as quickly as possible in order to minimize the time spent in temporary offices.

**PROJECT REPORTING**

Key metrics for the project include:

- Total retail and commercial spaces opened
- Total new workers employed

**ADDITIONAL IMAGES**



The existing site at 108 and 110 Carleton.



Aspirational mixed-use developments.



Photo source: Google Earth, Howard Kassman

# Create a Community Park at Central Islip Recreation Village



## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$1,154,000**  
Total project cost: **\$1,154,000**

## PROJECT DESCRIPTION

This project would develop a new park space at the Central Islip Recreation Village Park at the southwestern corner of the Recreation Village near the intersection of Clayton St and Audwin Rd. The 0.5-acre park would incorporate a mix of passive and active uses designed for use by senior citizens, youth, and the broad and diverse spectrum of residents that make up the Central Islip community. This new outdoor amenity would incorporate recreational equipment specifically designed to facilitate intergenerational play and exercise, creating a new gathering space for both the nearby Senior Center and Recreation Center.

## PROJECT LOCATION OR ADDRESS

555 Clayton Street



Photo source: Fu Wilmers Design

## PROJECTS PROPOSED FOR DRI FUNDING: Public Improvements

<b>PROPERTY OWNER/SPONSOR</b>	Town of Islip, Department of Parks, Recreation and Cultural Affairs
<b>CAPACITY</b>	The Town of Islip Parks, Recreation and Cultural Affairs has developed and managed numerous parks, open space, and other recreation facilities through the community. They have the capacity to oversee the construction and ongoing operation of this new amenity.
<b>PROJECT PARTNERS</b>	The Town of Islip Parks, Recreation and Cultural Affairs will lead and manage the implementation of this project with the support of the Town's Planning and Development Department and the Town's Department of Public Works.
<b>STRATEGIES</b>	<p>This project aligns with the following DRI Strategies:</p> <ul style="list-style-type: none"><li>• Expand or create new community-serving venues</li><li>• Improve recreational facilities to accommodate a broad range of users</li></ul> <p>This project aligns with the following LI REDC Strategies:</p> <ul style="list-style-type: none"><li>• Rebuild and expand infrastructure</li><li>• Revitalize Long Island's poorest places</li></ul>
<b>ANTICIPATED REVITALIZATION BENEFITS</b>	The creation of a new community park would effectively create a new front door to the Recreation Village. The site is currently used for parking so transforming it into a new community recreation space for all ages would enhance the entrance of the Recreation Village and provide opportunities for integrating the facilities with each other, the streetscape, and the wider public realm. The new park would also expand the network of community-serving venues Downtown, allow both adjacent facilities to expand their services, and help transform the image of the Recreation Village and broader Downtown into a welcoming destination for all ages. These significant benefits have the potential to improve quality of life for Downtown residents and create an environment that attracts and retains residents of all ages to the Central Islip community.
<b>PUBLIC SUPPORT</b>	<b>Community Response:</b> Throughout the DRI process, members of the community have voiced favorable support for new streetscape and park improvements. This desire has been consistently expressed at all community workshops and public comment sessions.
<b>JOBS CREATED</b>	This project will likely not create any permanent full-time jobs.
<b>PROJECT BUDGET AND FUNDING SOURCES</b>	<p>Costs:</p> <p>Site prep = \$24,800</p> <p>Landscaping = \$83,600</p> <p>Shade trees and grassy mound = \$102,300</p> <p>Park lighting = \$35,500</p> <p>Painted crosswalk = \$5,400</p> <p>Concrete paving = \$197,300</p> <p>Rubber paving (at children's playground) = \$124,600</p> <p>Allowance for adult fitness equipment = \$580,600</p> <p><b>Total Project Cost = \$1,154,000</b></p> <p>There are no sources of funding for the program other than DRI Funds.</p>

**FEASIBILITY AND COST JUSTIFICATION**

Cost estimates were provided by an experienced designer based on similar project examples. The total cost includes landscape, paving, adult exercise equipment, children's playground equipment, and site utilities that include drainage, lighting, and grading.

**REGULATORY REQUIREMENTS**

The site is owned by the Town of Islip so barriers to implementation are diminished.

- A resolution approving the award of contracts by the Town of Islip Board is required to procure and complete the project.
- Design and construction will require engagement and input of Islip Department of Parks, Recreation and Cultural Affairs.
- Coordination and standards compliance of site electric adjustments with National Grid may be required.
- Pedestrian crosswalks, signage and signalization located within state road rights-of-way may require Town of Islip coordination with Suffolk County

**ESTIMATED PROJECT TIMELINE AND READINESS**

The project would require approximately 2 years to complete. To maximize impact, this project would need to be completed in conjunction with the adjacent Senior Center and Recreation Center redevelopments.

- **Months 1-10:** Architect and engineer park/facility design and walk-through permits for work on non-Town owned land
- **Months 11-13:** Bid, general contractor selection and mobilization
- **Months 13-24:** construction

**PROJECT REPORTING**

Key metrics for the project include:

- Number of park visitors and users, including senior citizens and youth

**ADDITIONAL IMAGES**

Community park concept plan.

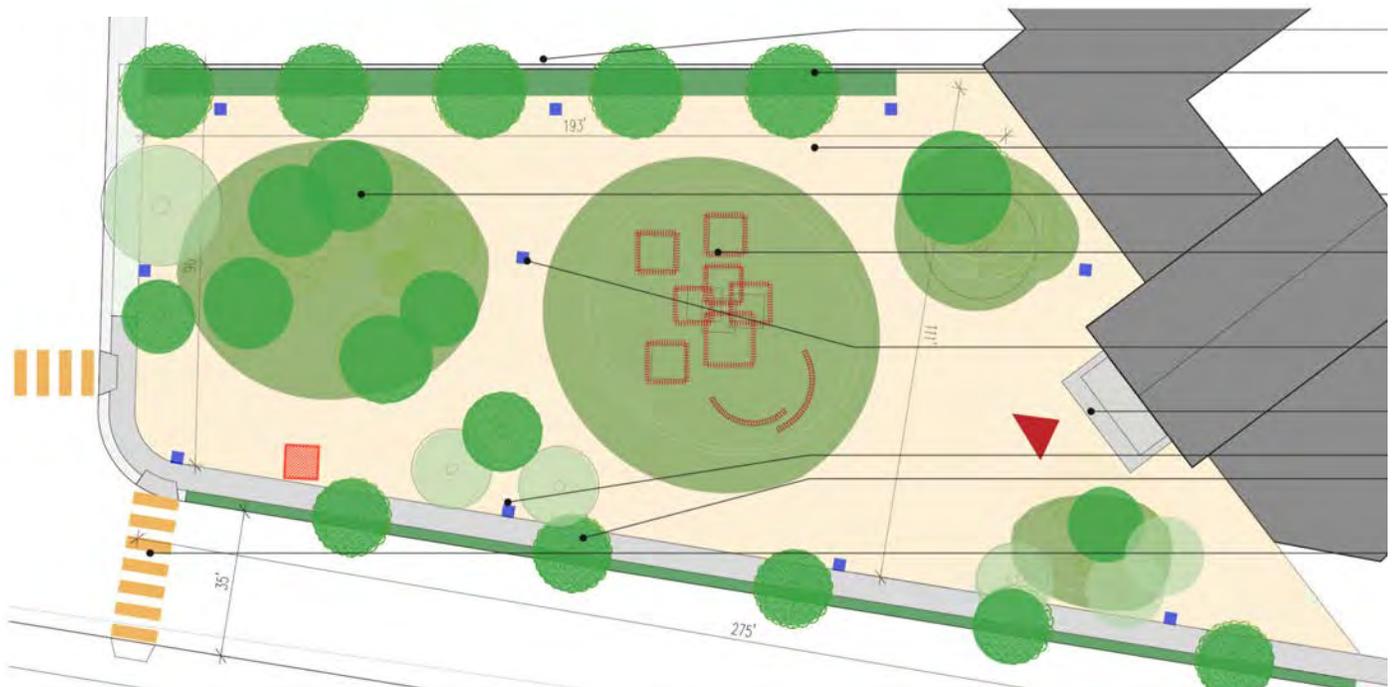


Photo source: Fu Wilmers Design

ADDITIONAL IMAGES



Photo source: Wikimedia, Mante Leisure

# Build a Mixed-Use Development at 69 and 75 Carleton Avenue

Illustrative image of mixed-use development at 69 and 75 Carleton Avenue.



## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$985,000**  
Total project cost: **\$4,500,000**

## PROJECT DESCRIPTION

The project will create a two-story, mixed-use development at 69 Carleton Avenue and 75 Carleton Avenue. The sites are currently occupied by two, run-down structures that will be demolished to accommodate the new building. The proposed program will consist of six 1,200 square foot ground floor commercial spaces that will be available for restaurants, small businesses, and “local shops in nature.” Two tenants have already been secured, including Dynamic Printing (35 years on Carleton Avenue) and The Original Barber Shop (30 years on Carleton Avenue). The second floor will include 9 to 12 apartments that will be a mix of studios and one bedroom units. The facade of the building will have higher end finishes, trim work, and architectural design elements to enhance the look of the streetscape. The building will be built up to the setback line and make extensive use of windows to create light and vibrancy on Carleton Avenue in the evening hours and encourage sidewalk traffic.

A 46-space accessory parking lot will be located behind the proposed building; access to the lot will be provided via South Road to limit traffic flow onto Carleton Avenue. The lot will be landscaped and include disabled parking, sidewalks, and pedestrian walkways.

The proposed project’s density and uses are contingent on the installation of the sewer, as well as site plan approvals by the Town of Islip’s Planning Department pursuant to current or future zoning regulations for the site. The building size and program may change upon the development of a detailed site plan reviewed and accepted by the Town of Islip.

**PROJECT LOCATION OR ADDRESS**

69 Carleton Ave and 75 Carleton Ave



**PROPERTY OWNER/SPONSOR**

Richard Ruffner and Co. is the owner of 69 Carleton Avenue and 75 Carleton Avenue, and will develop this project, as well as rent and manage the completed building.

**CAPACITY**

Richard Ruffner and Co. has over 42 years of experience in real estate development, 35 of which are in the Town of Islip, and has an academic background in architecture and construction. The owner develops and manages all of his properties from conception to rental and currently has a portfolio of 25 properties that range from Manhattan to Montauk. This will be the owner’s sixth project on Carleton Avenue in Central Islip.

**PROJECT PARTNERS**

Richard Ruffner and Co. will own, develop, and manage this project. The project will be built by general contractor, Sound Builders, Inc. Two architects have been identified as suitable for the project by the sponsor and both have been briefed on the project.

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Support mixed-use development to create a live, work, play environment
- Promote new or expanded retail and dining options along Carleton Avenue
- Enhance the appearance of retail storefronts and commercial properties
- Expand or create new community-serving venues

This project aligns with the following LI REDC Strategies:

- Revitalize Long Island’s poorest places

**ANTICIPATED REVITALIZATION  
BENEFITS**

This project will create a vibrant, attractive mixed-use amenity on a highly visible corner along the Carleton Avenue corridor. This development will transform a currently underutilized, run-down site into a community-serving anchor for Carleton Avenue’s revitalization that also enhances the physical conditions of the site. This project creates multiple opportunities for new commercial uses to locate Downtown and provide goods, services, and entertainment to a community that currently lacks these amenities. The new mix of uses will give residents and visitors a reason to explore Downtown, increase pedestrian traffic, and improve overall perceptions of safety in the corridor. The housing component of the project will provide quality rentals for residents of the community, including young people and older downsizing residents, an opportunity to stay to in the community.

**PUBLIC SUPPORT**

**LPC Response:** The Local Planning Committee articulated a need to see mixed-use development along the Carleton Avenue corridor. However, members indicated that any new development would need to provide adequate parking and support density consistent with the Town’s zoning.

**Community Response:** This project addresses several community desires that were expressed at the community workshops, including the need to increase dining, shopping, and entertainment options along Carleton Avenue and to improve the overall streetscape and public realm along the corridor. Additionally, this project addresses the community desire for more quality, rental housing near Downtown.

**JOBS CREATED**

Assuming a conservative estimate of 1 permanent job created for property maintenance and 4 permanent jobs created per commercial store, this project will create roughly 25 total jobs.

**ACQUISITION OF  
REAL PROPERTY**

The project sponsor owns both sites free of any mortgage and has site control of the land required for the project.

**PROJECT BUDGET AND  
FUNDING SOURCES**

Costs:

- Demolition, site work, building and parking lot construction = \$4,320,000
- Professional fees for oversight of demolition permits and initial site prep = \$25,000
- Professional fees for architect = \$75,000
- Professional fees for engineer = \$10,000
- Professional fees for legal = \$10,000
- Professional fees for accounting = \$10,000
- Construction insurances = \$50,000

**Total Project Cost = \$4,500,000**

**PROJECT BUDGET AND FUNDING SOURCES**

Sources:  
Funds from private investors = \$3,515,000  
DRI Funds = \$985,000  
**Total Project Sources = \$4,500,000**

The project sponsor intends to fund all soft costs and land costs up until construction. The project sponsor has the financial ability and bank relationships to build this project. It is in good standing with Empire National Bank, New York Community Bank, People's United Bank, and Bridge Hampton National Bank.

---

**FEASIBILITY AND COST JUSTIFICATION**

The total development cost was estimated using a per square foot value and was deemed reasonable by Sound Builders, Inc., a general contractor that has a 35-year relationship with Richard Ruffner and Co.

The project sponsor estimated a total development cost (hard and soft costs) using a per square foot estimate which was confirmed by an architect. The stated all-in construction costs are comparable to costs for similar developments in the area per HR&A research. The sponsor has estimated project rents for the commercial and residential components of the development that are also in line with rents seen in the area per HR&A research.

The sponsor has provided a profit and loss statement that reflects a monthly operating deficit attributable to the loan on the project which would be offset by the proposed DRI funding. The DRI fund request is approximately 22% of the total project cost, below the one-third maximum DRI share that the LPC has recommended for private applicant sponsored projects.

---

**REGULATORY REQUIREMENTS**

The sponsor has not provided a dimensioned site plan that is acceptable to the Town of Islip's Planning Department. In addition, the density proposed by the sponsor would require a special permit from the Planning Board and a variance that loosens requirements on parking. Based on the current limited information, it is unclear that the project can be built under current or proposed zoning, especially as it relates to parking requirements. However, the sponsor is willing to work with the Town of Islip to make all aspects of this project viable and ensure compliance with parking needs.

All design approvals and permits and inspections for construction will be required by Town of Islip Building Division - Permits Section. The sponsor will also need to comply with all requirements for traffic inspections as well as ADA and MUTCD requirements.

---

**ESTIMATED PROJECT TIMELINE AND READINESS**

The sponsor is currently engaged in predevelopment activities and this project is ready to proceed subject to Town approvals and guidance on proposed zoning changes downtown. Initial meetings with builders have already begun and the architect has already been selected. Upon confirmation of DRI award, the owner will immediately commence architectural renderings and construction documents which will take approximately three months to complete. The Town of Islip review and approvals would follow; construction would begin immediately when permits are issued.

The project is also contingent on the completion of the new sewer system along Carleton Avenue. The line will accommodate the increased demand created by this project. The sewer is a critical path item for this project (estimated completion first

**PROJECTS PROPOSED FOR DRI FUNDING: New Development or Rehabilitation**

**ESTIMATED PROJECT TIMELINE AND READINESS**

quarter 2022). Although some aspects of the project could be advanced before the installation of the sewer, including design, Town review and approvals, as well as bank financing, would likely not occur until sewer construction commences.

**PROJECT REPORTING**

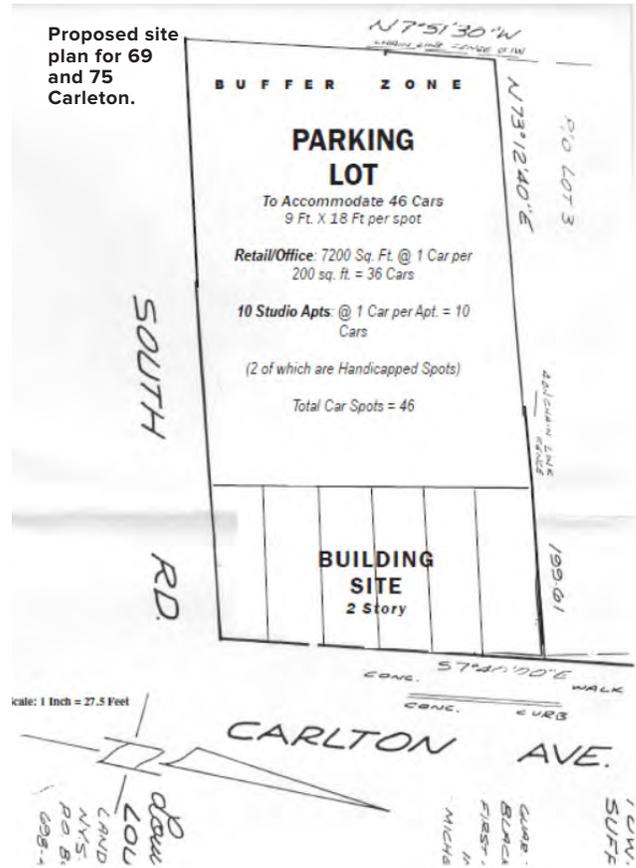
Key metrics for the project include:

- Total retail and commercial spaces opened
- Total residential units created

**ADDITIONAL IMAGES**



The existing site at 108 and 110 Carleton.



# Create a Commercial Property Improvement Fund



Retail storefronts along Carleton Avenue.

## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$600,000**  
Total project cost: **\$600,000**

## PROJECT DESCRIPTION

The Town of Islip Community Development Agency will administer a Commercial Property Improvement Fund which will award grants to property owners and merchants to help subsidize eligible capital improvement projects for buildings used wholly or in part for commercial purposes and located within the Central Islip DRI Study Area. The goal of the program is to improve the physical appearance and general character of the Study Area, particularly along the Carleton Avenue corridor, by encouraging owners and merchants to renovate building facades and storefronts, thereby attracting new businesses and helping existing businesses remain competitive.

The program is available to all for-profit and not-for-profit property owners and merchants who own or occupy a building located within the DRI Study Area. Applicants must be either the legal owner of the subject property or a commercial tenant of the property that possesses a current lease that will not expire prior to the anticipated completion of the façade improvement project. A merchant must have written consent

Photo source: HR&A Team

**PROJECT DESCRIPTION**

from the property owner giving permission to conduct the improvements. Applicants must be in good standing with the Town of Islip and have the legal authority to execute contracts with the CDA and oversee the project.

Eligible projects include all capital improvements that adhere to program design guidelines including:

- Exterior façade enhancements
- Fabrication, installation, or repair of exterior signage
- Interior fit out improvements (eligible for retail and dining uses only)

Funds cannot be used for on-going or routine expenses, such as staff salaries and rent. In addition, property maintenance, such as roof replacement, home improvements, and rehabilitation projects are not eligible.

Grant awards may not exceed 75% of the total improvement cost required to complete the approved scope of work. Any improvement made prior to receiving written approval from CDA in the form of a grant commitment will not be eligible for reimbursement. Grant awards may be up to \$25,000 per property, with a 50% owner funding match and up to \$15,000 per property for a 25% owner funding match. Based on the total demand for grants and feedback from users of the fund or community members, these grant award limits may be adjusted.

**PROPERTY OWNER/SPONSOR**

Town of Islip CDA

**CAPACITY**

The Town of Islip CDA will administer the grant program. This includes joint-marketing of the program with the Town of Islip, managing the application process, reviewing applications, administering funds, tracking program metrics and monitoring grant recipient fulfillment to ensure compliance with program requirements. The Town of Islip CDA has a five-member Board of Directors and an annual budget of approximately \$2.2 million. The CDA has administered comparable aesthetic improvement programs for other communities in the Town of Islip.

**PROJECT PARTNERS**

The Town of Islip Planning Department will collaborate with the CDA to oversee the review of all applicant design plans. Plans will be evaluated to ensure compliance with all zoning regulations and desired design aesthetic for the corridor. The Town will manage the approvals and permitting process for all design plans. The CDA will also collaborate with the Town of Islip to market the program to eligible property owners and evaluate program impact.

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Promote new or expanded retail and dining options along Carleton Avenue
- Improve the pedestrian experience through streetscape and traffic safety measures
- Enhance the appearance of retail storefronts and commercial properties

This project aligns with the following LI REDC Strategies:

- Rebuild and expand infrastructure
- Revitalize Long Island’s poorest places

**ANTICIPATED REVITALIZATION  
BENEFITS**

In the short-term, the Commercial Property Improvement Fund will enable existing property owners to advance capital improvements to their properties that will enhance the exterior and interior appearance of commercial properties in the Study Area. Improving the appearance of buildings along Carleton Avenue will help strengthen current commercial businesses, as well as help owners attract new retail and restaurant tenants. The fund will help shift resident and visitor perceptions of the Carleton Avenue corridor as owners and merchants participating in the program improve buildings. In the long-term, the fund will make Carleton Avenue a more competitive and desirable destination and help attract new visitors, activities, and businesses to downtown.

**PUBLIC SUPPORT**

**LPC Response:** The Local Planning Committee has been supportive of assisting current property owners with upgrading the facades of their buildings. There is unanimous agreement that improving the overall uniformity of buildings along the corridor will make Central Islip a more competitive and desirable Downtown.

**Community Response:** There has been widespread community support for improving the appearance of retail storefronts in the Study Area. Resident comments at all three community workshops expressed a desire to beautify existing stores and commercial businesses along Carleton Avenue and make the corridor more attractive.

**PROJECT BUDGET AND  
FUNDING SOURCES**

Costs:  
Program Administration and Soft Costs = \$60,000  
Funds Available for Grant Distribution = \$540,000  
**Total Project Cost = \$600,000**

There are no sources of funding for the program other than DRI Funds.

**FEASIBILITY AND COST  
JUSTIFICATION**

\$600,000 is the maximum amount available from the State for a grant program; since this has been identified as a critical need for the community the maximum amount is requested. The Town of Islip CDA will administer the program for a 10% fee (\$60,000) which leaves \$540,000 funds available to distribute as grants. Based on the maximum grant award caps outlined above, this translates to a potential impact of approximately 20 to 30 individual properties. This aligns with a program participation rate of approximately 60% of the total businesses along the Carleton Avenue corridor.

**ESTIMATED PROJECT  
TIMELINE AND READINESS**

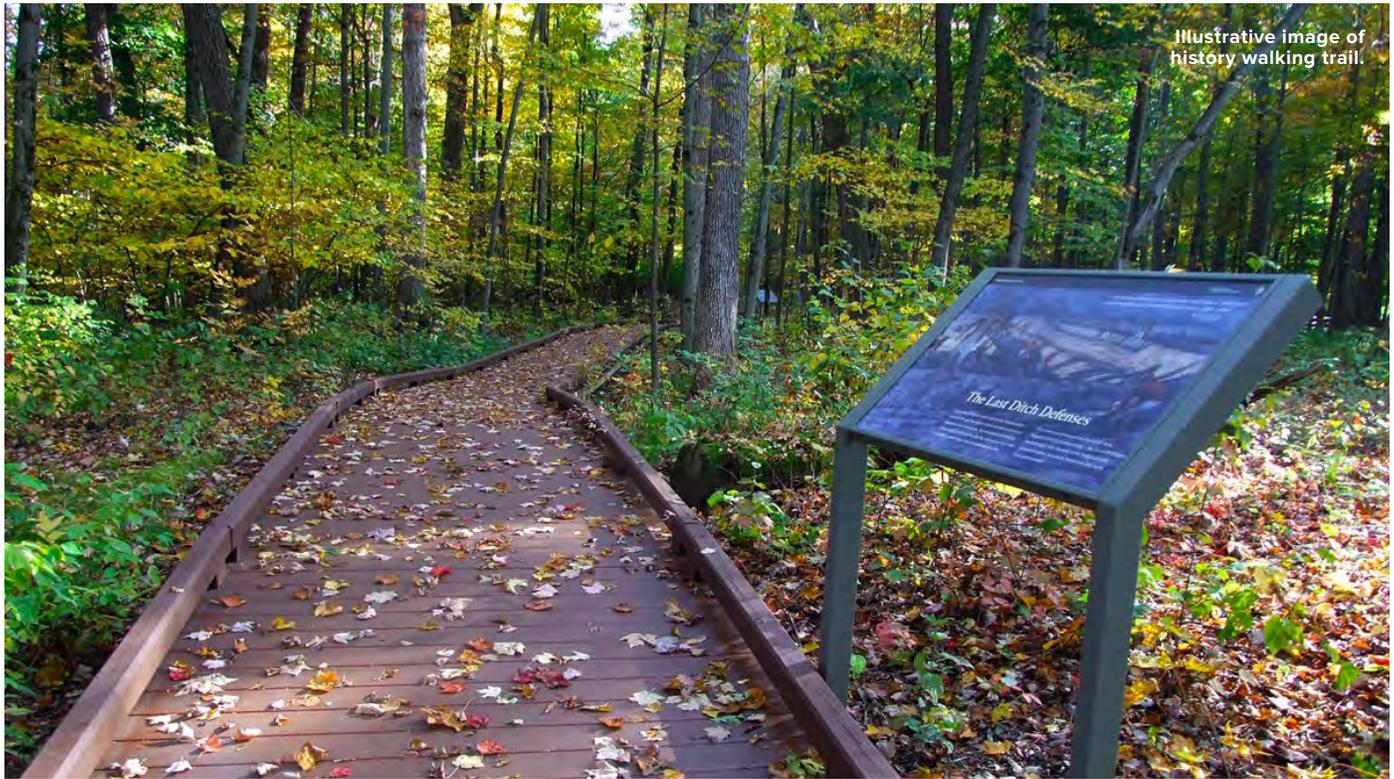
In January 2019, the Town of Islip CDA Board of Directors authorized the CDA to act as the Agent of the Town of Islip with regard to implementing the Commercial Property Improvement Fund. The CDA is ready to implement the program as soon as the program guidelines are published. Once the fund is launched, it will be administered on an ongoing basis and grants will be distributed on a rolling basis until funds are no longer available. Grants will be available to approved applicants as reimbursements for work performed. The program will target a launch date of first quarter 2020.

**PROJECT REPORTING**

Key metrics for the evaluating the success of the program will be developed in partnership between the Town of Islip CDA and the Town of Islip. Key metrics for the project may include:

- Total businesses in the Study Area submitting grant applications
- Share of businesses in the Study Area submitting grant applications
- Rents of retail and office space along the corridor

# Create a Central Islip History Trail



## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$19,900**  
Total project cost: **\$29,500**

## PROJECT DESCRIPTION

This project would develop a hike and bike history trail in and around Downtown Central Islip. The trail would follow existing sidewalks with interpretive signage at the many sites highlighting Central Islip's rich history. The Central Islip History Trail would extend from the Federal Courthouse to the Historic Heines Homestead covering approximately five miles, with walkers able to choose a very short route or the entire length. It would include adding signage to identify and explain 25 historic sites along the trail including six sites in the Study Area. Benches, distance markers, and brochures would also be provided. The trail would serve both residents and visitors alike and attract those interested in history and culture, as well as those seeking to maintain a health and active lifestyle.

## PROJECT LOCATION

The project runs from Spur Drive at the Federal Courthouse through the Carleton Avenue downtown and north to the historic Heines Homestead at 68 Wheeler Road. The trail would follow Carleton Avenue along the extent of the DRI Study Area.

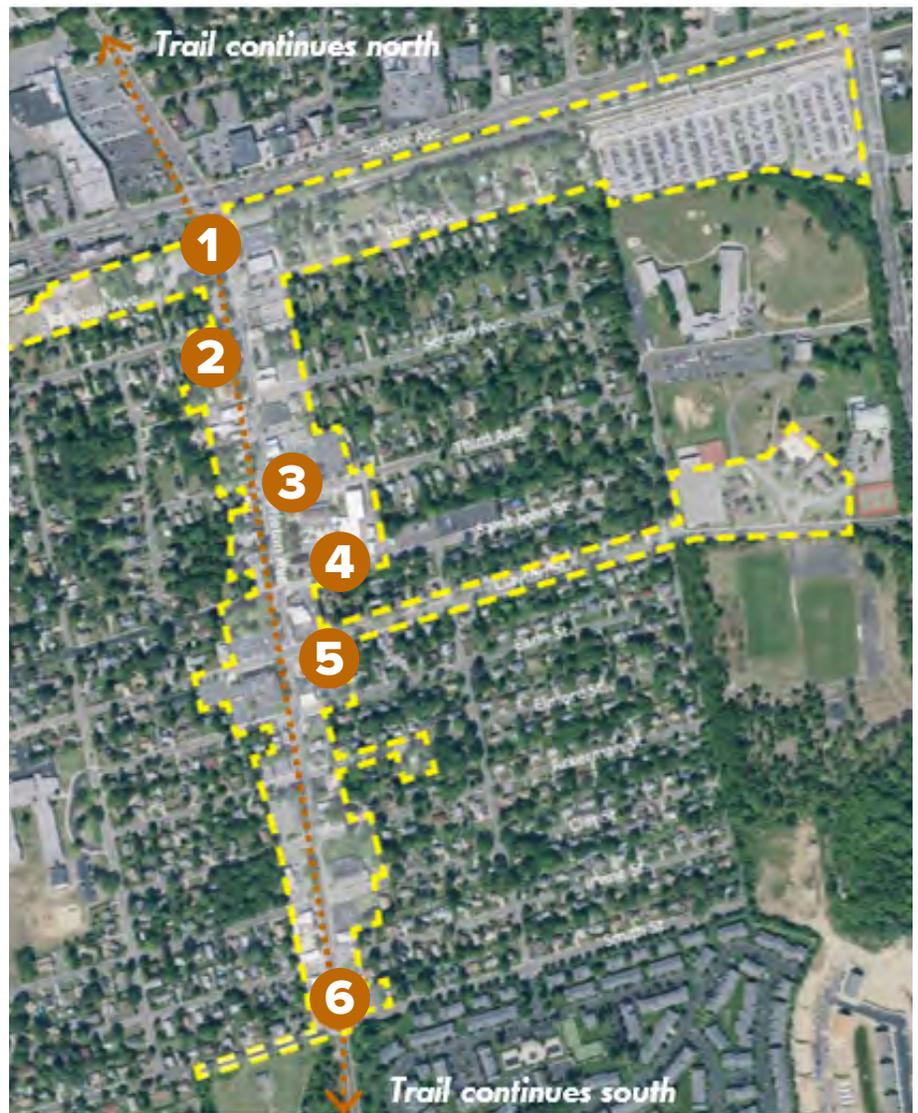
List of the Historic Sites along the trail:

- State Hospital Cemetery
- Islip Firefighters Museum
- Courthouse Corporate Center
- Sunken Garden
- Old Hospital Railroad Station Site

**PROJECT LOCATION**

- Robbins Hall
- Old Hospital Ballpark
- Site of the Old Hospital Administration Building
- Sunburst Buildings
- Site of the Old Hospital Firehouse
- Site of the Old Hospital Power Plan
- **Site of the Old Hospital Guardhouse 1**
- **Old Firehouse Corner of Carleton and Clayton 2**
- **St. John of God Church 3**
- **Site of Central Islip's First Library 4**
- **Episcopal Church of the Messiah 5**
- **Site of Central Islip's First Railroad Station & Hotel 6**
- Alfano School
- Old Methodist Church and Cemetery
- Historic Heines Homestead

**Bold = within the Study Area**



**PROPERTY OWNER/SPONSOR**

The Central Islip Civic Council’s mission is to improve the quality of life for all residents of Central Islip. Its emphasis is to increase the economic status of the community by providing services that facilitate community growth opportunities. The Council focuses on programs that facilitate a path to sustainable homeownership, financial literacy education and job skills. The Central Islip Civic Council also has expertise in rehabbing community assets, such as housing, for the betterment of the Hamlet and has been at the forefront of housing, planning, and revitalization efforts for the community since its incorporation in 1980.

The History Trail would help support the Civic Council’s ongoing investment in Central Islip’s community and economic development by creating opportunities to host recurring historical walking tours, generate tourism, and provide enriching cultural amenities to local residents.

**CAPACITY**

The Civic Council is capable is implementing this proposed project with little outside assistance. The Civic Council and its 6-member staff have the experience and capacity to create and maintain the Central Islip History Trail. Nancy Manfredonia, the former Executive Director of the Council, is a founder and board member of the Long Island Greenbelt Trail Conference and has extensive experience organizing and managing similar trails. To-date, the Long Island Greenbelt Trail Conference has established and maintains over 200 miles of trails throughout Long Island.

**PROJECT PARTNERS**

George Munkenbeck, the Islip Town Historian, has offered his services and support to the Civic Council to ensure the trail presents an accurate representation of Central Islip’s history. The Council will also work with the Central Islip Historic Preservation Society, Scout Troops, the Islip Arts Council, the Town of Islip and the local school district on this project to oversee signage and bench installation.

**STRATEGIES**

This project aligns with the following DRI Strategies:

- Expand or create new community-serving venues
- Improve recreational facilities to accommodate a broad range of users
- Strengthen connections between Carleton Avenue and key destinations

This project aligns with the following LI REDC Strategies:

- Attract travelers from across the globe

**ANTICIPATED REVITALIZATION BENEFITS**

Central Islip does not have any existing cultural amenities that highlight its rich and layered history, nor does it have a cohesive pedestrian/bike trail that connects Downtown to surrounding areas. A complete Central Islip History Trail will bring needed foot traffic to the Central Islip downtown and serve as a connecting link between our business areas which are currently split by Suffolk Avenue and by Smith Street. Based on the DRI vision statement, the Trail would promote a walkable downtown and enhance the quality of life for the residents and alleviate traffic burden. It would also promote active use, improving the health of the community.

**PUBLIC SUPPORT**

**LPC Response:** The Local Planning Committee was consistently supportive of the project and they thought this was a cost-effective way to introduce both a cultural and recreational amenity into the Downtown area

**PUBLIC SUPPORT**

**Community Response:** A consistent theme among public comments since the initial community workshop has been the need for cultural amenities in Central Islip -- a need this trail would fulfill. Numerous residents have commented that a walking trail that is well-lit and pet-friendly would be a welcome addition to the downtown community.

---

**JOBS CREATED**

This project will likely not create any permanent full-time jobs. However, ongoing maintenance and upkeep of the trail, guided walking tours, and more will all be staffed with local community volunteers.

---

**PROJECT BUDGET AND FUNDING SOURCES**

Costs (for entire trail):  
Interpretive Signage = \$9,600  
Trail Distance Markers = \$500  
Color Brochures = \$8,000  
Benches (4) = \$4,400  
Audio/Phone Enhancement = \$1,500  
Part Time Staff (230 hours) = \$5,500  
Installation of Signage and Benches = Donated Labor  
**Total Project Cost = \$29,500**

Costs (for Study Area portion only):  
Interpretive Signage = \$3,600  
Trail Distance Markers = \$200  
Color Brochures = \$8,000  
Benches (1) = \$1,100  
Part Time Staff (230 hours) = \$5,500  
Audio/Phone Enhancement = \$1,500  
Installation of Signage and Benches = Donated Labor  
**Total Project Cost = \$19,900**

Costs (for ongoing maintenance): Maintenance and upkeep of the history trail will be supported by local community volunteers organized by the Civic Council.

There are currently no sources of funding for the project other than DRI funds. This project may be eligible for additional funding to complete the full trail at a later date using grants from the NYS Office of Parks, Recreation, and Historic Preservation. The sponsor intends to apply during the next LI REDC Consolidated Funding Application (CFA) round.

---

**FEASIBILITY AND COST JUSTIFICATION**

Costs were estimated based on the cost of materials and labor for comparable projects in Long Island. All sites are located on municipal property.

---

**REGULATORY REQUIREMENTS**

A resolution approving the award of contracts by the Town of Islip Board is required to procure and complete the project.

- Design and construction will require engagement and input of Department of Parks, Recreation and Cultural Affairs.
- The project will require that the sponsor engage with the Town for permitting and approvals of interpretive signage, street furnishings and bench installation on municipal property. The signage and benches would need to be designed with a consistent look and feel and so as not to interfere with the natural landscape or be a nuisance to surrounding uses.

**REGULATORY REQUIREMENTS**

- Pedestrian crosswalks, bicycle facilities, transit facilities, signage, lighting and signalization located within state road rights-of-way may require Town of Islip coordination with Suffolk County Department of Public Works

**ESTIMATED PROJECT TIMELINE AND READINESS**

The Central Islip History Trail can be completed in six months.

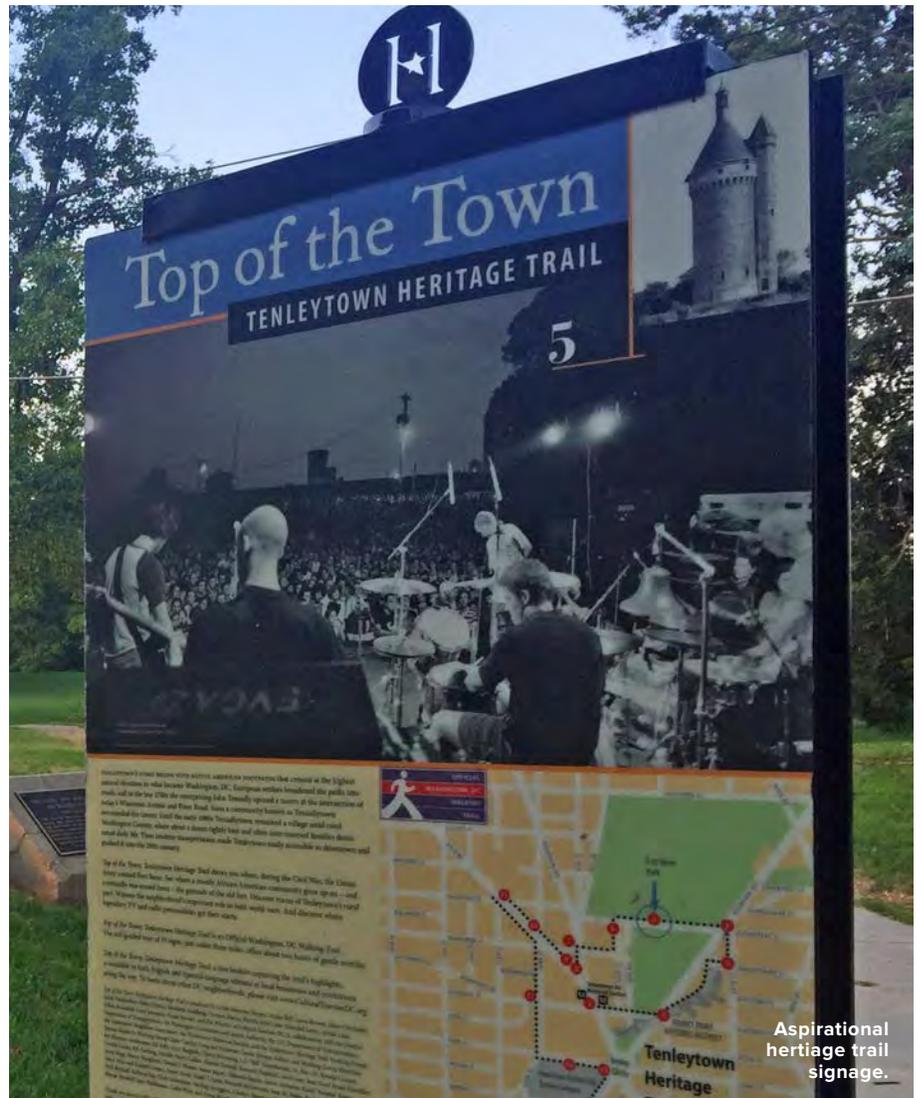
- **Months 1-3:** Architect and engineer site analysis, design, design review and walk-through permits for portions within rights-of-way or private land
- **Month 3:** General contractor selection and mobilization
- **Months 3-6:** Construction and final installation
- **Months 7+:** Marketing, awareness building, and guided walking tours

**PROJECT REPORTING**

Key metrics for this project include:

- Total daily users and visitors
- Total brochures distributed

**ADDITIONAL IMAGES**



Aspirational heritage trail signage.

Photo source: Central Islip Civic Council, Wikimedia

**SECTION VI**

**OTHER  
PRIORITY  
PROJECTS**

---

# Build a Mixed-Use Medical Educational Center

Illustrative concept of the Medical Educational Center development.



## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total Recommended DRI Funds: **\$0**  
Total Requested DRI Funds: **\$1,000,000**  
Total Project Cost: **\$4,000,000**

## PROJECT DESCRIPTION

The project will create a new mixed-use medical and educational center on Carleton Avenue. The proposed project consists of the construction of a 24,375 square foot, 3-story building with 18 surface parking spaces adjacent to the building. Central Islip currently has no medical facilities near downtown. The proposed development will bring this critical service to the area and serve a broad spectrum of the population with critical medical and health needs, particularly those with physical and mental health needs.

- The first floor will include a medical multi-specialty 24/7 urgent care.
- The second floor will include specialty care physician offices for a wide spectrum of needs to serve the community.
- The third floor will include offices and a cultural center for Adelante of Suffolk County as well as two educational medical institutes.

## OTHER PRIORITY PROJECTS: **New Development or Rehabilitation**

### PROJECT DESCRIPTION

Adelante of Suffolk County is a nonprofit organization that supports Central Islip residents with housing, mental health counseling, and programs for the elderly and youth. Adelante plans to combine both their Central Islip and Brentwood offices into this space and use the area for hosting community events. The two institutes include Learning Rx (provides one-on-one cognitive brain training for children and adults) and The Little Medical School (provides an environment whereby children can be inspired to go into careers in medicine).

### PROJECT LOCATION OR ADDRESS

83 Carleton Ave



### PROPERTY OWNER

The property is currently owned by Adelante of Suffolk County. The organization has signed an Memorandum of Understanding and accepted an offer to sell the property to Healthcare Information Technology Consulting Group who is the sponsor of this project. The team will be in contract by the end of March 2019. Adelante of Suffolk County will be a tenant in the new development.

### PROJECT SPONSOR

Healthcare Information Technology Consulting Group, Inc.

## OTHER PRIORITY PROJECTS: New Development or Rehabilitation

---

### CAPACITY

Healthcare Information Technology Consulting Group, Inc. will oversee the implementation of this project, including building construction, implementation, and ongoing property management. This group builds medical facilities and hospitals all over the United States and the world. The two principals in charge of this development are Dr. Irfan Iqbal, a cardiologist, and Nabeel Khan, an engineer with Able Designs and Management, Inc. Both individuals have extensive experience with similar projects of this scale and they are currently building a hospital in Pakistan as part of a public-private partnerships with the Pakistani government.

### PROJECT PARTNERS

Key project partners include Adelante of Suffolk County and Jamie Winkler. Adelante is the current property owner who has agreed to sell their property to the sponsor and a future tenant in the development. Jamie Winkler is a local real estate broker who will be involved as project manager. Ms. Winkler has been in the real estate industry for 33 years as a broker and developer and brings expert knowledge of the local development community to the project.

### STRATEGIES

This project aligns with the following DRI Strategies:

- Support mixed-use development to create a live, work, play environment
- Promote new or expanded retail and dining options along Carleton Avenue
- Enhance the appearance of retail storefronts and commercial properties
- Expand or create new community-serving venues

This project aligns with the following LI REDC Strategies:

- Revitalize Long Island's poorest places

### ACQUISITION OF REAL PROPERTY

This project will positively impact the residents of Central Islip by providing not only much-needed medical care, but a suite of other attractive amenities that can catalyze growth downtown. The services provided by the Medical Educational Center will improve the health and wellness of residents in the community and the region. The project will also introduce educational and mental health programs to not only serve the community but to inspire residents (particularly children) to explore possible careers in the medical and health fields. Additionally, this project will ensure that Adelante of Suffolk County remains in the community to continue their impactful work serving Central Islip residents for the next several decades. Without this project, the organization would be forced to relocate outside the area since they are struggling financially to maintain a facility this location.

### PUBLIC SUPPORT

**LPC Response:** LPC members have consistently indicated that the community is in need of an urgent care center and medical facility. They have repeatedly stated that this project could have significant, transformational effects for the corridor.

**Community Response:** The Central Islip Medical Educational Center has been viewed favorably by the community throughout the DRI process. The comments and feedback received from community members was that this was project was a much needed asset to local residents and they saw it as a vessel for substantive community services. Many community members expressed interest in not only using the services of this facility but in volunteering there as well.

### JOBS CREATED

This project will create approximately 25 permanent jobs. This includes 10 to 15 staff members (physicians, nurses, medical assistants, and administrative staff) in the urgent

## OTHER PRIORITY PROJECTS: **New Development or Rehabilitation**

---

### **JOBS CREATED**

care center. The facility will also employ care-givers of various medical specialties on a rotational basis to staff the specialty physician offices and offer a wide spectrum of medical care for the community. Additionally, the educational institutes and Adelante will each create roughly 5 jobs each.

---

### **ACQUISITION OF REAL PROPERTY**

The site located at 83 Carleton Avenue will need to be acquired by the development team for the project to proceed. The sale of the property is confirmed with a MOU between the seller (Adelante of Suffolk County) and the buyer (Healthcare Information Technology Consulting Group, Inc.). The sale is a cash transaction not subject to financing and will be going to contract by the end of March 2019.

---

### **PROJECT BUDGET AND FUNDING SOURCES**

Costs:

Demolition of the existing building and construction of the new facility = \$1,955,000

Education franchise cost, set up, and equipment for both institutions = \$700,000

Medical and urgent care center equipment = \$900,000

Adelante supplies and equipment = \$200,000

Finishes, furnishing, staffing, office supplies, opex for first 6 months = \$600,000

**Total Project Cost = \$4,000,000**

Sources:

Funds from private investors = \$3,000,000

Requested DRI Funds = \$1,000,000

**Total Project Sources = \$4,000,000**

The cost of construction will be financed by already established private investors from financial institutions based in Long Island. These investors have a long-standing relationship with the developers at Healthcare Information Technology Consulting Group, Inc.

---

### **FEASIBILITY AND COST JUSTIFICATION**

The sponsor estimated construction costs for this project based on comparable projects the development team has completed in other locations. The stated all-in construction costs are slightly lower than costs for developments in the area per HR&A research.

The sponsor has provided a profit and loss statement that reflects an annual operating deficit for the first year of operations that would be mitigate by the requested DRI funding. The DRI fund request is approximately 25% of the total project cost, below the one-third maximum DRI share that the LPC has recommended for private applicant sponsored projects.

---

### **REGULATORY REQUIREMENTS**

The sponsor has not yet provided a dimensioned site plan that is acceptable to the Town of Islip's Planning Department. All design approvals and permits and inspections for construction will be required by Town of Islip Building Division - Permits Section. The site is already zoned for commercial use but the project will need to meet all existing and future zoning regulations.

The sponsor will also need to comply with all requirements for traffic inspections as well as ADA and MUTCD requirements.

---

## OTHER PRIORITY PROJECTS: New Development or Rehabilitation

### ESTIMATED PROJECT TIMELINE AND READINESS

This project will take approximately 36 months to complete. The sponsor is currently performing predevelopment activities and a site plan and interior design work has already been completed. Financing will be obtained quickly since the developers have many investors and ongoing relationships with banks due to prior projects. The project is contingent on the completion of the new sewer system along Carleton Avenue and this is a critical path item for this project (estimated completion first quarter 2022).

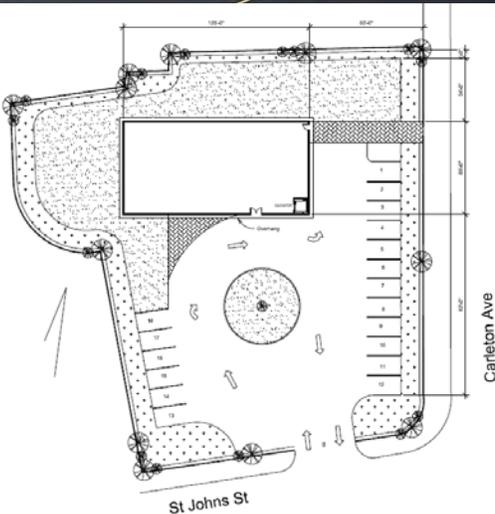
### PROJECT REPORTING

Key metrics for the project include:

- Total patients served at the new facility
- Total students enrolled in the educational program
- Total students pursuing careers in the medical field
- Total number of volunteers from the community

### ADDITIONAL IMAGES

Comparable medical facilities development.



Proposed site plan for the  
Medical Educational Center.

Comparable medical facilities development.



# Transform the Central Islip Historic Preservation Society Building into a Museum



Old Methodist Church Building.

## DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total Recommended DRI Funds: **\$0**  
Total Requested DRI Funds: **\$95,000**  
Total Project Cost: **\$115,000**

## PROJECT DESCRIPTION

The project will redevelop the Old Central Islip Methodist Church building (now the headquarters of the Central Islip Historic Society) into a museum. The renovation will build on previous repair work done to the building to address critical outstanding needs and upgrades required to support functioning as a museum. This includes roof repair, an HVAC system upgrade, flooring repair, installation of a handicap ramp for ADA compliance and bathroom upgrades. Once complete, the museum will be able to function as a living preservation of an important landmark in Central Islip's history and serve as a venue for hosting community events, art shows, and other cultural activities for the public.

## OTHER PRIORITY PROJECTS: **New Development or Rehabilitation**

### PROJECT LOCATION

56 Wheeler Road

### PROPERTY OWNER/SPONSOR

The property is owned by the Central Islip Historic Preservation Society. Their mission is to acquire, preserve, protect and maintain Central Islip's history, treasures and properties and educate the community by bringing history to life.

### CAPACITY

CIHPS President Kenneth W. Quarles, Trustees Neil Finin and Charles Murphy, and Treasurer Diana Stein will oversee the long-term management and implementation of the project.

### PROJECT PARTNERS

N/A

### STRATEGIES

This project aligns with the following DRI Strategies:

- Enhance the appearance of retail storefronts and commercial properties
- Expand or create new community-serving venues
- Improve recreational facilities to accommodate a broad range of users
- Strengthen connections between Carleton Avenue and key destinations

This project aligns with the following LI REDC Strategies:

- Revitalize Long Island's poorest places
- Attract travelers from across the globe



## OTHER PRIORITY PROJECTS: New Development or Rehabilitation

---

### ANTICIPATED REVITALIZATION BENEFITS

The project will allow the community to preserve a critical historic landmark while simultaneously delivering a much-needed venue for cultural programming near Downtown. The redevelopment will transform an underutilized site into a community-serving anchor that has the potential to extend revitalization of Carleton Avenue north of Suffolk Avenue. The museum will give residents and visitors a suite of new cultural activities and programs to engage in and allow other organizations to use the site to host their own events creating a more vibrant Downtown community.

---

### PUBLIC SUPPORT

**LPC Response:** The Local Planning Committee has been enthusiastic about this project throughout the DRI Process. They have noted that this site is an important landmark in Central Islip's history and it is essential that this site be restored and put back to productive use.

**Community Response:** The public has expressed consistent and vocal support for this project. Residents have noted that Downtown currently lacks diverse cultural amenities and there is an appetite for varied cultural programming options that would enhance the corridor's experience.

---

### JOBS CREATED

The museum will create approximately 4 permanent jobs. These will consist of dedicated staff to manage day to day operations, upkeep, and programming at the museum.

---

### ACQUISITION OF REAL PROPERTY

The property is owned by the Central Islip Historic Preservation Society who has site control over the property.

---

### PROJECT BUDGET AND FUNDING SOURCES

Costs:

Roof Repair = \$20,000

HVAC/Floors/Handicap Ramp = \$80,000

Bathrooms = \$15,000

**Total Project Cost = \$115,000**

Sources:

Grant = \$20,000

Requested DRI Funds = \$95,000

**Total Project Sources = \$115,000**

---

### FEASIBILITY AND COST JUSTIFICATION

The sponsor estimated cost based on comparable projects, their experiences with other preservation projects, and conversations with certified contractors.

---

### REGULATORY REQUIREMENTS

The project will be in compliance with Central Islip zoning standards

---

### ESTIMATED PROJECT TIMELINE AND READINESS

The sponsor is currently engaged in predevelopment activities but the project is ready to proceed subject to Town approvals and permitting. The renovation would require a construction period of approximately six months to complete followed by museum and programming preparation of approximately six months.

---

### PROJECT REPORTING

Key metrics for the project include:

- Total visitors at the museum
  - Total number of cultural events held
-

**ADDITIONAL IMAGES**



Old Methodist Church Building.



Photo source: Central Islip Historic Preservation Society

**CENTRAL ISLIP**  
Downtown Revitalization Initiative  
Strategic Investment Plan

.....  
Prepared for New York State  
Downtown Revitalization Initiative  
Long Island | March 2019



**Parks, Recreation,  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ERIK KULLESEID**  
Commissioner

August 26, 2019

Mr. David Tepper  
Senior Planner  
Cameron Engineering  
177 Crossways Park Drive  
Woodbury, NY 11797

Re: NYSEFC  
Central Islip Sewer Main  
Carleton Avenue, Islip, NY  
19PR05431

Dear Mr. Tepper:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

R. Daniel Mackay

Deputy State Historic Preservation Officer  
Division for Historic Preservation

**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.

<b>1. _____ Impact on Land</b>			
The proposed action may involve construction on, or physical alteration of the land surface of the proposed site. (See Part 1.D.1)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
<i>If “YES”, answer questions a-h. If “NO”, move on to Section 2.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. _____	The proposed action may involve construction on land where depth to water table is less than 3 feet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. _____	The proposed action may involve construction on slopes of 15% or greater.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. _____	The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. _____	The proposed action may involve the excavation and removal of more than 1,000 tons of natural	<input checked="" type="checkbox"/>	<input type="checkbox"/>

material.			
e. _____ The proposed action may involve construction that continues for more than one year or in multiple phases.	D.1.g	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. _____ The proposed action is, or may be, located within a Coastal Erosion hazard area.	B.ix	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. _____ Other impacts:	<del>                    </del>	<input type="checkbox"/>	<input type="checkbox"/>

<b>2. _____ Impact on Geological Features</b>			
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)		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
<i>If "YES", answer questions a-c. If "NO", move on to Section 3.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. _____ Identify the specific land form(s):	E.2.g	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
c. _____ Other impacts:	<del>                    </del>	<input type="checkbox"/>	<input type="checkbox"/>

<b>3. _____ Impact on Surface Water</b>			
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)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
<i>If "YES", answer questions a-l. If "NO", move on to Section 4.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. _____ The proposed action may create a new water body	D.1.j D.2.b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. _____ The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D.2.a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. _____ The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by	D.2.a D.2.h	<input checked="" type="checkbox"/>	<input type="checkbox"/>

disturbing bottom sediments.			
f. _____ The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D.2.c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. _____ The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D.2.d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. _____ The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D.1.a D.2.d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

<b>4. _____ Impact on Groundwater</b> 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) <i>If “YES”, answer questions a-h. If “NO”, move on to Section 5.</i>			
		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. _____ The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D.2.c	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. _____ The proposed action may include or require wastewater discharged to groundwater.	D.2.d E.2.p	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>

h. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>
-------------------------	--	--------------------------	--------------------------

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

	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	<input type="checkbox"/>	<input type="checkbox"/>
b. _____ The proposed action may result in development within a 100 year floodplain.	E.2.n	<input type="checkbox"/>	<input type="checkbox"/>
c. _____ The proposed action may result in development within a 500 year floodplain.	E.2.o	<input type="checkbox"/>	<input type="checkbox"/>
d. _____ The proposed action may result in, or require, modification of existing drainage patterns.	D.2.b D.2.e	<input type="checkbox"/>	<input type="checkbox"/>
e. _____ The proposed action may change flood water flows that contribute to flooding.	D.2.b E.2.m – E.2.o	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
g. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

**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) YES  NO   
*If "YES", answer questions a-f. If "NO", move on to Section 7.*

	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	<input type="checkbox"/>	<input type="checkbox"/>
ii. _____ More than 3.5 tons/year of nitrous oxide (N2O)	D.2.g	<input type="checkbox"/>	<input type="checkbox"/>
iii. _____ More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D.2.g	<input type="checkbox"/>	<input type="checkbox"/>
iv. _____ More than .045 tons/year of sulfur hexafluoride (SF6)	D.2.g	<input type="checkbox"/>	<input type="checkbox"/>
v. _____ More than 1000 tons/year of carbon dioxide equivalent of hydrochlorofluorocarbons (HCFCs) emissions	D.2.g	<input type="checkbox"/>	<input type="checkbox"/>
vi. 43 tons/year or more of methane	D.2.h	<input type="checkbox"/>	<input type="checkbox"/>
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	D.2.g	<input type="checkbox"/>	<input type="checkbox"/>

air pollutants.			
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
e. _____ The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D.2.s	<input type="checkbox"/>	<input type="checkbox"/>
f. _____ Other impacts:	<del>X</del>	<input type="checkbox"/>	<input type="checkbox"/>

<b>7. _____ Impact on Plants and Animals</b> The proposed action may result in a loss of flora or fauna. YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (See Part 1.E.2.q – E.2.u) <i>If “YES”, answer questions a-j. If “NO”, move on to Section 8.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
i. _____ Proposed action (commercial, industrial or recreational projects, only) involves use of	D.2.q	<input type="checkbox"/>	<input type="checkbox"/>

herbicides or pesticides.			
j. _____ Other impacts:	<del>                    </del>	<input type="checkbox"/>	<input type="checkbox"/>

<b>8. _____ Impact on Agricultural Resources</b> The proposed action may impact agricultural resources. YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (See Part 1.E.3.a & E.3.b) <i>If "YES", answer questions a-h. If "NO", move on to Section 9.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E.3.b	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
e. _____ The proposed action may disrupt or prevent installation of an agricultural land management system.	E.1.a E.1.b	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
g. _____ The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C.2.c	<input type="checkbox"/>	<input type="checkbox"/>
h. _____ Other impacts:	<del>                    </del>	<input type="checkbox"/>	<input type="checkbox"/>

<b>9. _____ Impact on Aesthetic Resources</b> 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) YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> <i>If "YES", answer questions a-g and complete Appendix B - Visual EAF Addendum. If "NO", move on to Section 10.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. _____ Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E.3.h	<input type="checkbox"/>	<input type="checkbox"/>
b. _____ The proposed action may	C.2.b	<input type="checkbox"/>	<input type="checkbox"/>

result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	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) ii. Year round	E.3.h E.3.h	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
d. _____ The situation or activity in which viewers are engaged while viewing the proposed action is:  i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E.3.h  E.2.u E.1.c	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
e. _____ The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E.3.h	<input type="checkbox"/>	<input type="checkbox"/>
f. _____ There are similar projects visible within the following distance of the proposed project: 0 – ½ mile ½ – 3 mile 3 – 5 mile 5+ mile	D.1.a D.1.h D.1.i E.1.a	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
g. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

<b>10. _____ Impact on Historic and Archeological Resources</b>			
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)		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
<i>If "YES", answer questions a-e. If "NO", move on to Section 11.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
d. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>

**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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
e. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

**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.*

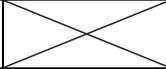
	Relevant Part 1 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. _____ The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E.3.d	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
c. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

**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	D.2.j	<input checked="" type="checkbox"/>	<input type="checkbox"/>

may exceed capacity of existing road network.			
b. _____ The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D.2.j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. _____ The proposed action will degrade existing transit access.	D.2.j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. _____ The proposed action will degrade existing pedestrian or bicycle accommodations.	D.2.j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may alter the present pattern of movement of people or goods.	D.2.j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

<b>14. _____ Impact on Energy</b>			
The proposed action may cause an increase in the use of any form of energy (See Part 1.D.2.k)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
<i>If "YES", answer questions a-e. If "NO", move on to Section 15.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. _____ The proposed action will require a new, or an upgrade to an existing, substation.	D.2.k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. _____ The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D.2.k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

<b>15. _____ Impact on Noise, Odor and Light</b>			
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 <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
<i>If "YES", answer questions a-f. If "NO", move on to Section 16.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. _____ The proposed action may produce sound above noise levels established by local regulation.	D.2.m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. _____ The proposed action may result in routine odors for more than one hour per day.	D.2.o	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. _____ The proposed action may result in light shining onto adjoining properties.	D.2.n	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting that creates sky-glow brighter than existing-area conditions.	D.2.n E.1.a	<input checked="" type="checkbox"/>	<input type="checkbox"/>

f. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>
-------------------------	--	--------------------------	--------------------------

**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	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. _____ The site of the proposed action is currently undergoing remediation.	E.1.g, E.1.h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. _____ The proposed action involves construction or modification of a solid waste management facility.	D.2.q E.1.f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. _____ The proposed action may result in the unearthing of solid or hazardous waste.	D.2.q E.1.f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

**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.*

	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
c. _____ The proposed action is inconsistent with local land use plans or zoning regulations.	C.2, C.3	<input type="checkbox"/>	<input type="checkbox"/>
d. _____ The proposed action is inconsistent with any County plans, or other regional land use plans.	C.2	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C.2.a	<input type="checkbox"/>	<input type="checkbox"/>
h. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

<b>18. _____ Consistency with Community Character</b> The proposed action is inconsistent with the existing community character YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (See Part 1.C.2, C.3, D.2, E.3) <i>If "YES", answer questions a-g. If "NO", move on to Part 3.</i>			
	<b>Relevant Part 1 Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
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	<input type="checkbox"/>	<input type="checkbox"/>
b. _____ The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C.4	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
d. _____ The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C.2, E.3	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C.2, C.3	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
g. _____ Other impacts:		<input type="checkbox"/>	<input type="checkbox"/>

**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.

Please see the attached EAF Part III Responses for all EAF Part II questions where the box was checked “moderate to large impact may occur”.



**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 this additional support information and considering both the magnitude and importance of each identified potential impact, it is the conclusion of \_\_\_\_\_ 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:

Name of Lead Agency:

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:

Address:

Telephone Number:

Email:

**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>

### **EAF Part III Responses**

*Note: Below, organized by general category, please find the EAF Part III Responses for all EAF Part II questions where the box was checked “moderate to large impact may occur”. Please note the Part II box “moderate to large impact may occur” was checked yes due to an exceedance of the question’s numeric threshold (i.e. construction lasting more than 12 months) or because of an affirmative response to the Part II question. The below Part III responses consider for each applicable Part II question whether the proposed project has the potential to result in a significant adverse impact.*

#### ***Impact on Land***

- 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 impact may occur” was checked because the proposed project is anticipated to take 20 months (more than the 1 year numeric threshold). However, this project length is not anticipated to result in a significant adverse impact on the environment because while the entire sewer extension construction is anticipated to take 20 months, the construction time at any one individual location along the sewer extension line will be of much shorter duration. It is anticipated that the force main will be constructed in sequential phases and that the sewer line installation will proceed at a rate of approximately 100 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 construction the County will work to implement measures to coordinate traffic flow to insure the safety of the public. The anticipated hours of construction will be limited to 7 AM to 8 PM Monday through Friday not including holidays.

#### ***Impact on Groundwater***

- For EAF Part II, Question 4a which states “The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells” the moderate to large box was checked due to the fact that as indicated in Attachment C, future development that may be facilitated by the Central Islip Downtown Revitalization Initiative may result in additional public water demand as well as the creation of additional wastewater that will be treated and discharged by the Bergen Point Sewage Treatment Plant.

As indicated in Appendix A - the CDM Groundwater Modeling Report, a groundwater simulation model was conducted for the Central Islip Sewer Extension project. The report indicated that the use of 300,000 gallons per day (which exceeds the maximum estimated wastewater flow created by the completed Central Islip Downtown Revitalization Plan) that is not recharged to the groundwater would result in a minimal impact to the aquifer and the Connetquot River. The maximum decline in the water table was simulated to be on the order of 0.2 feet and the decline in baseflow to the Connetquot River was simulated to be approximately 0.375 percent. This groundwater simulation was done under a model parameter that would maximum the amount of possible groundwater table drawdown (the model utilized one well for the increased groundwater supply and not a blended supply from multiple supply wells). The Report also notes that the public water supplier (Suffolk County Water Authority) indicated that an additional well is being

planned at the Carleton Avenue well field location and supplying the increased water demand will not be a problem. Based on the above, the proposed action it is not anticipated that the proposed action would have a significant adverse impact on groundwater or the public water supply.

### ***Impact on Human Health***

- 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 impact may occur” box was checked because a portion of the proposed project is within 1,500 feet of a three schools. However, as indicated in the “School Safety” section of Attachment B and as described below due to the nature of the proposed construction and the school locations it is not anticipated that the proposed project will have a significant adverse impact on any of the three schools.

As noted in the School Safety section of Attachment B the proposed project construction is limited to the roadbed and center median of Carleton Avenue. Two of the three schools (Cordello Avenue Elementary School and Francis J O’Neill Elementary School) while located within 1,500 feet of the proposed project site/proposed district extension are well removed and buffered from Carleton Avenue. Cordello Avenue Elementary School is located one full block or approximately 850 feet to the west of Carleton Avenue. Francis J O’Neill Elementary School at 545 Clayton Street is located more than one full block to the west of Carleton Avenue or approximately 1,600 feet from Carleton Avenue. Based on the distance and buffering from Carleton Avenue it is not anticipated that the proposed project has the potential to have a significant adverse impact on these two schools.

The third school (Our Lady of Providence School) is located at 82 Carleton Ave but is set back from Carleton Avenue and has its main ingress egress off of St. John’s Street. In addition, due to the nature of the project while there may be some limited construction impacts while the installation of the sewer line passes in front of 82 Carleton Avenue it is anticipated to be of short duration. In addition, as indicated in Attachment B, coordination with the Central Islip School District and the Our Lady of Providence School will take place by the Project Sponsor to coordinate the proposed project with the schools and further minimize any potential impacts to the local schools.

- For EAF Part II Question 16.a which states “there is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action” the box was checked “moderate to large impact may occur” because there is a remediation site noted in the Part I of the EAF that is located within 2000 feet of the project site. As indicated in Attachment G, this site is not located in the area of proposed construction but is located within 2,000 feet of the proposed project. Also as indicated in the Attachment G this site has been under a long term remediation plan and on September 30, 2020 was characterized by the United States Environmental Protection Agency as “Ready for Reuse and Redevelopment.” Attachment G also notes that “although the MacKenzie Site has been deemed, “Ready for Reuse and Redevelopment”, Suffolk County DPW will continue to coordinate with the U.S. EPA, the NYSDEC, and the SCDHS to ensure that the Proposed Project complies with all applicable Institutional Controls. In addition, as noted above, Institutional Controls are in place to insure that the installation and/or

use of groundwater wells at or down gradient of the MacKenzie Site will not be adversely impacted by this Site". As a result it is not anticipated that the proposed action would have a significant adverse impact on this remediation site.