
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Suffolk Technology Park, Wyandanch PIP-2 Code Amendment, Change of Zone, Subdivision, and Site Plan Babylon, NY

NPV No. 21022

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October 2024

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DRAFT ENVIRONMENTAL IMPACT STATEMENT

SUFFOLK TECHNOLOGY PARK

SCTM: 0100-038.00-01.00-001.000

Hamlet of Wyandanch, Town of Babylon

Suffolk County, New York

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- Attachment 2 Preferred Alternative Plans, *prepared by Bohler Engineering, August 2024*
- Attachment 3 Conceptual Park Access Plan, *prepared by N+P, July 2024*
- Attachment 4- Roadway Improvement Plans, *prepared by N+P, July 2024*

EXECUTIVE SUMMARY

SUMMARY

Introduction

This document is a Draft Environmental Impact Statement (DEIS) prepared pursuant to the standards and requirements of the New York State Environmental Quality Review Act (“SEQRA”) and its implementing regulations contained in Part 617, Title 6 of New York’s Code of Rules and Regulations (“6 NYCRR, Part 617”). This DEIS evaluates the potential environmental impacts of the “Proposed Action” which includes the following:

- adoption of a proposed Local Law to create a new Town of Babylon (Town) zoning district known as the “Planned Industrial Park - 2 (PIP-2)” Zoning District;
- two-lot subdivision of the 111.39± acre property identified as consisting of SCTM Lot Nos. 0100-38-1-1, 0100-10-4-43, 0100-10-4-44, and 0100-11-1-11 (Subject Property) into two lots;
- a change of zone of the proposed 100.11± acre lot known hereafter as “Proposed Lot 1” or “Lot 1” (consisting of a portion of SCTM Lot # 0100-38-1-1, as well as SCTM Lots # 0100-10-4-43; 0100-10-4-44; and 0100-11-1-11) from the current A Residence zoning district to the new PIP-2 zoning district;
- adoption of a Zoning Map Amendment to the Town of Babylon Official Zoning Map showing proposed Lot 1 as zoned “PIP-2”; and
- site plan approval for the proposed development of Lot 1 as a modern light industrial research and technology park hereafter known as “Suffolk Technology Park”.

Under the Proposed Action, the proposed 11.28-acre lot known hereafter as “Proposed Lot 2” or “Lot 2” (consisting of a part of SCTM Lot # 0100-38-1-1) would remain owned and operated by Pinelawn Cemetery d/b/a Pinelawn Memorial Park and Arboretum (“Pinelawn”) as existing cemetery interment area and buffer area. See full project description under **Project Design and Layout**.

This DEIS evaluates existing conditions, assesses the potential for and estimated magnitude of environmental impacts, and identifies actionable impact avoidance and mitigation strategies for the Proposed Action as required by SEQRA. Applications for the Subdivision, Change of Zone, and Site Plan for the Subject Property were submitted February 6, 2024, along with a Full Environmental Assessment Form, Part 1 (**Appendix A-1**).

The scope and content of this DEIS are based on the:

- Town’s Environmental Assessment Form Part 2 and Part 3/Determination of Significance (Positive Declaration) adopted by the Town Board of the Town of Babylon (Lead Agency) on March 27, 2024 (see **Appendix A-2**);

- Final Scope for the DEIS approved by the Town Board of the Town of Babylon on July 10, 2024 (**Appendix A-3**); and
- Implementing regulations of the State Environmental Quality Review Act (SEQRA) at 6 NYCRR Part 617, Subsection 617.9(b) “Environmental impact statement content.”

This DEIS describes the Proposed Action in detail, outlines its purpose and benefits, describes existing site and area conditions, assesses anticipated environmental impacts from project implementation, considers alternatives to the Proposed Action, and identifies appropriate mitigation measures to avoid or alleviate potential impacts to the maximum extent practicable as required by SEQRA. This DEIS provides information and analyses that are necessary for the Town Board, as Lead Agency, to render an informed decision on the merits and environmental implications of the Proposed Action and to take a “hard look” at the potential environmental effects of the project prior to any final decision in the matter as required by SEQRA.

Comments were received from the Town, involved and interested agencies, including the New York State Cemetery Board, and members of the community during preliminary public outreach. Based on this initial input, modifications were made to the plans to address identified concerns and further mitigate impacts (see **Section 5**). The modified “Preferred Alternative” plan (i.e., the plan now proposed by the Applicant), increases building setbacks from the residential neighborhood to the north and east, enhances buffers and vegetative screening adjacent to residential neighborhoods and the existing cemetery interment area, relocates the proposed stormwater recharge basin at the northeast side of the property farther to the west and away from North 28th Street, and reduces the total building coverage from 1,617,471 SF to 1,596,921 SF (a decrease of 20,550 SF), although, the total number of buildings (nine) would stay the same. This Preferred Alternative is assessed in detail in **Section 5, “Alternatives”** and will be refined as appropriate based on additional analysis and input received during the environmental review process.

Finally, this **Summary** is provided as an overview of the DEIS. Review of this **Summary** is not a substitute for the extensive information and analysis of the Proposed Action contained in **Sections 1.0** through **5.0** and the supporting plans, figures, tables, references, and appendices in this DEIS.

Location

The subject property is a 111.39-acre site, owned by Pinelawn, located on the northeast corner of Little East Neck Road and Long Island Avenue, immediately north of the Long Island Railroad (LIRR), south of Circle Drive, and west of North 28th Street in the Hamlet of Wyandanch, Town of Babylon, Suffolk County, New York. **Figure 1-1** shows the location of the subject property relative to nearby streets and **Figure 1-2** provides a recent aerial image of conditions present at and adjacent to the subject property (*All figures are located in the section following the main text of this document*). The property is further identified as Suffolk County Tax Map District 100; Section 38; Block 1; Lot 1 (as well as Suffolk County Tax Map District 0100; Section 10; Block 4; Lot 43 and Section 10; Block 4; Lot 44 and Section 11; Block 1; Lot 11).

Land uses immediately surrounding the site include cemetery properties and supporting Pinelawn Cemetery maintenance area to the west, a Town Park (“Kevin Ver Pault Memorial Park”) and single-family residential to the north, a small commercial shopping center and gas station to the northeast, single-family residential to the east of the site on the east side of North 28th Street; and the LIRR tracks to the south. Land uses south of the LIRR tracks and Long Island Avenue include a middle school (“Milton L. Olive Middle School”), a high school (“Wyandanch Memorial High School”), several single-family residential communities and a golf course (“Colonial Springs”) (See **Figure 1-2**).

The subject property is within the following planning, zoning, and public service districts:

- Town of Babylon A Residence zoning district
- Wyandanch Union Free School District (UFSD)
- Wyandanch Fire Department/Fire District
- Wyandanch-Wheatley Heights Ambulance District
- Suffolk County Police Department (SCPD), 1st Precinct
- Suffolk County Department of Health Services Groundwater Management Zone I (600 gallons per day (gpd)/acre for commercial projects)
- Suffolk County Water Authority (SCWA), Distribution Area 12
- PSEG Long Island electrical utility service area
- National Grid natural gas utility service area
- Potential Environmental Justice Area Community per NYSDEC’s Office of Environmental Justice (OEJ).

The project site and adjacent area are not currently sewered; however, as part of the Proposed Action the Applicant seeks approval for an on-site sewage pump station and force main to transfer sewage generated onsite to a SCSD No. 3 manhole located on Conklin Street 1.94± miles west of the project site. The manhole located on Conklin Street conveys wastewater to the Bergen Point Sewage Treatment Plant, located in West Babylon (see **Overall Site Plan, Attachment 1, Site Plan Set Drawing No. C-101, Sheet No. 2**).

The project site is not within any of Long Island’s Special Groundwater Protection Areas (SGPAs) or the Long Island Central Pine Barrens and is not within any other Town or State designated overlay districts or Critical Environmental Areas. Part of the project site is near a SCWA Water Supply Sensitive Area pursuant to Article 7 of the Suffolk County Sanitary Code due to the proximity of the project site to the SCWA Circle Drive wellfield and one well that draws from the Upper Glacial aquifer¹; however, the project has been designed so that the proposed stormwater recharge basin is located more than 500 feet down-groundwater gradient from the nearest well at the SCWA Circle Road wellfield and is considered outside the influence of the wells. See **Section 2.2** and **Section 3.3** for more on groundwater and drinking water. There are no onsite or adjacent

¹ Water Supply Sensitive Areas apply only to wells that draw from the shallower Upper Glacial aquifer. Three of the four active wells operating at the Circle Drive wellfield draw from the Magothy aquifer and one draws from the Upper glacial aquifer.

NYSDEC jurisdictional wetlands. The project site is located outside but adjacent to the boundary of the South Shore Estuary Reserve watershed but groundwater from beneath the Subject Property is expected to flow toward a tributary of the Carlls River located 5,100± feet (0.966± miles) southeast of the site.

Benefits of the Proposed Action

Benefits of the proposed project are commensurate with the social, fiscal, economic and land use goals and objectives of the Town and Project Sponsor noted in **Section 1.1.2**, **Section 1.1.3** and **Section 1.1.4**. The project will provide a clean, compatible and essential land use on a property that is suitable in size, has few development constraints, has access to essential infrastructure and is ideally situated between the LIE (2.75± miles away) and Sunrise Highway (3± miles away) with frontage along a collector street for easy unobtrusive truck access. Site conditions (soil, topography, hydrology, zoning) are suitable for the proposed development. The project will create new jobs, significant monetary investment, and will generate tax revenues and provide economic opportunity to Town of Babylon, Wheatley Heights, and Wyandanch residents.

A summary of potential benefits from the development of the site is provided as follows:

General Benefits

- The project will be located on a currently vacant and underutilized parcel that is intended for future cemetery use in the future and that is in close proximity to downtown Wyandanch, which can help with area goals for increased business activity, creation of jobs and tax generation (see details below under Economic Benefits).
- The project will include significant improvements to two poorly functioning and critical intersections to the community - Little East Neck Road (CR 95) and Colonial Springs Road (CR 5) and at Little East Neck Road and Long Island Avenue. Additionally, the project will provide a signalized access for the proposed development and relocate and improve the main access for the adjacent park to the north (Kevin Ver Pault Memorial Park), as well as provide additional parking for park users. The Lead Agency will require truck traffic to be prohibited along Little East Neck Road between Colonial Springs Road and the project site entrance. The specific standard of the prohibition, e.g., the Town of Babylon Traffic Safety Committee determining a vehicle weight threshold.
- The Proposed Action plans to participate in New York State's (NYS) Community Solar program that will allow solar power generated from solar panels installed on the proposed building rooftops to be donated back to the electrical power grid and used to provide power for the local school district buildings and, if possible, reduce energy costs for nearby residents (to be determined based on the final power demand of the Wyandanch School District school buildings and the maximum power generation limits permitted under NYS regulations). All of the proposed buildings will be constructed to support the additional weight/load to allow for solar panel installations.
- The proposed project has been designed with a variety of sustainable design elements, including use of energy efficient fixtures, compliance with applicable State Building and

Energy Code requirements, installation of solar panels on the proposed building rooftops to generate clean and renewable energy and inclusion of 18 electric vehicle (EV) charging stations and wiring each building to allow for ready installation of two EV truck bays per building to assist in the transition to a cleaner and more efficient energy resource and encourage the use of green energy/reduction of fossil fuel dependency.

- The proposed project would connect to public sewers, use indoor and outdoor water conservation techniques in the project design and will prevent impacts on adjacent and nearby properties and roadways by containing all stormwater runoff generated on the subject property.
- The proposed project has been designed to maintain existing mature wooded buffers adjoining residential and cemetery uses on the north, east and southeast sides of the property and install substantial evergreen screening and decorative screening street trees and landscaping along the southern and western property frontages. Additionally, the landscape plan has been designed as a sustainable plan, which utilizes native plant species or species that are suitably adapted to regional climate and soil conditions to significantly reduce the demand for irrigation and fertilization, with only 2.17± acres requiring long-term periodic maintenance.

Fiscal and Economic Benefits

Economic Benefits

Economic benefits include direct economic impacts, as well as those indirect and induced impacts that are projected to occur – on output, employment and labor income – during both the 48-month active construction period, and annually, upon stabilized operations of the proposed project.² The subject project will create economic activity by providing construction jobs over the estimated active 48-month (four-year) construction period and future operational employment opportunities and support local and regional businesses. Site improvements will also generate new property tax revenues on the currently vacant 111.39-acre property that will help to support local taxing districts without placing any additional strain on the most-costly community service — public schools. The proposed warehouses and non-medical office spaces will also help to fulfill the increasing interest in and demand for storage and distribution facilities.

Economic Benefits During Construction

The proposed project is anticipated to result in total impacts (benefits)³ of:

- \$295,924,599 in output,
- 767.19 jobs (equivalent to 657.86 total full-time equivalent [FTE] jobs), and
- \$111,323,696 in labor income (total wages).

During Annual Operations:

² See **Appendix C**.

³ Total impacts refer to the sum of the direct, indirect, and induced impacts/benefits.

The proposed project is anticipated to result in total impacts/benefits of:

- \$118,855,707 in output (total revenue),
- 1,957.81 jobs (equivalent to 1,836.22 FTE jobs), and
- \$160,500,345 in labor income (total wages).

Sales Tax Revenue

In addition to property tax generation, the proposed project will result in the generation of significant sales tax revenues. Sales tax applies to retail sales of certain tangible personal property and services. Sales tax is collected for applicable items at the point of sale. It is noted that annual/ongoing sales tax revenues will occur as related to the final tenant mix and goods and services sold that are subject to sales (and use) tax; however, it is premature to determine this added value until owner/tenant occupancy is determined.

Sales are subject to the applicable sales tax rates applied in Suffolk County, which include NYS Sales Tax (4.00%), Suffolk County Sales Tax (4.25%), and Special Tax (0.375%).^{4,5} The total construction cost used for economic analysis was reported to be \$188,911,477 over the four-year period of construction. Approximately 40% of this total involves labor related costs.⁶ Of the remaining 60%, it is expected that 50% involves construction material costs and 10% is unrelated to material costs and not subject to sales tax. As a result, the Preferred Alternative is anticipated to generate:

- Total Sales Tax of \$102,055,398 (or \$25,513,849 per year over the four-year active construction period).

In summary, the proposed project is beneficial to economic conditions of the hamlet of Wyandanch, the Town of Babylon, Suffolk County, and the region as a result of investment in a large undeveloped property, increased property tax generation and business activity, job creation (construction and operations), and providing much needed warehouse space to serve the community and region. The proposed project is also supportive of the Town's long-term land use plan, economic growth, and revitalization initiative for nearby downtown Wyandanch known as *Wyandanch Rising* (April 2016). Overall, the project is economically and socially beneficial as discussed in more detail in the full Economic and Fiscal Analysis (**Appendix C**).

In addition, the Proposed Action and Preferred Alternative are also expected to generate significant revenue for Pinelawn Memorial Park and Arboretum that may be placed in its permanent maintenance fund and used for cemetery projects and renovations. The permanent maintenance fund is used when a cemetery runs out of available interment space to maintain the cemetery's appearance and avoid abandonment to, and becoming a financial burden on, the

⁴ <https://www.salestaxhandbook.com/new-york/rates/west-babylon>

⁵ www.tax-rates.org/new_york/suffolk-county_sales_tax; The Special District Sales Tax is used to fund transportation districts, local attractions, etc.

⁶ See Section 3.

Town pursuant to Town Law Section 291. Pinelawn also anticipates retaining some buildings for cemetery purposes at the conclusion of the lease. Finally, Pinelawn has indicated that it may seek Cemetery Board approval to use a portion of lease proceeds for capital projects.

Project Design and Layout

The Applicant is requesting approval of a new PIP-2 Zoning Code for the development site. Additionally, the Applicant seeks Town Board approvals to rezone the 100.11-acre vacant and wooded A - Residence zoned property (proposed Lot 1) to PIP-2 zoning and construct the proposed Suffolk Technology Park containing nine (9) single-story warehouses with a total combined gross floor area of 1,671,471 SF. The layout of the proposed development is not intended to support large scale rapid turnover consumer fulfillment center uses that require high intensity trucking operations. Rather, the site is designed as a modern light industrial research and technology park, largely consisting of warehouse and associated office space that will serve a diverse pool of tenants for a wide variety of uses including warehousing and distribution, which will serve the community, provide local investment, create construction and operational jobs, and bolster the local economy. The project will include a total of 1,880 parking spaces, including 57 ADA spaces, and 122 land banked parking spaces as well as 403 truck loading spaces. In addition, there will be a drainage system consisting of catch basins and leaching pools and a stormwater recharge basin on the northeast side of the property that will be capable of accommodating runoff from the required rainfall event.

Site access is proposed via two access driveways on Little East Neck Road. A new signalized site driveway proposed near the northwest corner of the subject property would provide full access and egress for passenger vehicles. All trucks will be directed south to Long Island Avenue and truck traffic will be restricted between Colonial Springs Road and the project site access. A second unsignalized access is proposed near the center of the property's frontage on Little East Neck Road and would provide right turn access into the site for passenger vehicles and trucks and egress from the property for passenger vehicles. The property will feature a looped boulevard style internal roadway suitable for accommodating both truck traffic and passenger vehicles, with dedicated loading areas separated from passenger vehicle parking. Overall, the driveways and parking layout are designed to provide safe traffic flow and efficient on-site traffic circulation for passenger vehicles, trucks and emergency vehicles. The internal roadway, traffic circulation, and site access layout was intentionally designed to ensure that truck traffic to and from the site is setback a suitable distance from adjacent residential neighborhoods and that deep vegetated buffers that are enhanced by staggered rows of mixed deciduous and evergreen species and four 12-foot-high soundwalls are provided where needed. The project design also locates warehouse loading areas behind buildings and at the interior of the site away from residential land uses to reduce noise exposure. The proposed unsignalized southerly access off Little East Neck Road is designed to permit only right-in and right-out access and egress with the right out restricted to passenger vehicles. Trucks that wish to exit the internal roadway network and access Little East Neck Road are directed to the north access which will be signalized. The signalized access at the north end of the property will be full access (rights in and rights out for cars and trucks) with the exception of trucks turning right out and heading north from this intersection. Therefore, trucks

must turn left out of the northerly egress and head south with limited ability to access local roads of the residential communities to the north of the subject property. To further restrict northbound truck traffic from the subject property along Little East Neck Road, the Lead Agency will prohibit truck traffic along the section of Little East Neck Road between the southwest corner of Kevin Ver Pault Memorial Park and Colonial Springs Road. The Town of Babylon Traffic Safety Committee will determine the specific standard for this prohibition. Access to Lot 2 (interment area) would be from North 28th Street.

The Proposed Action will include the following specific components:

- Nine (9) single-story buildings (ranging from 125,680 SF to 247,360 SF) with a total combined gross floor area of 1,671,471 SF.
- Site access and egress at the west side of the property on and off Little East Neck Road via two two-way access driveways; one signalized three-way intersection on the northern portion of the property which would be a that would allow for full access and egress to and from Little East Neck Road and a second restricted access in the southern portion of the property.
- Interior access driveways and space for a total of 1,880 parking spaces, including 57 Americans with Disabilities Act (ADA) spaces, and 122 land banked parking spaces as well as 403 truck loading spaces.
- A 1.81± acre stormwater recharge basin with 914,553 CF of storage capacity located on the northeast side of the property in addition to a network of catch basins and subsurface drywells with a total drywell storage volume of 279,639.36 CF as shown on the **Overall Site Plan** and **Overall Grading and Drainage Plan**. Total storage required to ensure that runoff is properly managed onsite in accordance with established standards was determined to be 1,186,151.61 CF, while total storage provided is 1,194,192.81 CF, thereby providing an additional 8,041.2 CF of surplus storage.
- Front yard setbacks (no less than 77 feet as shown on the **Overall Site Plan**) and deep variable width wooded buffers along the property's north and east lot boundaries to provide noise, lighting, and visual screening to residential areas adjacent to the project site.
- Design of project is sensitive to adjacent residential neighborhoods and minimizes impacts through deep setbacks, wooded buffers, vegetated slope (on the north side of the property leading down to the site, landscaping and enhanced vegetative screenings, placement of the proposed recharge basin, and various other considerations.
- The closest building to the easterly property line and the easterly residential neighborhood will be setback at least 269 feet and the closest parking area will be setback at least 195 feet from the easterly property line. A 12-foot-high decorative sound wall is also proposed near the southeast corner of Building 5B, further reducing noise related impacts and providing screening. The 50-foot wide North 28th Street right-of-way will provide additional distance between the two uses with additional noise attenuation.
- In the event any issues arise in terms of noise of reversing trucks the lessee of the development shall mandate operational changes for tenants' vehicles to address in accordance with Occupational Safety and Health Administration (OSHA) requirements.
- Site landscaping will consist of mostly native deciduous and evergreen trees and perennials, wildflower seed mix, and lawn seed mix. Proposed landscaping is focused within the land-

banked parking area around the buildings, parking areas and site driveways. The Landscape Plan includes parking area shade trees, natural and planted evergreen screening, and will be planted to enhance the appearance of the development. Existing natural woodlands will be retained primarily along lot lines adjacent to residential areas and perimeter areas of the site to retain the wooded character and provide screening.

- Industrial/Business Park “Welcome Signs” will be provided at both site entrances and miscellaneous interior directional and property signage will be provided, depending on the lease-up of the facilities and operations of the to be determined tenant(s). The signage will be Town Code compliant and must be approved by the Planning Board during the site plan review process.
- The project will be fully compliant with the proposed Town of Babylon PIP-2 zoning in terms of land use and dimensional and bulk standards.

See **Attachment 1** site plans and **Section 3.1** of this DEIS which addresses zoning standards.

A summary of site and project characteristics, as well as a comparison of the Proposed Project Plan (February 2024) and the Preferred Alternative (August 2024) Plan is provided in **Table S-1**.

TABLE S-1
SITE CHARACTERISTICS
PROPOSED ACTION AND ALTERNATIVE 2 “PREFERRED ALTERNATIVE”

Parameter	No Action Alternative (Alternative 1)	Proposed Action (Feb. 2024)	Preferred Alternative (August 2024, Alternative 2)
Land Use	Vacant	PIP-2 Industrial Use, Warehouse, Technology Park	PIP-2 Industrial Use, Warehouse, Technology Park
Warehouse Storage Space (SF of Gross Floor Area) ⁽¹⁾	0	1,516,071±	1,498,121±
Warehouse Office Space (SF of Gross Floor Area) ⁽¹⁾	0	101,400±	98,800±
Total Space	0	1,617,471±	1,596,921±
Site Coverages (acres):	---	---	---
Buildings	0	37.13	36.6
Paved Parking Lots, Internal Streets, Driveways, Walkways	0	40.1	39.17
Forest or Naturally Vegetated	98.86	6.33	7.83
Landscaping	1.25 ⁽²⁾	14.50 ^(2,3)	14.50
Existing Cemetery (Lot 2 of Proposed Action)	11.28	11.28	11.28
Stormwater Recharge Basin	0	1.81	1.81
Decorative Pond	0	0.24	0.24

Parameter	No Action Alternative (Alternative 1)	Proposed Action (Feb. 2024)	Preferred Alternative (August 2024, Alternative 2)
Total (includes area of Lots 1 and 2)	111.39	111.39	111.39
Water Resources:	---	---	---
Domestic/Indoor Water Use (gpd)	0	67,157 ⁽⁴⁾	67,071 ⁽⁵⁾
Irrigation 20-Week Season (gpd)	0	6,734 ⁽⁶⁾	5,951 ⁽⁶⁾
Total Water Use (gpd)	0	73,891	73,022
Sanitary Waste (Sewer) Generation:	---	---	---
Total Sanitary Waste Generated (gpd)	0	67,157 ⁽⁴⁾	67,071 ⁽⁵⁾
Wastewater Treatment	N/A	SCSD No. 3 Bergen Point WWTP	SCSD No. 3 Bergen Point WWTP
Vehicle Trips Generated:	---	---	---
Weekday AM Peak Hour	0	444 409 cars/35 trucks ⁽⁷⁾	439 404 cars/35 trucks ⁽⁷⁾
Weekday Midday Peak Hour	0	395 351/44 trucks ⁽⁷⁾	390 347 cars/43 trucks ⁽⁷⁾
Weekday PM Peak Hour	0	747 725 cars/22 trucks ⁽⁷⁾	738 716 cars/22 trucks ⁽⁷⁾
Saturday Midday Peak Hour	0	241 234 cars/7 trucks ⁽⁷⁾	238 231 cars/7 trucks ⁽⁷⁾
Parking and Loading:	---	---	---
Parking Spaces	0	1,880 ⁽⁸⁾	1,940 ⁽⁹⁾
Loading Berths	0	403 ⁽⁸⁾	384 ⁽¹¹⁾
Miscellaneous:	---	---	---
Solid Waste (Garbage) Generation	0	16,174.7 ⁽¹²⁾	15,969.2 ⁽¹²⁾

Notes: gpd- gallons per day; vph-vehicles per hour

- (1) The final square footage and proportion of warehouse storage space to warehouse office space will be contingent upon individual lease needs.
- (2) Does not include the maintained lawn and landscaped portion of the existing onsite cemetery.
- (3) Total proposed landscaping or planting is 14.5± acres of which 2.17± acres will be lawn or non-native ornamental species requiring long-term maintenance and 12.33± acres will be of native well-adapted groundcover, plants, shrubs and trees that are not expected to require long-term maintenance such as periodic fertilization and routine summer irrigation once established.
- (4) Conservative indoor/domestic water demand and sewage generation estimates based on 0.04 gpd/SF for industrial/ warehouse space and 0.06 gpd/SF of non-medical office space per SCDHS Standards for "Approval of Plans and Construction for Sewage Disposal Systems for Other Than Single-Family Residences (2020). On-site sewage pump station and force main will have a capacity of 68,000 gallons per day. Also based on comparable land uses including Hillsboro Technology Center and Heartland Business Center.

- (5) SCDHS allows up to 15% of warehouse space to be included as accessory office space when applying its 0.04 gpd/SF general industrial use wastewater flow factor. For the Proposed Action, however, an additional 7.5% of the total building area was factored into the office space projection at 0.06 gpd/SF per SCDHS' non-medical office space factor to address some of the higher office demanding facilities. (Total office space for this assessment was 22.5%, including 15% at 0.04 gpd/SF and 7.5% at 0.06 gpd/SF). The amount of potential office space at the proposed facility was based in part on similar projects including the Hillsboro and Heartland projects examined by the spreadsheets provided in **Appendix E** which had less than 20% office space but included other uses such as a gym. For the Preferred Alternative, 25% office space was used (15% office space at 0.04 gpd/SF and 10 percent office space at 0.06 gpd/SF) to cover the maximum (25%) permitted by the proposed PIP-2 code and to provide a conservatively high estimate for assessment purposes. It should be noted that if the Proposed Action included a total of 25% office space like the Preferred Alternative, it would generate 67,950 gpd of sanitary waste which is 879 gpd more than the projected 67,070.7 gpd of flow from the Preferred Alternative.
- (6) Proposed Plan: Assumes 2.17± acres of lawn and long-term maintenance plants are irrigated at 16.0 inches per 20-week (140-day) irrigation season. An estimated 12.33± acres of native/ suitably adapted plant species for this site would require only temporary irrigation and are not included in this calculation. Total irrigation would be 44,995 gpd during the 20-week irrigation season if all landscaping were planted at once and irrigated, increasing the total temporary water demand to a peak demand of 112,152 gpd based on 67,157 gpd indoor/domestic demand and 44,995 gpd of irrigation water. Preferred Plan: The landscaped area to receive ongoing seasonal irrigation for the Preferred Plan is 83,527± SF or 1.92± acres.
- (7) See Traffic Impact Study provided in **Appendix D-1** for methodology.
- (8) 1,618 spaces based on proposed PIP-2 requirement of one space per 1,000 SF of floor area (1,880 spaces provided indicating a surplus of 262 spaces). Includes 122 landbanked parking spaces and 57 handicapped/ADA spaces.
- (9) A total of 1,597 parking spaces are required based on the proposed PIP-2 requirement of one space per 1,000 SF of floor area (1,940 spaces proposed indicating a surplus of 343 spaces). Includes 90 landbanked parking spaces and 57 handicapped/ADA spaces.
- (10) The maximum number of berths permitted is 405 based on the PIP-2 requirement of one berth per 4,000 SF (403 berths are provided).
- (11) The maximum number of berths permitted is 400 based on the PIP-2 requirement of one berth per 4,000 SF (384 berths are provided).
- (12) Assumes 1 lb./100 SF of warehouse space Based on 1 lb./100 SF of warehouse per: WasteCare Corporation, 2013. Waste Generated by Industry/Building Type: Industry Standards - Waste Generated by Industry/Building Type (Approximate). (Multiplier Source: National Solid Waste Management Association.) https://www.wastecare.com/usefulinfo/Waste_Generated_by_Industry.htm

Construction Schedule and Operations

Site clearing, grading and construction will begin once all permits and approvals have been issued for the subdivision, change of zone, site plan, site accesses and road work, water and wastewater connections, drainage controls, SPDES General Permit for Stormwater Discharges from Construction Activity and Stormwater Pollution Prevention Plan (SWPPP), MTA input regarding road work at/near the railroad crossing, building permits and others as listed in **Section 1.5** below. The project will be constructed in three phases lasting a total of 5.5± years. Phase One is expected to take approximately 18 months to complete and Phases Two and Three are expected to take approximately 15 months each to complete. The commencement of each successive phase does not immediately coincide with the termination of the previous phase, so although it is expected to take 5.5± years for the site to be fully developed, the total active construction time to complete the three phases of development is expected to be 48 months.

Clearing, site preparation and construction activities for the project are anticipated to result in some temporary and intermittent noise and dust during the construction process; however, these activities will be temporary and will only occur during normal daytime working hours (7:00 AM to 8:00 PM Monday through Friday) pursuant to Town of Babylon Code §156-9(D)(1) (“Noise,” “Specific Regulations,” “Construction”). The Developer will be required to post a bond, comply with all conditions and requirements of issued permits and approvals.

Permits and Approvals Required

The DEIS complies with SEQRA processing requirements as administered by the Town Board as Lead Agency for this environmental review. It has been prepared to take the requisite “hard look” at the project and address any potential environmental impacts that may be of concern to the Town of Babylon and the Wyandanch and Wheatley Heights communities. This document also provides an analysis of the potential impacts of development of the subject property, consistent with its current zoning, in order to establish a comparative assessment of possible impacts and benefits. Finally, the DEIS is intended to provide the Town Board with information to assist it in reaching informed decisions on the Proposed Local Law, Amendment to the Official Town Zoning Map, Subdivision, Change of Zone, and Site Plan applications. **Table S-2** is a list of the permits, approvals and agency reviews expected to be necessary for the proposed project.

TABLE S-2
REQUIRED PERMITS, APPROVALS AND AGENCY COORDINATION

Applicable Board/Agency	Permit/Approval/Review Type
Babylon Town Board	Subdivision Approval; Adoption of PIP-2 Code; Change of Zone Approval; and Zoning Map Amendment
Babylon Town Planning Board	Site Plan Review
Town of Babylon Industrial Development Agency (IDA)	The Applicant is <i>not</i> seeking PILOT approval; however, tenants could choose to apply in the future
Babylon Town Building Department	Building Permit
Suffolk County Department of Health Services	Wastewater disposal and water supply approval
Suffolk County Department of Public Works & Suffolk County Sewer Agency	Sewer Connection to SCSD No. 3 and Bergen Point WWTP and Sewer Connection Outside SWSD 3
Suffolk County Department of Public Works	Road work permit
Suffolk County Water Authority	Water supply connection approval
Suffolk County Legislature	Connection to Bergen Point WWTP
Suffolk County Planning Commission	Section 239-m Planning Commission Review
New York State Department of Environmental Conservation Division of Water	SPDES General (Stormwater) Permit; SWPPP; WWTP connection

Applicable Board/Agency	Permit/Approval/Review Type
New York State Department of Transportation	Railroad Crossing Approval
Metro Transit Authority	Long Island Railroad (LIRR) Right-of-way and road improvements at crossing approval
National Grid	Main Extension Approval
PSEG Long Island	Electrical Connection Coordination
OPRHP	Consultation
New York State Department of State, Division of Cemeteries, Cemetery Board	Lease approval and Major Alteration Application Approval
Town of Huntington Department of Public Works and Town of Babylon Highway Department	Highway Work Permits

POTENTIAL IMPACTS AND PROPOSED MITIGATION

Topography

The subject property exhibits a generally flat to gently sloping topography with the exception of a narrow band of moderate to steep (8-15% $\pm$) slopes near the northeast corner of the property extending from the north property line to the east property line. Based on site topography, it is expected that minimal grading will be necessary to achieve suitable grades for site accesses, interior roadways, parking lots and loading areas, and construction of building slabs and the proposed warehouse buildings. Proposed building construction, site access, interior site driveways, drainage improvements, parking lot construction, and installation of water mains, sewer lines, and other underground utilities, will however, require excavation and backfilling that will disturb the existing soil profile in the areas to be developed on the site and require the removal of excess soil. Most excavation will be associated with the construction of the onsite 1.81-acre stormwater recharge basin, bioretention areas, and the decorative pond and cumulative effects of the installation of numerous subsurface catch basins and stormwater leaching pools. Soil will be retained onsite to the extent practicable; but based on the engineer's assessments, the project would result in excess "cut" and the necessary removal of 245,000 cubic yards (CY) of excess soil cut over the course of the three construction phases, including 33,872 CY to be removed from the area of the proposed stormwater recharge basin.

An estimated 93.78 $\pm$ acres of existing woodlands, successional old field, and small area of cattail/sedge growth will need to be cleared to accommodate the construction of the nine warehouse buildings, associated parking and loading areas, interior access driveways/roads, three onsite shuttle/bus stops, stormwater recharge basin, decorative pond, sewer pump station, and proposed landscaping. This clearing will leave 6.33 $\pm$ acres of natural woodlands; however, once the project is fully constructed, an additional 14.5 $\pm$ acres of the site will be revegetated (landscaped), an additional 1.81 $\pm$ acres will become a vegetated recharge basin bringing the total pervious vegetated ground cover to 22.64 $\pm$ acres. This does not include the 0.24 $\pm$ acres that will become a decorative pond accounting for a total of 22.88 $\pm$ acres. The remaining 77.23 $\pm$ acres of

the site will consist of impervious surfaces including warehouse buildings, the sewer pump house, paved parking and loading areas, site and building access driveways and interior streets and sidewalks See attached **Overall Site Plan, Attachment 1**.

Disturbed areas will be graded and stabilized as soon as possible after disturbance through temporary seeding, landscape plantings, mulching, paving and building construction. The proposed grading program will be primarily directed toward establishing level building areas and directing stormwater runoff to proposed drainage collection and recharge systems. Since existing topographic conditions for most of the site are generally flat to gently sloping with a relatively small portion of the site on the northeast side consisting of moderate to steep slopes, it is expected that the removal and/or grading of the slopes will be limited, and grading, although across a large property, will not result in any significant adverse impacts with proper engineering and implementation of standard best management practices during construction. Excavations for the construction of the recharge basin, drainage leaching pools, decorative pond, and installation, extension and connection of underground utilities, will however, necessitate on-site use of backfill material and regrading to provide a suitable surface for construction and drainage and to reincorporate clean and suitably textured soils back into the site to the extent practicable. Nevertheless, an estimated 245,000± cubic yards (CY) of soil must still be exported from the site and disposed of or reused elsewhere. Grade transitions will be properly engineered in accordance with standard civil engineering standards. Based on the information provided in the Soil Survey of Suffolk County, NY (**USDA SCS, 1975 and USDA NRCS, 2024**) and the March 17, 2021 Preliminary Geotechnical Investigation report prepared by Whitestone Associates, Inc. (**Appendix F**), substratum soils consist primarily of poorly-graded/well sorted sands and/or gravelly sands with little or no fines (USCS – SP classification). If clay or other poorly drained fine-grained or compacted soils are encountered during subsurface infrastructure installations (e.g., leaching pools, drywells, recharge basin, sewer force mains and water mains, etc.) the restrictive material can be removed, and a three-foot collar of clean coarse textured well-sorted sand can be installed around the side and bottoms of drainage leaching pools and bottom of the recharge basin to ensure suitable drainage.

Site clearing, grading and construction will begin once all permits and approvals have been granted for the site plan, site accesses and road work, water and wastewater connections, drainage controls, SPDES General Permit for Stormwater Discharges from Construction Activity and Stormwater Pollution Prevention Plan (SWPPP), MTA input regarding road work at/near the railroad crossing, building permits and others as detailed in **Section 1.6**.

Project construction will take place in three phases lasting a total combined 5.5± years if each phase were to run consecutively, and a SWPPP will be prepared for each phase. Temporary construction fencing with windscreen and silt fencing will be installed along the work/clearing area perimeters. Construction access for the development will be provided from Little East Neck Road on the northwest corner and southwest side of the property. Site clearing and grubbing will be followed by site grading, construction of buildings, installation of the initial layer of asphalt on the proposed interior driveways and parking lots and loading areas as well as construction of drainage improvements including excavation of the proposed stormwater recharge basin at the

northeast end of the site. Stabilized site accesses will be installed at the construction accesses to prevent or mitigate tracking of mud, sand and pebbles on to local streets and highways and erosion and sedimentation controls will be implemented, including identification of clearing limits and installation of silt fencing prior to the commencement of work. On-site staging areas for employee parking, construction vehicles and equipment, and construction materials will be identified. Silt fencing will be erected around stockpiles and temporarily stockpiled material will be stabilized in place, if needed. Temporary concrete washout stations will be provided during the construction process to remove sediment from construction vehicles as needed, prior to exiting the site. Construction vehicle drivers will be directed to use primary direct routes to and from the site including collector and arterial roadways and highways rather than local streets.

A State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity will be requested, and a Stormwater Pollution Prevention Plan (SWPPP) will be prepared; however, it is noted that there are no nearby receiving waters or wetlands in the area and stormwater from the required drainage design storm will be captured and recharged onsite in subsurface leaching pools and an onsite stormwater recharge basin. The project and construction team will fully comply with all requirements of the permit, the guidelines of the proposed SWPPP, the standards and requirements of the Town Code and Town Engineer and Town Stormwater Coordinator.

As a result of the generally flat to gently sloping nature of most of the site, significant topographic alterations are not expected with the exception of minor grading necessary for construction of building slabs, parking lots, internal site driveways, installation of drainage structures and water and sewer main connections, the proposed sewage pump station, installation of other underground utilities, and landscaping. Excavation and soil removal will be necessary, however, for construction of the proposed onsite stormwater recharge basin, decorative pond and surplus soil from catch basins, leaching pools, drain piping, and underground utility installations. Excess soil will be reincorporated back into the site to the extent practicable to further enhance screening and noise attenuation. There are no unique geomorphic landforms on-site and a variety of stormwater, erosion and sedimentation controls will be implemented to address the minor topographic and soil stabilization concerns identified. The risk of soil erosion, based on soil descriptions from the Soil Survey of Suffolk County, New York, suggest only slight erosion potential except a moderate-to-severe potential exists in the more steeply, sloping areas at the northwest corner of the site which will be managed through grading, engineering and implementation of standard erosion and sedimentation control measures.

Subsurface Geology and Soils

An assessment of soil characteristics was conducted based on Soil Survey information and the Preliminary Geotechnical Investigation report (**Appendix F**) which showed that subsoil and the deeper substratum soils or parent material on-site are poorly-graded/well-sorted and well-drained. The depth to groundwater is suitable for development and drainage, with mostly minor limitations or development constraints. Possible minor issues based on soil characteristics include:

- An area of moderate to steep slopes near the northeast corner of the site which will be graded to provide suitable slopes for development and stormwater collection and recharge.
- The relatively permeable well-drained nature of the of the RdA and HaA soils and PIC soil unit. This issue, however, specifically relates to the use of conventional on-site septic systems combined with rapid soil permeability and high volumes of onsite sanitary discharge or other potential pollutants. Since the project will connect to public sewers, and onsite drainage infrastructure will be professionally designed, reviewed, and installed, the minor constraints do not pose a significant limitation to proposed development of the site and assurance of suitable drainage.
- Another issue would be any future application of fertilizers on landscaped land. The project will ensure that proposed landscaping consists primarily of native plant species and to a much lesser extent ornamental plants that are suitably adapted to typical site conditions and do not necessitate the need for long-term fertilization and irrigation to ensure survival. Based on the proposed plan, just 2.17± acres of the 14.5± acres of proposed landscaping will require long term maintenance and fertilization once the plantings take root and are successfully established.
- Rapid or moderate-to-rapid recharge of irrigation water due to the well-drained nature of the soils. Again, planting native, well-adapted and/or low maintenance/low water demanding landscaping (xeriscaping) and mulching or applying topsoil if needed in some areas for greater water holding capacity where landscaping is proposed, will address this issue. Use of modern irrigation technologies will also help to reduce irrigation demands, and being sure to apply water only when, where and in a manner that plants and trees can fully utilize, rather than losing water from evaporation or soil infiltration and recharge. This can be accomplished by water at night or in the early morning, utilizing drip irrigation that applies water directly to the roots rather than utilizing sprays, and use of moisture sensors and/or timers to ensure that water is applied only when and where it is needed.
- Issues relating to drainage are limited due to the drainage design which will fully accommodate runoff from the required design storm with two-inch rainfall storage for drainage leaching pools and five-inch rainfall storage in the proposed recharge basin, siting the recharge basin 627± feet down-groundwater gradient from the closest public supply well and therefore far outside the SCDHS's 500-foot down-water table-gradient Water Supply Sensitive Area.⁷
- The only other minor issue is a relatively narrow band of moderately steep (8-15%) slopes crossing the northwest corner of the property which can be easily addressed by proper grading, slope stabilization, and implementation of standard dust and erosion and sedimentation control techniques.

⁷ There are four currently operating wells at the SCWA wellfield. Three draw from the Magothy Aquifer and one draws from the Upper Glacial aquifer. Only the Upper Glacial well is subject to Water Supply Sensitive Area restrictions. The closest well is 627 feet from the recharge basin and is far outside the downgradient contributing area.

- Also noted in the soil descriptions from onsite borings is that the subsoils beginning at a depth of 2-4± feet bgs are poorly graded/well sorted (well-drained) sand consistent with the USCS-SP classification as shown in each of the 11 soil boring logs provided in Appendix A of the Preliminary Geotechnical Investigation report in **Appendix F**. Based on the soil sampling and analyses of the soil logs, there is no evidence of any dense restrictive clay layers in the substratum.

There are no existing ponds or wetlands on-site or adjacent to the site except for one small intermittently wet area near the center of the property consisting of no more than 0.53 acres which was apparently created from a past small and shallow excavation, possibly for the removal of sand for an offsite use. This man-made feature currently contains some cattails, bull rushes, common reed (*phragmites*), and invasive purple loosestrife but is not a mapped NYSDEC jurisdictional wetland or National Wetland Inventory feature. As such, and since the Town of Babylon does not have its own wetlands regulations, the feature is not subject to regulatory review. The main body of the Carlls River is located 6,550± feet or 1.24± miles east of proposed Lot 1. The closest Carlls River tributary to proposed Lot 1 is approximately 5,100± feet or 0.966± miles southeast of the site. See **Figure 2-4**, DEC Freshwater Wetlands Map.

The proposed development will connect to a nearby Suffolk County Water Authority (SCWA) public water supply main located along an unopened section of Nicholls Road north of the subject property boundary near the SCWA wellfield for its source of potable water. The project has and will continue to undergo review by SCWA to ensure adequate water supply and protection of the nearby water supply well field. The proposed stormwater recharge basin is located 627± feet from the nearby wellfield or 127± feet outside and down water table gradient of the SCDHS 500-foot Water Supply Sensitive Area to protect the water supply. (See **Section 2.2 “Water Resources”** and **Section 3.3 “Community Services and Facilities”** for more on the protection of groundwater and the public drinking supply.)

All sanitary wastewater generated onsite will be discharged via an onsite sewage collection system and will be conveyed by a force main and proposed onsite pump station to the Southwest Sewer District for treatment at the Bergen Point Wastewater Treatment Plant (WWTP) and off shore disposal. The proposed pump station will be located north of the northerly access road, in the vicinity of Buildings 2 and 3 (see **Overall Site Plan**). The project has and will continue to undergo review by SCWA to ensure adequate water supply and protection of the nearby water supply well field.

All stormwater runoff generated on the developed portion of the property will be collected by catch basins and discharged into subsurface leaching pools, one of the proposed rain gardens or bioretention areas or the onsite stormwater recharge basin located on the northeast side of the property. The proposed onsite drainage system will fully accommodate the volume of runoff anticipated from the required design storm event, based on storage needed for a two-inch rainfall on proposed Lot 1 in subsurface leaching pools and storage of up to a five-inch rainfall in the proposed onsite recharge basin. The drainage plan was prepared by professional engineers and will be reviewed by the Town’s engineer to ensure conformance with Town standards and

specifications. Drainage plans have been developed in accordance with the New York State Stormwater Management Design Manual and New York Standards and Specifications for Erosion and Sediment Control, and drainage will be designed to retain runoff onsite. See attached **Grading and Drainage Plans (Sheets C-401 through C-409)**. Finally, the soils identified on-site do not have characteristics that would limit or significantly affect the operation and functioning of the drainage system. Soil permeability is expected to be rapid or moderately rapid and depth to groundwater is sufficient to allow for recharge.

Potential fugitive dust impacts during site clearing, grading and construction will be mitigated through the implementation of dust, erosion and sedimentation control measures that are described in **Section 2.1.3**. A SPDES General Permit for Construction Activity and a SWPPP will be required. This will help to ensure that the project's drainage system will function properly and will minimize potential stormwater and erosion related impacts to the maximum extent practicable. Based on these considerations and the identified mitigations, no significant impacts are expected with regard to soils.

Soil and Subsurface Contamination

As discussed in **Sections 2.1.1** and **2.1.2** of this DEIS, a Phase 1 ESA was conducted and a report was prepared in February 2021 (**Appendix G**) to identify any Recognized Environmental Conditions or "RECs" as defined in Standard Practice for Environmental Site Assessment. A review of the regulatory agency database report provided for the subject property identified several sites located within the critical distances that documented a current activity which could result in a release. A review of the regulatory agency information related to these sites indicates that any issues were addressed to the satisfaction of the overseeing agency or did not engage in an activity which could impact the subject property. Based on the information reviewed, it is concluded that a Vapor Encroachment Condition (VEC) does not exist or is not likely to exist. Therefore, the subject property is not expected to be adversely affected by a VEC.

The Proposed Action involves zoning for and construction of a light industrial research and technology office park. As stated in § 213-591 of the proposed PIP-2 zoning code, all onsite storage and handling of materials will comply with § 213-591 and all applicable laws, regulations, and ordinances as applicable including but not limited to Article 7 and 12 of the Suffolk County Sanitary Code and will be subject to typical safeguards, approvals and best management practices as needed.

Since the site has not been developed and there are no open records of site contamination filed with the NYSDEC for the property or adjacent land or known past structures or uses of the site other than for burials on proposed Lot 2 which is to remain as a cemetery, existing onsite soil contamination is not expected or known to exist at this time.

The proposed site plan fully captures, stores and recharges stormwater onsite with proposed drainage designed based on a two-inch rainfall event for runoff directed to subsurface leaching pools and a five-inch rainfall event for stormwater directed to the recharge basin.

The proposed development will connect to SCWA Distribution Area No. 12 via a water main located near the Circle Drive wellfield for its water supply and wastewater will be conveyed to an existing Sewer District 3 sewer main located 1.94± miles west of the site where it will be conveyed to the Bergen Point WWTP for treatment and offshore discharge into the ocean through the facility's existing 6.5-mile-long outfall. As a result, there are no public health or significant environmental concerns from existing subsurface site contamination at the subject site or adjacent properties or from future onsite sewage disposal.

Mitigation

The following mitigation measures are planned for the construction aspects of the project with respect to topography and soils.

- A total of eleven test borings were completed on the site in March of 2021 to ensure that suitable subsoil conditions are present. Subsurface soils below 2 to 4 feet consisted of deep poorly graded/well-drained sand (USCS-SP classification). If slowly drained or impervious soils such as a clay layer, hardpan or compacted well-sorted/poorly drained soils are encountered (not expected based on information available from the Soil Survey of Suffolk County, New York and the Preliminary Geotechnical Investigation), these soils can be removed and replaced with clean sand of a suitable texture and sorting to ensure suitable drainage.
- A SWPPP will be required for each development phase and will be beneficial in ensuring the judicious management of stormwater generated on the site during construction, as well as for post-construction stormwater management. The Town Board, Town Engineer and Stormwater Coordinator will review the plans and all plans must be approved prior to construction.
- Proposed site grading was designed by a licensed professional engineer and reviewed by Town planners and engineers and proposed best management practices will eliminate any minor soil restrictions posed by the small area of moderately steep slopes.
- Clearing and rough grading of the site will be performed in accordance with the approved Site Plan and under the supervision of a qualified site supervisor and will be subject to Town inspection and concurrence during construction.
- Stabilized construction entrances will be provided off Little East Neck Road and one or more temporary concrete washout pads will be provided on the site to remove dust and sediment from existing construction vehicles and reduce the likelihood for tracking soil on to public streets.
- Erosion controls, including identification of limits of disturbance, work area perimeter fencing and silt fencing, a designated onsite stockpile area(s) enclosed by silt fencing, and drainage inlet protection will be installed around all grated drainage inlets, as applicable, to prevent sediment from entering onsite or nearby subsurface drainage structures.
- Temporary sediment basins will be provided during initial construction activities as appropriate.
- Material staging areas and designated stockpile locations bordered by silt fencing will be provided to help address potential erosion, sedimentation, and dust.

- Fugitive dust and/or off-site soil transport will be controlled by wetting soil, if necessary, installation of washout stations and a stabilized construction entrance to remove soil from truck tires, drainage inlet protection (if drains may be affected), establishment of suitable internal construction staging areas and retention of naturally vegetated buffer areas around most of the perimeter of the property. These measures will minimize disturbance and issues from soil resources during construction to the extent practicable. Onsite construction vehicle speeds will be kept to a minimum to prevent unnecessary raising of dust, and reseeding and landscaping as soon as possible after ground disturbance to stabilize soils.
- Equipment involved in grading will be routed and parked onsite in proximity to the grading area, to minimize the amount of truck activity, thereby reducing the potential for airborne dust.
- Developed areas will be permanently stabilized, and final graded slopes will have gradients no steeper than 1:3 for the proposed recharge basin and less everywhere else to minimize erosion.
- Native plants or species that are suitably adapted to regional climate and soil conditions are specified by the proposed landscape plans to reduce the demand for irrigation and fertilization, with only 2.17± acres requiring long-term periodic maintenance. Mulching and “xeriscaping,” as well as the use of efficient/water conserving irrigation systems, watering at night and only when needed, watering selectively, and in zones rather than site-wide, and use of moisture sensors or timers will help to avoid the potential issues associated with excessively drained soils. Water tolerant vegetation that is adapted to damp conditions will be planted in bioretention areas to ensure survival.
- Drainage infrastructure will be installed onsite to meet the design and capacity requirements of the Town and address any concerns that the Town Engineer may have.
- Sanitary waste is proposed to be conveyed to the Bergen Point WWTP to receive an advanced level of treatment and for off-shore disposal. The advanced level of treatment that will be provided, and the use of an approved stormwater collection and recharge system that complies with all applicable standards and specifications of the Town, will help to prevent or minimize potential soil, groundwater and subsurface impacts. These coupled with a relatively deep groundwater table and the removal and replacement of subsurface soils if restrictive layers are encountered will help to protect groundwater quality.
- Site grading operations will be undertaken in a manner that supports the reincorporation of excavated material back into the project site to the extent possible and all else will be shipped off site and disposed at a registered facility or reused elsewhere.

Water Resources

Since there are no NYSDEC regulated wetlands on, adjacent or within NYSDEC wetlands jurisdictional limits as determined by review of NYSDEC freshwater wetlands maps (Environmental Resource Mapper and EAF Mapper) and field inspections, no nearby vulnerable surface waters or wetlands were identified.

Based on the **Overall Site Plan**, 77.23± acres or 77.14 percent of the proposed PIP-2 100.11-acre development site (Lot 1) will be covered by impervious surfaces such as buildings and paving, 14.50± acres or 14.48 percent will be landscaping, 6.33± acres or 6.32± percent of the Lot will remain in its natural forested condition, 1.81± acres or 1.81 percent will be a recharge basin, and 0.24 acres or 0.24 percent will be the proposed decorative pond near the property entrance. As a result, a total of 22.64 acres or 22.6 percent of proposed Lot 1 (not including the 0.24-acre decorative pond) will be pervious natural or landscaped ground cover that will help to recharge, absorb and transpire precipitation falling on the site and help mitigate total volume and water quality runoff impacts.

The Applicant plans to utilize a system of drainage catch basins, subsurface leaching pools, vegetated bioretention areas and/or rain gardens and a stormwater recharge basin to collect and manage all stormwater runoff generated onsite by the required design storm standards. The Town of Babylon requires that all stormwater runoff generated on a development site be collected and recharged through a drainage system that is designed to accommodate a two-inch rainfall event when directed to drywells or subsurface leaching pools and a five-inch storm event when directed to a stormwater recharge basin. The proposed drainage system will be constructed in accordance with applicable State and local standards and guidelines, will be designed by professional engineers in accordance with standard engineering principles and practices, and will be reviewed by the Town's engineer or engineering consultants to ensure consistency and compliance.

The proposed PIP-2 zoning and Suffolk Technology Park will be served by an onsite sewage collection system that will direct all sanitary wastes generated onsite to a proposed onsite pump station located north of Warehouse 1 on the north side of the property. This proposed sewage pump station will then convey all sanitary wastes via a proposed force main, south to Long Island Avenue and west along Long Island Avenue and Conklin Street to Suffolk County Sewer District 3's existing sewage collection system located just west of the Conklin Street/New Highway intersection. From there, wastewater will be conveyed via existing sewer mains to the Bergen Point WWTP, where it will be treated before being discharged several miles offshore. Collection, advanced treatment and discharge off-shore will help to protect local groundwater resources at and near the project site, as well as offshore waters after treatment. Bergen Point WWTP operates pursuant to a previously issued SPDES discharge permit and has the capacity to fully accommodate, treat and dispose of the proposed project's expected sanitary discharge.

The Landscape Plans depict areas to be retained as native woodlands and other areas that will be landscaped after construction with a mix of primarily native trees, shrubs, grasses, forbs and water tolerant plant species for the recharge and bioretention areas. Evergreens such as pitch pine, eastern red cedar and American holly will be planted, as well as deciduous trees and understory shrubs and grasses to provide some wildlife habitat, visual screening and enhance the overall appearance of the development, including the tree canopy, shrub, and understory levels. Parking island plantings are also proposed to provide shade and enhance the appearance of the parking areas from onsite, while foundation plantings will soften the appearance of the buildings and provide visual interest and enhance the aesthetic qualities of the landscape and building

facades. The proposed landscape plans address, screening, buffering, aesthetic concerns, shade, and consists of mostly native or well adapted vegetation that limit the need for excessive irrigation and fertilization in order to protect the integrity of stormwater runoff, and the quality of the Sole Source Aquifer and nearby SCWA drinking water supply, as well as to reduce overall consumption of potable water for nonessential needs. Based on the project landscape plans, it is estimated that just $2.17\pm$ acres of the proposed $14.5\pm$ acres of plantings will require long term maintenance/ fertilization after the vegetation is established.

The Subject Property is located outside but adjacent to the northerly boundary of the South Shore Estuary Reserve (SSER) (see **Figure 2-7**) but the expected groundwater flow from beneath the Subject Property flows to the southeast toward the Carlls River, a tributary of the SSER. In addition, it should be noted that the Carlls River, although located $1.24\pm$ miles east of the site is listed as a Critical Environmental Area (CEA) by Suffolk County. Potential impacts to the SSER from a development project typically arise from the individual and/or cumulative effects of site clearing, grading, construction, the specific types of land use to be constructed and activities to take place, discharge of sewer, unmanaged stormwater, and the ultimate occupation and related human activities of future land uses. However, as described above, area conditions, fully compliant and professionally engineered stormwater, erosion, sedimentation and dust control measures implemented during construction, and the proposed safeguards and mitigation strategies that have been identified including connection to sewers, the Proposed Action is not expected to result in any significant adverse environmental impacts on water quality, river or wetland ecology or the SSER or its bays and tributaries and will not affect the recreational and economic resources of the SSER. The project is therefore considered to be consistent with the overall goals and objectives of the SSER CMP. There are no natural onsite or nearby wetlands or surface waterbodies, the proposed development is not expected to impact surface waters, wetlands or drainage conditions on or in the vicinity of the subject site. And most importantly, the development will be connected to SCSD No. 3 for wastewater treatment and disposal.

Groundwater Hydrology/Hydrogeology

The depth to groundwater at the project site averages $26\pm$ to $28\pm$ feet bgs and the porous well-drained outwash deposits at the site are conducive to efficient recharge and lateral groundwater flow away from stormwater leaching pools and recharge areas. If any restrictive soil layers such as clay or hardpan are encountered when installing the pools and constructing stormwater leaching areas, the restrictive soils around and beneath the drainage structures will be removed and replaced with clean fill of an appropriate soil texture to facilitate leaching. The proposed onsite stormwater recharge area is located approximately $627\pm$ feet east-southeast of the SCWA wellfield. Groundwater is expected to flow in a southeasterly direction away from the County wellfield and the proposed recharge basin is expected to be sited far enough away from the wellfield to be unaffected by well drawdown (**Figure 2-3b**).

Consequently, it is not anticipated that the direction of horizontal flow of groundwater would be affected by the expected increase in localized recharge, as the overall slope of the water table controls this characteristic and localized effects from mounding would be expected to be isolated to the designated recharge areas which are distributed throughout and far enough away from

the wellfield and have well-drained permeable soils. As with any drainage system, periodic maintenance is helpful in removing fine sediment from drainage structures and recharge basins that can restrict recharge. Wastewater from the project site will be conveyed to Suffolk County Sewer District No. 3 and the Bergen Point WWTP for primary and secondary treatment prior to disposal.

Based on SONIR model analysis, total existing on-site recharge is estimated to be 41.64 million gallons per year (MG/yr) and future recharge is projected to be 99.91 MG/yr.

On April 3, 2024, members of Bristol Suffolk, LLC (property owner), NPV, Bohler Engineering, Weber Law Group, and SCWA met to discuss the Proposed Action. At this meeting SCWA expressed no specific concerns regarding the proposed development and the group present at this meeting considered the feasibility of directly connecting to the Circle Drive pump station SCWA main rather than going out to Little East Neck. It was noted by SCWA that the existing Circle Drive well site has no capacity or water supply (yield) issues and confirmed that it has no unusual water treatment needs at this facility. SCWA also expressed a need to establish an easement through the Nichols Road paper street along the northerly property line of the Subject Property for a proposed water district improvement project. A new water main would be installed from the Circle Drive wellfield, east, parallel with the existing main. SCWA also indicated its desire to clean up the ownership of the existing main and formalize an easement prior to initiating the main installation. Noted benefits of the SCWA's plan include:

- Improved pressure and distribution for public water users to the east and south of the site; and
- Furtherance of additional local service goals of the SCWA.

The Proposed Action exceeds the SCDHS's allowable flow for conventional on-site sanitary systems (maximum of 60,066 gpd permitted on the 100.11-acre site; estimated 67,157± gpd proposed), and therefore, as previously noted, must either utilize an on-site advanced sewage treatment facility or connect to a local wastewater treatment plant (WWTP) to provide an acceptable level of treatment. (The Preferred Alternative which is discussed in detail in **Section 5** of this DEIS would generate 67,080.7 gpd⁸). The Proposed Action (and Preferred Alternative)

⁸ SCDHS allows up to 15% of warehouse space to be included as accessory office space when applying its 0.04 gpd/SF general industrial use wastewater flow factor. For the Proposed Action, however, an additional 7.5% of the total building area was factored into the office space projection at 0.06 gpd/SF per SCDHS' non-medical office space factor to address some of the higher office demanding facilities. (Total office space for this assessment was 22.5%, including 15% at 0.04 gpd/SF and 7.5% at 0.06 gpd/SF). The amount of potential office space at the proposed facility was based in part on similar projects including the Hillsboro and Heartland projects examined by the spreadsheets provided in **Appendix E** which had less than 20% office space but included other uses such as a gym. For the Preferred Alternative, 25% office space was used (15% office space at 0.04 gpd/SF and 10 percent office space at 0.06 gpd/SF) to cover the maximum (25%) permitted by the proposed PIP-2 code and to provide a conservatively high estimate for assessment purposes. It should be noted that if the Proposed Action included a total of 25% office space like the Preferred Alternative, it would generate 67,950 gpd of sanitary waste which is 879 gpd more than the projected 67,070.7 gpd of flow from the Preferred Alternative.

exceed the maximum sanitary flow requirements for conventional septic systems on the subject property and is located 1.94± miles east of Suffolk County Sewer District No. 3 and therefore the Applicant plans to construct an onsite sewage pump station and install a sewer force main and connect the proposed site to the District and the Bergen Point WWTP which has sufficient capacity to accommodate the projected flow. Connection to public sewers at the Bergen Point WWTP provides for the necessary wastewater treatment, and therefore, minimizes any potential effects of on-site wastewater discharges; particularly, nitrate loading that can adversely affect groundwater and drinking water quality. A total of 6.33± acres or 6.3± percent of the site will remain in its natural forested condition which will reduce the need for site landscaping and help to mitigate potential groundwater quality issues associated with fertilization; not to mention water quantity issues from irrigation and stormwater runoff. Finally, the site is currently vacant woodland and is not known to have been contaminated by any past land uses or site activities based on a Phase I ESA prepared for the property (**Appendix G**), thereby suggesting a safe and clean site for future development.

Due to the deep well-drained soils and significant land area comprising the site, issues relating to suitable permeability, filtering capacity, groundwater storage, and recharge of stormwater on-site are not expected.

The SONIR model discussed previously in this DEIS indicates that the total annual nitrogen load on the area identified as proposed Lot 1 (PIP-2 zoned development site) will increase from an estimated 43.69 lbs./year to 123.61 lbs./year and total recharge will increase from 41.64 MG/yr to 99.91 MG/yr. Overall nitrate loading concentration will increase from an existing estimated value of 0.13 mg/l to 0.15 mg/l, which is far below the potable drinking water standard of 10 mg/l used by federal, state and county agencies to regulate drinking water quality. The changes are relatively modest due to the proposed connection to an existing WWTP, use of primarily native tree, shrub and perennial species, and limited area of fertilizer and irrigation dependent lawn (2.17± acres or 2.17 percent of the site).

Based on the preceding assessment of surface waters, wetlands and groundwater quality, and in consideration of the available impact mitigation techniques proposed, significant adverse impacts on the quality of these important resources are prevented or mitigated to the maximum extent practicable.

Mitigation

- The site's drainage system will be designed in accordance with Town drainage requirements and will be subject to review and approval by the Town Engineer and Planning Board. Precipitation from the required design storms will be captured and recharged onsite.
- The proposed recharge basin, subsurface leaching pools, and future loading activities will be located a considerable distance from the SCWA wellfield with deep mostly naturally vegetated buffers to provide ample separation. The subject property is also down gradient from a groundwater perspective, therefore, groundwater from beneath the proposed development is expected to flow away from the wellfield toward the southeast.

- The project will connect to an existing WWTP (Bergen Point) to ensure suitable offsite sewage treatment that will dramatically reduce nitrogen loading from the development.
- The proposed PIP-2 zoning includes restrictions to prevent potential impacts from hazardous materials. Specifically, § 213-572A.(4) "Use requirements" of the PIP-2 zoning standards states that, "...no manufacture or disposal of hazardous materials shall be permitted nor shall storage of hazardous materials in violation of law be permitted." Section 213-591 of the proposed PIP-2 zoning standards states that, "[i]t is the intent of these regulations to prevent land and/or buildings within the PIP-2 District from being used or occupied in any manner so as to create dangerous, injurious, noxious or otherwise objectionable fire, explosive, radioactive or other hazardous conditions; noise or vibration; smoke, dust, fumes, odor or other forms of air pollution; electrical or other disturbances; glare or heat; or the disposal of liquid or solid wastes or refuse contrary to the environmental regulations of the Town of Babylon; conditions conducive to the breeding of rodents or insects; or other dangerous or objectionable elements in an amount or manner so as to adversely affect the surrounding area."
- The Proposed PIP-2 Code will further indicate that uses within the PIP II Zoning District shall be in conformance with Suffolk County Department of Health Services Article 7 and 12 within Zone I of the Suffolk County Hydrological Zone I, a groundwater deep recharge zone.
- The project will connect to the local SCWA water supply via a proposed water main in the unopened Nicolls Road right-of-way to ensure a potable water supply is available to future employees and visitors to the site and precautions are taken including locating the proposed recharge basin far enough down groundwater gradient of the wellfield to protect the water supply.
- Water conserving fixtures and efficient irrigation systems will be incorporated into the site development and 6.33± acres or 6.3 percent of the site will remain in a naturally vegetated state, thereby limiting total landscaping and turf coverage. Under the Preferred Alternative discussed in **Section 5** of this DEIS the area to remain natural after clearing on Lot 1 is 7.8± acres.
- Native landscape species are proposed as shown on the attached Landscape Plans to reduce the need for fertilizers and the need for watering once landscaping is established, with total fertilizer/irrigation dependent landscaping to be conservatively estimated to be 2.17± acres or 2.17 percent of the proposed development site (proposed Lot 1).
- Steps will be taken to prevent sediment from being transported off-site by wind, stormwater runoff, and tracking from construction vehicles in accordance with grading, erosion, sedimentation, dust control and stormwater management pursuant to proposed plans, a SWPPP, and standard best management practices previously identified in **Sections 2.1.3 and 2.2.3.**

Ecological Resources

Vegetation

Impacts on the ecological resources of a site are generally a direct result of clearing of natural vegetation, an increase in human activity and associated wildlife stressors, and the resulting loss

and fragmentation of wildlife habitat. The proposed development area is currently partially wooded and partially field. A combined total of 93.78± acres of successional old field and natural woodlands will be cleared and an additional 14.50± acres of landscaping, 1.81± acres of vegetated recharge basin, and 0.24± acres of decorative pond will be provided onsite bringing the total pervious native vegetated or other landscaping to 22.88± acres or 22.9 percent of the 100.11-acre PIP-2-zoned Lot 1 development site.

The changes in habitat quantities and summary of vegetation and habit impacts are shown in **Table S-3** below.

TABLE S-3
HABITAT QUANTITIES
Existing and Proposed Conditions – Overall Site

Coverage Type	Existing Conditions		Proposed Project		Change (acres)
	Coverage (acres)	Percent (%)	Coverage (acres)	Percent (%)	
Buildings and Other Impervious Surfaces	0	0	77.23 ⁽¹⁾	69.33	+77.23
Successional Old Field	42.93	38.54	0	0	-42.93
Pitch Pine-Oak Forest	35.83	32.17	5.10	4.58	-30.73
Pitch Pine-Scrub Oak Barrens	16.54	14.85	2.03	1.82	-14.51
Coastal Oak-Heath Forest	6.42	5.76	2.81	2.52	-3.61
Past Soil Excavation and Stockpile Area	0.53	0.48	0	0	-0.53
Mature Pitch Pines/Mowed Lawn	7.89	7.08	7.67	6.88	---
Mowed Lawn/Landscaping	1.25	1.12	14.50 ⁽²⁾	13.01	+13.25
Decorative Pond	0	0	0.24	0.22	+0.24
Stormwater Recharge Basin	0	0	1.81	1.63	+1.81
TOTAL	111.39	100.00	111.39	100.00	---

Notes:

- (1) Includes 37.13 acres (1,617,471 SF) of warehouse buildings with multi-tenant warehouse storage and warehouse office spaces and 40.1 acres of other impervious surfaces including proposed access and internal roads, parking and loading areas, sidewalks and sewage pump station.
- (2) Includes 2.17± acres of fertilizer/maintenance dependent landscaping and 12.33± acres of suitable native species that will not require long-term maintenance after establishment.

New York Natural Heritage Program (NYNHP) identified one known occurrence of an endangered plant known as Low St. John's Wort (*Hypericum stragulum*) within a half-mile of the site in 1998. This species was not found on the subject property during the field surveys and no other rare, threatened or endangered plant was found but two exploitably vulnerable plant species, American holly (*Ilex opaca*) and spotted wintergreen (*Chimaphila maculata*) were identified. These exploitably vulnerable plant species are, however, relatively common in Long Island's natural habitats. "Exploitably vulnerable" plants are species which are not currently threatened or endangered but are commonly collected for flower arrangements or other uses. Under ECL 1503.3, no person may "knowingly pick, pluck, sever, damage by the application of herbicides or defoliant or carry, without the consent of the owner thereof, protected plants" (**NYSDEC, 1975**). As per this section of the ECL, the project sponsor would not be restricted in utilizing the site for

the intended purpose. Therefore, the presence of protected plants would not restrict use of the site under the NYS Environmental Conservation Law.

The subject property also contains a NYS Rare and Globally Rare pitch pine-scrub oak barrens ecological community onsite. This habitat type is located on the north central portion of the subject property along the northerly property boundary and is estimated to encompass approximately 16.54± acres or 14.85 percent of the site. NHP stated in its letter that this pitch pine-scrub oak barrens represents “a good occurrence, but it is very disturbed and located within cemetery boundaries. The rank of “C” was assigned because the area is likely to be developed.” In addition, since some of the pitch pine-scrub oak barrens are along the northerly property boundary some of this habitat will not be cleared as part of this project.

Landscaping

The proposed **Landscaping Plans** attempt to mitigate impacts of clearing and removal of wildlife habitat by utilizing native species including pitch pine-scrub oak species that are adapted to site conditions and will be supportive of native wildlife that typically inhabit the types of ecological communities found onsite.

The proposed planting plan will include several seed mixes, bioretention plantings, recharge basin plantings, foundation plantings, enhanced screening and restoration buffers, and parking area plantings consisting of thousands of individual groundcover species, shrubs, and trees.

Wildlife

The habitat within the development area consists primarily of successional old field, pitch pine-oak forest and pitch pine-scrub oak barrens. The property functions as a refuge for rare native flora or fauna and provides habitat or a stopover for a variety of bird species, as well as raccoons, squirrels, chipmunks, deer, eastern cottontails, eastern box turtles and other wildlife. The eastern box turtle which was observed during one of the site visits is a species of Special Concern. Most of the species expected on the property are at least somewhat tolerant of human activity, but others will be impacted by the proposed clearing operation and increased onsite human and vehicle activity. It is also expected that some wildlife (especially avian species) will migrate to undisturbed areas adjacent or near the site as a result of development.

A total of 6.33± acres of natural vegetation are proposed to remain onsite. Although the proposed 14.50± acres of additional landscaped vegetation within the development (not counting the 1.81± acres of vegetated recharge basin) provides less habitat than the existing natural area, the landscaped areas are expected to provide some habitat for some human tolerant wildlife.

In the short term, lands adjacent to the property will experience an increase in the abundance of some wildlife populations due to displacement of individuals during construction but phasing construction activities will help reduce this impact. Mobile species and particularly large mammals such as fox and deer may find suitable habitat within buffers and/or offsite on the nearby Pinelawn Cemetery, adjacent park to the north, golf course, the camp, Adventure Park

and Sports Pavilion properties north of Colonial Springs Road or in other partially vegetated areas. However, ultimately, the reduced habitat and competition with both conspecifics and other species already utilizing the resources of the surrounding land would be expected to result in a net decrease in population size for most affected species. Some common and adaptable human tolerant species may become more abundant on the site, such as European starling, American robin and blue jay.

Regarding potential rare lepidopteran species, Edward's hairstreak (NYS Unlisted/Vulnerable) and coastal barrens buckmoth B. (NYS Special Concern/Imperiled and Globally Uncommon), Laing Associates Inc. and Nelson Pope Voorhis staff undertook four seasonal, day-time lepidopteran surveys over two years to understand whether these species still utilized the site, considering the habitat was sufficient for both species. In addition to searching for the target species, additional insects, birds, and other general wildlife were noted. Observers located three clusters of feeding buckmoth larvae throughout the site in June 2022, and one flying Edward's hairstreak adult in July 2022. As such, it should be presumed that these historically identified populations, last observed in the mid-1980's and early 1990's, have persisted to date. This can be safely presumed given the quality of onsite habitat (Pitch Pine-Scrub Oak Barrens) and lack of nearby habitat for these species to have recently re-colonized the site.

Special concern species are native species which are not recognized as endangered or threatened, but for which there is documented concern about their welfare in New York State as a whole. Unlike threatened or endangered species, species of special concern receive no additional legal protection under Environmental Conservation Law Section 11-0535. Mitigation is provided below.

Mitigation

- Native plant species that provide food and shelter to wildlife including lepidopteran's will be utilized in the landscaped areas. The proposed landscape plan will include various pitch pine-scrub oak species and specific plant species that typically support lepidopterans and other wildlife that are or may be present onsite.
- Prior to any site clearing or other construction activities a qualified professional should conduct a "wildlife inventory/sweep" of the project area as necessary and appropriate, to relocate any fauna such as amphibians (e.g., frogs, toads) or reptiles (e.g., box turtles) that might otherwise be directly impacted by clearing activities, so they may be relocated to buffer or nondisturbance areas.
- Disturbance will be minimized to the maximum extent practicable, including providing perimeter buffers, enhanced screening, and delineating tree-clearing limits at the site prior to construction to avoid inadvertent clearing.
- No known invasive plant species will be utilized, including those species specifically listed in the "New York State Prohibited and Regulated Invasive Plants" (**NYSDEC and NYSDAM, 2014**).

Land Use and Zoning

The subject property is vacant and has historically been unused except for a small cemetery interment area, identified by the Town as a community service land use, at the southeast corner of the property. This area will be proposed Lot 2 of the subject subdivision (11.28 ± acre parcel) and will not be part of the proposed Lot 1 PIP-2 Suffolk Technology Park development plan.

Land Use

A summary of existing land uses on and near the subject property and the general development pattern in the area are as follows:

- Subject Site:* Vacant/undeveloped land except for the 11.28-acre cemetery interment area at the southeast corner of the 111.39-acre site, a previously cleared successional field; pitch pine-oak, oak and scrub oak forests around the perimeter; a small area of mowed lawn and dirt roads and paths; and three small sections of the previously abandoned Nicolls Road right-of-way.
- To the North:* Kevin Ver Pault Memorial Park to the northwest, densely developed single-family residential neighborhood, a Suffolk County Water Authority (SCWA) wellfield off Circle Drive, small multifamily residential community (Wheatley Hollow Gardens Adult Community), small mixed commercial building (Wheatley Hollow Shopping Center), Wheatley Heights Post Office, and OK Petroleum gas station and convenience store.
- To the South:* Long Island Railroad and overhead utility corridor, Long Island Avenue, single-family residential neighborhood and farther to the south Milton L. Olive Middle School and Wyandanch Memorial High School.
- To the East:* North 28th Street and a densely developed single-family residential neighborhood.
- To the West:* Little East Neck Road and Pinelawn Cemetery to the west and Colonial Springs Golf Club to the southwest.

With respect to land use impacts,

- The Subject Property is located on a currently vacant and underutilized parcel that is intended for future cemetery use (not expected to be needed for burials for more than 200 years).
- The project is in close proximity to downtown Wyandanch, which can help with area goals for increased business activity, creation of jobs and tax generation (see details under Economic Benefits).
- The development and leasing of the site as proposed will allow Pinelawn to utilize this large vacant property to generate funds for long-term cemetery maintenance and cemetery improvements. This funding is essential to the continued upkeep of the Pinelawn's grounds once they are at full capacity and will help to prevent potential costs to the Town for the same in the future.
- The project will provide a clean, compatible and essential land use on a property that is suitable in size, has few development constraints, has ample essential infrastructure and

is ideally located between the LIE (2.75± miles away) and Sunrise Highway (3± miles away) with frontage along a collector street for easy unobtrusive truck access.

- Site conditions (soil, topography, hydrology, zoning) are suitable for the proposed development. The project will create new jobs, significant monetary investment, and will generate considerable tax revenues and provide economic opportunity to Town of Babylon, Wheatley Heights, and Wyandanch residents.

Suffolk Technology Park will serve a diverse pool of tenants for a wide variety of uses. Such uses may include but are not limited to warehousing, distribution, materials storage and support for local tradespeople, assembly, wholesale storage and packaging, offices in support of primary uses not to exceed 20 percent of the floor area, craft and artisan production, cemetery uses, food and drink preparation, and other similar land uses which will serve the community, provide local investment, create numerous and diverse construction and operational jobs, and bolster the local economy. **Appendix A-4** (proposed PIP-2 Code) and **Appendix A-5** which summarizes the current tenant mix within two similar industrial/technology park facilities (Heartland Business Park (Hauppauge, NY) and Hillsboro Technology Center (Deerfield Beach, Florida – a project recently completed by the Applicant). These example facilities provide an example of the types of uses that are typical for the envisioned development, and which were studied as part of this DEIS to help evaluate anticipated impacts from the Proposed Action.

Zoning

The subject 111.39-acre property including proposed Lot 1 (100.11 acres) and proposed Lot 2 (11.28 acres) is currently zoned “A Residence.” Land adjacent to the subject property is zoned as follows:

- To the North:* A Residence (minimum 12,500 SF per lot, 7,000 SF when the lot is held in single and separate ownership) and to the northeast Senior Citizen (maximum 25 units/acre) and Business E (minimum 10,000 SF lots).
- To the South:* Residence B (minimum 10,000 SF, 6,000 SF when single and separate) and to the southeast Residence C (minimum lot size of 7,500 SF or 6,000 SF when single and separate).
- To the East:* Residence B and a small strip of Business E along the railroad adjacent to the southeast corner of the site.
- To the West:* A Residence to the west, northwest and southwest.

Figure 3-2 shows existing zoning designations and zoning pattern in the area. The proposed PIP-2 Zoning District code has been adapted from Town PIP-1 Zoning District code; however it has been modified to limit the extent and types of allowable industrial uses, increase setbacks and buffers from neighboring properties, and facilitate a well-designed industrial/business campus with a coordinated site development that incorporates an efficient internal street network, improves the adjoining area roadway network and intersections, and contains well designed building layouts, suitable parking, enhanced landscaping, compliant outdoor lighting, and uniform directional and business signage. The purpose of the PIP-2 is to promote sustainable economic growth, stimulate

job creation, foster innovation, and create a well-planned and coordinated technology, business and industrial park development which will drive economic development, significantly increase the local tax base, locate a significant number of jobs in the local Wyandanch area, increase local business activity, and provide for a well-planned industrial/business park environment for the operation of a range of businesses.

The proposed development will comply with all applicable provisions of the PIP-2 Zoning District related to use, minimum lot size, bulk, building height, and setbacks. The property would be occupied by Suffolk Technology Park pursuant to a long-term lease with Pinelawn (49 years with extension options up to 99 years) (hereafter “up to 99 years”) pursuant to New York State Chapter 35, Article 15, Section 1506-E and subject to the review and approval of the New York State Cemetery Board (“Cemetery Board”) (**See Appendix B**). Under the Proposed Action, Lot 2 would remain owned and operated by Pinelawn.

Land Use Plans

As previously noted, the subject property is approximately one-half-mile from the Wyandanch Rising corridors (Straight Path and Long Island avenue) and its center at Straight Path/ Long Island avenue/ Grand Avenue intersection. Even though the Subject property is not within the Wyandanch Rising area they are both in PEJAs and both are part of the larger Wyandanch community. The Wyandanch Rising Vision includes:

- Affordable, market rate and workforce housing
- Career and construction job opportunities for Wyandanch residents
- Development of local businesses and economic growth
- New space for community gatherings, cultural arts, health and wellness clinics and recreational areas
- Collaborative efforts with organizations in the greater Suffolk County area for social and educational advancement
- Focus on healthy and environmentally-friendly values and lifestyles

The Study and Study implementation goals include but are not limited to:

- The installation of sewers, prior to vertical development, for commercial entities in downtown areas
- Wholesale redevelopment of the downtown area under the project management of a master-developer
- Resource Center
- Pre-apprenticeship training for local trades
- Small business development support
- 240 units of affordable/workforce housing
- 50,000 square feet of retail space (new construction)
- Street-scape improvements
- New train station

- Station plaza public green space
- Solar roof installation for selected community facilities
(Town of Babylon, et. al., 2016)

Although the Proposed Project is not located in or adjacent to downtown Wyandanch it is generally considered a positive development for the Wyandanch community because of its job creation, local investment, future tax ratable development, economic growth, and warehousing services it will provide, while incorporating various methods, designs and techniques to minimize environmental impacts. At the same time, the proposed PIP-2 and proposed site plans have been designed to be sensitive to adjacent residential neighborhoods and minimize impacts through wooded buffers, vegetative screenings, large setbacks, landscaping, placement of the proposed recharge basin, and various other considerations.

Mitigation

- The development will be separated from adjacent land uses in strict compliance with the yard setback and minimum landscape setback required by the PIP-2 zoning code except as indicated in **Section 3, Table 3.1-2**.
- It is noted that the subject site will be used as a cemetery in the future when the lease lapses and burial space is needed. All construction and demolition materials must be removed from the site upon completion of the project and, at the conclusion of the lease, for any buildings that will not remain for cemetery use.
- New jobs will be created including a variety of temporary skilled labor construction jobs during the development phase of the project. Additionally, once completed, permanent jobs at the property will include, but not limited to, managerial, supervisory, logistics, warehousing, technology, skilled manufacturing, assembly, sales, trucking, forklift, office work, and building and grounds maintenance to offset unavoidable impacts and benefit the community.
- The project will include the establishment of a light industrial land use that is consistent with the spirit, intent, standards and requirements of the proposed PIP-2 zoning code.
- Warehousing is in great demand at this time and the Subject Property is large enough to fully accommodate the use while providing deep setbacks and vegetated buffers, four 12-foot high soundwalls; it will connect to public water and sewers, provide ample stormwater controls, include various erosion and sedimentation controls, and will utilize mostly native plant species for landscaping.
- Loading and unloading areas have been arranged to be toward the center of the site and between buildings to attenuate noise and other impacts from site activities.

Community Character, Noise, Outdoor Lighting, and Environmental Justice

This section addresses issues associated with community character, aesthetics, quality of life, noise, odors, outdoor lighting, and environmental justice.

Community Character and Aesthetic Resources

The project will modify the character of the currently vacant site by removing 93.78 acres of existing woodlands, successional field, and cattail/rush growth for construction of nine warehouse buildings totaling 1,617,471 square feet of gross floor area, associated parking and loading areas, interior access driveways/ roads, a recharge basin and new landscaping. Once the project is fully constructed, a total of 14.5± acres of the site will be replanted, an additional 1.81± acres will be a vegetated recharge basin (bringing the total vegetated/pervious area to 22.64± acres), and 0.24 acres will be covered by a decorative pond at the corner of Little East Neck Road and the proposed northerly access driveway. The proposed warehouse buildings will not exceed the maximum building height standard established in the draft PIP-2 Code of 50 feet.

As required by proposed §213-584, “Building exteriors,” of the proposed PIP-2 zoning code, “[e]levations detailing the proposed building design, materials and finishes will be subject to Planning Board approval during site plan review. The architectural design of the buildings will incorporate compatible elements for a professional industrial/business park and create a cohesive visual relationship between the buildings.” The proposed buildings are generally consistent in design, height and scale and are suitably spaced, separated, setback, and buffered to provide a desirable onsite layout with accesses on the north and south connected by cross streets to maximize function, efficiency, and appearance, subject to final Town site plan approval. The architectural style and appearance of the proposed buildings are depicted on the attached Suffolk Technology Park building elevations and renderings prepared by Ware Malcomb. Even though the project involves construction of warehouses. Significant effort has been made to incorporate glazing into office areas, provide varied color patterns on each building to offer visual interest and structural modulation that includes both horizontal and vertical expression that reduces monotony. Loading areas are provided behind and between buildings so that the building’s facades and office areas face out toward the perimeter of the property. Less visually attractive features and areas of greatest activity such as loading areas are behind buildings, noise is attenuated by decorative soundwalls, and landscaping is provided to soften and enhance the appearance of the buildings and incorporate nature into the design.

Overall, the subject property will change from a vacant vegetated property to a heavily screened, properly setback, well-designed and attractive technology park. Even though the site will be developed, significant aesthetic impacts are not expected based on project design, changes in topography, vegetated buffers, and other mitigations discussed throughout this DEIS.

Noise

The ambient noise environment in the area is characteristic of the local mix of land uses and proximity to a public park used for active recreation, single-family neighborhoods to the north, east and south, a small business district, the Long Island Railroad (adjacent to the south), and adjacent and nearby collector and local streets. There is also a golf course and large cemetery to the west.

Several items of note will result from the Proposed Action under the Preferred Alternative plan:

1. The applicant and project team's early design choices will provide some basic sound and noise mitigation.
2. A vegetated/natural buffer will remain between the proposed development and the residential properties north along Circle Drive.
3. Proposed Lot 2 and the recharge basin provide a minimum 291-foot buffer to the residences along N. 28th Street.
4. Truck loading bays for warehouse building 8 will face southward, away from the residential properties to the north. The building itself will then function as a very effective sound barrier for receptors to the north of the truck bays. No warehouse truck traffic will be allowed around the "outer" drive to the north.
5. Truck loading bays for warehouse building 1 will face east, away from Little East Neck Road and cemetery property to the west⁹. The building itself will then act as a very effective sound barrier for receptors to the west of the truck bays.
6. Parking for project personnel is arranged along the northern side of warehouse buildings 3, 4 and 8 nearest Circle Drive and east of warehouse building 7 nearest N. 28th Street. These vehicles will operate at much lower sound levels than the warehouse trucks.
7. Loading bays will be lined with dock seals which will assist in reduction of noise levels inside and exterior of the warehouse by bringing the truck closer to the dock.
8. Proposed generators will be located within the truck loading docks of the warehouse buildings. Their use will not be for day-to-day operations but for emergencies associated with any power outages.
9. The applicant has offered to install three strategically located 12-foot sound walls to reduce sound levels propagating from the subject site to the public park and the rear of properties on the southern side of Circle Drive as a result of the operational use.
10. The Lead Agency will prohibit truck traffic on Little East Neck Road from Colonial Springs Road to the project site.

No sensitive receptors are within the immediate vicinity of this project. The noise created by the initial phase of the construction process *during daytime hours only*, with levels ranging from 75 to 88 dB(A) on site, will decrease as a function of distance. Given initial noise measurement standardized at 50 feet from the sound source, every doubled distance will decrease the noise level by approximately 6 dB(A).

Once "rough grading" has been finalized and foundations have been poured, peak upper sound levels will decline in duration as the construction uses tools which are (1) smaller, (2) less continuous in use and, (3) begin to move "indoors." During the subsequent phase of construction, heavy equipment is generally replaced by internal work and hand-equipment for external work.

As previously noted, construction noise is controlled by restricting construction hours, per Chapter 156-9 of Town Code.

⁹ Receptors along Little East Neck Road are already impacted by higher volume, vehicular and truck use.

The analysis revealed that no significant noise impacts will occur as a result of the proposed operational action. The applicant has proposed constructing three 12-foot sound walls north of warehouse buildings 1 and 2 and 3 and 4 to aid in noise reduction. The sound wall can/will act as a sound barrier and will reduce traffic/vehicle noise due to insertion loss (i.e., the reduction of sound levels when a sound barrier is placed in the transmission path between the sound source and receiver).

No significant adverse noise impacts are expected from the increase of vehicular traffic associated with the project. Pursuant to Chapter 3 of this analysis, a doubling of traffic volume (assuming speeds and vehicle mixes do not change) equates to an increase in noise of 3 dBA utilizing this screening type approach. A 3 dB(A) increase is unnoticed to tolerable according to the NYSDEC noise evaluation guidelines in “Assessing and Mitigating Noise Impacts.”

The following have been considered as the benchmark for noise impacts for this project:

1. The project will not generate sound that has the potential to result at 65 dB(A) during daytime hours or 55 dB(A) during nighttime hours, across a residential property line;
2. The project will not generate sound that has the potential to result at 65 dB(A) during any time, across a commercial property line;
3. The project will not undertake construction during the prohibited window outlined in Section D(1) (i.e., during the night or on weekends/holidays); and
4. The project will monitor construction levels as to not generate construction noise greater than an L10 of 80 db(A) across a property boundary.

Air Quality

Truck idling is the primary source of potential emissions resulting from the Proposed Action; however, idling is restricted based upon NYSDEC Heavy Duty Vehicle Idling Law. The Town has its own restrictions on idling, as well, but restrictions on idling of heavy trucks is limited to 15 minutes except in certain unusual circumstances. As no significant truck idling will occur on the site, no significant increases in air emissions are anticipated.

In addition, air quality impacts can also result from commuting heavy trucks and passenger vehicles when roadway levels of service (LOSs) are degraded and vehicles are delayed and sit idling at intersections. Again, N+P’s traffic engineers conducted an analysis of LOSs in its Traffic Impact Study (TIS) to assess LOSs and found that the intersections studied all had LOSs that remain essentially unchanged with only minor changes due to proposed road improvement mitigations such as road widening, new turning lanes and the relocation of the proposed park entrance that will facilitate traffic movement (**Appendix D-1**). Therefore, no significant increase in air pollutants from localized traffic are anticipated from the proposed project.

The short-term use of heavy equipment operations may also result in a temporary, minor increase in pollutant emissions from various equipment used in the construction process. However, construction hours are limited as discussed above under noise impacts. The major

concern during construction will be the control of fugitive dust during site clearing, excavation, demolition grading and blasting operations. Fugitive dust is essentially airborne soil particles caused by heavy equipment operations entraining the freshly exposed soil into the air. To a lesser extent, some fugitive dust emissions will arise from wind erosion of the exposed soils.

Best construction management practices will be employed to reduce soil erosion and possible sources of fugitive dust. This generally includes the daily use of water/spray trucks in dry periods, anti-tracking pads at construction entrances, street sweeping at the entrances as needed and adherence to a Storm Water Pollution Prevention Plan (SWPPP), which provides Erosion and Sediment Control.

Efforts will be maximized to reduce construction haul distances, minimize idling, use alternative fuels, use hybrid equipment, or retrofit construction equipment to reduce the potential for impacts to air quality during the construction phase of the project. Trucks, compressors, cranes, excavators and other equipment will be maintained in good working condition and turned off when not in use. This will reduce the idling of unused equipment in adherence of state regulations as cited above. Reduced idling will reduce potential air pollution.

Although no significant adverse air quality impacts are expected, several mitigation approaches exist or were incorporated into the site plan to reduce operational air quality impacts including:

- locating truck activity toward the center of the property, away from residential areas;
- Obeying State and Town restrictions on long term idling.

Other efforts to reduce the long-range and regional impacts of air emissions include:

- providing for up to 18 EV charging stations;
- making every building will be made “EV-Ready” so that the number of EV stations can be increased in the future based on future demand;
- only cooling the office portion of the buildings (which is expected to be less than 20% of the total floor space);
- installing Town and dark sky compliant LED lighting outdoors;
- high insulation values for building walls, roofs, and windows;
- high-efficiency mechanical and HVAC systems;
- providing onsite shuttle stops in support of mass transit commuting;
- equipping the site with bike racks and installing a sidewalk along the Little East Neck Road frontage of the property to support pedestrian and bicycle activity;
- construction a 900 SF (30’ x 30’) bike and alternative transportation center storage center on the north side of the property north of Warehouse 3 for use by future warehouse workers.
- providing preferred parking onsite for carpools; and
- designing buildings with the structural integrity to support future rooftop solar systems to provide a source of clean renewable energy.

In New York State, businesses that are considered to be major emitters of air pollutants require permits from the NYSDEC. Businesses defined as major air pollution sources by New York State Law must apply for a Title V Permit. Registration is required for smaller operations that generate air pollutants into the air, such as dry cleaners or body shops, or other operations which use equipment that can create emissions. The project does not require an air emissions permit or an air facility registration from the NYSDEC and would generate far less emissions than any major road or highway.

Landscaping

Most of the interior of proposed Lot 1 will be cleared to provide the necessary space to construct the nine warehouses, parking and loading areas, onsite access and traffic circulation lanes, stormwater recharge basin, and sewer pump house. However, considerable effort has been taken to ensure that the site is properly screened, buffered, and aesthetically enhanced with well adapted native landscaping to retain or provide some natural habitat and pervious ground cover, while reducing or the need for routine fertilizer applications and irrigation. Retention of natural ground cover to the extent practicable and augmenting these natural areas with native grasses, forbs, and deciduous and evergreen shrubs and trees will also help to absorb CO² absorb and respire precipitation, produce oxygen, and reduce the heat island effect. The attached **Landscape Plans** prepared by Nelson & Pope (N+P) include various native trees, shrubs, grasses and forbs, while retaining some of the natural perimeter growth. Landscaping will include parking area shade trees, street trees, onsite street median bioretention plantings, foundation plantings, cemetery interment area/Lot 2 screening, and bioretention/ recharge basin plantings at the northeast end of the site which will contain native water loving species that will thrive while absorbing and respiring stormwater. Although wildlife habitat will be lost, the retained natural areas and proposed plantings will retain/provide some habitat for birds, butterflies, squirrels, chipmunks, and other common human tolerant species, while softening the appearance of the man-made environment. Also included in the landscape plan is a decorative pond at the northwest end of the site near the north access entrance which will be visible from Little East Neck Road and provide a unique “natural” feature that provides visual interest. See attached **Landscape Plans** for a complete list of species to be planted, their sizes, spacing, and quantities, as well as a visual depiction of the locations and spatial pattern of each species. Areas to remain forested with existing native species is shown north of the proposed landscaping along the northerly property boundary.

NPV reviewed the proposed landscaping standards contained in §213-580 A-G of the proposed PIP-2 regulations and found that the design complies, subject to final Planning Board review.

Odors

The Proposed Action involves the construction of warehouses and associated small interior office spaces for warehouse tenants, vehicle and truck parking areas, truck loading areas and a 1.81± acre stormwater recharge basin. These uses and features are not expected to generate significant or unique odors. All sanitary wastewater generated onsite will be conveyed via an onsite sewage collection system, pump station, and force main to the Southwest Sewer District for treatment at the Bergen Point WWTP for final treatment and disposal. Stormwater runoff will be effectively

managed in accordance with Town engineering standards and recharged through the proposed onsite network of catch basins, drywells, the proposed recharge basin and bioretention areas within planted onsite street medians which have the dual purpose of stormwater management (bioretention, evaporation, plant uptake and transpiration, and recharge) as well as for landscaping that would be less likely to require ongoing irrigation. Based on the above, significant odors from the subject action are not anticipated.

Outdoor Lighting

The subject property is currently undeveloped and consists of mixed woodlands, successional field and a small area of cattails and rushes, and therefore, does not currently utilize outdoor lighting. Future site development, however, will require the installation of exterior lighting across most of the site to ensure worker safety and site security after dark. As previously noted, there are no current plans or improvements proposed for the 11.28-acre cemetery interment area (Lot 2). Wooded buffers will be retained and supplemental vegetation will be planted to ensure sufficient setbacks and buffering between the proposed warehousing facility and adjacent properties and between Lots 1 and 2 (existing cemetery). In addition, as previously mentioned, a 12-foot-high soundwall will be constructed between the southeast corner of Warehouse 5B and Lot 2 (cemetery interment area) to provide additional noise attenuation, visual screening and artificial light control in conjunction with landscaping and natural vegetation. Twelve-foot-high walls are also proposed at the ends of interior onsite/streets that are adjacent to residential uses to block headlights and routine operational activities once the use is constructed.

Although nighttime outdoor lighting is a necessary component of development, excessive outdoor lighting or improperly located, spaced, mounted, designed and shielded lighting can result in a variety of environmental impacts, such as visually obtrusive glare, light trespass, over-illumination, skyglow (a condition that diminishes natural views of the night sky), unnecessary energy consumption, aesthetic and community character impacts from poor color rendering or fixture and pole selections, and disruption to nocturnal wildlife. Land uses near the proposed PIP-2 Technology Park that may be sensitive to outdoor lighting include nearby single-family and multifamily residential land uses, Kevin Ver Pault Memorial Park (closed between dusk and dawn) and Pinelawn Cemetery (which is closed to visitors between 5:00 PM and 8:00 AM), and the rights-of-way of public streets and highways which must be protected from glare and excessive or errant lighting. Retention of deep setbacks, keeping and supplementing a wooded perimeter around the site, shielding light fixtures and directing lighting downward will protect these uses from errant outdoor light. An **Overall Lighting Plan** and several **Partial Lighting Plans** that look closely at sections of the property showing outdoor lighting types, locations, specifications and photometric data are attached to this DEIS.

None of the proposed outdoor lights will exceed the 20-foot-high Town restriction and all luminaires are either LEDs or ALEDs. Lights are shown to be properly spaced to provide uniform coverage of work areas at levels that ensure a safe and secure site without over illumination and nuisance impacts. Proposed lighting will be directed downward and will be equipped with programmable motion and daylight sensors to reduce unnecessary lighting when and where possible.

The proposed lighting plan was prepared by a qualified professional and will be reviewed by the Town Planning Board and staff to assess consistency with the standards and specifications set forth in Article XVIII, §213-245, “Exterior Lighting Standards” of the Babylon Town Code which seeks to prevent impacts of exterior lighting.

The lighting plan includes photometric data indicating lighting levels of 0.00 footcandles in areas adjacent to or opposite residential land uses and at negligible levels (0.01 footcandles) of illumination along a small section of the property boundary along Little East Neck Road, thereby preventing unwanted light trespass and associated impacts. Wooded perimeter buffers, landscaping, soundwalls limited fixture heights, Dark Sky compliant fixtures, and directing light downward will also help to provide visual screening and/or prevent light trespass, glare, uplighting, skyglow and related impacts.

The applicant will work closely with the Town Planning Board during the environmental/SEQRA and Site Plan reviews to ensure a quality outdoor lighting plan that ensures site safety and security, consistency with the Town and PIP-2’s lighting standards and minimizes light-related effects to the maximum extent practicable.

See attached **Overall Lighting Plan** and **Appendix A-4** for the proposed PIP-2 Code.

Environmental Justice

According to NYSDEC, the subject property is located within a Potential Environmental Justice Area (PEJA). The Census block group that the subject property is located in meets the above threshold as it has a minority population that comprises 95.11 percent of the population, but just 3.18 percent of its population fall below the poverty level. The Census group abutting the project site to the north is identified as having a minority population that represents 72.5 percent of the population with a poverty rate of 5.0 percent. Finally, the Census group abutting the south side of the subject property has a minority community consisting of 99.15 percent of its population. Therefore, based on the above data the falls within a PEJA due to its large minority population.

As discussed in **Section 3.2.1**, above, neither the Town Code, SEQR’s implementing regulations at 6 NYCRR Part 617, nor the SEQR Handbook specifies environmental justice standards, policies, recommendations, or procedures nor is there any known existing adopted mandate for local implementation. NYSDEC’s Commissioner Policy 29, however, sets forth the applicability of its Environmental Justice policy, as indicated below, but the Subject Project does not meet any of the identified thresholds as set forth in Section B of that Policy. The Lead Agency also reached out to the NYSDEC to check if the Notice of Intent (NOI) for the SPDES General Permit for Stormwater Discharges from Construction Activity is a trigger for environmental justice review, and the NYSDEC confirmed that it is not. Nevertheless, an extensive information sharing and public outreach plan has and continues to be followed to ensure that all members of the public, local organizations and interested and involved agencies are informed and have a voice in the process.

It is noted that the proposed development is fully consistent with the proposed PIP-2 zoning requirements on proposed Lot 1 and no variances are required. The proposed zoning was based on various factors including need or demand for these types of land uses, property size, the more “temporary” nature of these types of land uses compared to residential uses on individual lots that could not be feasibly converted to a cemetery in the future. In addition, the proposed zoning will provide new opportunities for this community in terms of economic growth, local investment, temporary construction jobs, full-time operational jobs, and net property tax revenue generation, without increasing school district enrollment.

This DEIS thoroughly investigates potential environmental impacts from the Proposed Action with the ultimate goal of determining whether there will be any significant adverse environmental impacts and how best to prevent or suitably minimize impacts in accordance with SEQRA so there will be no significant harm to the surrounding community while supporting the benefits of the project on the community.

Mitigation

- The lighting plan has been designed to address light trespass, glare, sky glow, and wasteful energy use. The Applicant will work closely with the Town Planning Board as needed in its review of the attached exterior Lighting Plans and ensure conformance to applicable provisions of the PIP-2 §213-582 “Outdoor lighting” and its referenced standards to existing Town Code Article XVIII, “Supplementary Regulations,” §213-245, “Exterior lighting standards and Dark-Sky compliance.”
- All LED indoor lighting packages will be equipped with occupancy sensors and daylight dimming sensors.
- Shade trees, enhanced landscaping design, and landscaped drive aisle medians will be provided to reduce the heat island effect.
- Sewage will be conveyed directly to South Sewer District No. 3 and the Bergen WWTP for advanced treatment and disposal. Odor-related impacts from construction and the future use of the property are not anticipated; therefore, no further mitigation is recommended.
- 18 EV charging stations (two per building) and 18 EV truck docks will be provided;
- Every building will be made “EV-Ready” so that the number of EV stations can be increased in the future based on future demand;
- Cooling will be provided only in the office portion of the buildings (which is expected to be less than 20% of the total technology park floor space);
- Installation of dark sky compliant LED lighting outdoors;
- High insulation values for building walls, roofs, and windows;
- High-efficiency mechanical and HVAC systems;
- Three onsite shuttle stops in support of mass transit commuting (two for the Preferred Alternative in accordance with proposed PIP-2 requirements);
- Each building will have a bike rack and a sidewalk will be installed along the Little East Neck Road frontage to support pedestrian and bicycle activity;
- Preferred parking onsite for carpools;

- Buildings designed with the structural integrity to support the weight/load of future rooftop solar systems to provide a source of clean renewable energy;
- The project is to be developed in the most aesthetically pleasing manner with preservation of existing buffers and vegetation, and the planting of additional supplemental vegetation to enhance screening and buffering to the greatest extent practicable.
- While no significant unavoidable noise impacts are expected, the following mitigation is inherent in the Proposed Action: The site preparation and construction will inevitably generate sound that may be heard from neighboring properties. Strict adherence to Chapter 156 (Noise) which states that “[n]o person shall operate or permit to be operated any tools or equipment used in construction, drilling or demolition work:
 - (1) Between the hours of 8:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on Sundays or legal holidays such that the sound therefrom creates unreasonable noise across a residential real property boundary line or within a noise sensitive zone.
 - (2) At any other times such that the continuous sound in air level at or across a real property boundary exceeds an L_{10} of 80 dB(A).
 - (3) At any other time, such that the impulsive sound in air has a peak sound pressure level at or across a real property boundary in excess of 130 dB(A).
 - (4) The provisions of this subsection shall not apply to emergency work or work conducted under a special variance issued pursuant to §§ 156-14 and 156-15 of this chapter.
- Adherence to restrictions on loading and unloading per § 156-9F. of the Town’s noise ordinance as follows: “Loading and unloading. No person shall engage in, cause, permit or suffer the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials or any other objects between the hours of 8:00 p.m. and 7:00 a.m. the following day, in such a manner as to cause unreasonable noise across a residential real property boundary.”
- Compliance to §156-9.H.(3), Parking of certain vehicles:
 - “No person shall operate or permit the operation of any motor vehicle with a gross vehicle weight rating (GVWR) in excess of 10,000 pounds, or any auxiliary equipment attached to such a vehicle, for a period longer than 30 minutes in any hour while the vehicle is stationary for reasons other than traffic congestion on a public right-of-way or public space so that the sound therefrom is audible across a residential real property boundary or designated noise sensitive zone between the hours of 8:00 p.m. and 7:00 a.m. of the following day.”
- In order to reduce noise levels from trucking that may impact the residential community on the east side of Little East Neck Road between Colonial Springs Road and the southwest corner of Kevin Ver Pault Memorial Park, the Lead Agency will cause truck traffic to be prohibited along this section of Little East Neck Road. The specific standard of the

prohibition, e.g., the threshold vehicle weight, shall be determined by the Town of Babylon Traffic Safety Committee.

- While backup alarms must meet Occupational Safety and Health Administration (OSHA) standards for the trucking operations on the site, in the event any issues arise in terms of noise the lessee of the development shall mandate operational changes for tenants' vehicles to address in accordance with OSHA requirements.
- The project includes deep setbacks and vegetated buffers, particularly adjacent to residential areas. In addition, the proposed development will be constructed at elevations that are several feet lower than the adjacent neighborhood to the north.
- Loading areas will be located between buildings in the interior of the site to the maximum extent practicable as shown on the preliminary plans and will incorporate a "wing-tip" building design to isolate loading areas from exposure to surrounding properties.
- Road widening, intersection improvements, new turning lanes, and traffic signalization at the north access.
- HVAC systems will be installed on building rooftops and a parapet will be provided around building rooftop perimeters.
- Equipment such as generators, compactors, air conditioning units, should be sited as far as possible from sensitive noise receptors or suitably shielded and attenuated to reduce potential impacts.
- Forklift operations will be inside the buildings.
- Only cooling the office portion of the buildings and not the warehouses (which is expected to occupy less than 20% at a max).
- Four 12-foot-high soundwalls will be constructed at the terminuses of onsite driveway intersections that face residential neighborhoods to further mitigate sound levels at these locations and block headlights of oncoming cars and trucks.
- Trash compactors will be installed in some of the truck loading bays, which are shown on the plan. However, the wing walls are designed to block much of the truck noise.
- The development will meet the requirements of the Town of Babylon Solid Waste Management Plan.
- The tenants will be required to utilize the Town of Babylon Commercial Garbage District. As such the Town of Babylon encourages recycling and reuse and a tenant may opt-out to utilize these types of recycling services.
- Loading dock seals will be installed in all the truck bays to reduce noise, indoor fumes, prevent wet floors from snow and rain, and reduce energy use for heating warehouse spaces in the winter.
- Onsite speed limits must be kept to a minimum during construction to reduce dust and noise and during future normal operations to reduce noise.
- Mechanical equipment, heavy trucks, compressors, cranes, and other equipment should be equipped with mufflers.
- Strict adherence to SEQRA, Change of Zone, Subdivision and Site Plan procedures, including public participation, and continued coordination and input from the Town and public through the process.
- Implementation of the above Environmental Justice public information and participation plan.

- An extensive EJ outreach process was performed to ensure a thorough vetting of the project; identify issues, concerns, and public recommendations; and to make all applicable plans, documents and materials available for all to review and consider.

Community Facilities and Services

Potential Impacts

Taxes

Many Town and County services and facilities are supported in large part by the revenues generated by property taxes. The Town of Babylon and Suffolk County, as well as other local taxing jurisdictions, can therefore benefit or be adversely impacted from development projects depending on the nature of the development.

The Fiscal and Economic Impact Analysis Summary in **Appendix C** contains a detailed assessment of the potential impacts of the proposed rezoning and **Overall Site Plan**.

**TABLE 3.3-2
ANTICIPATED TAX REVENUE GENERATION**

Taxing Jurisdiction	Current Tax Revenue	Projected Tax Revenue – Preferred Alternative (Full Taxation)	Percent of Total Tax Revenue
School District - Wyandanch	-	\$3,686,720	65.62%
Library Tax - Wyandanch	-	\$324,171	5.77%
County General Fund	-	\$21,342	0.38%
County Police	-	\$551,479	9.82%
Suffolk County Community College Tax	-	\$2,578	0.05%
Out of County Tuition	-	\$11,288	0.20%
Town Tax	-	\$308,887	5.50%
Highway Tax No. 1	-	\$173,286	3.08%
Lighting District - Babylon Town	-	\$15,872	0.28%
NY State Real Property Tax Law	-	\$35,947	0.64%
Town Outside Villages	-	\$60,937	1.08%
Babylon Central Fire Alarm Tax	-	\$11,411	0.20%
FPD - Wyandanch No. 13	-	\$182,725	3.25%
FD - Firemans Service Award	-	\$9,160	0.16%
FPD - Wyandanch Amb. District	-	\$219,657	3.91%
FD - Ambulance Service Award	-	\$648	0.01%
NYS MTA Tax	-	\$890	0.02%
NYS MTA Tax Police	-	\$900	0.02%

Taxing Jurisdiction	Current Tax Revenue	Projected Tax Revenue – Preferred Alternative (Full Taxation)	Percent of Total Tax Revenue
TOTAL: ALL TAXING JURISDICTIONS	-	\$5,617,898	100.0%

Public Schools

The Proposed Action involves only nonresidential uses and therefore will not place any additional strain on the local school district or result in any significant adverse impacts to the largest and mostly costly of public services, and instead, will have an overall positive effect on local public education services based on future tax revenues it will generate in the future. Moreover, it should be noted that the Applicant is not currently seeking a Payment In-Lieu of Taxes (PILOT) plan from the local Industrial Development Agency (IDA); however, individual tenants may wish to file for a PILOT in the future. If this occurs, a financial benefit to the school district will still result as tax payments are phased in over time without increased enrollment and educational demands.

As shown in **Table 3.3-2**, when fully occupied and subject to full taxation, the proposed project is anticipated to levy tax revenues for the Wyandanch UFSD, estimated to be \$3,686,720 per year, without adding new school-age children to the rolls, compared to \$0 levied at the present time. This net increase in revenue therefore will provide an overall benefit and help alleviate existing school tax burdens on district taxpayers.

Police Protection

The project site is located within the jurisdiction of Suffolk County Police Department's (SCPD) First Precinct, Sector 102. A letter was sent to the Precinct on May 23, 2024 informing SCPD of the location, type, and scale of the pending project, and requesting their input regarding the Precinct's ability to serve the proposed land use and any issues or concerns it may have. A response was not received from the SCPD by the time this DEIS was completed. No other information was provided; therefore, issues or concerns were not raised by the Precinct (**Appendix J**).

It is expected that the project will increase annual tax revenue to the SCPD from the \$0 to \$551,479 when fully occupied and at full taxation. This increase will help to offset the costs of providing police services at the site.

Fire Protection

The proposed development will change the site from primarily a forest and field to a mostly developed storage facility in accordance with the proposed PIP-2 zoning. Under both conditions, fires are possible including forest and grass fires on the vacant undeveloped site and structure or vehicle fires and possibly small forest fires on the developed site; however, the proposed development will include the necessary fire prevention and suppression infrastructure including numerous fire hydrants distributed throughout the site as shown on the site plans, fire/smoke

detectors and alarms, and other fire protection and suppression systems that are required by applicable building and fire codes prior to issuance of a building permit. The site will also be fully accessible by fire trucks with access from three separate roads the property fronts on and three access points.

The Applicant and project team will continue to work with the Town and Fire Department to ensure that adequate fire suppression infrastructure, including sprinklers and hydrants are provided onsite to ensure that the site is properly equipped and buildings and hydrants are fully accessible to address fire safety and the project complies with all applicable fire and building codes.

The proposed project is expected to increase annual property tax revenue to the Wyandanch Fire Department from \$0 annually to \$182,725, annually upon full taxation. The Fireman's Award levy would increase from \$0 to \$9,160 per year upon full taxation. These increases will help to offset the costs of increased fire protective services associated with the development. It is noted that all construction must and will meet applicable building and fire codes designed to assist with fire control. Based on the anticipated tax revenues, proposed building methods, and prior outreach to the Fire District, no significant adverse impacts to the Brookhaven Fire District have been identified.

Ambulance and Medical Services

The project site is within the Wyandanch-Wheatley Heights Ambulance Company (WWHAC) service district. A letter was sent to the WWHAC and Wyandanch Volunteer Fire Company on June 4, 2024 followed by an email on June 5, 2024 requesting general background information about the District/ Company, an assessment of its ability to serve the proposed project, and whether it had any issues, concerns or recommendations for the project.

In an email response, the fire chief expressed concern regarding traffic on Long Island Avenue and the railroad crossing. The fire chief also indicated the project could increase call volume, which would mean increasing staffing, additional training, and purchasing additional equipment. The referenced intersection does not function well currently, and the project sponsor recognizes the need to improve these existing conditions. As part of the project two major roadway improvements are proposed. 1) widening and additional dedicated turn lanes on both Little East Neck Road and Long Island Ave. 2) Widening and additional turn lanes at Little East Neck Road and Colonial Springs Road. The goal of these improvements will be to improve overall capacity and safety at these intersections. See Correspondence in **Appendix J**.

Further discussions were conducted with representatives of the WWHAC and the project team to identify WWHAC's concerns. The WWHAC indicated that it has a relatively high call volume (2,500/year) for its population and that it needs a separate facility on the south side of the LIRR and needs to modify the height and length of the bays at its existing station. The WWHAC currently has 25 paid staff and the costs for medics/EMTs is high. It has been difficult to recruit staff and the overall budget is limited. See **Appendix J** for copies of all community services correspondence and meeting notes.

It is expected that development in accordance with the **Overall Site Plan** will result in an increase in annual property tax revenue to the WWHAC from \$0 to \$219,657 annually upon full tax assessment. This increase will offset the costs of providing emergency response services to the development site.

Water Supply

The project will utilize public water source supplied by SCWA Distribution Area 12 via a water main located adjacent to the existing wellfield along the Subject Property's northerly property line. The total anticipated water requirement for the project has been conservatively estimated to be 73,891 gpd during the summer landscape irrigation season including 67,157¹⁰ gpd of indoor demand and 6,734¹¹ gpd averaged over a 20-week irrigation season.

Members of the project team met with SCWA on April 3, 2024 to discuss the Proposed Action. During this meeting it was noted that the existing Circle Drive wellfield has sufficient yield (i.e., no capacity issues) and there are currently no significant or unusual water quality concerns. Follow-up written correspondence was also sent to SCWA on May 23, 2024 asking if the Authority had any issues, concerns, recommendations, requirements or further input it would like to provide. NPV received a letter from SCWA on June 7, 2024 stating that SCWA does not have any appreciable concerns with water supply for this project. The Applicant is committed to working with SCWA and other applicable agencies in ensuring that the project will not adversely affect the environment including groundwater and area drinking supplies, that a sufficient supply of potable water and the required infrastructure to deliver this supply at high pressures is available to the site and area. This includes consideration of providing an easement to SCWA to enhance its water distribution system in the area.

Wastewater Treatment and Disposal

The proposed project is also located within SCDHS Groundwater Management (Hydrogeologic) Zone (GMZ) I. Article 6 of the Suffolk County Sanitary Code requires that commercial developments within GMZ I not exceed a total on-site wastewater density load of 600 gpd/acre, unless a community sewerage system method of disposal is provided and/or transferred wastewater credits are acquired and redeemed in accordance with SCDHS standards. Based on

¹⁰ Conservative water and sewer estimates based on comparable land uses including Hillsboro Technology Center and Heartland Business Center and SCDHS sanitary flow multipliers (0.04 gpd/sf for warehouse and 0.06 gpd/sf for office spaces). On-site sewage pump station and force main will have a capacity of 68,000 gallons per day.

¹¹ Assumes 2.17± acres of lawn and non-native ornamental plants requiring long-term maintenance. Landscaping irrigated at 16.0 inches over the 20-week (140-day) irrigation season. An estimated 12.33± acres of native/ suitably adapted plant species for this site would require only temporary irrigation and are not included in this calculation. The projected irrigation water demand was significantly reduced from the demand cited in the May 23, 2024 letter to SCWA based largely on the limited portion of the landscaping that would require long-term maintenance. In addition, it was determined that the landscaping, like the development would be conducted in three phases, so that there was never a time when all vegetation that would require watering to become established would be at this initial stage in their development.

this standard, the Proposed Action exceeds the SCDHS's allowable flow for conventional on-site sanitary systems of 60,066 gpd on the 100.11-acre site based on the estimated 67,157± gpd proposed, and therefore, as previously noted, must either utilize an on-site advanced sewage treatment plant or connect to a local wastewater treatment plant to provide an acceptable level of treatment and disposal.

Nelson and Pope (N+P) conducted an evaluation of the subject property and surrounding area to determine the best method(s) of sewage disposal available and applicable to the project. It studied the hydrogeology and topographical nature of the area in the vicinity of the project site and investigated on-site and off-site sewer service options for the property. An on-site sewage disposal system did not appear to be a viable option because of insufficient available space on the property and the project site is not within an existing operating sewer district. N+P contacted SCDPW for information pertaining to existing manhole locations near the project site for a plausible out-of-district connection to serve the property.

To address sewage management needs, N+P prepared an assessment of sewerage options for the proposed warehousing facility (and for the permitted PIP-2 light industrial research and technology office park) which is discussed in detail in the attached September 26, 2023 "Sewer Service Feasibility Report For Suffolk Technology Center Project Wyandanch, Town of Babylon, NY" (**Appendix E**). Based on this review, "Option IV" was selected as the most feasible. Option IV involves the construction of an onsite sewage collection system and a pump station on the north side of the Subject Property, and the installation of a force main that would extend from the north side of the Subject Property, south to Long Island Avenue, and then west along Long Island Avenue/Conklin Street to an SCSD manhole located 1.94± miles from the Subject Property on the west side of the intersection of Conklin Street and New Highway, where it would connect to the existing Suffolk County Sewer District (SCSD) No. 3 collection and conveyance systems. The proposed project is estimated to generate 67,158 gpd of sanitary waste and the onsite pump station and force main will have a capacity of 68,000 gallons per day (Refer to Figure 7 of the Sewer Service Feasibility Report provided in **Appendix E** for the "As-Built" drawing of the lateral sewer and manhole locations). The proposed force main will be 10,250± feet (1.94± miles) long and six (6) inches in diameter. The main will be located at least 4.5 feet below grade but above groundwater throughout its length.

N+P reached out to the Suffolk County Department of Public Works (SCDPW), Suffolk County Sewer Agency (SCSA) to better understand the viability of connecting to Sewer District 3 and the Bergen Point WWTP. By letter dated May 28, 2024, the granted Conceptual Certification for the sewer connection approximately 1.94± miles west of the Subject Property allowing up to 67,158± gpd to be conveyed to the SCSD No. 3 for treatment at Bergen Point and discharge offshore subject to the satisfactory completion of SEQRA and final formal SCSA and State Legislature approvals.

N+P has since prepared a "Pump Station & Force Main Engineering Report" (June 2024) containing necessary engineering details and specifications of the required infrastructure to

properly convey project generated wastewater to SCSD No. 3 for delivery to and treatment at the Bergen Point WWTP (**Appendix E-3**).

Solid Waste Disposal

The Proposed Action is expected to generate an estimated total of 16,174.7 lbs. (of solid waste and recyclables per day (8.078± tons/day) at full occupancy based on 1 lb./100 SF of warehouse space.¹² The Town of Babylon has a commercial garbage district which future tenants must utilize. Each of the proposed warehouses will be equipped with its own trash compactor and/or dumpster(s). Materials that are recyclable will be recycled. A routine trash pick-up schedule will be maintained (likely one or two times per week) to ensure a clean, safe and healthy site and that all solid waste and recyclables are properly managed and disposed of at a registered waste disposal facility.

Parks, Open Space, and Other Public Recreational Facilities

The 100.11-acre project site (Lot 1) and proposed PIP-2 zone currently contains a mix of mostly forest and successional field growth, provides wildlife habitat, and is open space from the standpoint of being undeveloped, but is privately owned and is not open for or used as public open space, parkland, or as recreational facility. Undeveloped land will be developed but future development will not increase the local population as would the existing residential zoning and therefore will not create additional demand for public recreational resources. The proposed 11.28-acre lot (Lot 2) contains past burial sites and may be used for additional burials in the future and therefore will remain largely, if not entirely undeveloped (except for gravestones), partially wooded and landscaped. Eventually, 200+ years from now, proposed Lot 1 will be converted to its originally intended cemetery use with one or more possible cemetery structures (e.g., mausoleum(s), maintenance building, etc.) depending on the cemetery's needs.

Kevin Ver Pault Memorial Park is the only park in the area that is located adjacent to the subject property and is the only local park that could be impacted. The proposed development of Lot 1 will include a minimum 52-foot setback between the project's northerly site access driveway and the park, a 122-foot setback between the closest proposed building and the park, a wooded buffer that will be supplemented with landscaping, and a section of 12-foot-high soundwall. This will provide the needed separation and transition area between the two land uses, vegetative screening, and noise attenuation to minimize impacts. As part of the Subject Action, the access to the park will be relocated 170± feet north of its current location to reduce potential traffic conflicts with the proposed access, increase motorist sight distance for park users, and improve traffic flow and safety on Little East Neck Road. Overall, significant adverse environmental impacts on Kevin Ver Pault Memorial Park are not expected due to buffering, soundwalls, landscaping, and the various mitigation strategies proposed addressing aesthetic/visual, noise, traffic, access, and community character impacts.

The proposed project is expected to generate \$614,620 annually for the Town for Town purposes.

¹² WasteCare Corporation, 2013. Waste Generated by Industry/Building Type: Industry Standards - Waste Generated by Industry/Building Type (Approximate). (Multiplier for this publication provided by the National Solid Waste Association).

Energy Supply

PSEG LI is the public utility that provides electricity to the region and the site. The Town reached out to PSEG Long Island to inform them of the Proposed Action and to request any input it had at this time. By letter dated, March 12, 2024, PSEG Long Island provided comments requesting additional detail once design is obtained (see **Appendix J**).

Electricity will be used for cooling/heating in the office suites and gas-fired ceiling mounted space heaters for the warehouse space. Summer time cooling is not proposed for warehouse space at this time, therefore reducing energy demand during the summer season. Two (2) electric vehicle (EV) chargers will be installed per building (18 total) and every building will be made “EV-Ready” so that the number of EV stations can be increased in the future based on future demand, including possible fleet vehicle charging stations. EV charging stations and EV-ready stations will require additional electrical demand but will be provided to facilitate the use and transition to cleaner, more efficient vehicles for commuters. To further offset impacts on energy resources, the Applicant plans to provide a roof structure with the capacity to support future photovoltaic panels. The Applicant will continue to work with PSEG Long Island to ensure available service.

National Grid is the natural gas provider in the area. The project team reached out to National Grid to ask if the project site is served by National Grid services and where available service mains are located. Through this coordination it was determined that there is an existing gas main along Long Island Avenue, south of the subject property and another along Colonial Springs Road at the northeast corner of the property. There is currently no gas main on the west side of the property along Little East Neck Road. Once the final details of the development are determined and agreed upon by the Town and Applicant, a load letter will be submitted to National Grid for additional review (**Appendix J**).

Mitigation

- Adherence to the NYS Fire and Building Codes will increase the level of safety from fires. Hydrants will be installed if, and where required by the Town and Fire Marshal to ensure that an appropriate water supply is available if needed for firefighting purposes.
- Buildings will be equipped with fire sprinkler systems. Water mains and fire hydrants will be provided throughout the site.
- Wide circulation aisles and routing/circulation plans of WB-50 tractor trailers will be provided to ensure that there will be no circulation issues with any fire or emergency service vehicles.
- Each building will include a full NFPA 72 Automatic and Manual Fire Alarm system including Carbon Monoxide Detection.
- Planting of native or non-water dependent (xeric) landscaping, using efficient irrigation systems, establishing a suitable number of irrigation zones, installing modern water conserving irrigation systems such as drip irrigation systems that provide water directly to roots thereby minimizing evaporation, watering at night, and controlling irrigation by using water sensors and/or timers to reduce peak demand.

- Utilize functional indoor water conserving fixtures and plumbing such as low-flow water conserving toilets and fixtures such as WaterSense to prevent excessive/unnecessary water use.
- The project site will connect to the available local water supply and the Applicant will continue to work with the SCWA to fulfill its requirements for protecting the adjacent wellfield. The proposed development and recharge basin are down-water-table-gradient of the wellfield and the proposed recharge basin will be outside SCDHS's down-gradient Water Supply Sensitive Area.
- Sanitary waste generated on the subject property will be collected by a proposed onsite collection system and conveyed to SCSD No. 3 via an onsite pump station on the northwest side of the property and a 1.94± mile-long 6-inch diameter force main to be installed from the site to Long Island Avenue and along Long Island Avenue to Conklin Road. Sewage will be treated at the Bergen Point WWTP and treated effluent will be discharged off shore.
- The Applicant is considering the installation of solar panels on the roofs of the proposed warehouse buildings to provide clean renewable energy and to help offset onsite and adjacent neighborhood energy costs. Provide a roof structure design that is supportive of solar/photovoltaics and consider leasing roof space to generate solar energy to sell back to the grid.
- Electricity will be used for cooling/heating of the office suites and gas-fired ceiling mounted space heaters for the warehouse space. Summer time cooling is not proposed for warehouse space at this time.
- Install high-efficiency HVAC systems.
- The lighting plan has been designed to address light trespass, glare, sky glow, and wasteful energy use. The Applicant will work closely with the Town Planning Board as needed in its review of the attached exterior Lighting Plans and ensure conformance to applicable provisions of PIP-2 §213-582 "Outdoor lighting" and its referenced standards corresponding to existing Town Code Article XVIII Supplementary Regulations §213-245 "Exterior lighting standards" to address energy conservation and Dark-Sky compliance.
- Utilize high performance glazing systems to reduce heat gain.
- Implement an onsite waste management plan for garbage and recyclables. Provide dumpsters and trash compactors.
- Future development shall meet the requirements of the Town of Babylon Solid Waste Management Plan.

Transportation

Appendix D-1 contains the full August 2024 (last revised October 2024) Traffic Impact Study (TIS) for the proposed Suffolk Technology Park and **Appendix D-2** contains the October 2024 Parking Study, prepared by Nelson & Pope (N+P) engineers.

Build Condition (Proposed Development)

Site Access

Access to the site will be provided via a proposed full-movement signalized driveway and a right turn in/out stop-controlled driveway along Little East Neck Road. As part of the driveway construction, the Kevin Ver Pault Memorial Park entrance on Little East Neck Road will be relocated approximately 170 feet¹³ to the north to reduce traffic conflicts with the proposed signalized driveway. In addition to the relocation of the driveway, the southbound approach will be restriped to provide a left turn lane and a through lane. The relocation of the driveway will improve sight lines for vehicles exiting the park driveway and addition of the southbound left turn lane will reduce southbound queues.

Trip Generation

The Institute of Transportation Engineers' publication, Trip Generation, 11th Edition was reviewed to determine which Land Use Code (LUC) best fits the proposed project based on the description of the anticipated use of the development provided to us by the applicant. This publication sets forth trip generation data obtained by traffic counts conducted at sites throughout the country. Based on the project description, the proposed development will fall within the Institute of Transportation Engineers' (ITE) Trip Generation Land Use Code 130 – Industrial Park, and Land Use Code 150 -Warehousing.

According to ITE, “an industrial park contains several individual or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a larger number of small business and others have one or two dominant industries.”

The ITE Trip Generation Manual also suggests that where local data is available, it is preferable to use that data. Therefore, collecting local data from similar developments to establish localized trip generation rates is recommended.

Based on this guidance, estimates of traffic generation for the proposed project were prepared using trip generation rates derived from data collected at two facilities similar to the proposed development. One of the facilities is the Heartland Business Center, a mixed-use Industrial Park located in Brentwood, Long Island. The second facility is the Hillsboro Technology Center, an Industrial Park owned and operated by the applicant located in Hillsboro, Florida. For comparison

¹³ Measured from existing park access center line to proposed park access center line.

purposes, trip generation estimates for the proposed use were also calculated using ITE trip generation rates found under Land Use Code 130 Industrial Park within the Institute of Transportation Engineers' publication, Trip Generation, 11th Edition, alongside the data collected from these two comparable facilities. The following table is a summary of the trip generation for the proposed Suffolk Technology Park based on the Heartland Business Center rates.

TABLE 3.4-11
TRIP GENERATION FOR PROPOSED SUFFOLK TECHNOLOGY PARK

Time Period	Distribution	1,596,921 SF Industrial Park	Car Trips	Trucks Trips
Weekday AM Peak Hour	Enter	320	311	9
	Exit	119	93	26
	Total	439	404	35
Weekday Midday Peak Hour	Enter	177	156	21
	Exit	213	191	22
	Total	390	347	43
Weekday PM Peak Hour	Enter	236	222	14
	Exit	502	494	8
	Total	738	716	22
Saturday Midday Peak Hour	Enter	107	102	5
	Exit	131	129	2
	Total	238	231	7

Source: Trip Generation Rate Developed from Heartland Center

As can be seen from the table above, the proposed project Suffolk Technology Park is projected to generate 439 trips (320 entering and 119 exiting) during the weekday AM peak hour, 390 trips (177 entering and 213 exiting) during the weekday midday peak hour, 738 trips (236 entering and 502 exiting) during the weekday PM peak hour and 238 trips (107 entering and 131 exiting) during the Saturday midday peak hour. The proposed project will generate 35 truck trips (9 entering and 26 exiting) during the weekday AM peak hour, 43 truck trips (21 entering and 22 exiting) during the weekday midday peak hour, 22 truck trips (14 entering and 8 exiting) during the PM peak hour and 7 truck trips (5 entering and 2 exiting) during the Saturday midday peak hour.

Trip Distribution and Assignment

The volume of site traffic that would travel through the study intersections during peak hours was distributed and assigned to each movement based on the existing roadway and travel patterns. The nature of the proposed land use and its associated travel patterns were considered as well. Separate distributions were developed for cars and trucks. Figures 4 and 5 of the TIS in **Appendix D-1** depict the site-generated trip distribution for cars and trucks, respectively. Figures 6 and 7 of the TIS provided in **Appendix D-1** depict the site generated traffic volumes for the weekday AM, midday, PM, and Saturday midday peak hours for cars and trucks. The site-

generated traffic volumes were then added to the corresponding No Build Condition volumes resulting in the Build Condition volumes shown in Figure 8 provided in the TIS in **Appendix D-1** of this DEIS.

As part of the project, no truck traffic will exit the site to travel north on Little East Neck Road. As requested by the Town, there will be truck restriction for Colonial Spring Road. This restriction will eliminate truck traffic on the Colonial Spring Road residential neighborhood and hence improve traffic safety.

Traffic Impact Analysis

In order to identify the impacts created by the proposed project, capacity analyses were conducted at the study intersections for the No Build and Build Conditions during the weekday AM, midday, PM, and Saturday midday peak hours. The results of the capacity analyses for the No Build and Build Conditions were compared to determine the impact that will be created on the study intersections by the proposed project.

Pinelawn Road at Colonial Springs Road/Ruland Road

In the No Build Condition, the signalized intersection of Pinelawn Road at Colonial Springs Road/Ruland Road is projected to operate at an overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed periods. The individual southbound left turning movement will degrade from LOS E to LOS F with an increase in delay of 58.2 seconds during the weekday AM peak hour. During the weekday PM peak hour, the southbound left turning movement will operate at LOS F with an increase in delay of 61.4 seconds.

In order to mitigate these impacts, a minor modification of the signal timings (specifically reallocating green time between phases while maintaining the same cycle length) during the weekday AM and PM peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Pinelawn Road at Colonial Springs Road/Ruland Road will continue to operate at No-Build overall LOS or better during the weekday AM and PM peak hours.

Little East Neck Road at Colonial Springs Road

In the No Build Condition, the signalized intersection of Little East Neck Road at Colonial Springs Road is projected to operate at an overall LOS F, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. During the Build Conditions (after the construction of the project), the intersection will continue to operate at overall LOS F with an increase in delay of 12.5 seconds during the weekday AM peak hour. During the weekday midday peak hour, the intersection will degrade from an overall LOS C to LOS D with an increase in delay of 17.7 seconds and the northbound approach degrade from LOS D to LOS F with an increase in delay from 52.1 seconds to 98.3 seconds. During the weekday PM peak hour, the intersection will degrade from LOS D to LOS F with an increase in delay of 92.8 seconds and the westbound approach will degrade from LOS B to LOS E with an increase in delay from 19.2 seconds to 74.0

seconds and northbound approach will degrade from LOS D to LOS F with an increase in delay from 53.6 seconds to 249.9 seconds. During the Saturday midday peak hour, the intersection will continue to operate at no-build LOS and the northbound approach will degrade from LOS D to LOS E with an increase in delay from 51.9 seconds to 72.3 seconds.

Based on these analyses, the intersection is currently operating at poor levels of service with some traffic movements experiencing average delays in excess of 4 minutes per vehicle. These poor levels of service conditions will be exacerbated after the construction of the project, hence measures to mitigate these poor operating conditions need to be implemented. In order to mitigate these impacts, the following improvement measures will be implemented:

- Widen the eastbound approach to provide one through lane and one exclusive right turn lane with a 150 foot storage length.
- Widen the westbound approach to provide one through lane and one shared left/through lane with a 150 foot storage length.
- Widen the northbound approach to provide two exclusive left turn lanes and one channelized right turn with a storage length of 100 feet.

These improvements will increase the capacity of the intersection and will help the eastbound, westbound, and northbound heavy traffic volumes clear the intersection quickly, thereby improve the operation, reduce the queue length, and improve safety at the intersection.

With the proposed mitigations, the intersection of Little East Neck Road at Colonial Springs Road will improve from overall LOS F to LOS B with an improved intersection delay from 140.3 seconds to 15.9 seconds during the weekday AM peak hour with all approach movements operating at LOS C or better. During the weekday midday peak hour, the intersection will improve from overall LOS D to LOS B with an improved intersection delay from 41.4 seconds to 11.9 seconds with all approach movements operating at LOS C or better. During the weekday PM peak hour, the intersection will improve from overall LOS F to LOS B with an improved intersection delay from 136.5 seconds to 14.0 seconds with all approach movements operating at LOS C or better. During the Saturday midday peak hour, the intersection will improve from overall LOS C to LOS B with an improved intersection delay from 33.0 seconds to 11.9 seconds with all approach movements operating at LOS C or better. With the proposed mitigation, the intersection will operate at better than existing condition levels of service. The overall high intersection delays during the weekday AM and PM peak hours that are currently in excess of 2 minutes per vehicle will improve to less than 16 seconds per vehicle. The conceptual plan of the proposed improvement is contained in Appendix E of the Traffic Impact Study in **Appendix D-1** of the DEIS.

Little East Neck Road at Long Island Avenue

In the No Build Condition, the signalized intersection of Little East Neck Road at Long Island Avenue is projected to operate at an overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at overall LOS C during the weekday AM, and

Saturday midday peak hours. During the weekday midday peak hour, the intersection will degrade from an overall LOS B to LOS C with an increase in delay of 3.8 seconds and the eastbound approach with LOS C will degrade to LOS D with an increase in delay from 32.5 seconds to 37.6 seconds. During the weekday PM peak hour, the intersection will degrade from an overall LOS C to LOS E with an increase in delay of 55.9 seconds and the southbound approach with LOS C will degrade to LOS F with an increase in delay from 22.2 seconds to 156.8 seconds.

Based on these analyses, the levels of service at the intersection will be degraded after the construction of the project, hence measures to mitigate these poor operating conditions need to be implemented. In order to mitigate these impacts, the following improvement measures will be implemented:

- Widen the eastbound approach to provide one dedicated left turn lane with a 200 foot storage length, one through lane and one exclusive right turn lane with a 100 foot storage length.
- Widen the westbound approach to provide one shared left/through lane and one dedicated right turn lane with a 150 foot storage length.
- Widen the northbound/southbound approaches to provide a shared left/through lane and a shared through/right turn lane with a storage length of 200 feet.
- The proposed improvement includes widening of Little East Neck Road over the railroad crossing in order to accommodate the proposed two southbound travel lanes.
- Reconstruction of traffic signal to include a protected-permitted eastbound left-turn phase, along with optimized cycle length to improve the overall operation of the intersection.

These improvements will increase the capacity of the intersection and will help the northbound and southbound heavy traffic volumes to clear the intersection quickly, thereby improve the operation, reduce the queue length, and improve safety at the intersection.

With the proposed mitigations, the intersection of Little East Neck Road at Long Island Avenue will operate at LOS C with an improved intersection delay from 32.1 seconds to 20.4 seconds during the weekday AM peak hour. During the weekday midday peak hour, the intersection will improve from LOS C to LOS B with an improved intersection delay from 23.3 seconds to 17.0 seconds with all approach movements operating at LOS D or better. During the weekday PM peak hour, the intersection will improve from LOS E to LOS B with an improved intersection delay from 79.1 seconds to 17.6 seconds and the southbound approach will improve from LOS E to LOS B with an improved delay from 156.8 seconds to 17.0 seconds. During the Saturday midday peak hour, the intersection will improve from LOS C to LOS B with an improved intersection delay from 27.7 seconds to 17.2 seconds with all approach movements operating at LOS C or better. With the proposed mitigation, the intersection will operate at better than existing condition levels of

service. The high intersection delays on the southbound approach during the weekday PM peak hour that is in excess of 2 minutes per vehicle will improve to less than 17 seconds per vehicle. The conceptual plan for the proposed improvement is contained in Appendix E of the Traffic Impact Study in **Appendix D-1** of the DEIS.

Little East Neck Road at Straight Path

In the No Build Condition, the signalized intersection of Little East Neck Road at Straight Path is projected to operate at an overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed period except for the weekday AM and PM peak hours. The individual westbound through-right turning movement will operate at LOS F with an increased delay of 33.2 seconds during the weekday AM peak hour. The eastbound through-right turning movement with LOS E will degrade to LOS F with an increased delay of 62.3 seconds during the weekday PM peak hour.

In order to mitigate these impacts, a minor modification of the signal timings (specifically reallocating green time between phases while maintaining the same cycle length) during the weekday AM and PM peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Little East Neck Road at Straight Path will improve from overall LOS E to LOS D with an improved delay from 55.6 seconds to 50.8 seconds during the weekday PM peak hour and the eastbound approach will improve from LOS F to LOS E with an improved delay from 125.8 seconds to 74.6 seconds. During the weekday AM peak hour, the individual westbound through-right movement will improve from LOS F to LOS E with an improved delay from 116.8 seconds to 60.0 seconds.

Wellwood Avenue at Long Island Avenue/Conklin Street

In the No Build Condition, the signalized intersection of Wellwood Avenue at Long Island Avenue/Conklin Street is projected to operate at an overall LOS D, D, E, and D during the weekday AM, midday, PM, and Saturday midday peak hours with an individual movement operating at LOS F or better. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed period except for the weekday PM peak hour, which will operate at an overall LOS F with 18.8 seconds increase in delay and Saturday midday peak hour, which will operate at an overall LOS E with 25.0 seconds increase in delay. The individual southbound through movement with LOS D will degrade to LOS F with an increased delay of 52.2 seconds during the weekday Saturday midday peak hour.

In order to mitigate these impacts, a minor modification of the signal timings (optimize the cycle length) during the weekday AM, midday, PM, and Saturday midday peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Wellwood Avenue at Long Island Avenue/Conklin Street will operate from LOS F to LOS D with an improved delay from 83.9 seconds to 54.7 seconds during the weekday PM peak hour and from LOS E to LOS D with an improved delay from 78.5 seconds to 42.2 seconds during the Saturday midday peak hour. During the weekday AM peak hour, the eastbound through movement will improve from LOS E to LOS D with an improved delay from 71.9 seconds to 51.0 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 117.4 seconds to 72.0 seconds, and the northbound left turn will improve from LOS F to E with an improved delay from 82.6 seconds to 64.3 seconds. During the weekday PM peak hour, the eastbound through movement will operate at LOS F with an improved delay from 332.6 seconds to 117.7 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 168.5 seconds to 64.6 seconds, and the southbound left turn will improve from LOS F to E with an improved delay from 88.7 seconds to 75.9 seconds. During the Saturday midday peak hour, the eastbound through movement will improve from LOS E to LOS D with an improved delay from 75.0 seconds to 45.8 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 214.3 seconds to 72.7 seconds, and the southbound through-right turn will improve from LOS F to E with an improved delay from 89.8 seconds to 44.9 seconds.

Long Island Avenue at Straight Path

In the No Build Condition, the signalized intersection of Long Island Avenue at Straight Path is projected to operate at an overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours with an individual movement operating at LOS C or better. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed peak periods expect for the weekday midday peak hour, which will operate at an overall LOS C with 0.6 seconds increase in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Little East Neck Road at North Site Access

As part of this project, it is proposed to install a traffic signal at the north site access. A signal warrant analysis will be conducted to justify the need for the traffic signal. The signal warrant report will be submitted as a separate document. After the construction of the project, the signalized intersection of Little East Neck Road at North Site Access will operate at overall LOS A

during the weekday midday and Saturday midday peak hours and at LOS B during the weekday AM and PM peak hours with all approach movements operating at LOS C or better.

Little East Neck Road at South Site Access

After the construction of the project, the westbound approach of unsignalized intersection of Little East Neck Road at South Site Access will operate at overall LOS D during the weekday AM peak hour and at LOS B during the weekday midday, PM, and Saturday midday peak hours.

Parking

A separate parking study was conducted and submitted as a separate document (**Appendix D-2**). Nelson + Pope (N+P) Engineers conducted a Parking Assessment to evaluate the anticipated parking demand of the proposed Suffolk Technology Park project and to establish a recommended parking ratio for the newly proposed Planned Industrial Park – II (“PIP-2”) Zoning District. Parking utilization studies were conducted by N+P at two other large industrial/technology parks with similar uses and building sizes to determine the peak parking demand of the facilities during typical weekday and weekend (Saturday) activities.

Based on the review, N+P recommends the following parking and truck loading requirements:

- Minimum Parking Requirement of one stall per 1,000 gross SF of overall building area, with an option to reserve/land bank up to 20% of the required parking stalls based on the proposed building uses. This would provide for flexibility of future uses and evolving parking demands for a variety of uses, while reducing the construction of unnecessary impervious parking.
- Minimum of 1 truck loading bay per 5,000 SF.

The Parking Study included a comparison of the recommended parking requirements for the PIP-2 zoning district and the parking and trucking and loading proposed for the Suffolk Technology Park, which includes the following:

- Total parking provided – 1,880
- Total parking constructed – 1,758
- Total land banked parking – 122
- Constructed parking ratio – 1.09 spaces per 1,000 SF
- Overall parking ratio (including land banked stalls) – 1.16 spaces per 1,000 SF
- Total truck loading spaces – 403
- Truck loading bay ratio – 1 space per 4,014 SF

Based on the above, the proposed Suffolk Technology Center site plan would provide parking and truck loading bays that would meet or exceed the recommended requirements for the PIP-2 zoning district.

It is N+P Engineer's professional opinion that the recommended parking and truck loading requirements for the PIP-2 District would provide for adequate on-site parking to satisfy the anticipated parking demand for a variety of potential business/technology park uses, while reducing the construction of unnecessary/unused parking and providing flexibility through on-site land-banked parking allowances. These recommendations are conservative based on observed demands but would provide for flexibility for the variety of potential future uses anticipated and evolving parking demands as the buildings are constructed and divided into tenant lease areas.

Mitigation

N+P investigated the potential traffic impact associated with a 111.39-acre site. The following is a summary of this investigation and the findings thereof:

1. The following intersections were included in this study:
 - Pinelawn Road (CR-3) at Colonial Springs Road/Ruland Road
 - Little East Neck Road at Colonial Springs Road
 - Little East Neck Road at Long Island Avenue
 - Little East Neck Road at Straight Path (CR-2)
 - Wellwood Avenue (CR-3) at Long Island Avenue/Conklin Street
 - Long Island Avenue at Straight Path (CR-2)
2. Turning movement traffic counts were collected at the following study intersections on Tuesday, June 11, 2024, during the weekday morning (7:00 AM to 9:00AM), weekday afternoon (11:00 AM to 2:00 PM) and weekday evening (4:00 PM to 7:00 PM) peak hours. The weekend turning movement counts were collected on June 08, 2024, during the Saturday midday peak period (10:00 AM to 2:00 PM).
3. Growth factors were developed for forecasting the future 2027 traffic volumes. Based on the Average Annual Growth Rate for Vehicle-Miles Traveled (VMT) developed by the New York Metropolitan Transportation Council (NYMTC), the average annual growth rate for Suffolk County ranges from 0.30% to 0.47% depending on the functional classification of the roadway. Based on the functional classifications of roadways within the study area, the growth rate is at most 0.47%. The growth trends demonstrated through historic traffic data and information provided in the Long Island Transportation Plan (LITP) 2000 study model, an annual growth factor of 1.1% was determined for the Town of Babylon. In order to perform a conservative analysis, the higher of the two growth factors was utilized to develop the future volumes. The existing 2024 traffic volumes were then adjusted using an annual growth factor of 1.1% for a period of 3 years to project volumes to the 2027 future volumes.
4. Estimates of traffic that would be generated by the proposed project were prepared utilizing trip generation rates developed from data obtained at two facilities similar to the

proposed project. One of the facilities is the Heartland Business Center, an Industrial Park located in Brentwood, Long Island. The second facility is the Hillsboro technology Center, an Industrial Park owned and operated by the applicant located in Hillsboro, Florida. The site-generated traffic volumes were assigned to the adjacent street system based on the anticipated directional trip distribution forecasted by Nelson + Pope and approved by the Town of Babylon.

5. The proposed project Suffolk Technology Park is projected to generate 439 trips (320 entering and 119 exiting) during the weekday AM peak hour, 390 trips (177 entering and 213 exiting) during the weekday midday peak hour, 738 trips (236 entering and 502 exiting) during the weekday PM peak hour and 238 trips (107 entering and 131 exiting) during the Saturday midday peak hour. The proposed project will generate 35 truck trips (9 entering and 26 exiting) during the weekday AM peak hour, 43 truck trips (21 entering and 22 exiting) during the weekday midday peak hour, 22 truck trips (14 entering and 8 exiting) during the PM peak hour and 7 truck trips (5 entering and 2 exiting) during the Saturday midday peak hour.
6. Capacity analyses were conducted at all study intersections during the weekday AM, weekday midday, weekday PM and Saturday midday peak hours for the 2024 Existing Condition, 2027 No Build Condition and 2027 Build Condition.
7. In the No Build Condition, the signalized intersection of Pinelawn Road at Colonial Springs Road/Ruland Road is projected to operate at an overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed periods. The individual southbound left turning movement will degrade from LOS E to LOS F with an increased in delay of 58.2 seconds during the weekday AM peak hour. During the weekday PM peak hour, the southbound left turning movement will operate at LOS F with an increase in delay of 61.4 seconds. In order to mitigate these impacts, a minor modification of the signal timings (specifically reallocating green time between phases while maintaining the same cycle length) during the weekday AM, and PM peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Pinelawn Road at Colonial Springs Road/Ruland Road will continue to operate at No-Build overall LOS or better during the weekday AM and PM peak hours.
8. In the No Build Condition, the signalized intersection of Little East Neck Road at Colonial Springs Road is projected to operate at an overall LOS F, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. During the Build Conditions (after the construction of the project), the intersection will continue to operate at overall LOS F with an increase in delay of 12.5 seconds during the weekday AM peak hour. During the weekday midday peak hour, the intersection will degrade from an overall LOS C to LOS D with an increase in delay of 17.7 seconds and the northbound approach degrade from LOS D to LOS F with an increase in delay from 52.1 seconds to 98.3 seconds. During the weekday PM peak hour, the intersection will degrade from LOS D to LOS F with an increase in delay of 92.8 seconds and the westbound approach will

degrade from LOS B to LOS E with an increase in delay from 19.2 seconds to 74.0 seconds and northbound approach will degrade from LOS D to LOS F with an increase in delay from 53.6 seconds to 249.9 seconds. During the Saturday midday peak hour, the intersection will continue to operate at no-build LOS and the northbound approach will degrade from LOS D to LOS E with an increase in delay from 51.9 seconds to 72.3 seconds.

Based on these analyses, the intersection is currently operating at poor levels of service with some traffic movement experiencing average delays in excess of 4 minutes per vehicle. These poor levels of service conditions will be exacerbated after the construction of the project, hence measures to mitigate these poor operating conditions need to be implemented. In order to mitigate these impacts, the following improvement measures will be implemented:

- Widen the eastbound approach to provide one through lane and one exclusive right turn lane with a 150 foot storage length.
- Widen the westbound approach to provide one through lane and one shared left/through lane with a 150 foot storage length.
- Widen the northbound approach to provide two exclusive left turn lanes and one channelized right turn with a storage length of 100 feet.
- The proposed improvement includes widening of Little East Neck Road over the railroad over the railroad crossing in order to accommodate the proposed two southbound travel lanes.

These improvements will increase the capacity of the intersection and will help the eastbound, westbound, and northbound heavy traffic volumes clear the intersection quickly thereby improve the operation, reduce the queue length, and improve safety at the intersection.

With the proposed mitigations, the intersection of Little East Neck Road at Colonial Springs Road will improve from overall LOS F to LOS B with an improved intersection delay from 140.3 seconds to 15.9 seconds during the weekday AM peak hour with all approach movements operating at LOS C or better. During the weekday midday peak hour, the intersection will improve from overall LOS D to LOS B with an improved intersection delay from 41.4 seconds to 11.9 seconds with all approach movements operating at LOS C or better. During the weekday PM peak hour, the intersection will improve from overall LOS F to LOS B with an improved intersection delay from 136.5 seconds to 14.0 seconds with all approach movements operating at LOS C or better. During the Saturday midday peak hour, the intersection will improve from overall LOS C to LOS B with an improved intersection delay from 33.0 seconds to 11.9 seconds with all approach movements operating at LOS C or better. With the proposed mitigation, the intersection will operate

at better than existing condition levels of service. The overall high intersection delays during the weekday AM and PM peak hours that are currently in excess of 2 minutes per vehicle will improve to less than 16 seconds per vehicle. The conceptual plan of the proposed improvement is contained in **Appendix E** along with Suffolk County Sewer Agency Resolution 15-2024 dated February 5, 2004 granting conceptual certification to connect Suffolk Technology Park to Suffolk County Sewer District 3 - Southwest.

These improvements will increase the capacity of the intersection and will help the northbound and southbound heavy traffic volumes to clear the intersection quickly hence improve the operation, reduce the queue length, and improve safety at the intersection.

9. In the No Build Condition, the signalized intersection of Little East Neck Road at Long Island Avenue is projected to operate at an overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at overall LOS C during the weekday AM and Saturday midday peak hours. During the weekday midday peak hour, the intersection will degrade from an overall LOS B to LOS C with an increase in delay of 3.8 seconds and the eastbound approach with LOS C will degrade to LOS D with an increase in delay from 32.5 seconds to 37.6 seconds. During the weekday PM peak hour, the intersection will degrade from an overall LOS C to LOS E with an increase in delay of 55.9 seconds and the southbound approach with LOS C will degrade to LOS F with an increase in delay from 22.2 seconds to 156.8 seconds.

Based on these analyses, the levels of service at the intersection will be degraded after the construction of the project, hence measures to mitigate these poor operating conditions need to be implemented. In order to mitigate these impacts, the following improvement measures will be implemented:

- Widen the eastbound approach to provide one dedicated left turn lane with a 200 foot storage length, one through lane and one exclusive right turn lane with a 100 foot storage length.
- Widen the westbound approach to provide one shared left/through lane and one dedicated right turn lane with a 150 foot storage length.
- Widen the northbound/southbound approaches to provide a shared left/through lane and a shared through/right turn lane with a storage length of 200 feet.
- The proposed improvement includes widening of Little East Neck Road over the railroad crossing in order to accommodate the proposed two southbound travel lanes.
- Reconstruction of traffic signal to include a protected-permitted eastbound left-turn phase, along with optimized cycle length to improve the overall operation of the intersection.

These improvements will increase the capacity of the intersection and will help the northbound and southbound heavy traffic volumes to clear the intersection quickly thereby improve the operation, reduce the queue length, and improve safety at the intersection.

With the proposed mitigations, the intersection of Little East Neck Road at Long Island Avenue will operate at LOS C with an improved intersection delay from 32.1 seconds to 20.4 seconds during the weekday AM peak hour. During the weekday midday peak hour, the intersection will improve from LOS C to LOS B with an improved intersection delay from 23.3 seconds to 17.0 seconds with all approach movements operating at LOS D or better. During the weekday PM peak hour, the intersection will improve from LOS E to LOS B with an improved intersection delay from 79.1 seconds to 17.6 seconds and the southbound approach will improve from LOS F to LOS B with an improved delay from 156.8 seconds to 17.0 seconds. During the Saturday midday peak hour, the intersection will improve from LOS C to LOS B with an improved intersection delay from 27.7 seconds to 17.2 seconds with all approach movements operating at LOS C or better. With the proposed mitigation, the intersection will operate at better than existing condition levels of service. The high intersection delays on the southbound approach during the weekday PM peak hour that is in excess of 2 minutes per vehicle will improve to less than 17 seconds per vehicle. The conceptual plan for the proposed improvement is contained in Appendix E.

10. In the No Build Condition, the signalized intersection of Little East Neck Road at Straight Path is projected to operate at an overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed period except for the weekday AM and PM peak hours. The individual westbound through-right turning movement will operate at LOS F with an increased delay of 33.2 seconds during the weekday AM peak hour. The eastbound through-right turning movement with LOS E will degrade to LOS F with an increased delay of 62.3 seconds during the weekday PM peak hour.

In order to mitigate these impacts, a minor modification of the signal timings (specifically reallocating green time between phases while maintaining the same cycle length) during the weekday AM and PM peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Little East Neck Road at Straight Path will improve from overall LOS E to LOS D with an improved delay from 55.6 seconds to 50.8 seconds during the weekday PM peak hour and the eastbound approach will improve from LOS F to LOS E with an improved delay from 125.8 seconds to 74.6 seconds. During the weekday AM peak hour, the individual westbound through-right movement will improve from LOS F to LOS E with an improved delay from 116.8 seconds to 60.0 seconds.

In the No Build Condition, the signalized intersection of Wellwood Avenue at Long Island Avenue/Conklin Street is projected to operate at an overall LOS D, D, E, and D during the weekday AM, midday, PM, and Saturday midday peak hours with an individual movement operating at LOS F or better. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed period except for the weekday PM peak hour, which will operate at an overall LOS F with 18.8 seconds increase in delay and Saturday midday peak hour, which will operate at an overall LOS E with 25.0 seconds increase in delay. The individual southbound through movement with LOS D will degrade to LOS F with an increased delay of 52.2 seconds during the weekday Saturday midday peak hour.

11. In order to mitigate these impacts, a minor modification of the signal timings (optimize the cycle length) during the weekday AM, midday, PM, and Saturday midday peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Wellwood Avenue at Long Island Avenue/Conklin Street will operate from LOS F to LOS D with an improved delay from 83.9 seconds to 54.7 seconds during the weekday PM peak hour and from LOS E to LOS D with an improved delay from 78.5 seconds to 42.2 seconds during the Saturday midday peak hour. During the weekday AM peak hour, the eastbound through movement will improve from LOS E to LOS D with an improved delay from 71.9 seconds to 51.0 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 117.4 seconds to 72.0 seconds, and the northbound left turn will improve from LOS F to E with an improved delay from 82.6 seconds to 64.3 seconds. During the weekday PM peak hour, the eastbound through movement will operate at LOS F with an improved delay from 332.6 seconds to 117. seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 168.5 seconds to 64.6 seconds and the southbound left turn will improve from LOS F to E with an improved delay from 88.7 seconds to 75.9 seconds. During the Saturday midday peak hour, the eastbound through movement will improve from LOS E to LOS D with an improved delay from 75.0 seconds to 45.8 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 214.3 seconds to 72.7 seconds, and the southbound through-right turn will improve from LOS F to E with an improved delay from 89.8 seconds to 44.9 seconds.
12. In the No Build Condition, the signalized intersection of Long Island Avenue at Straight Path is projected to operate at an overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours with an individual movement operating at LOS C or better. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed peak periods expect for the weekday midday peak hour, which will operate at an overall LOS C with 0.6 seconds increase in delay. Therefore, no

significant impacts are created, and no mitigation measures are proposed at this intersection.

13. As part of this project, it is proposed to install a traffic signal at the north site access. A signal warrant analysis will be conducted to justify the need for the traffic signal. The signal warrant report will be submitted as a separate document. After the construction of the project, the signalized intersection of Little East Neck Road at North Site Access will operate at overall LOS A during the weekday midday and Saturday midday peak hours and at LOS B during the weekday AM and PM peak hours with all approach movements operating at LOS C or better.
14. After the construction of the project, the westbound approach of unsignalized intersection of Little East Neck Road at South Site Access will operate at overall LOS D during the weekday AM peak hour and at LOS B during the weekday midday, PM, and Saturday midday peak hours.

Based on the results of the Traffic Impact Study as detailed in the body of this report, it is the professional opinion of N+P that, constructing the proposed development and the associated roadway improvements will not result in any adverse traffic impacts in the study area.

Finally, it should be noted as per §213-585 of the proposed PIP-2 zoning code, "Pedestrian and multi-modal transportation amenities," "[t]he site plan for development of the subject industrial park development shall incorporate a system of sidewalks to provide safe and accessible pathways within the property and connect parking areas to the entrances to the buildings. A minimum of two rideshare/shuttle drop-off and pick up accommodations, including sheltered bench seating shall be incorporated within the site along internal roadways with connections via the internal sidewalk system. At a minimum, one bicycle rack shall be installed per building." In addition to these amenities, it should be noted that a sidewalk will be constructed along the length of the property's frontage along Little East Neck Road to the proposed new access driveway for Kevin Ver Pault Memorial Park to facilitate pedestrian activity.

Cultural Resources

Potential Impacts

The Long Island National Cemetery is not located adjacent nor substantially contiguous as it is at least 690± feet from the subject property. Moreover, the historic buildings onsite are much farther away. As such, and based on project setbacks, buffering, landscaping, outdoor lighting controls and various other identified mitigations and design features, the project is not expected to have a significant impact on this cemetery or its associated structures.

With regard to the Subject Property and area's inclusion in an OPRHP designated potentially archaeologically sensitive area additional investigation into the area's history and site conditions was warranted.

Between August 21 and December 31, 2023, TRACKER Archaeology, Inc. conducted a Phase IA documentary study and a Phase IB archaeological survey for the proposed Suffolk Technology Park. TRACKER's February 2024 report stated the following (see **Appendix L-1** for full Archaeological Report):

Field testing of the project area included the excavation of 1,666 ST's across the project area. No prehistoric artifacts or features were encountered. No historic artifacts or features were encountered. The project area was a heavily overgrown thicket and was brush hogged before field work. There is an adjacent unmarked historic cemetery that would require a buffer around it from the proposed development. No further archaeological investigation is recommended.

The Phase IA documentary study, Phase IB archaeological survey report, property and project details and other pertinent information were uploaded/referred to OPRHP via its online Cultural Resources Information System (CRIS) platform. Based on its review, OPRHP by correspondence dated July 12, 2024 stated the following (**Appendix L-2**):

OPRHP has reviewed the Phase I Archaeological Survey Report entitled "Phase I Archaeological Investigation for the proposed Suffolk Technology Park Wyandanch, Town of Babylon, Suffolk County, New York" (February 2024; 24SR00365). No archaeological sites were identified by the survey. Therefore, it is the opinion of the OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

Finally, it should be noted that coordination has occurred between the Town of Babylon and the New York State Department of State Division of Cemeteries and the New York State Cemetery Board to request feedback (**Appendix B**). Comments provided have been addressed as possible and the Town and Applicant will continue to work with Cemetery Board throughout the environmental and planning reviews.

Mitigation

- The project as shown on the Landscape Plan (PH-2) Sheet L-107 depicts a buffer on Lot 1 adjacent to the existing cemetery interment area (Lot 2) and retention of existing pitch pine vegetation on Lot 2 to protect the integrity and sanctity of the cemetery and to maintain and enhance its visual quality. This landscaping and retention of existing vegetation along with a proposed 12-foot-high soundwall at the southeast corner of the Lot 1 near proposed Building 5B and locating Building 5B's truck loading area on the north side of the building will be instrumental in attenuating noise from the warehousing facility. The buffer will consist of several tightly spaced rows and staggered evergreen and deciduous plantings consisting of pitch pine, eastern red cedar, American holly, chinkapin oak, black cherry, winged sumac and sweet fern.
- There are no other nearby historic landmarks, resources or districts and no documented archaeological resources on or adjacent to the site that would be adversely affected by the Proposed Action. No further mitigation is needed. The property is, however, located

in an area that has been determined by the NYS OPRHP as being archaeological sensitivity due to past discoveries in the area. For this reason, Tracker Archaeology, Inc. conducted a Phase IA documentary study and a Phase IB archaeological survey for the Proposed Action and all requisite referrals were made to the OPRHP and State Historic Preservation Office (SHPO). Based on these studies and the NYS OPRHP's review, it was determined that no archaeological sites were identified by the survey and that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

- Screening, additional plantings, a buffer, and a sound wall will be provided/retained between the proposed Suffolk Technology Park (Proposed Lot 1) and the existing interment site (Proposed Lot 2) to help protect and preserve the sanctity of the cemetery.

Construction

Potential Impacts

The property is privately owned, and construction may eventually occur on the property with or without the Proposed Action; however, it is recognized that the plans being advanced are for an essential viable land use that is consistent with the standards and restrictions of the proposed PIP-2 zoning code that will stimulate beneficial economic growth on a large and undeveloped industrially zoned property. Site preparation and construction is a short-term or temporary impact; however, given the size of the property, proposed development, and the timeframe it will take for completion (48 months), increased activity onsite in the form of clearing, soil disturbance, dust generation, erosion, increased construction traffic, and daytime noise can be expected. These factors would occur whether the site was developed for as an industrial park, warehouse facility, or pursuant to its current zoning but can be managed and minimized through compliance with Town and other applicable laws, the project's redesign based on community input, and the many mitigative strategies identified by this DEIS.

Soil on-site is clean, deep, well-drained and has very few limitations for development. Topography is generally flat to gently sloping with only one small area of gentle-to-moderately steep slopes in the northwest corner. The site is also quite large, allowing for soil that is excavated to construct or install subsurface improvements (slabs, a recharge basin, subsurface drainage structures, underground utilities and services, etc.) to be easily reincorporated back into the site by backfilling and integrative grading, without the need or significant need for the import or export of large volumes of soil. The property is also large enough that it can easily accommodate needed temporary parking and staging areas for trucks and equipment to help reduce construction-related trips to and from the site where possible. Nevertheless, construction traffic can easily and directly access the site from local highways, thereby further reducing any potential disturbance to residential neighborhoods. Use of required drainage, erosion, sedimentation and dust controls, including:

- installation of a construction fence with windscreen around the perimeter of proposed work areas;

- silt fencing;
- designated onsite stockpile areas surrounded by silt fencing;
- curb and drain inlet protection;
- concrete washout areas;
- stabilized construction accesses;
- wetting bare soil (as needed) to control dust;
- staging all construction and worker vehicles on-site when practical; and
- implementing standard construction best management practices and complying with permissible construction hours pursuant to Chapter 50 of the Town Code to control noise will reduce potential impacts from site preparation and on-site construction activities.

The proposed **Erosion Control Plans and the Sediment and Erosion Control Details Plan (Attachment 1 Site Plan Set Drawing No. C-122, C-123, and C-501, Sheet No. 23, 24 and 25 and Attachment 2 for the Preferred Alternative)** will be reviewed by the Town's Stormwater Management Officer and/or Town Engineer. An NYSDEC State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activity (GP 0-15-002) is needed.

Mitigation

- Clearing and rough grading of the site will be conducted in accordance with the approved Site Plan and under the supervision of the Town Building Department.
- Concrete washout areas will be provided near all construction exits to wash dust and sediment from trucks and equipment.
- Stabilized construction exits will be installed to reduce the potential for tracking soil on to public streets.
- Erosion and sediment controls including work perimeter silt fencing and drainage inlet protection around all grated drainage inlets will be installed to prevent sediments from being deposited in catch basins and subsurface drainage structures. Areas to remain undisturbed including buffer areas and Lot 2 will be identified in the field to prevent accidental encroachment.
- Dust control in the form of soil wetting will be conducted if and as needed based on weather and other factors.
- Reseeding, landscaping, paving and construction will be implemented as soon as possible after ground disturbance to stabilize exposed soils.
- Drainage infrastructure will be installed to meet the requirements of the Town and will be designed to the satisfaction of the Planning Board and Town Engineer.
- Project developers will strictly abide by the requirements of a SPDES General Permit for Stormwater Discharges from Construction Activity and Stormwater Pollution Prevention Plan (SWPPP) to minimize adverse effects from erosion, sedimentation, and stormwater runoff.

- Clean soil that is excavated from the site that has suitable texture shall be reincorporated (backfilled or regraded) back into the site to the extent practicable to prevent unnecessary shipments of soil off site.
- Construction debris and excess soil shall be responsibly managed onsite and removed from the site as soon as possible and disposed, recycled or reused at approved licensed or registered facilities.
- Vehicle, equipment and material staging areas and designated stockpile locations will be provided on-site and stockpiles will be stabilized if they are to remain for more than a few days.
- Construction activities will be restricted to permissible hours of the day and days of the week as prescribed by Chapter 156, “Noise,” of the Town Code (8:00 AM through 7:00 PM Monday through Friday, except for major holidays).
- A recommendation for the tenants to develop and implement waste reduction and recycling policies and programs.

Alternatives

SEQRA requires that every DEIS include an assessment of project alternatives. This stage of environmental review provides the context and analytical framework for identifying, describing, comparing, and assessing alternatives to a proposed course of action that may, after review and assessment, be found to reduce impacts, provide greater benefits and potentially become the preferred course of action. It also provides for a broader examination of overall site, project design and construction issues and creates the foundation for more informed decision-making by the Lead Agency and other involved agencies. Alternatives may include changes to an action’s location, size, scale, design, layout, density, intensity, alignment, orientation, methods and technologies, phasing, and/or other reasonable modifications, considering the objectives and capabilities of the project sponsor.

SEQRA specifically requires that each DEIS contain a comparative assessment of what it refers to as the “No Action Alternative.” The No Action Alternative provides a basis from which to identify, characterize and assess future conditions and potential environmental impacts and benefits that are likely to result in the future in the absence of a particular action. SEQRA requires that analyses of project alternatives be conducted at a level of detail sufficient to facilitate a comparison of impacts and mitigations by the Lead Agency and all involved agencies as defined by SEQRA.

The alternatives considered for the Subject Action are as follows:

Alternative 1: (“No Action Alternative”)

Alternative 1 is the “No Action Alternative.” The No Action Alternative for the subject action is intended to identify the conditions that may be expected in the future if the project, including the proposed two-lot subdivision, zoning code amendments, rezoning

and site plan for the proposed warehouse facility is not undertaken. The No Action Alternative provides a baseline for an assessment of future impacts and benefits under existing conditions and a foundation for comparing and contrasting the effects of a Proposed Action with *status quo* conditions or in the case of a change of zone as in this instance, a development that is consistent with existing zoning.

As the subject property is currently zoned A Residence, redevelopment of proposed Lot 1 (100.11 acres) under the existing zoning would permit approximately 279 new single-family homes if connected to sewers¹⁴ and associated residential roadways and improvements. It is clear that such a development could not conceivably be converted back to a cemetery use in the future as is required by the landowner Pinelawn Cemetery d/b/a Pinelawn Memorial Park and Arboretum (“Pinelawn”) with all lots being singly and separately owned. Therefore, the No Action buildout under current A Residence zoning is not feasible for the landowner considering its long-range objectives and mission. As a result, the No Action Alternative for this review includes an assessment of conditions if the subject property remained in its current state with no changes until such time as it is needed for use as a cemetery — approximately 200 years from now.

Alternative 2: (“Preferred Alternative”)

This alternative (Alternative 2) involves a very similar project and approval process as the Proposed Action but would be modified to address key issues raised by the public and involved and interested agencies during preliminary public outreach. This includes providing deeper building setbacks opposite residential uses, a greater amount of preserved green spaces, enhanced perimeter buffers and screening, and relocation of the proposed recharge basin farther to the west away from North 28th Street from the currently proposed 25 feet to more than 120 feet. These changes would also require a reduction in total building coverage from 1,617,471 SF to 1,596,921 SF or -20,550 SF; although, the total number of buildings (nine) would stay the same. The north ends of warehouse buildings 3 and 4 would be reduced in length by 112± feet and the section of the north access road adjacent to these buildings would be realigned farther to the south providing an additional 108 and 110 feet of building setback for the adjacent residential neighborhood to the north. This would bring the total Building 3 and 4 setbacks to 303’6” and 316’8” from the northerly property boundary and over 400 feet from the closest home. It also would offer greater separation between the north access road and northerly property line and homes in the Circle Drive neighborhood. With these adjustments, the total number of proposed parking spaces would increase by 60 from 1,880 to 1,940, including 57 ADA accessible spaces and 90 landbanked spaces. Total truck

¹⁴ The estimate yield is based on a standard yield assumption of approximately 20 percent of the property required for access roadways and stormwater management and the remaining 80 percent would be available for residential lots with a minimum lot size of 12,500 SF per lot per A Residence area requirements assuming a sewer connection is provided per SCDHS requirements.

loading spaces, however, would decrease by 19 from 403 to 384. See **Preferred Alternative Plan (Attachment 2)**.

Alternative 3: Future Cemetery Use

Alternative 3 examines the potential impacts from using the entire 111.39-acre property as a cemetery much like the existing cemetery to the west pursuant to Pinelawn's mission and long-range planning at some time in the distant future. This would first involve the removal of the currently proposed warehouses, parking lots and loading areas while retaining some of the existing onsite infrastructure (water, sewer, site accesses, etc.) for the future cemetery uses and construction of mausoleums, maintenance building(s), outdoor storage areas, and possible office and restrooms) after the conclusion of the lease. Overall building and impervious site coverage would be significantly reduced. A network of cemetery roads will be constructed to facilitate convenient access to interment areas and individual gravesites, but some of the currently proposed roads and parking areas may be retained for this purpose. Additional vegetative clearing may also be needed over time to provide space for burials while retaining a suitable 50+ foot vegetative perimeter buffer and screening. Most of the site would be planted with ornamental grasses and intermittent ornamental and/or native trees to enhance aesthetic qualities, provide shade and screening where needed. **Figure 5-1** provides a conceptual plan of what a future cemetery use on the Subject Property may look like including 50-foot wooded perimeter buffers, mausoleums and other minor buildings or structures as needed, grid or curvilinear cemetery roads, and extensive lawn interment areas.

The Subject Property is expected to accommodate tens of thousands if not more burial plots marked by monuments and gravestones. Burials and site maintenance activities would be periodic and ongoing, including operation of backhoes and small dump trucks during interments, possible temporary stockpiling of soil at an onsite stockpiling area with periodic off-site shipments for use elsewhere. During the late spring, summer and early fall, operation of lawn mowers, string trimmers, hedge trimmers, and fertilization and irrigation of the grounds is expected.

Traffic would be generally light-to-moderate and intermittent considering the size of the property, with increased activity during funerals/funeral processions, weekends when weather is fair, and some holidays such as Mother's Day and Father's Day and no traffic activities between dusk and dawn. Access would likely be provided at the same or similarly located access points as the currently Proposed Action and Preferred Alternative (i.e., off Little East Neck Road, near the northwest corner and south-central end of the west side of the Subject Property). Finally, it should be noted that tax revenues generated by the currently proposed Suffolk Technology Park would be lost once the lease ended and the site reverted to a tax-exempt cemetery in the future.

In summary, the proposed PIP-2 zoning, subdivision and site plan for new warehouses will provide an economically and commercially beneficial land use to operate until such time that the property owner, Pinelawn, needs the land for cemetery purposes which is estimated to be more than 200 years from now.

The Proposed Action and Preferred Alternative are both expected to generate significant revenues for Pinelawn that may be placed in its permanent maintenance fund and used for cemetery projects, renovations and long-term maintenance. The permanent maintenance fund is used when a cemetery runs out of available interment space to maintain the cemetery's appearance and avoid abandonment to, and becoming a financial burden on, the Town pursuant to Town Law Section 291, "Burial grounds." Pinelawn also anticipates retaining some buildings for cemetery purposes at the conclusion of the lease. Finally, Pinelawn has indicated that it may seek Cemetery Board approval to use a portion of lease proceeds for capital projects, the cost of which, it asserts, exceeds its available unrestricted funds.

The fiscal and economic benefits and job creation of this project under either the Proposed Action or Preferred Alternative far outweigh that of the current vacant no-use condition but as with any development, associated unavoidable environmental impacts will result. The Preferred Alternative, with its identified modifications such as deep setbacks and natural and landscaped vegetated buffers; relocation of the recharge basin farther west from North 28th Street; a reduction in overall warehouse storage and facility office space; as well as construction of soundwalls; idling and onsite activity restrictions to reduce unnecessary noise and air emissions; public sewer and water connections; truck loading areas that are oriented inward toward the center of the site; road and intersection improvements to facilitate the anticipated traffic flow; proposed landscaping and outdoor lighting plans; installation of solar panels on warehouse roofs to generate power for nearby homes; new job creation and tax benefits; and other benefits identified during the SEQRA process will help to mitigate environmental impacts to the maximum extent practicable, while still providing various benefits to the community and meeting land owner and developer objectives.

The Proposed Action and Preferred Alternative would both utilize local police, fire and ambulance services and be served by SCWA, SCSD No. 3 and the Bergen Point WWTP, PSEG LI and National Grid.

It is noted that the No-Action Alternative is not feasible as it is inconsistent with the goals, objectives and capabilities of the landowner and developer. Alternative 3 (full site Cemetery Use) is, however, feasible and appropriate for the site but only when the additional space is needed for burials in the future. Given the comparison of relative impacts, the need to utilize the property for an economic land use rather than letting it sit vacant for more than 200 years from now, the inability to develop the site as a residential community consistent with the existing A Residence zoning as it will be impossible to utilize the site as a cemetery in the future, the No

Action is not feasible. The Proposed Action and Preferred Alternative meet landowner and developer objectives but the Preferred Alternative has additional environmental mitigation and would be more consistent and compatible with adjacent landowner's recommendations. Based on this review, it is believed that the Preferred Alternative is more protective of the environment and is still consistent with property owner and developer objectives.

SECTION 1.0

DESCRIPTION OF THE PROPOSED PROJECT

1.0 DESCRIPTION OF THE PROPOSED PROJECT

This document is a Draft Environmental Impact Statement (DEIS) prepared in accordance with the New York State Environmental Quality Review Act (SEQRA) and its implementing regulations under Part 617, Title 6 of the New York Code of Rules and Regulations (6 NYCRR Part 617). This DEIS evaluates the potential environmental impacts of The “Proposed Action” which involves the adoption of a proposed Local Law to create a new Town of Babylon (Town) zoning district known as the Planned Industrial Park - 2 (PIP-2) Zoning District, the adoption of a Zoning Map Amendment to the Town of Babylon Official Zoning Map, a two-lot subdivision of the 111.39± acre properties more specifically identified as SCTM Lot # 0100-38-1-1, 0100-10-4-43, 0100-10-4-44, and 0100-11-1-11 (Subject Property), the change of zone of a created 100.11± acre lot known hereafter as “Proposed Lot 1” or “Lot 1” (consisting of a portion of SCTM Lot # 0100-38-1-1, as well as SCTM Lots # 0100-10-4-43; 0100-10-4-44; and 0100-11-1-11) from the current A-Residence zoning district to the new PIP-2 zoning district, and a site plan application for the proposed development of the proposed modern light industrial research and technology park hereafter known as “Suffolk Technology Park”. Under the Proposed Action, the proposed 11.28 acres lot known hereafter as “Proposed Lot 2” or “Lot 2” (consisting of a portion of SCTM Lot # 0100-38-1-1) would remain owned and operated by Pinelawn Cemetery d/b/a Pinelawn Memorial Park and Arboretum (Pinelawn) as existing cemetery interment area. This DEIS evaluates existing conditions, details out the potential for and estimated magnitude of environmental impacts, and identifies actionable impact avoidance and mitigation strategies for the Proposed Action as required by SEQRA. Applications for the Change of Zone, Site Plan, and Subdivision of the Subject Property were submitted February 6, 2024, along with a Full Environmental Assessment Form, Part 1 (**Appendix A-1**).

The scope and content of this DEIS are based on the:

- Town’s Environmental Assessment Form Part 2 and Part 3/Determination of Significance (Positive Declaration) adopted by the Town Board of the Town of Babylon (Lead Agency) on March 27, 2024 (see **Appendix A-2**);
- Final Scope for the DEIS approved by the Town Board of the Town of Babylon on July 10, 2024 (**Appendix A-3**); and
- Implementing regulations of the State Environmental Quality Review Act (SEQRA) at 6 NYCRR Part 617, Subsection 617.9(b) “Environmental impact statement content.”

See adopted Positive Declaration (**Appendix A-2**) and Final Scope (**Appendix A-3**).

This DEIS describes the Proposed Action in detail, provides a thorough inventory and analysis of existing conditions both on and adjacent to the subject property, lists and describes its anticipated benefits, identifies potential environmental impacts and impact avoidance and mitigation strategies, and considers reasonable project alternatives that are feasible and consistent with the Applicants’ objectives as required by 6 NYCRR Part 617, SEQRA. In addition

to the thorough consideration of reasonable project alternatives, a revised project layout has been prepared based on input and comments received from the Town, involved and interested agencies, including the New York State Cemetery Board, and members of the community and two local civic groups during preliminary public outreach (hereafter referred to as the “Preferred Alternative”) which is detailed and assessed in **Section 5** of this DEIS. The Applicant intends to proceed with this Preferred Alternative plan through the environmental and site plan review process, as it is intended to address comments received to date. The DEIS provides information and analyses of both the Proposed Action and Preferred Alternative (discussed in detail in **Section 5** of this DEIS) necessary for:

1. The Town Board of the Town of Babylon (“Town Board”) as Lead Agency under SEQRA and reviewing authority for the subdivision approval, the proposed adoption of the new PIP-2 zoning code, the adoption of the Official Town Zoning Map amendment, and the change of zone approval;
2. The Planning Board of the Town of Babylon (“Planning Board”) as reviewing authority for the site plan approval; and
3. Other involved and interested agencies, to make informed decisions on the environmental implications of the Proposed Action, take the requisite “hard look” at potential environmental effects of the project, and fulfill the procedural and analytical requirements of SEQRA.

The principal topics for review in this DEIS as required by the Determination of Significance and Final Scope are potential environmental impacts on land; surface waters; groundwater; plants and animals; aesthetic resources; open space and recreational resources; transportation; energy; noise, odor and light; human health; consistency with community plans; cumulative impacts; and impacts to community services and utilities. **Section 1.0** of this DEIS provides a description of the Proposed Project. Impacts identified by this DEIS are examined in detail in **Section 2.0**, “Natural Environmental Resources,” and **Section 3.0**, “Human Environmental Resources,” along with identified impact prevention and mitigation strategies, and are summarized in the **Executive Summary**. Other environmental topics required by SEQRA are found in **Section 4.0** “Other Environmental Impacts” which includes an assessment of unavoidable adverse environmental impacts; irreversible and irretrievable commitments of resources; growth-inducing, secondary and cumulative impacts; energy use, energy conservation, and greenhouse gas emissions; and construction-related impacts. **Section 5.0** provides a discussion of alternative actions that are feasible and consistent with the Applicants’ objectives and **Section 6.0** lists references used in the preparation of the DEIS text.

1.1 Project Background, Need, Objectives and Benefits

1.1.1 Project Background

The subject property is a 111.39-acre site, owned by Pinelawn, located on the northeast corner of Little East Neck Road and Long Island Avenue, immediately north of the Long Island Railroad (LIRR) track, south of Circle Drive, and west of North 28th Street in the Hamlet of Wyandanch, Town of Babylon, Suffolk County, New York. **Figure 1-1** shows the location of the subject property relative to nearby streets and **Figure 1-2** provides a current aerial image of conditions present at the subject property (*All figures are provided in a separate section at the end of the text portion of this document*). The property, which is currently vacant and partially wooded, is further identified as Suffolk County Tax Map District 100; Section 38; Block 1; Lot 1 (as well as Suffolk County Tax Map District 0100; Section 10; Block 4; Lot 43 and Section 10; Block 4; Lot 44 and Section 11; Block 1; Lot 11) and is located within the Town of Babylon A - Residence zoning district.

Bristol Group Inc., hereafter referred to as “the Applicant” seeks Town Board approvals for the creation of the PIP-2 (Planned Industrial Park District-2) Zoning District (see **Appendix A-4**) and its implementing land use, dimensional zoning requirements and design standards that will guide future development of the district and promote sustainable economic growth, stimulate job creation, foster innovation, and create a well-planned and coordinated technology, business and industrial park. The Applicant additionally seeks Town Board and Planning Board approvals for the adoption of a Zoning Map Amendment to the Town of Babylon’s Official Zoning Map, Subdivision, Change of Zone, and Site Plan to subdivide the subject 111.39-acre property zoned A-Residence into two lots, including Lot 1 (100.11 acres) and Lot 2 (11.28 acres) containing the existing cemetery interment area and buffer area. Following subdivision, the proposed project involves the change of zone of Lot 1 to the proposed Planned Industrial Park 2 (PIP-2) zoning district to develop a 100.11-acre light industrial research and technology office park.

The proposed modern light industrial research and technology park hereafter known as “Suffolk Technology Park”, consists of nine (9) single-story warehouse buildings with a total gross floor area of 1,617,471 square feet (SF), ranging in size from 125,680± to 247,360± square feet (SF), including warehouse and associated office space that will serve a diverse pool of tenants for a wide variety of uses. Such uses may include but are not limited to warehousing, distribution, materials storage and support for local tradespeople, assembly, wholesale storage and packaging, offices in support of primary uses not to exceed 20 percent of the floor area, craft and artisan production, cemetery uses, food and drink preparation, and other similar land uses which will serve the community, provide local investment, create numerous and diverse construction and operational jobs, and bolster the local economy. **Appendix A-4** (proposed PIP-2 Code) and **Appendix A-5** which summarizes the current tenant mix within two similar industrial/technology park facilities (Heartland Business Park (Hauppauge, NY) and Hillsboro Technology Center (Deerfield Beach, Florida – a project recently completed by the Applicant). These example

facilities provide an example of the types of uses that are typical for the envisioned development, and which were studied as part of this DEIS to help evaluate anticipated impacts from the Proposed Action.

The proposed PIP-2 Zoning District code has been adapted from Town PIP-1 Zoning District code; however, it has been modified to limit the extent and types of allowable industrial uses, increase setbacks and buffers from neighboring properties, and facilitate a well-designed industrial/business campus with a coordinated site development arrangement which incorporates an efficient internal street network, improves the adjoining area roadway network and intersections, and contains well designed building layouts, adequate parking, enhanced landscaping, compliant outdoor lighting, and uniform directional and business signage. The purpose of the PIP-2 is to promote sustainable economic growth, stimulate job creation, foster innovation, and create a well-planned and coordinated technology, business and industrial park which will drive economic growth, significantly increase the local tax base, locate a significant number of jobs in the local Wyandanch area, and provide for a well-planned industrial/business park environment for the operation of a range of businesses.

The proposed development will comply with all applicable provisions of the PIP-2 Zoning District related to use, minimum lot size, bulk, building height, and setbacks. The property would be occupied by Suffolk Technology Park subject to a long-term lease with Pinelawn (49 years with extension options up to 99 years) (hereafter, “up to 99 years”) in accordance with Chapter 35, Article 15, Section 1506-E of State law and subject to the review and approval of the New York State Cemetery Board (“Cemetery Board”) (**See Appendix B**). Under the Proposed Action, Lot 2 would remain owned and operated by Pinelawn.

The total floor area ratio (FAR) and building coverage of the development is 37.09 percent. The building layout has been configured strategically such that the loading areas have been positioned to limit impacts to abutting roadways and neighboring recreational and residential properties. The proposed buildings are set back between 195 feet and 269 feet from the northern and eastern property boundaries that adjoin residential uses and are set back a minimum of 77.7 feet and 98.2 feet from Little East Neck Road and the Long Island Railroad, respectively.

The development of Lot 1 as the Suffolk Technology Park would be carried out in three phases. Each phase of development will focus on different predetermined sections of Lot 1, starting closest to Little East Neck Road and expanding east toward North 28th Street. Each phase is arranged such that the end of one phase does not immediately coincide with the start of the subsequent phase and each subsequent phase can only commence when the prior phase has been fully completed. Each phase of development would include activities such as clearing, grading, excavation for placement of utility lines, drainage infrastructure, foundations and roads, construction of roadways, buildings, parking and loading areas, and installation of

landscaped vegetation and other site improvements. Phase 1 of the Suffolk Technology Park will involve the development of the areas occupied by and surrounding Warehouse 1, Warehouse 2, and Warehouse 3; Phase 2 will involve the development of the areas occupied by and surrounding Warehouse 4, Warehouse 5A and Warehouse 5B; and Phase 3 will involve development of the areas occupied by and surrounding Warehouse 6, Warehouse 7, and Warehouse 8, as shown in the Site Development Plans (**Attachment 1**). The proposed development will be completed over the course of an estimated 5 and one-half years, including 48 months of active construction.

Access to the project site will be from Little East Neck Road on the west side of the development, via two two-way access driveways (one signalized main access on the northern portion of the property and a second restricted access in the southern portion of the property). The proposed development will include an efficient internal street network and improvements to the adjoining area's street network and nearby intersections. A total of 1,880 parking spaces will be provided, including 57 Americans with Disabilities Act (ADA) spaces and 122 landbanked spaces, as well as 403 truck loading berths. Access to Lot 2 would be from North 28th Street. The layout of the proposed development is not intended to support large scale rapid turnover consumer fulfillment center uses that require high intensity trucking operations.

A stormwater recharge basin is proposed on the east side of the property, north of the existing cemetery interment area (Lot 2) to collect, temporarily store and recharge runoff from Lot 1. The proposed facility will connect to an existing Suffolk County Water Authority (SCWA) public water supply. A sewage pump station will be constructed onsite and a force main will be installed to convey sanitary wastes from the proposed development site to Suffolk County Sewer District (SCSD) No. 3's collection system located along Conklin Street, 1.94± miles west of the site. A ±195-foot minimum building setback is provided between the proposed development and adjacent residential community to the north, including a variable width ±114-foot vegetative buffer. An existing wooded buffer will be retained on the north and west sides of proposed Lot 2, which will be augmented by adjacent landscaping and a 12-foot-high decorative soundwall on proposed Lot 1 to screen and provide additional noise suppression from the planned PIP-2 district and future development from the existing interment area.

The proposed Landscape Plans (**Attachment 1, Site Plan Set Drawing No. O-101 and L-101 through L 109**) were specifically designed as sustainable (low water and fertilizer requirements) and to retain existing native woodlands and/or to provide evergreen screening around the perimeter of the proposed Technology Park. The plan proposes to retain 6.33± acres of existing natural wooded buffer (a minimum of 50' to over 150' buffer retained along the northern property boundary adjoining residential uses) and the installation of double rows of evergreen trees and shrubbery around the remaining site perimeters adjacent to residential uses, Lot 2 (the cemetery parcel to remain), and adjacent roadways to reinforce screening and enhance the visual appearance of the development. Large deciduous trees are also proposed to screen the

proposed buildings during spring and summer. Landscaped vegetation will consist of native deciduous and evergreen trees and perennials, shrubs, wildflower and native grass seed mixes to enhance the appearance of the development and retain the wooded character of the subject property with minimal irrigation demand once established. In total, the landscape plans propose planting 2,119± new trees to enhance the aesthetic quality of the development including fourteen native deciduous tree species to be used mostly as on-site street trees and parking area shade trees, and four native evergreen species, which will be used for screening (18 tree species in total). In addition, 5,444± shrubs consisting of twenty native shrub species, 77,313± perennials and forbs consisting of twenty-four different perennial and forb species, an area covering 48,407± SF to be seeded with meadow mix consisting of numerous flowers and herbaceous species, an area covering 94,627± SF to be seeded with Long Island Sun and Shade Grass Seed Mix, an area covering 46,178± SF to be seeded with Beneficial Insect Native Habitat Mix, an area covering 36,326± SF to be seeded with basin bottom mix, and an area covering 30,183± SF to be seeded with Grass Seed Mix will be provided. **Table 2-11** in **Section 2.3.2** lists the proposed tree, shrub, and perennial species. See also the attached **Landscape Plan (Attachment 1)** for information regarding meadow mix species and other planting information. Existing natural vegetation will be retained around the perimeter of the site to retain some of the forested character of the property and provide vegetative screening.

Following the submission of the Proposed Action plans in February 2024, comments from the Town, involved and interested agencies, including the New York State Cemetery Board, the public (during on-going meetings with the local civic associations), and members of the community during preliminary public outreach were received. In response to these comments the Applicant has prepared a Preferred Alternative Plan (last revised August 2024, submitted in October 2024, see **Section 5**). The modified plan is included in the Draft EIS as the Preferred Alternative. The title “Preferred Alternative” indicates that this is the plan preferred by the applicant for consideration during the SEQR process, and that the applicant would like to propose in lieu of the current Proposed Action. Much of the analyses included in this DEIS focus on the Preferred Alternative for this reason and wherever analysis was conducted for the Proposed Project, reference to the Preferred Alternative may be present to establish the relevancy of these analyses to the proposed conditions under the Preferred Alternative plans. Beneficial aspects of this alternative include increased building setbacks from the residential neighborhood to the north, increased buffers and vegetative screening adjacent to residential neighborhoods and the existing cemetery interment areas, relocates the proposed stormwater recharge basin at the northeast side of the property farther to the west and away from North 28th Street, and resulted in a reduction in total building coverage from 1,617,471 SF to 1,596,921 SF (or a decrease of 20,550 SF, although, the total number of buildings would stay the same). This Preferred Alternative is assessed in detail in **Section 5**, the “Alternatives” section of the DEIS, and will be refined as appropriate based on additional analysis and input received during the SEQRA process.

1.1.2 Public Need and Municipality Objectives

The purpose of the Proposed Action, including the creation of the proposed PIP-2 zoning district, is to promote sustainable economic growth, stimulate job creation, foster innovation, and create a well-planned and coordinated technology, business and industrial park development which will drive economic development, significantly increase the local tax base, locate a significant number of jobs in the local Wyandanch area, help to address strong demand for warehousing facilities in the region, and provide for a well-planned industrial/business park environment for the operation of a range of businesses. The proposed project will make productive use of a currently vacant and undeveloped, privately-owned property and provide long-term funding for existing nearby cemetery maintenance under the same ownership. The project involves considerable investment and will contribute to the economic growth and well-being of the surrounding community as well as businesses that utilize its facilities. The proposed development will create temporary construction jobs during the anticipated active 48-month (four-year) construction period, and full and/or part-time warehouse, office, sales, skilled labor, truck driving, forklift operation, management, bookkeeping, and other miscellaneous employment opportunities for people living in the area who may be looking for work in these, and other fields. The Applicant is also investigating potential future apprentice/training programs and will collaborate with Town of Babylon and Suffolk County officials to explore potential opportunities to integrate job training and apprentice programs at the construction level and on a permanent job basis upon completion of the development.

The subject property is located within a Potential Environmental Justice Area (“PEJA”) as determined by the NYSDEC’s OEJ. An Environmental Justice Community refers to a contiguous area consisting of one or more U.S. Census block groups in which at least 52.42% of the population in an urban area report themselves to be members of minority groups and/or at least 23.59 percent of the total population of the area, or such other percentage as may be determined by the NYSDEC, are determined to have an annual income that is less than the poverty level established by the United States Census Bureau. Based on the above criteria and population data compiled by the U.S Census Bureau’s 2014-2018 American Community Survey (“ACS”) it was determined that the subject property and adjacent census block groups have a very high minority population exceeding PEJA thresholds, while some but not all block groups in the immediate area also exceed the poverty level threshold. See **Section 3.2** for a full assessment of potential impacts, identified mitigation, a description of required public outreach efforts, confirmation of community access to essential information, and an overall assessment of consistency with Environmental Justice standards and requirements.

According to a 2000 Suffolk County Planning Report, Wyandanch as a Census Place was the most economically distressed community on Long Island. In 2002, concerned community leaders, residents, and not-for-profit organizations worked collaboratively with The Town of Babylon, Suffolk County and State officials to conceive “Wyandanch Rising,” which had the goal of creating a vibrant, safe, pedestrian-friendly downtown in the heart of the community

centered around the Wyandanch train station. The ongoing efforts of Wyandanch Rising have funded and continue to complete several much-needed public, semi-public, and private improvements to the infrastructure and environmental quality of the Wyandanch downtown community. The introduction of the proposed Suffolk Technology Park will help to address the need for quality, locally available, employment opportunities and assist in carrying out the goals of Wyandanch Rising, more specifically through the “creation of career and construction job opportunities for Wyandanch residents” and “development of local businesses and economic growth.” Additionally, the proposed sustainability-driven design of the Suffolk Technology Park, traffic intersection improvements, sewer district connection, commitment to electrical power grid support through renewable energy, and opportunities for public transportation will yield direct benefits to neighboring downtown Wyandanch and Wheatley Heights communities whilst mitigating impacts.

The Proposed Action also includes the installation of solar panels on the proposed building roofs to generate electricity and participation in a NYS Community Solar Program whereby power generated from solar panels installed on the site would be donated back to the electrical power grid and used to provide power for the local school district buildings and, if possible, reduce energy costs for nearby residents (to be determined based on the final power demand of the Wyandanch School District school buildings and the maximum power generation limits permitted under NYS regulations). All of the proposed buildings will be constructed to support the additional weight/load to allow for solar panel installations.

The project sponsor additionally seeks to collaborate with the Suffolk County Water Authority (“SCWA”) to establish a utility easement on the property so that the SCWA can provide a direct water main connection to the Suffolk Technology Park facilities from the wellfield located on Circle Drive, whilst also extending a secondary water main connection Colonial Springs Road/Main Avenue. This water main extension will also help to increase the distribution system’s water pressure for the area, thereby improving service and providing an overall benefit to local customers. The project also includes a connection to Suffolk County Sewer District (“SCSD”) No. 3 and the Bergen Point wastewater treatment plant (WWTP) to ensure suitable treatment and disposal of sanitary wastes generated onsite and the protection of local groundwater resources and SCWA’s Circle Drive water supply.

The Proposed Action additionally includes the proposed improvement of two nearby signalized intersections to mitigate the estimated increase in trip generation and traffic impacts related to the Suffolk Technology Park uses. The Proposed Action seeks to perform infrastructural improvements to the intersection of Little East Neck Road and Long Island Avenue as well as the intersection of Little East Neck Road and Colonial Springs Road. The recommended improvements are based on a Traffic Assessment conducted by Nelson + Pope Engineers (N+P) and seek to achieve a level of service (“LOS”) that resembles or exceeds existing conditions, following the full buildout and full occupancy of the Suffolk Technology Park.

Proposed improvements to the Little East Neck Road and Long Island Avenue intersection include:

- Widening the eastbound approach to provide one dedicated left turn lane with a 150 feet storage length, one through lane and one exclusive right turn lane with a 100 feet storage length;
- Widening the westbound approach to provide one shared left/through lane and one dedicated right turn lane with a 150 feet storage length;
- Widening the northbound/southbound approaches to provide a shared left/through lane and a shared through/right turn lane with a storage length of 200 feet; and,
- Widening Little East Neck Road over the railroad crossing in order to accommodate the proposed two southbound travel lanes.

These improvements will increase the capacity of intersection and will help the northbound and southbound heavy traffic volumes to clear the intersection quickly hence improves the operation, reduces the queue length, and improve safety at the intersection.

Proposed improvements to The Little East Neck Road and Colonial Springs Road intersection include:

- Widening the eastbound approach to provide one through lane and one exclusive right turn lane with a 150 feet storage length.
- Widening the westbound approach to provide one through lane and one shared left/through lane with a 150 feet storage length.
- Widening the northbound approach to provide two exclusive left turn lanes and one channelized right turn with a storage length of 100 feet.

These improvements will increase the capacity of intersection and will help the eastbound, westbound, and northbound heavy traffic volumes clear the intersection quickly hence improve the operation and reduce the queue length and improve safety at the intersection.

The proposed project also includes the creation of a signalized access driveway near the northwest property boundary with Kevin Ver Pault Memorial Park. The current Park access is proposed to be relocated approximately 170± feet to the north, which will reduce traffic conflict points, increase motorist sight distance, support safer access and egress to both sites, and provide for greater traffic control and efficiency. Additional improvements to the Park include a new entrance sign and entrance landscaping (using native, low maintenance vegetation), formalizing/paving and slightly expanding the existing parking lot closest to Little East Neck Road (currently gravel) to better serve the community. See **Attachment 4** for the proposed park entrance relocation plan and proposed nearby road improvements.

The proposed Suffolk Technology Park facilities will provide safe and convenient access from Little East Neck Road; will be properly setback, buffered, and screened; will utilize public water

and sewer district facilities; and will provide increased property tax revenues without any adverse impact on the school district or significant impacts on other public services and taxing districts. The project is also expected to stimulate secondary spending in the community and region including the purchase of construction materials and local spending by construction workers and future full-time operational staff at area businesses.

1.1.3 Objectives of the Project Sponsor

The Applicant requests the required approvals so that it may:

- Provide a much-needed business and technology park equipped with warehousing on a large vacant property in an area that can benefit from the investment, increased tax revenues generated from the proposed property improvements without any strain whatsoever on the school district, and new direct, indirect and induced jobs it will create, including a combined 235± temporary full-time equivalent (FTE) during construction and 1,406.84± FTE during operations. The site is ideal for the proposed use based on its location, size which is sufficient to accommodate the proposed use, while still providing deep setbacks, soundwalls, vegetated buffers, and construction at a lower elevation than the adjacent neighborhood to the north.
- Create a development that is consistent and compatible with the Town's long-range land use, planning and zoning framework.
- Provide a land use that will help to address supply chain issues and support a changing economy with increased demands for storage.
- Develop a site that is large enough and has frontage and direct access/egress, off of a collector street (Little East Neck Road) which will be improved to provide ample capacity, to provide safe and convenient truck access and shipping opportunities with minimal traffic congestion or associated impacts.
- Ensure a professionally designed project that will have minimal impact on environmental resources from wastewater generation and disposal by connecting to a Suffolk County WWTP that provides tertiary level sewage treatment, and by ensuring suitable site drainage and access to a potable drinking water supply.
- Establish a project that considers the need to ensure a well screened, buffered and aesthetically attractive development.
- Provide outdoor lighting that complies with the proposed PIP-2 zoning district's exterior lighting standards in Section 213-582 ("Outdoor Lighting") of the Town Code to reduce the potential for impacts.
- Provide a project which will have no adverse impact on the Wyandanch UFSD but instead will provide additional school tax revenues to support it without increasing the number of children that will be enrolled in public schools. See Economic and Fiscal Analysis in **Appendix C**.

- Ensure considerable investment for the purchase of the necessary land, preparation of plans, obtainment of approvals, and construction, while earning a return on investment needed to make the project viable and successful.
- The Subject Property is not expected to be needed for burials for more than 200 years. Therefore, development and leasing of the site as proposed will allow Pinelawn to utilize this large vacant property to generate funds for long-term cemetery maintenance and cemetery improvements. This funding is essential to the continued upkeep of the Pinelawn's grounds once they are at full capacity and will help to prevent potential costs to the Town for the same in the future. This arrangement is not unprecedented, the development of Colonial Springs Golf Course was supported by the Town, Wyandanch Union Free School District ("WUFSD") and the Cemetery Board, which approved the project on September 13, 1991. Since that time Colonial Springs has made tax payments to local taxing jurisdictions since its construction. In the 2016/2017 tax year, Colonial Springs paid taxes in the amount of \$361,151.16, of which \$247,000.00 went to WUFSD. Prior to the construction of the golf course, no tax payments were made.

1.1.4 Benefits of the Proposed Project

Benefits of the proposed project are commensurate with the social, fiscal, economic and land use goals and objectives of the Town and Project Sponsor noted in **Sections 1.1.2 and 1.1.3** above and **Section 1.1.4** below. It is noted that this analysis focuses on the "Preferred Alternative" development scenario. The Preferred Alternative is a modification of the Proposed Action Plan (submitted in February 2024) which was modified based on comments received by the Town, involved/interested agencies and the public during on-going meetings with the local civic associations. The modified plan is included in the Draft EIS as the Preferred Alternative (i.e., the plan now proposed by the Applicant), and resulted in increased building setbacks from the residential neighborhood to the north, increased buffers and vegetative screening adjacent to residential neighborhoods and the existing cemetery interment areas, and a reduction in total building coverage from 1,617,471 SF to 1,596,921 SF (or a decrease of 20,550 SF, although, the total number of buildings would stay the same).

The project will provide a clean, compatible and essential land use on a property that is suitable in size, has few development constraints, has ample essential infrastructure and is ideally located between the LIE (2.75± miles away) and Sunrise Highway (3± miles away) with frontage along a collector street for easy unobtrusive truck access. Site conditions (soil, topography, hydrology, zoning) are suitable for the proposed development. The project will create new jobs, significant monetary investment, and will generate considerable tax revenues and provide economic opportunity to Town of Babylon, Wheatley Heights, and Wyandanch residents.

A summary of potential benefits from the development of the site is provided as follows:

General Benefits

- The project will be located on a currently vacant and underutilized parcel that is intended for future cemetery use in the future and that is in close proximity to downtown Wyandanch, which can help with area goals for increased business activity, creation of jobs and tax generation (see details below under Economic Benefits).
- The project will include significant improvements to two poorly functioning and critical intersections to the community - Little East Neck Road (CR 95) and Colonial Springs Road (CR 5) and at Little East Neck Road and Long Island Avenue. Additionally, the project will provide a signalized access for the proposed development and relocate and improve the main access for the adjacent park to the north (Kevin Ver Pault Memorial Park), as well as provide additional parking for park users.
- The Proposed Action plans to participate in New York State's (NYS) Community Solar program that will allow solar power generated from solar panels installed on the proposed building rooftops to be donated back to the electrical power grid and used to provide power for the local school district buildings and, if possible, reduce energy costs for nearby residents (to be determined based on the final power demand of the Wyandanch School District school buildings and the maximum power generation limits permitted under NYS regulations). All of the proposed buildings will be constructed to support the additional weight/load to allow for solar panel installations.
- The proposed project has been designed with a number of sustainable design elements, including use of energy efficient fixtures, compliance with applicable State Building and Energy Code requirements, installation of solar panels on the proposed building rooftops to generate clean and renewable energy and inclusion of 18 electric vehicle (EV) charging stations and wiring each building to allow for ready installation of two EV truck bays per building to assist in the transition to a cleaner and more efficient energy resource and encourage the use of green energy/reduction of fossil fuel dependency.
- The proposed project would connect to public sewers, use indoor and outdoor water conservation techniques in the project design and will prevent impacts on adjacent and nearby properties and roadways by containing all stormwater runoff generated on the subject property.
- The proposed project has been designed to maintain existing mature wooded buffers adjoining residential and cemetery uses on the north, east and southeast sides of the property and install substantial evergreen screening and decorative screening street trees and landscaping along the southern and western property frontages. Additionally, the landscape plan has been designed as a sustainable plan, which utilizes native plant species or species that are suitably adapted to regional climate and soil conditions to significantly reduce the demand for irrigation and fertilization, with only 2.17± acres requiring long-term periodic maintenance.

Fiscal and Economic Benefits

Table 1-1 provides an overview of the comparison of the fiscal benefits anticipated from the Proposed Action (February 2024 Submission) and the Preferred Alternative (July 2024 resubmission).

**TABLE 1-1
FISCAL IMPACTS COMPARISON**

Parameter	Proposed Project (February 2024)	Preferred Alternative (August 2024)	Change
Building Size (SF)	1,617,471	1,596,921	-20,550
Taxes Per SF	\$3.52	\$3.52	N/A
Total Taxes	\$5,690,192	\$5,617,898	-\$72,294
Taxes Allocated to School District	\$3,734,163	\$3,686,720	-\$47,443
Construction Cost per SF	\$118.35	\$118.35	N/A
Total Construction Costs	\$191,423,517	\$188,991,477	-\$2,432,039
Construction Jobs (FTE)	237	234	-3
SF per Operations Employees	1,065	1,065	N/A
Annual Operations Employment	1,519	1,500	-19

Economic Benefits

Economic benefit includes direct economic impacts, as well as those indirect and induced impacts that are projected to occur – on output, employment and labor income – during both the 48-month active construction period, and annually upon stabilized operations of the proposed project.¹ The subject project will create economic activity by providing construction jobs over the estimated 48-month (four-year) construction period and future operational employment opportunities and support local and regional businesses. Site improvements will also generate new property tax revenues on the currently vacant 111.39-acre property that will help to support local taxing districts without placing any additional strain on the most-costly community service — public schools. The proposed warehouses and non-medical office spaces will also help to fulfill the increasing interest in and demand for storage and distribution facilities.

Economic Benefits During Construction (Preferred Alternative):

A summary of key economic findings projected to occur during the 48-month construction period for the Preferred Alternative is provided in **Table 1-2A**.

¹ See **Appendix C**.

TABLE 1-2A
SUMMARY OF KEY ECONOMIC FINDINGS (PREFERRED ALTERNATIVE)
DURING 48-MONTH CONSTRUCTION PERIOD

Impact Type	Output (Total Revenue) ²	Employment (Total Number of Jobs)	Labor Income (Total Wages)
Direct Impact	\$188,991,477	273.70	\$75,596,591
Indirect Impact	\$49,160,225	186.02	\$16,268,509
Induced Impact	\$57,772,897	307.47	\$19,458,596
Total Impact	\$295,924,599	767.19	\$111,323,696

Source: Data provided by Bristol Group, Inc.; Analysis by Nelson, Pope & Voorhis, LLC, via IMPLAN software.

The proposed project is anticipated to result in total impacts³ of:

- \$295,924,599 in output,
- 767.19 jobs (equivalent to 657.86 total full-time equivalent [FTE] jobs), and
- \$111,323,696 in labor income (total wages).

During Annual Operations:

A summary of key economic findings projected to occur during annual operations is provided in **Table 1-2B**.

TABLE 1-2B
SUMMARY OF KEY ECONOMIC FINDINGS
DURING ANNUAL OPERATIONS (PREFERRED ALTERNATIVE)

Impact Type	Output (Annual Revenue)	Employment (Number of Annual FTE Jobs)	Labor Income (Annual Wages)
Direct Impact	\$28,744,578	1,500.00	\$131,056,131
Indirect Impact	\$9,242,737	40.85	\$2,585,845
Induced Impact	\$80,868,392	416.96	\$26,858,368
Total Impact	\$118,855,707	1,957.81	\$160,500,345

Source: Data provided by Bristol Group, Inc.; Analysis by Nelson, Pope & Voorhis, LLC, via IMPLAN software.

The detailed **Fiscal and Economic Impact Analysis** is provided in **Appendix C** of this DEIS.

The proposed project is anticipated to result in total impacts of:

- \$118,855,707 in output (total revenue),
- 1,957.81 jobs (equivalent to 1,836.22 FTE jobs), and
- \$160,500,345 in labor income (total wages).

² The direct impact of output is equal to the total construction cost of the proposed project over the 48-month construction period.

³ Total impacts refer to the sum of the direct, indirect, and induced impacts.

Sales Tax Revenue

In addition to property tax generation, the proposed project will result in the generation of significant sales tax revenues. Sales tax applies to retail sales of certain tangible personal property and services. Sales tax is collected for applicable items at the point of sale. It is noted that annual/ongoing sales tax revenues will occur as related to the final tenant mix and goods and services sold that are subject to sales (and use) tax; however, it is premature to determine this added value until owner/tenant occupancy is determined.

Sales are subject to the applicable sales tax rates applied in Suffolk County, which include NYS Sales Tax (4.00%), Suffolk County Sales Tax (4.25%), and Special Tax (0.375%).^{4,5} The total construction cost used for economic analysis was reported to be \$188,911,477 over the four-year period of construction. Approximately 40% of this total involves labor related costs.⁶ Of the remaining 60%, it is expected that 50% involves construction material costs and 10% is unrelated to material costs and not subject to sales tax. As a result, the Preferred Alternative is anticipated to generate:

- Total Sales Tax of \$102,055,398 (or \$25,513,849 per year over the four-year construction period).

In summary, the proposed project is beneficial to economic conditions of the hamlet of Wyandanch, the Town of Babylon, Suffolk County, and the region as a result of investment in a large undeveloped property, increased property tax generation and business activity, job creation (construction and operations), and providing much needed warehouse space to serve the community and region. The proposed project is also supportive of the Town's long-term land use plan, economic growth, and revitalization initiative for nearby downtown Wyandanch known as *Wyandanch Rising* (April 2016). Overall, the project is economically and socially beneficial as discussed in more detail in the full Economic and Fiscal Analysis (**Appendix C**).

In addition, the Proposed Action/Preferred Alternative are also expected to generate significant revenue for Pinelawn Memorial Park and Arboretum that may be placed in its permanent maintenance fund and used for cemetery projects and renovations. The permanent maintenance fund is used when a cemetery runs out of available interment space to maintain the cemetery's appearance and avoid abandonment to, and becoming a financial burden on, the Town pursuant to Town Law Section 291. Pinelawn also anticipates retaining some buildings for cemetery purposes at the conclusion of the lease. Finally, Pinelawn has indicated

⁴ <https://www.salestaxhandbook.com/new-york/rates/west-babylon>

⁵ www.tax-rates.org/new_york/suffolk-county_sales_tax; The Special District Sales Tax is used to fund transportation districts, local attractions, etc.

⁶ See Section 3.

that it may seek Cemetery Board approval to use a portion of lease proceeds for capital projects.

1.2 Location

The subject 111.39-acre site is located on the northeast corner of Little East Neck Road and Long Island Avenue, immediately north of the Long Island Railroad (LIRR) tracks, south of Circle Drive, and west of North 28th Street in the Hamlet of Wyandanch, Town of Babylon, Suffolk County, New York (See **Figure 1-1**). The property is further identified as Suffolk County Tax Map District 100; Section 38; Block 1; Lot 1 (as well as Suffolk County Tax Map District 0100; Section 10; Block 4; Lot 43 and Section 10; Block 4; Lot 44 and Section 11; Block 1; Lot 11).

The subject property is undeveloped and partially wooded; however, a small cemetery interment area is present on the southeast side of the property. The central portion of the property is periodically mowed and includes a small area of previous disturbance. Land uses immediately surrounding the site include cemetery properties and supporting Pinelawn Cemetery maintenance area to the west, a Town park (“Kevin Ver Pault Memorial Park”) and single-family residential to the north, a small commercial shopping center and gas station to the northeast, single-family residential communities to the east of the site on the east side of North 28th Street; and the LIRR tracks to the south. Land uses south of the LIRR tracks and Long Island Avenue include a middle school (“Milton L. Olive Middle School”), a high school (“Wyandanch Memorial High School”), several single-family residential communities and a golf course (“Colonial Springs”) (See **Figure 1-2**).

The subject property is within the following planning, zoning, and public service districts:

- Town of Babylon A Residence zoning district
- Wyandanch Union Free School District (UFSD)
- Wyandanch Fire Department/Fire District
- Wyandanch-Wheatley Heights Ambulance District
- Suffolk County Police Department (SCPD), 1st Precinct
- Suffolk County Department of Health Services Groundwater Management Zone I (600 gallons per day (gpd)/acre for commercial projects)
- Suffolk County Water Authority (SCWA), Distribution Area 12
- PSEG Long Island electrical utility service area
- National Grid natural gas utility service area
- Federal Emergency Management Agency (FEMA) Flood Hazard Zone “X” which is characterized by FEMA as an unmapped upland area that is outside (at higher elevations) than any of its Special Flood Hazard Areas (SFHAs).
- Potential Environmental Justice Area Community per NYSDEC’s Office of Environmental Justice (OEJ).

The Subject Property is located in an area with several alternative and multimodal transportation opportunities that could be utilized by future construction and warehouse workers to reduce traffic related impacts. Suffolk County Transit Bus Route 12 (East Farmingdale-Wyandanch-Bay Shore) stops every 30 minutes at several locations along nearby Colonial Springs Road with connections to Bus Routes 3⁷ and 4⁸ at the LIRR's Amityville Station located 1.25± miles east of Little East Neck Road. **Pinelawn Station is also just 1.0 miles from this intersection.** The project site is also within walking or biking distance of residential neighborhoods to the north, south, and east and individuals who may find employment at the site. It is noted that the proposed PIP-2 code requires that a minimum of two ride share/shuttle drop off locations, and that one bike rack be available for every proposed building. The project includes three ride share/shuttle drop off locations, as well as the requisite number of bike racks to meet these requirements. In addition, a 900 SF (30'x30') bike and alternative transportation storage center is proposed on the north side of the property north of Warehouse 3 for use by future warehouse workers.

The project site is not sewerage; however, as part of the Proposed Action the Applicant seeks approval for an on-site sewage pump station and force main to transfer sewage generated onsite to a SCSD No. 3 manhole located on Conklin Street 1.94± miles west of the project site. The manhole located on Conklin Street is connected to SCSD #3 and conveys wastewater to the Bergen Point Sewage Treatment Plant, located in West Babylon (see **Overall Site Plan, Attachment 1, Site Plan Set Drawing No. C-101, Sheet No. 2**).

The project site is not within the Long Island Central Pine Barrens, the Town's Hydrogeologic Sensitive Zone, or any of Long Island's Special Groundwater Protection Areas (SGPAs) and is not within any other Town or State designated overlay districts or Critical Environmental Areas. There are no onsite or adjacent NYSDEC jurisdictional wetlands. The project site is located outside but adjacent to the boundary of the South Shore Estuary Reserve watershed but groundwater from beneath the Subject Property is expected to flow toward a tributary of the Carlls River located 5,100± feet (0.966± miles) southeast of the site. Part of the project site is near a SCWA Water Supply Sensitive Area pursuant to Article 7 of the Suffolk County Sanitary Code because the project site is located near the SCWA Circle Road wellfield. The nearest proposed improvement, the recharge basin, is located more than 500 feet down-groundwater gradient from the nearest well at the SCWA Circle Road wellfield, and these wells draw from the Magothy aquifer, thus impacts to the wellfield and public potable water are not anticipated. See **Section 2.2** and **Section 2.3** for more on groundwater and drinking water.

⁷ Amityville Long Island Railroad Station to Central Islip Long Island Railroad Station to Smith Haven Mall.

⁸ Babylon Long Island Railroad Station to Walt Whitman Shops.

1.3 Project Design and Layout

The Applicant is requesting approval of a new PIP-2 Zoning Code and adoption of this new code for application at the development site. Additionally, the Applicant seeks Town Board approvals to develop the 100.11-acre vacant and wooded property (proposed Lot 1) with the proposed Suffolk Technology Park containing nine (9) single-story warehouses utilizing the PIP-2 zoning as follows with a total combined gross floor area of 1,671,471 SF. The layout of the proposed development is not intended to support large scale rapid turnover consumer fulfillment center uses that require high intensity trucking operations. Rather, the site is designed to be a modern light industrial research and technology park, largely consisting of warehouse and associated office space that will serve a diverse pool of tenants for a wide variety of uses including warehousing and distribution, which will serve the community, provide local investment, create construction and operational jobs, and bolster the local economy. The project will include a total of 1,880 parking spaces, including 57 ADA spaces, and 122 land banked parking spaces as well as 403 truck loading spaces. In addition, there will be a drainage system consisting of catch basins, subsurface leaching pools, and a stormwater recharge basin on the northeast side of the property that will be capable of accommodating runoff from the required rainfall event.

Site access is proposed via two access driveways on Little East Neck Road. A new signalized site driveway is proposed at the northwest portion of the subject property would provide full access and egress for passenger vehicles and trucks. All trucks will be directed south to Long Island Avenue. A second unsignalized access is proposed near the center of the property's frontage on Little East Neck Road and would provide right turn access into the site for passenger vehicles and trucks and egress from the property for passenger vehicles. The property will feature a looped boulevard style internal roadway suitable for accommodating both truck traffic and passenger vehicles, with dedicated loading areas separated from passenger vehicle parking. Overall, the driveways and parking layout are designed to provide safe traffic flow and efficient onsite traffic circulation for passenger vehicles and trucks. The internal roadway, traffic circulation, and site access layout was intentionally designed to ensure that truck traffic to and from the site is setback a suitable distance from adjacent residential neighborhoods, that deep vegetated buffers that are enhanced by staggered rows of mixed deciduous and evergreen species and four 12-foot-high soundwalls are provided where needed. The project design also locates warehouse loading areas behind buildings and at the interior of the site away from residential land uses to reduce noise exposure. The unsignalized southerly access off Little East Neck Road is designed to permit only right-in and right-out access and egress with the right out restricted to passenger vehicles. Trucks that wish to exit the internal roadway network and access Little East Neck Road are directed to the north access which will be signalized. The signalized access at the north end of the property will be full access (rights in and rights out); however, heavy truck traffic will be prohibited between Colonial Springs Road and the project site. Therefore, trucks must turn left out of the northerly egress and head south with limited ability to access local roads of the residential communities to the north of the subject property.

To further restrict northbound truck traffic from the subject property along Little East Neck Road, the Applicant is in support of the Town enacting legislation that would prohibit truck traffic along the section of Little East Neck Road between the southwest corner of Kevin Ver Pault Memorial Park and Colonial Springs Road. The specific standard for this prohibition will be identified by the Town of Babylon Traffic Safety Committee. Access to Lot 2 would be from North 28th Street.

The Proposed Action will include the following specific components:

- Nine (9) single-story buildings (ranging from 125,680 SF to 247,360 SF) with a total combined gross floor area of 1,671,471 SF.
- Site access and egress at the west side of the property on and off Little East Neck Road via two two-way access driveways; one signalized three-way intersection on the northern portion of the property which would be a that would allow for full access and egress to and from Little East Neck Road and a second restricted access in the southern portion of the property.
- Interior access driveways and space for a total of 1,880 parking spaces, including 57 Americans with Disabilities Act (ADA) spaces, and 122 land banked parking spaces as well as 403 truck loading spaces.
- A 1.81± acre stormwater recharge basin with 914,553 CF of storage capacity located on the northeast side of the property in addition to a network of catch basins and subsurface drywells with a total drywell storage volume of 279,639.36 CF as shown on the **Overall Site Plan** and **Overall Grading and Drainage Plan**. Total storage required to ensure that runoff is properly managed onsite in accordance with established standards was determined to be 1,186,151.61 CF, while total storage provided is 1,194,192.81 CF, thereby providing an additional 8,041.2 CF of surplus storage.
- Front yard setbacks (no less than 77 feet as shown on the **Overall Site Plan**) and deep variable width wooded buffers along the property's north and east lot boundaries to provide noise, lighting, and visual screening to residential areas adjacent to the project site.
- Design of project is sensitive to adjacent residential neighborhoods and minimizes impacts through deep setbacks, wooded buffers, vegetated slope (on the north side of the property leading down to the site, landscaping and enhanced vegetative screenings, placement of the proposed recharge basin, and various other considerations.
- The closest building to the easterly property line and the easterly residential neighborhood will be setback at least 269 feet and the closest parking area will be setback at least 195 feet from the easterly property line. A 12-foot-high decorative sound wall is also proposed near the southeast corner of Building 5B, further reducing noise and exterior lighting-related impacts on the existing interment area. The 50-foot wide North 28th Street right-of-way will provide additional distance between the two uses with additional noise attenuation.

- In the event any issues arise in terms of noise of reversing trucks, the applicant will be required to mandate operational changes for tenant's vehicles to address noise level exceeding Town requirements (and in accordance with OSHA requirements).
- Site landscaping will consist of mostly native deciduous and evergreen trees and perennials, wildflower seed mix, and lawn seed mix. Proposed landscaping is focused within the land-banked parking area around the buildings, parking areas and site driveways. The Landscape Plan includes parking area shade trees, natural and planted evergreen screening, and will be planted to enhance the appearance of the development. Existing natural woodlands will be retained primarily along lot lines adjacent to residential areas and perimeter areas of the site to retain the wooded character and provide screening.
- Industrial/Business Park "Welcome Signs" will be provided at both site entrances and miscellaneous interior directional and property signage will be provided, depending on the lease-up of the facilities and operations of the to be determined tenant(s). The signage will be Town Code compliant and must be approved by the Planning Board during the site plan review process.
- The project will be fully compliant with the proposed Town of Babylon PIP-2 zoning in terms of parking, loading, land use and dimensional standards.

See **Attachment 1** site plans and **Section 3.1** of this DEIS which addresses zoning standards.

1.3.1 Overall Site Layout

The project site has frontage on four roadways including Little East Neck Road, Long Island Avenue (opposite the adjacent LIRR), North 28th Street, and a section of Circle Drive. Site access will be from Little East Neck Road on the west side of the development.

There will be nine (9) one-story warehouse buildings onsite including a:

- Building 1: 175,881 SF warehouse building at the northwest end of the property consisting of 162,881 SF of storage space and 13,000 SF of warehouse office space. The office space will be divided between five (5) offices, all located along the west edge of the building, in five (5) of the six (6) tenant occupied spaces of the building.
- Building 2: 229,160 SF warehouse building at the central northwest side of the property just east of Building 1 consisting of 218,760 SF of storage space and 10,400 SF of office space. The office space will be divided between four (4) offices, all located along the east edge of the building, one in each of the four (4) tenant occupied spaces of the building.
- Building 3: 247,360 SF warehouse building at the central-north side of the property just east of Building 2, consisting of 236,960 SF of storage space and 10,400 SF of office space. The office space will be divided between four (4) offices, all located along the west edge of the building, one in each of the four (4) tenant occupied spaces of the building.

- **Building 4:** 200,560 SF warehouse building located at the central-north side of the property just east of Building 3, with 184,960 SF of storage space and 15,600 SF of office space. The office space will be divided between six (6) offices, all located along the east edge of the building, one in each of the six (6) tenant occupied spaces of the building.
- **Building 5a:** 166,240 SF warehouse building located at the southwest end of the property just south of Building 2, with 158,440 SF of storage space and 7,800 SF of office space. The office space will be divided between three (3) offices, all located along the south edge of the building, one in each of the three (3) tenant occupied spaces of the building.
- **Building 5b:** 166,240 SF warehouse building located at the central-south end of the property just south of Building 3 and Building 4, with 158,440 SF of storage space and 7,800 SF of office space. The office space will be divided between three (3) offices, all located along the south edge of the building, one in each of the three (3) tenant occupied spaces of the building.
- **Building 6:** 164,650 SF warehouse building located at the southeast end of the property just east of Building 4, with 154,250 SF of storage space and 10,400 SF of office space. The office space will be divided between four (4) offices, all located along the west edge of the building, one in each of the four (4) tenant occupied spaces of the building.
- **Building 7:** 141,700 SF warehouse building located at the southeast end of the property just east of Building 6, with 131,300 SF of storage space and 10,400 SF of office space. The office space will be divided between four (4) offices, all located along the east edge of the building, one in each of the four (4) tenant occupied spaces of the building.
- **Building 8:** 125,680 SF warehouse building located at the northeast end of the property just north of Building 6 and Building 7, with 110,080 SF of storage space and 15,600 SF of office space. The office space will be divided between six (6) offices, all located along the north edge of the building, one in each of the six (6) tenant occupied spaces of the building.

See **Appendix N-2** for building elevations and renderings.

Internal driveways will provide access to the nine buildings and connect the two access and egress points at the northwest and southwest ends of the site so that the entire development is accessible from within the property. A stormwater recharge basin will be located on northeast side of the property. The project site is also in close proximity to several Suffolk County bus stops and Suffolk Transit Bus Routes 3, 4 and 12 that provide service to and from the Amityville Train Station which can be used by construction workers. Moreover, three ride share/shuttle stops will be made available by the project developer and a 900 SF (30'x30') bike and alternative transportation center is proposed on the north side of the property north of Warehouse building 3 for use by future warehouse workers. The **Overall Site Plan** provided at the back of this DEIS shows the preliminary/conceptual layout of the proposed development.

1.3.2 Clearing, Grading and Drainage

The project will require on-site drainage collection and subsurface recharge facilities using a system of catch basins based on a 1.81±-acre onsite stormwater recharge basin within a landscaped area to capture the anticipated runoff from a two-inch rainstorm for Phase I of the stormwater improvements (catch basins and leaching pools) and a five-inch rainfall for the second phase, to include the proposed recharge basin which will have the capacity to accommodate up to 914,533 CF of runoff in addition to catch basins and subsurface drywells with a total drywell storage volume of 279,639 CF which will fully comply with the onsite collection and storage requirements. The Town Engineer will independently review and verify that the drainage plans meet all applicable requirements. See **Grading and Drainage Plans, Drainage Details, Earthwork Plan, and Erosion Control Plans, and Erosion Control Details (Attachment 1)**.

1.3.3 Parking, Vehicle Access and Road System

N+P conducted a Parking Assessment to evaluate the anticipated parking demand of the proposed Suffolk Technology Park project and to establish a recommended parking ratio for the newly proposed “PIP-2” Zoning District (See **Appendix D-2**). This study reviews actual parking demand in facilities with similar characteristics to the proposed Suffolk Technology Park and anticipates uses in the PIP-2 Zoning District to establish parking requirements that provide for adequate on-site parking to satisfy anticipated parking demand, while preventing both parking shortages and the unnecessary construction of vast areas of unused parking. The study also considers provisions for on-site land-banked parking requirements to provide flexibility to future uses, tenant needs, and evolving parking demands. Parking utilization studies were conducted at two industrial/technology parks with similar uses and building sizes, the Heartland Business Center in Brentwood, New York, and the Hillsboro Technology Center in Deerfield, Florida, to determine the peak parking demand of these facilities during typical weekday and weekend (Saturday) activities. To determine the anticipated parking demand for the proposed Suffolk Technology Park project and to establish a recommended parking ratio for the newly proposed PIP-2 zoning district, N+P evaluated the findings of the parking studies performed at two comparative developments (Heartland Business Center and Hillsboro Technology Center), as well as the Town’s existing PIP-1 zoning district parking requirements. Additional detail regarding the methods for observation and analysis, as well as detailed descriptions of the comparative developments are available in the complete N+P Parking Assessment in **Appendix D-2**.

Table 1-3 and **Table 1-4** below summarize the findings of the two parking studies and compare the observed parking demand for both vehicles and truck loading bays from these similar facilities to the required parking (based on the number of constructed stalls/bays at each site), the equivalent parking ratios (both required parking and utilized parking), and the existing parking requirements in the Town’s existing PIP-1 zoning district. The Tables also include the

proposed Suffolk Technology Park for comparison purposes, when applicable. It is noted that the peak vehicular parking demand was observed to occur during the weekday late morning for both HBC and HTC (10 AM and 11 AM, respectively). The peak truck loading demand also occurred during the weekday (midday) for both locations.

**TABLE 1-3
COMPARISON OF PARKING REQUIREMENTS VS. UTILIZATION**

Analysis Criteria	Heartland Business Center	Hillsboro Technology Center	Suffolk Technology Park
Total Building Area (SF)	1,017,592	799,750	1,617,471
Parking Required per Existing Town PIP-1 Code	1,696 stalls	1,333 stalls	2,696 stalls
(Parking Ratio 1 stall/600 SF or 1.66 per 1,000 SF)	(1.66)	(1.66)	(1.66)
Total Parking Stalls Provided	1,340	863	1,880
(Equivalent Parking Ratio per 1,000 SF)	(1.32)	(1.08)	(1.16)
Peak Observed Parking Demand	226 cars	348 cars	--
(Equivalent Utilization Rate per 1,000 SF Building Area)	(0.18)	(0.44)	--
Peak Percent Occupancy	17%	40%	--
Excess (Unused) Parking Observed During Weekday Peak	1,114 stalls	515 stalls	--
Parking Required per Highest Observed Rate - Individual Building	977 stalls	768 stalls	1,553 stalls
(Equivalent Utilization Rate per 1,000 SF Building Area)	(0.96)	(0.96)	(0.96)
Excess (Unused) Parking Based on Highest Observed Rate	363 stalls	95 stalls	327 stalls

**TABLE 1-4
COMPARISON OF TRUCK LOADING REQUIREMENTS VS. UTILIZATION**

Analysis Criteria	Heartland Business Center	Hillsboro Technology Center	Suffolk Technology Park
Total Building Area (SF)	1,017,592	799,750	1,617,471
Required Loading per Existing PIP-1 Code: 1 stall/8,000 SF	127	100	202
(Equivalent Loading Ratio)	(0.125)	(0.125)	(0.125)
Total Loading Bays Provided	133	325	403
(Equivalent Ratio per 1,000 SF Provided)	(0.13)	(0.39)	(0.25)
Peak Demand for Trailer Loading	61	125	--
(Equivalent Peak Loading Rate per 1,000 SF (Weekday Peak))	(0.06)	(0.16)	--
Peak Loading Bay Percent Occupancy (Individual Building)	91%	38%	--
Loading Bays Required per Highest Observed Rate per 1,000 SF (0.16/1000 SF)	163 (0.16)	128 (0.16)	259 (0.16)

As demonstrated by **Table 1-4**, the actual peak parking demand for the two studied technology/business parks was well below the constructed parking provided on each site. Even considering the individual building peak demands, the parking provided at both business/technology parks was also significantly less than the parking that would be required under the Town of Babylon's existing PIP-1 zoning district. **Table 1-5** summarizes the findings for truck loading bays, which indicates that peak truck loading demand at Hillsboro Technology Center exceeded the Town's PIP-1 truck loading requirements. Therefore, rather than relying on the existing PIP-1 district parking requirements, it is N+P's professional opinion that the observed parking demands from the Heartland Business Center and Hillsboro Technology Center studies provide a more accurate representation of anticipated uses and associated parking and truck loading demands for the proposed PIP-2 District.

Given the variety of uses and flexibility of building size/lease areas that are anticipated for the PIP-2 district, N+P recommends consideration of the highest parking and loading demand observed at the individual buildings as a conservative basis for establishing a recommended parking requirement (0.96 parking spaces per 1,000 SF from Heartland Business Center - Building

111). Heartland Business Center Building 111 was occupied by three different users, including a distribution facility, a cheer gym, and a gymnastics use (each 37,000± to 40,000± SF of lease area). It is acknowledged that the two athletic facility uses in this building have higher peak parking demands than typical office/warehouse uses; therefore, allowance for land banked parking is also recommended.

Based on the findings outlined above, N+P recommends the following parking and truck loading requirements:

- Minimum Parking Requirement of one stall per 1,000 gross SF of overall building area, with an option to reserve/land bank up to 20% of the required parking stalls based on the proposed building uses. This would provide for flexibility of future uses and evolving parking demands for a variety of uses, while reducing the construction of unnecessary impervious parking.
- Minimum of 1 truck loading bay per 5,000 SF.

It is N+P's professional option that the recommended parking and truck loading requirements for the PIP-2 District would provide for adequate on-site parking to satisfy the anticipated parking demand for a variety of potential business/technology park uses, while reducing the construction of unnecessary/unused parking and providing flexibility through onsite land-banked parking allowances.

Per the recommendations of the N+P Parking Assessment, under the proposed PIP-2 zoning district, 1 vehicle parking stall for each 1,000 square feet of floor area would be required for any uses proposed, with an option for land banking of up to 10% of the required parking stalls at the discretion of the Planning Board. The proposed Local Law to establish the PIP-2 zoning code would create standards for parking in the PIP-2 zoning district in the Babylon Town Code under §213-577 "Number of parking spaces required," §213-578 "Off street parking standards," and §213-579 "Loading berths and overhead doors." The Applicant, based on the above referenced proposed PIP-2 standards, proposes to provide 1,880 parking spaces, including 57 Americans with Disabilities Act (ADA) spaces, and 122 land banked parking spaces. Standard vehicle parking spaces will be 9 feet by 19 feet and parking aisles will be 26 feet in compliance with Town dimensional standards and handicap spaces will comply with the dimensional requirements of the ADA. The project will also include 403, 12-foot by 55-foot truck loading spaces and wider parking aisles to fully accommodate truck turning movements and circulation throughout the site. Truck loading and truck parking will be located on the interior side of the buildings to reduce sound levels to neighboring properties. The loading docks and trailer parking areas will have a 70-foot-wide drive aisle separating the loading zone and the trailer parking adequate to accommodate the maneuverability of the trailers. The site will be fully accessible by emergency vehicles.

1.3.4 Wastewater Treatment and Disposal

The project is expected to generate an estimated 67,157± gallons of wastewater per day (gpd) when fully operating. Based on this design flow and the site location within Suffolk County Groundwater Management Area I which has a cap of 600 gpd/acre when conventional onsite septic systems are used (60,066 gpd for the proposed 100.11-acre site), sewage treatment is required. All sewage generated at the site will be collected and directed to a proposed pump station with a flow capacity of 68,000 gpd which will convey wastewater via a proposed force main to connect to an existing sewage collection system and treatment plant. The subject site lies about 1.94± miles to the east of an existing manhole terminal for the Suffolk County Sewer District (SCSD) #3 in East Farmingdale. The Applicant has received conceptual approval from Suffolk County Sewer Agency (SCSA) to connect to SCSD No. 3's sewer collection system and convey up to 67,157± GPD of flow to the district. The Applicant will continue to work with SCSA to receive final approval for this connection. The Bergen Point WWTP, located on the west side of Bergen Avenue, 2,800± feet south of Kirby Lane along the shore of the Great South Bay, is part of SCSD #3 and will provide the necessary treatment before discharge several miles off shore.

Connection to the WWTP will be effectuated through a proposed pump station located at the northwest corner of the subject property. The pump station will convey wastewater via a proposed 6-inch diameter sewer force main southwest across the subject property, then south along Little East Neck Road to Long Island Avenue, and west along Long Island Avenue to Conklin Avenue to an existing termination manhole located south of Conklin Avenue and east of New Highway a distance of approximately 1.94± miles. From there, will be conveyed by the existing SCSD No. 3 collection system and conveyed to the Bergen Point WWTP. The route of the proposed and existing sewer mains is depicted in **Figure 1-3 (Sewer District Connection Map)**.

1.3.5 Water Supply

The proposed project is estimated to require an average daily total potable water supply of 67,157± gallons per day (gpd) for domestic/indoor operational purposes, as well as an estimated irrigation demand of 6,734± gpd as averaged over the course of a year for a total average water demand of 73,891± gpd. The project site is located within an existing SCWA drinking water supply service area (Distribution Area No. 12). There are existing water mains nearby that extend to or near the subject property (6-inch, 12-inch and 16-inch diameter lines) but no existing mains along the property's Little East Neck Road frontage. Members of the project team met with SCWA on April 3, 2024, to discuss the Proposed Action. During this meeting it was noted that the existing Circle Drive well site has sufficient yield/no capacity issue and currently has no unusual water treatment issues. The project will connect to an existing water main that runs along the north side of the project site directly on to the subject property

(Lot 1). The Applicant will continue to coordinate with SCWA throughout the SEQRA process and Site Plan review to ensure adequate water supply, feasible conservation methods, and protection of groundwater quality at the site.

1.3.6 Utilities

Above and below ground electrical utilities are available along Little East Neck Road. An eight-inch National Grid gas main is present along Little East Neck Road and a six-inch gas main is located along North 28th Street. The Applicant and project representatives will continue to work with area utility providers to secure necessary approvals for connections.

1.3.7 Landscaping, Exterior Lighting, and Signage

Landscaping, outdoor lighting and essential signage will be provided. The purpose of these features is to enhance the appearance of the development, help to integrate the site into the surrounding community, promote a high quality of life for future residents and neighbors of the development, provide screening and buffering, ensure public safety, identify the occupying land uses on-site, and prevent or mitigate any significant adverse impacts on the surrounding community. The Applicant and project consultants will work closely with the Town Planning Board during the Site Plan review process to ensure that these aspects of the proposed plan comply with applicable sections of the Babylon Town Code and proposed PIP-2 zoning, enhance rather than detract from the visual appearance of the site, provide suitable screening and buffering, especially in required yards, and prevent light trespass, skyglow and glare from outdoor site lighting. Outdoor lighting will be provided to establish a safe and secure environment with illumination in those areas where it is necessary. Lighting will be consistent with Town standards and specifications including installation of dark-sky compliant lighting as required by Town Code that is shielded and directed downward to mitigate potential impacts, and the standards outlined by Town Code § 213-245 and the new PIP-2 zoning district.

In addition, as shown on the cross sections provided in **Appendix N-3**, there is an existing slope that descends from the residential neighborhood to the north to the subject property. As such, the at-grade surface elevations of future buildings on the site will be several feet lower than adjacent areas to the north. Based on the difference in elevation, the existing forest buffer to remain, and landscaping to be provided, views of buildings from homes located north of the site will be significantly reduced and mitigated.

See **Appendix N-2** for building elevations and renderings, **Appendix N-3** for a cross-sectional views of the site from nearby residential properties to the north, and **Appendix N-4** for Photosimulations.

Industrial/Business Park “Welcome Signs” will be installed at both the site entrances on Little East Neck Road (see **Overall Site Plan** attached). Typical onsite directional signage that is

consistent in size, shape, color palette, location, illumination, etc. utilized uniformly throughout the industrial/business park will also be provided to control traffic and parking, prevent obstruction of emergency accesses, and protect the safety of motorists and pedestrians on the property as needed. Interior site traffic signage will ensure traffic safety and coordinate vehicle circulation and parking (e.g., ADA parking), and business directory signs will be erected at each of the site entrances and will identify the property tenants. Facility signage will be located and designed in accordance with Section 213-581 (“Signs”) of the proposed PIP-2 zoning code and must be approved by the Town Planning Board as part of the site plan review process.

The applicant has designed the project to:

- Conform to the proposed PIP-2 Zoning Code’s land use, dimensional, and area standards;
- Establish uses that are permitted or allowable by a special exception permit in the PIP-2 zone;
- Comply with applicable SCDHS standards and requirements and minimization of potential impacts to groundwater resources by connecting to an existing sewage treatment facility;
- Obviate a potential impact to local stormwater runoff patterns, by containing all stormwater runoff from the required drainage design storm onsite using catch basins, leaching pools and a recharge basin;
- Provide safe access in conformance with Town and County highway access limitations; and,
- Create numerous fiscal and economic benefits for the community.

A summary of site and project characteristics, as well as a comparison of the Proposed Project Plan (February 2024) and the Preferred Alternative (July 2024) Plan is provided in **Table 1-5**.

TABLE 1-5
SITE CHARACTERISTICS AND PROPOSED ACTION
AND ALTERNATIVE 2 “PREFERRED ALTERNATIVE”

Parameter	No Action Alternative (Alternative 1)	Proposed Action (February 2024)	Preferred Alternative (August 2024, Alternative 2)
Land Use	Vacant	PIP-2 Industrial Use, Warehouse, Technology Park	PIP-2 Industrial Use, Warehouse, Technology Park
Warehouse Storage Space (SF of Gross Floor Area) ⁽¹⁾	0	1,516,071±	1,498,121±
Warehouse Office Space (SF of Gross Floor Area) ⁽¹⁾	0	101,400±	98,800±

Parameter	No Action Alternative (Alternative 1)	Proposed Action (February 2024)	Preferred Alternative (August 2024, Alternative 2)
Total Space	0	1,617,471±	1,596,921±
Site Coverages (acres):	---	---	---
Buildings	0	37.13	36.6
Paved Parking Lots, Internal Streets, Driveways, Walkways	0	40.1	39.17
Forest or Naturally Vegetated	98.86	6.33	7.8
Landscaping	1.25 ⁽²⁾	14.50 ^(2,3)	14.50
Existing Cemetery (Lot 2 of Proposed Action)	11.28	11.28	11.28
Stormwater Recharge Basin	0	1.81	1.81
Decorative Pond	0	0.24	0.24
Total (includes area of Lots 1 and 2)	111.39	111.39	111.39
Water Resources:	---	---	---
Domestic/Indoor Water Use (gpd)	0	67,157 ⁽⁴⁾	67,071 ⁽⁵⁾
Irrigation 20-Week Season (gpd)	0	6,734 ⁽⁶⁾	5,951 ⁽⁶⁾
Total Water Use (gpd)	0	73,891	73,022
Sanitary Waste (Sewer) Generation:	---	---	---
Total Sanitary Waste Generated (gpd)	0	67,157 ⁽⁴⁾	67,071 ⁽⁵⁾
Wastewater Treatment	N/A	SCSD No. 3 Bergen Point WWTP	SCSD No. 3 Bergen Point WWTP
Vehicle Trips Generated:	---	---	---
Weekday AM Peak Hour	0	444 409 cars/35 trucks ⁽⁷⁾	439 404 cars/35 trucks ⁽⁷⁾
Weekday Midday Peak Hour	0	395 351/44 trucks ⁽⁷⁾	390 347 cars/43 trucks ⁽⁷⁾
Weekday PM Peak Hour	0	747 725 cars/22 trucks ⁽⁷⁾	738 716 cars/22 trucks ⁽⁷⁾
Saturday Midday Peak Hour	0	241 234 cars/7 trucks ⁽⁷⁾	238 231 cars/7 trucks ⁽⁷⁾
Parking and Loading:	---	---	---
Parking Spaces	0	1,880 ⁽⁸⁾	1,940 ⁽⁹⁾
Loading Berths	0	403 ⁽⁸⁾	384 ⁽¹¹⁾
Miscellaneous:	---	---	---
Solid Waste (Garbage) Generation	0	16,174.7 ⁽¹²⁾	15,969.2 ⁽¹²⁾

Notes: gpd- gallons per day; vph-vehicles per hour

- (1) The final square footage and proportion of warehouse storage space to warehouse office space will be contingent upon individual leasee needs.
- (2) Does not include the maintained lawn and landscaped portion of the the existing onsite cemetery.
- (3) Total proposed landscaping or planting is 14.5± acres of which 2.17± acres will be lawn or non-native ornamental species requiring long-term maintenance and 12.33± acres will be of native well-adapted

groundcover, plants, shrubs and trees that are not expected to require long-term maintenance such as periodic fertilization and routine summer irrigation, once plants are established.

- (4) Conservative indoor/domestic water demand and sewage generation estimates based on 0.04 gpd/SF for industrial/ warehouse space and 0.06 gpd/SF of non-medical office space per SCDHS Standards for "Approval of Plans and Construction for Sewage Disposal Systems for Other Than Single-Family Residences (2020). On-site sewage pump station and force main will have a capacity of 68,000 gallons per day. Also based on comparable land uses including Hillsboro Technology Center and Heartland Business Center.
- (5) SCDHS allows up to 15% of warehouse space to be included as accessory office space when applying its 0.04 gpd/SF general industrial use wastewater flow factor. For the Proposed Action, however, an additional 7.5% of the total building area was factored into the office space projection at 0.06 gpd/SF per SCDHS' non-medical office space factor to address some of the higher office demanding facilities. (Total office space for this assessment was 22.5%, including 15% at 0.04 gpd/SF and 7.5% at 0.06 gpd/SF). The amount of potential office space at the proposed facility was based in part on similar projects including the Hillsboro and Heartland projects examined by the spreadsheets provided in **Appendix E** which had less than 20% office space but included other uses such as a gym. For the Preferred Alternative, 25% office space was used (15% office space at 0.04 gpd/SF and 10 percent office space at 0.06 gpd/SF) to cover the maximum (25%) permitted by the proposed PIP-2 code and to provide a conservatively high estimate for assessment purposes. It should be noted that if the Proposed Action included a total of 25% office space like the Preferred Alternative, it would generate 67,950 gpd of sanitary waste which is 879 gpd more than the projected 67,070.7 gpd of flow from the Preferred Alternative.
- (6) Proposed Plan: Assumes 2.17± acres of lawn and long-term maintenance plants are irrigated at 16.0 inches per 20-week (140-day) irrigation season. An estimated 12.33± acres of native/ suitably adapted plant species for this site would require only temporary irrigation and are not included in this calculation. Total irrigation would be 44,995 gpd during the 20-week irrigation season if all landscaping were planted at once and irrigated, increasing the total temporary water demand to a peak demand of 112,152 gpd based on 67,157 gpd indoor/domestic demand and 44,995 gpd of irrigation water. Preferred Plan: The landscaped area to receive ongoing seasonal irrigation for the Preferred Plan is 83,527± SF or 1.92± acres.
- (7) See Traffic Impact Study provided in **Appendix D-1** for methodology.
- (8) 1,618 spaces based on proposed PIP-2 requirement of one space per 1,000 SF of floor area (1,880 spaces provided indicating a surplus of 262 spaces). Includes 122 landbanked parking spaces and 57 handicapped/ ADA spaces.
- (9) A total of 1,597 parking spaces are required based on the proposed PIP-2 requirement of one space per 1,000 SF of floor area (1,940 spaces proposed indicating a surplus of 343 spaces). Includes 90 landbanked parking spaces and 57 handicapped/ADA spaces.
- (10) The maximum number of berths permitted is 405 based on the PIP-2 requirement of one berth per 4,000 SF (403 berths are provided).
- (11) The maximum number of berths permitted is 400 based on the PIP-2 requirement of one berth per 4,000 SF (384 berths are provided).
- (12) Assumes 1 lb./100 SF of warehouse space Based on 1 lb./100 SF of warehouse per: WasteCare Corporation, 2013. Waste Generated by Industry/Building Type: Industry Standards - Waste Generated by Industry/Building Type (Approximate). (Multiplier Source: National Solid Waste Management Association.)
https://www.wastecare.com/usefulinfo/Waste_Generated_by_Industry.htm

1.4 Construction Schedule and Operations

Site clearing, grading and construction will begin once all permits and approvals have been issued for the subdivision, change of zone, site plan, site accesses and road work, water and wastewater connections, drainage controls, SPDES General Permit for Stormwater Discharges

from Construction Activity and Stormwater Pollution Prevention Plan (SWPPP), MTA input regarding road work at/near the railroad crossing, building permits and others as listed in **Section 1.5** below. The project will be constructed in three phases lasting a total of 5.5± years. Phase One is expected to take approximately 18 months to complete and Phases Two and Three are expected to take approximately 15 months each to complete. The commencement of each successive phase does not immediately coincide with the termination of the previous phase, so although it is expected to take 5.5± years for the site to be fully developed, the total construction time to complete the three phases of development is expected to be 48 months.

The first step will be to conduct preliminary clearing for access to the site and building construction. The project site is clean, vacant, and undeveloped, and therefore, does not require any pre-development cleanup or demolition. Temporary construction fencing with windscreen and silt fencing will be installed along the work/clearing area perimeters.

Construction access for the development will be from Little East Neck Road at the proposed permanent access locations. Site clearing and grubbing will be followed by site grading, construction of buildings, installation of the initial layer of asphalt on the proposed interior driveways and parking and loading areas as well as construction of drainage improvements including excavation of the stormwater recharge basin at the northeast end of the site during Phase II. Stabilized site accesses will be installed at the north and south Little East Neck Road accesses to prevent or mitigate tracking of mud, sand and pebbles on to local streets and erosion and sedimentation controls will be implemented, including identification of the limits of clearing and installation of silt fencing prior to the commencement of work. On-site staging areas for employee parking, construction vehicles and equipment, and construction materials will be identified. Silt fencing will be erected around stockpiles and temporarily stockpiled material will be stabilized in place, if needed. Concrete washout areas will be provided during the construction process to remove sediment from construction vehicles as needed, prior to exiting the site. Construction vehicle drivers will be directed to use direct routes to and from the site and utilize collector and arterial roadways and highways. Dumpsters will be provided onsite for the collection of construction debris and these dumpsters will be removed periodically and transported to an approved C&D facility for material reuse, recycling and/or disposal depending on the types of materials.

Temporary drain inlet protection will be installed around onsite or existing nearby catch basins along abutting streets to prevent sediment from entering these structures during excavations and grading that might otherwise result in reduced drainage capacity and drainage system malfunctions. Excess soil will be used as backfill and reincorporated into the site where possible, to lessen off-site trucking of earth materials but a considerable volume of soil will need to be removed from the site over the three project development phases. Other disturbed areas will be rough graded, seeded and stabilized after construction of buildings and paving is completed. Onsite construction vehicle speeds will be kept to a minimum to reduce dust and

dust will be controlled by watering if, as and where needed onsite. Essential utilities will be installed, and connections will be made to existing service lines.

Clearing, site preparation and construction activities for the project are anticipated to result in some temporary and intermittent noise and dust during the construction process; however, these activities will be temporary and will only occur during normal daytime working hours (7:00 AM to 8:00 PM Monday through Friday) pursuant to Town of Babylon Code §156-9(D)(1) ("Noise," "Specific Regulations," "Construction"). The Developer will be required to post a bond, comply with all conditions and requirements of issued permits and approvals.

Sanitary wastewater will be collected onsite via gravity sewer lines connected to each of the proposed 9 buildings and leading to a proposed onsite 68,000 gpd capacity pump station which will convey the wastewater to 1.94-miles of 6" diameter force main sewer line, located 4.5 ft below grade but above groundwater, from the proposed pump station to an existing SCDHS manhole located on Conklin Street. General construction of the sanitary wastewater collection and conveyance system will involve the following:

1. Furnishing, installing and constructing a gravity sewer to connect to the proposed pump station and force main, located at the northwest portion of the project site.
2. Furnishing and installing painting and coatings,
3. Performing site work including pavement and curbing.
4. Start-up and testing of the various system components.

The proposed pipes will be installed in excavated trenches proposed within the rights of way of existing streets including Little East Neck Road, Long Island Avenue, and Conklin Avenue. Daily excavation and installation activities will be backfilled and covered at the end of each day to mitigate impacts to the health and safety of vehicle operators and pedestrians utilizing these roads.

A State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity will be requested, and a Stormwater Pollution Prevention Plan (SWPPP) will be prepared for each of the three development phases to ensure compliance with water quality and quantity requirements pursuant to Section 189-6 of the Town Code. There are no wetlands or surface receiving waters near the site that could be affected by stormwater runoff, flooding or sedimentation. The **Overall Erosion and Sediment Control Plan for Phase I and Phase II**, which incorporate standard NYSDEC Technical Guidance Manual measures, such as silt fencing, stabilized construction accesses, designated stockpile areas, storm drain inlet protections, washout stations, and other good housekeeping procedures are provided in **Attachment 2 Sheets C-801 and C-802**. The drainage system and native landscaping will provide further permanent stormwater and erosion and sedimentation controls once construction is completed. The project and construction team will fully comply

with the requirements of the permit, the guidelines for SWPPP preparation, and the standards and requirements of the Town Code and Town Engineer. The **Overall Grading and Drainage Plan** provided in **Attachment 1, Sheet C-401 (Proposed Action)** and **Attachment 2 (Preferred Alternative), Sheet 401** outline the Applicant's plans to provide ample effective drainage infrastructure to comply with Town and State requirements and ensure that stormwater runoff from the standard design storm will be captured and recharged on-site to prevent potential impacts on the proposed development site, adjacent land uses including SCWA's Circle Drive wellfield, and adjacent roadways.

The proposed buildings will be constructed, and site driveways and parking areas will be paved. Interior building work will be completed, and final landscaping and signage will be installed.

1.5 Involved Agencies and Required Permits, Approvals and Reviews

All site development submissions that are not listed as Type II actions are subject to review under SEQRA. For the Proposed Action, the review begins with the submission of the proposed Local Law to create the PIP-2 zoning district, the proposed amendment to the Official Town of Babylon Zoning District Map, the Subdivision, and Change of Zone by the Town Board, and Site Plan review by the Planning Board. Based on the information presented in the documents comprising that application, the Town Board, as Lead Agency under SEQRA, adopted a Positive Declaration on March 27, 2024 and required the preparation of this DEIS to evaluate the project to determine if a significant impact to the environment will or may occur from the project.

This DEIS complies with SEQRA processing requirements as administered by the Town Board as Lead Agency for this environmental review. It has been prepared to take the requisite "hard look" at the project and address any potential environmental impacts that may be of concern to the Town of Babylon and the Wyandanch and Wheatley Heights communities. This document also provides an analysis of the potential impacts of development of the subject property, consistent with its current zoning, in order to establish a comparative assessment of possible impacts and benefits. Finally, the DEIS is intended to provide the Town Board with information to assist it in reaching informed decisions on the Proposed Local Law, Amendment to the Official Town Zoning Map, Subdivision, Change of Zone, and Site Plan applications.

Table 1-6 is a list of the permits, approvals and agency reviews anticipated to be necessary for the proposed project.

**TABLE 1-6
REQUIRED PERMITS, APPROVALS AND AGENCY COORDINATION**

Applicable Board/Agency	Permit/Approval/Review Type
Babylon Town Board	Subdivision Approval; Adoption of PIP-2 Code; Change of Zone Approval; and Zoning Map Amendment
Babylon Town Planning Board	Site Plan Review
Town of Babylon Industrial Development Agency (IDA)	The Applicant is <i>not</i> seeking PILOT approval; however, they cannot preclude tenants from applying in the future.
Babylon Town Building Department	Building Permit
Suffolk County Department of Health Services	Wastewater disposal and water supply approval
Suffolk County Department of Public Works & Suffolk County Sewer Agency	Sewer Connection to SCSO No. 3 and Bergen Point WWTP and Sewer Connection Outside SWSD 3
Suffolk County Department of Public Works	Road work permit
Suffolk County Water Authority	Water supply connection approval
Suffolk County Legislature	Connection to Bergen Point WWTP
Suffolk County Planning Commission	Section 239-m Planning Commission Review
New York State Department of Environmental Conservation Division of Water	SPDES General (Stormwater) Permit; SWPPP; WWTP connection
New York State Department of Transportation	Railroad Crossing Approval
Metro Transit Authority	Long Island Railroad (LIRR) Right-of-way and road improvements at crossing approval
National Grid	Main Extension Approval
PSEG Long Island	Electrical Connection Coordination
OPRHP	Consultation
New York State Department of State, Division of Cemeteries, Cemetery Board	Lease approval and Major Alteration Application Approval
Town of Huntington Department of Public Works and Town of Babylon Highway Department	Highway Work Permits

SECTION 2.0

NATURAL ENVIRONMENTAL RESOURCES

2.0 NATURAL ENVIRONMENTAL RESOURCES

2.1 Topography and Soils

2.1.1 Existing Conditions

Topography

The subject property exhibits a generally flat to gently sloping topography with the exception of a narrow band of moderate to steep (8-15% $\pm$) slopes near the northeast corner of the property extending from the north property line to the east property line. (Topography is shown in **Figure 2-1** and all figures are provided in the section following the main text of this DEIS.) Ground surface elevations on the 111.39-acre site range between 60 $\pm$ feet above mean sea level (msl) in the northwest corner of the property to 86 $\pm$ feet above msl in the north-central part of the property, indicating a relatively consistent surface elevation and topographic relief across the 111.39-acre site.

Subsurface Geology and Soils

As discussed in Whitestone Associates, Inc.'s March 17, 2021 Preliminary Geotechnical Investigation report (**Appendix F** of this DEIS), the Subject Property:

...is situated within the Coastal Plain Geomorphic Province of Central Long Island, New York. The area generally is underlain by marine and alluvial deposits of clay, silt, sand, and gravel deposited during the late Cretaceous age. Surficial materials typically include glacial deposits associated with the Wisconsin Advance that ended approximately 10,000 years ago. Long Island is the result of glacial ice sheet advances and retreats. The uplands of Long Island are a product of moraines and kames, while depressed areas are associated with kettles or valleys carved by meltwater.

The United States Department of Agriculture Soil Conservation Service and Cornell Agricultural Experiment Station's "Soil Survey of Suffolk County, New York" (**1975**) provides soil maps, classifications and descriptions of the major soil types found in Suffolk County. Soils are classified by soil characteristics, depositional histories and other factors into soil associations, which are in turn grouped into soil series. An understanding of soil characteristics is important in land development and environmental planning as it aids in determining vegetation type (e.g., pitch pine-scrub oak barrens on well-drained soils vs. saturated silts or mucks that support wetland species), slope, soil texture and permeability and drainage characteristics, past site disturbance, and conditions that are important to development and site engineering, and land development limitations. These descriptions are general, however, and soil characteristics, particularly those of glacial origin, can vary greatly from place to place. The slope classifications noted in this subsection are generalized based upon regional soil types. The more detailed

subsection on topography (see above) should be consulted for analysis of actual slope conditions and development constraints that may apply.

According to the Soil Survey of Suffolk County, New York, the project site contains soils belonging to the Haven-Riverhead Association. These soils are generally characterized as:

Deep, nearly level to gently sloping, well-drained, medium textured and moderately coarse textured soils found on outwash plains.

Three (3) soil mapping units or soil types have been identified on the Subject Property by the Soil Survey. The approximate locations and areal extent of these soils are depicted in **Figure 2-2**. As can be seen, the Riverhead Sandy Loam, 0 to 3 percent slopes (RdA) covers most (55± percent) of the site followed by the Haven Loam, 0-2 percent slopes (HaA) (35± percent of the site) and finally Plymouth Loamy Coarse Sands, 8 to 15 percent slopes (PIC) (10± percent of the site). The characteristics of these soil types are described by **(Warner et al., 1975)** as follows:

Riverhead Sandy Loam, 0-3 percent slopes (RdA) - This soil type is generally found on outwash plains, and the areas where it is found are commonly large and uniform. Where this soil occurs on outwash plains, it generally has slope characteristics consistent with a flat to gently sloping outwash plain, but slopes may be undulating in places. A few small, irregular areas are found on glacial moraines. The hazard of erosion for this soil type is “slight.” This soil is limited only by moderate droughtiness in moderately coarse textured solum.¹

RdA soils comprise approximately 55 percent of the site and are found throughout the property spanning from east to west generally in the southern and central portions of the property but with some distribution in the northern areas of the property, more specifically in the northeast corner of the site.

Haven loam, 0 to 2 percent slopes (HaA) - This soil type is most often found in areas that are nearly level and are most commonly associated with glacial outwash plains. HaA soils have a low potential for erosion, are well suited for agriculture, exhibit low compressibility, and have only slight limitations when it comes to sewage disposal fields (sewers are proposed), home sites, streets, parking lots, lawns and landscaping.

HaA soils comprise approximately 35 percent of the site and are found in the central and northwest portion of the property.

¹ The “solum” is defined as the upper part of the soil profile, above the parent material, in which the processes of soil formation are active. The solum in a mature soil includes the A and B horizons. Generally, the characteristics of these horizons are unlike those of underlying material. The living roots and other plant and animal life characteristic of the soil are largely confined to the solum.

Plymouth loamy sand, 8 to 15 percent slopes (PIC) – Soil series consisting of deep, excessively drained, coarse-textured soils that form a mantle of loamy sand or sand over thick layers of stratified coarse sand and gravel. These moderately sloping soils are generally found on moraines and outwash plains. The hazard of erosion is moderate to severe because of the slope and sandy texture of this soil.

PIC soils are found in the northeast portion of the property generally corresponding with the areas of moderate to steep slopes shown on the Topography Map (**Figure 2-1**). This soil type covers approximately 10 percent of the site.

Table 2-1 presents a list of soil features that may affect development associated with the proposed project, as well as the soil limitations that may constrain development to a very small extent, considering available and effective engineering practices. The Soil Survey indicates that these soils are generally supportive of the proposed development and pose only slight limitations that can be easily rectified through standard engineering and best management practices.

**TABLE 2-1
SOIL LIMITATIONS**

Soil Characteristics Affecting:	Riverhead Sandy Loam, 0-3% slopes (RdA)	Haven Loam, 0-2% percent slopes (HaA)	Plymouth loamy sand, 8 to 15% slopes (PIC)
Foundations for low buildings	Low compressibility	Low compressibility	Low compressibility, moderate slopes
Limitations For:	---	---	---
Sewage disposal fields	Slight, permeable soils	Slight	Moderate, slopes
Home sites	Slight	Slight	Moderate, slopes
Streets and parking lots	Slight	Slight	Severe, slopes
Lawns and landscaping	Slight	Slight	Severe, sandy surface layer
Irrigation	Moderate to rapid water intake, moderate moisture	No unfavorable factors	Very low available moisture, rapid water intake, moderate slopes
Drainage	Well drained	Well drained	Excessively drained
Agriculture	Class 2S, moderate limitations	Class 1, few limitations	Class 3S, severe limitations
Erosion hazard	Slight	Low	Moderate to Severe, due to slopes; sandy surface layer

Soil Borings and Geotechnical Study

As noted above, Whitestone Associates, Inc. conducted a Preliminary Geotechnical Investigation of the Subject Property in March of 2021. As discussed in the study report,

“[t]he purpose of the preliminary subsurface soils investigation was to assess anticipated geologic features, shallow groundwater and/or estimated seasonal high groundwater, refusal depths², existing fill, and the potential feasibility of shallow foundations and/or expected earthwork requirements. While the scope of this preliminary investigation is not sufficient to formulate detailed design recommendations and a more comprehensive geotechnical investigation ultimately will be required, [the] preliminary investigation may be used to assess potentially development impactful geotechnical issues to support preliminary studies regarding the feasibility of developing the property.”

The focus of this DEIS’s discussion is on providing additional detail and further documentation and analysis of actual onsite soil characteristics based on the 11 soil borings dug onsite identified as borings B-1 through B-11. Locations of the 11 soil borings are distributed throughout the site in areas slated for future development to ensure a thorough representation of conditions and are shown in Figure 1 of the Preliminary Geotechnical Investigation report (see **Appendix F** of this DEIS). The soil boring cross sections for each of the 11 borings are provided in Appendix A of the Preliminary Geotechnical Investigation report. The soil borings were terminated at depths ranging from approximately 10 feet below ground surface (bgs) to 42 feet bgs and depth to groundwater in these borings was documented when encountered. A summary description of topsoil, glacial deposits and groundwater levels from the geotechnical report are as follows:

Surface Materials: The borings were performed within existing grass-covered areas and encountered approximately four inches to seven inches of topsoil at the surface.

Glacial Deposits: Underlying the surface cover, the borings encountered natural glacially deposited soils generally consisting of silty sand based on the Unified Soil Classification System (USCS: SM) with variable amounts of gravel, poorly graded³ sand (USCS: SP and SP-SM) with variable amounts of silt and gravel, sandy silt (USCS: ML), and/or sandy lean clay (USCS: CL). The borings were terminated within the glacial deposits at depths ranging from approximately 10 feet bgs to 42 feet bgs. Standard Penetration Test (SPT)

² Refusal depth is the depth at which it becomes difficult to advance the boring any deeper.

³ Also sometimes referred to as “well sorted” which means that the soil has a narrow range of particle sizes, with most particles being about the same size. Poorly graded/well sorted soils exhibit greater permeability and provide better drainage than well graded/poorly sorted soils.

N-values⁴ within coarse-grained portions of this stratum indicated very loose to dense relative density. Pocket penetrometer tests performed within fine-grained portions of this stratum resulted in unconfined compressive strengths of approximately 0.5 ton per square foot (tsf), generally indicating medium stiff consistency.

Groundwater: Groundwater was encountered within the deeper borings at depths ranging from approximately 22 feet bgs to 31 feet bgs. Seasonal variations, temperature effects, and recent rainfall conditions may influence the levels of the groundwater. Groundwater elevations derived from sources other than seasonally observed groundwater monitor wells may not be representative of true groundwater level.

(Whitestone Associates, Inc., 2021) (see **Appendix F** of this DEIS)

Past Soil Disturbance or Contamination

The subject property has been inspected and reviewed independently by Nelson Pope Voorhis, LLC (“NPV”) in order to determine potential environmental or public health concerns. A Phase 1 Environmental Site Assessment (ESA) was conducted and a report summarizing ESA findings and conclusions was prepared in February 2021 (**Appendix G**) to identify Recognized Environmental Conditions (RECs)⁵ on the subject property based on the four (4) components of a Phase I ESA: 1) records review, 2) site reconnaissance, 3) interviews, and 4) evaluation and reporting.

An extensive government records search did not identify any sources of environmental degradation on the subject property. Several Federal, State and County documented regulated sites were noted in the vicinity of the subject property. Specifically, twelve (12) Inactive Hazardous Waste Disposal Sites (IHWDSs) and three (3) Resource Conservation and Recovery Act Corrective Action (CORRACTS) sites were located within one (1.0) mile of the subject property. In addition, four (4) active and 110 closed spill incidents, as well as no active and eight (8) closed Leaking Underground Storage Tank (LUST) incidents are located within one-half (0.5) mile of the subject property. Finally, sixteen (16) Petroleum Bulk Storage (PBS) facilities, seven (7) RCRA Generators and one (1) Permit Compliance System Toxic Wastewater Discharges (PCTWD) facility are located within one-quarter (0.25) mile of the subject property.

A Tier 1 Vapor Encroachment Condition (VEC) Assessment was conducted due to the proximity of sites requiring regulatory oversight. The assessment was conducted in accordance with the methods and procedures outlined within American Society of Testing and Materials (ASTM) E2600-15, Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions. A review of the regulatory agency database report provided for the subject

⁴ N-Value: Standard Penetration Value, based on blows per foot from a 140-pound hammer falling 30 inches on a 2-inch O.D. split-spoon.

⁵ As defined in Standard Practice for Environmental Site Assessment; ASTM E 1527-13 and United States Environmental Protection Agency (USEPA) Standards and Practices for All Appropriate Inquiries (AAI).

property identified several sites located within the critical distances which documented an active activity which could result in a release. A review of the regulatory agency information related to these sites indicated that issues were addressed to the satisfaction of the overseeing agency or the site did not engage in an activity which could impact the subject property. Based on the information reviewed, it is concluded that a VEC does not exist or is not likely to exist. Therefore, the subject property is not expected to be adversely affected by a VEC.

The Phase 1 ESA identified the following with respect to RECs, controlled RECs, historic RECs and *de minimus* conditions in connection with the subject property, subject to the methodology and limitations of the Phase I ESA report.

No recognized environmental conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

No controlled recognized environmental conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

No de minimus conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

No historic recognized environmental conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

ASTM protocols identify asbestos containing material (ACM) as non-scope issues. In the interest of serving the project sponsor, observations concerning ACM were included in the ESA. This visual assessment should not be considered an asbestos survey which would be required for building demolition (no buildings are present onsite) and/or identification of all possible sources of ACM, regardless of health danger. Based on observations made during the site reconnaissance, the following is noted:

No suspected ACM was noted during the reconnaissance of the subject property.

This report is not a substitute for a complete demolition asbestos survey. The observation noted above is not intended to eliminate any other possible sources which may or may not be present for this non-scope item; however, the property is vacant and no sources are expected.

The NPV Phase I ESA was conducted in conformance with the scope and limitations of ASTM Practice E 1527-13 and USEPA AAI. Any exceptions to, or deletions from, this practice are described in Section 11.0 of the report (**Appendix G**). In conclusion, the Phase 1 ESA has not revealed any evidence of recognized environmental conditions in connection with the subject property, subject to the methodology and limitations of this report.

2.1.2 Potential Impacts

Topography

The property is relatively flat to gently sloping with the exception of a small area of moderate-to-moderately steep slopes near the northwest corner of the site with gradients ranging between approximately 8 to 15 percent (**Figure 2-1**). Based on site topography, it is expected that minimal grading will be necessary to achieve suitable grades for site accesses, interior roadways, parking lots and loading areas, and construction of building slabs and the proposed warehouse buildings. Proposed building construction, site access, interior site driveways, drainage improvements, parking lot construction, and installation of water mains, sewer lines, and other underground utilities, will however, require excavation and backfilling that will disturb the existing soil profile in the areas to be developed on the site and require the removal of excess soil. Most excavation will be associated with the construction of the onsite 1.81-acre stormwater recharge basin, bioretention areas, and the decorative pond and cumulative effects of the installation of numerous subsurface catch basins and stormwater leaching pools. Soil will be retained onsite to the extent practicable; but based on the engineer's assessments, the project would result in excess "cut" and the necessary removal of 245,000 cubic yards (CY) of excess soil cut over the course of the three construction phases, including 33,872 CY to be removed from the area of the proposed stormwater recharge basin. If 30-yard dump trucks were used to remove soil from the site, a total of 8,167± dump truck trips would be needed to remove the projected 245,000 CY of excess soil from the site over the anticipated three-phase total 5-year, 6-month (66-month) construction period.⁶ Considering a five-day work week and taking into consideration that each trip would be a round trip (16,334 trips total), a conservative average estimated 12 dump truck trips/day (or 6 truckloads of soil per day) would be needed based on the above assumptions. It is expected, however, that some days would require more trips, while other days, there would be no trips, especially during the third phase once all site preparation work is completed and construction of the final three buildings is underway.

An estimated 93.78± acres of existing woodlands, successional old field, and small area of cattail/sedge growth will need to be cleared to accommodate the construction of the nine warehouse buildings, associated parking and loading areas, interior access driveways/roads, three onsite shuttle/bus stops, stormwater recharge basin, decorative pond, sewer pump station, and proposed landscaping. This clearing will leave 6.33± acres of natural woodlands; however, once the project is fully constructed, an additional 14.5± acres of the site will be revegetated (landscaped), an additional 1.81± acres will become a vegetated recharge basin bringing the total pervious vegetated ground cover to 22.64± acres. This does not include the

⁶ As indicated in the EAF Part 1, the anticipated total construction period for the three phases of work, would begin hypothetically on July 1, 2025 and would be completed on expected to be completed by on December 31, 2030, a period of five years and six months.

0.24± acres that will become a decorative pond accounting for a total of 22.88± acres. The remaining 77.23± acres of the site will consist of impervious surfaces including warehouse buildings, the sewer pump house, paved parking and loading areas, site and building access driveways and interior streets and sidewalks.

See existing and proposed site coverages in **Section 1.4.7, Table 1-3** and on the attached **Overall Site Plan (Sheet C-103)**. Disturbed areas will be graded and stabilized as soon as possible after disturbance through temporary seeding, landscape plantings, mulching, paving and building construction. The proposed grading program will be primarily directed toward establishing level building areas and directing stormwater runoff to proposed drainage collection and recharge systems. Since existing topographic conditions for most of the site are generally flat to gently sloping with a relatively small portion of the site on the northeast side consisting of moderate to steep slopes, it is expected that the removal and/or grading of the slopes will be limited, and grading, although across a large property, will not result in any significant adverse impacts with proper engineering and implementation of standard best management practices during construction.

Excavations for the construction of the recharge basin, drainage leaching pools, decorative pond, and installation, extension and connection of underground utilities, will however, necessitate on-site use of backfill material and regrading to provide a suitable surface for construction and drainage and to reincorporate clean and suitably textured soils back into the site to the extent practicable. Nevertheless, an estimated 245,000± cubic yards (CY) of soil must still be exported from the site and disposed of or reused elsewhere. Grade transitions will be properly engineered in accordance with standard civil engineering standards. Based on the information provided in the Soil Survey of Suffolk County, NY (**USDA SCS, 1975 and USDA NRCS, 2024**) and the March 17, 2021 Preliminary Geotechnical Investigation report prepared by Whitestone Associates, Inc. (**Appendix F**), substratum soils consist primarily of poorly-graded/well sorted sands and/or gravelly sands with little or no fines (USCS – SP classification). If clay or other poorly drained fine-grained or compacted soils are encountered during subsurface infrastructure installations (e.g., leaching pools, drywells, recharge basin, sewer force mains and water mains, etc.) the restrictive material can be removed and a three-foot collar of clean coarse textured well-sorted sand can be installed around the side and bottoms of drainage leaching pools and bottom of the recharge basin to ensure suitable drainage.

Site clearing, grading and construction will begin once all permits and approvals have been granted for the site plan, site accesses and road work, water and wastewater connections, drainage controls, SPDES General Permit for Stormwater Discharges from Construction Activity and SWPPP, MTA input regarding road work at/near the railroad crossing, building permits and others as detailed in **Section 1.6**.

Project construction will take place in three phases lasting a total combined 5.5± years if each phase were to run consecutively, including approximately 48 months of actual construction

work). The project will be constructed in three phases and a SWPPP will be prepared for each phase. Temporary construction fencing with windscreen and silt fencing will be installed along the work/clearing area perimeters. Construction access for the development will be provided from Little East Neck Road on the northwest corner and southwest side of the property. Site clearing and grubbing will be followed by site grading, construction of buildings, installation of the initial layer of asphalt on the proposed interior driveways and parking lots and loading areas as well as construction of drainage improvements including excavation of the proposed stormwater recharge basin at the northeast end of the site. Stabilized site accesses will be installed at the construction accesses to prevent or mitigate tracking of mud, sand and pebbles on to local streets and highways and erosion and sedimentation controls will be implemented, including identification of clearing limits and installation of silt fencing prior to the commencement of work. On-site staging areas for employee parking, construction vehicles and equipment, and construction materials will be identified. Silt fencing will be erected around stockpiles and temporarily stockpiled material will be stabilized in place, if needed. Temporary concrete washout stations will be provided during the construction process to remove sediment from existing construction vehicles as needed, prior to exiting the site. Construction vehicle drivers will be instructed to use direct routes to and from the site and utilize collector and arterial roadways and highways, rather than local residential streets.

Temporary drain inlet protections will be installed around onsite or existing nearby catch basins along abutting streets to prevent sediment from being discharged to these structures by stormwater during grading and excavations that might otherwise result in reduced drainage capacity and drainage system malfunctions. Excess soil will be used as backfill and reincorporated into the site where possible, to lessen off-site trucking of earth materials but a considerable volume of soil will need to be removed from the site over the three project phases. Other disturbed areas will be rough graded, seeded, replanted and stabilized after construction of buildings and paving is completed. Onsite construction vehicle speeds will be kept to a minimum to reduce dust and dust will be controlled by watering if, as and where needed onsite. Essential utilities will be installed, and connections will be made to existing service lines.

A State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity will be requested, and a Stormwater Pollution Prevention Plan (SWPPP) will be prepared for each proposed development phase; however, it is noted that there are no nearby receiving waters or wetlands in the area and stormwater from the Town's required drainage design storm will be captured and recharged onsite in subsurface leaching pools and an onsite stormwater recharge basin. The project and construction team will fully comply with the requirements of the permit, the guidelines of the proposed SWPPP, and the standards and requirements of the Town Code and Town Engineer.

As a result of the generally flat to gently sloping nature of most of the site, significant topographic alterations are not anticipated with the exception of minor grading necessary for construction of building slabs, parking lots, internal site driveways, installation of drainage structures and water and sewer main connections, the proposed sewage pump station, installation of other underground utilities, and landscaping. Excavation and soil removal will be necessary, however, for construction of the proposed onsite stormwater recharge basin, decorative pond and surplus soil from catch basin, leaching pool, drain piping, and underground utility installations. Excess soil will be reincorporated back into the site to the extent practicable to further enhance screening and noise attenuation. There are no unique geomorphic landforms on-site and a variety of stormwater, erosion and sedimentation controls will be implemented to address the minor topographic and soil stabilization concerns identified. The risk of soil erosion, based on soil descriptions from the Soil Survey of Suffolk County, New York, suggest only slight erosion potential except a moderate-to-severe potential in the more steeply, sloping areas at the northwest corner of the site which will be managed through grading, engineering designs and implementation of standard erosion and sedimentation control measures.

Subsurface Geology and Soils

An assessment of soil characteristics was conducted based on Soil Survey information and the Preliminary Geotechnical Investigation report (**Appendix F**) which showed that subsoil and the deeper substratum soils or parent material on-site are poorly-graded/well-sorted and well-drained. The depth to groundwater is suitable for development and drainage, with mostly minor limitations or development constraints. Possible minor issues based on soil characteristics include:

- An area of moderate to steep slopes near the northeast corner of the site which will be excavated and graded to provide suitable slopes for development and stormwater collection and recharge.
- The relatively permeable well-drained nature of the of the RdA and HaA soils and PIC soil unit. This issue, however, specifically relates to the use of conventional on-site septic systems combined with rapid soil permeability and high volumes of onsite sanitary discharge or other potential pollutants. Since the project will connect to public sewers, and onsite drainage infrastructure will be professionally designed, reviewed, and installed, the minor constraints do not pose a significant limitation to proposed development of the site and assurance of suitable drainage. Another issue would be any future application of fertilizers on landscaped land. The project will ensure that proposed landscaping consists primarily of native plant species and to a much lesser extent other ornamental plants that are suitably adapted to typical site conditions and do not necessitate the need for long-term fertilization and irrigation to ensure survival. Based on the proposed plan, just 2.17± acres of the 14.5± acres of landscaping will

require long term maintenance and fertilization once the plantings take root and are successfully established.

- Rapid or moderate-to-rapid recharge of irrigation water due to the well-drained nature of the soils. Again, planting native, well-adapted and/or low maintenance/low water demanding landscaping (xeriscaping) and mulching or applying topsoil if needed in some areas for greater water holding capacity where landscaping is proposed will address this issue. Use of modern irrigation technologies can also help to reduce irrigation water demand, and being sure to apply water only when, where and in a manner that plants and trees can fully utilize it rather than losing water from evaporation or soil infiltration and recharge. This can be accomplished by water at night or in the early morning, utilizing drip irrigation that applies water directly to the roots rather than utilizing sprays, and use of moisture sensors and/or timers to ensure that water is applied only when, and only within the zones where it is needed.
- Issues relating to drainage are limited due to the drainage design which will fully accommodate runoff from the required design storm with two-inches of storage for drainage leaching pools and five inches of storage in the proposed recharge basin, siting the recharge basin 627± feet down-groundwater gradient from the closest public supply well and therefore far outside the SCDHS's 500-foot down-water table-gradient Water Supply Sensitive Area.⁷
- The only other minor issue is a relatively narrow band of moderately steep (8-15%) crossing the northwest corner of the property which can be easily addressed by proper grading, slope stabilization, and standard dust, erosion and sedimentation control techniques.
- Also noted in the soil descriptions from onsite borings is that the subsoils beneath the topsoil beginning at a depth of 2-4± feet bgs are poorly graded/well sorted (well-drained) sand consistent with the USCS-SP classification as shown in each of the 11 soil boring logs provided in Appendix A of the Preliminary Geotechnical Investigation report in **Appendix F**. Based on the soil sampling and analyses of the soil logs, there is no evidence of any dense restrictive clay layers in the substratum.

There are no existing ponds or wetlands on-site or adjacent to the site except for one small intermittently wet area near the center of the property encompassing no more than 0.53 acres which was apparently created from a past small and shallow excavation, possibly for the removal of sand for an offsite use. This man-made feature currently contains some cattails, bull rushes, common reed (*phragmites*), and invasive purple loosestrife but is not a mapped NYSDEC jurisdictional wetland or National Wetland Inventory feature. As such, and since the

⁷ There are four currently operating wells at the SCWA wellfield. Three draw from the Magothy Aquifer and one draws from the Upper Glacial aquifer. Only the Upper Glacial well is subject to Water Supply Sensitive Area restrictions. The closest well is 627 feet from the recharge basin and is far outside the downgradient contributing area.

Town of Babylon does not have its own wetlands regulations, the feature is not subject to regulatory review. The main body of the Carlls River is located 6,550± feet or 1.24± miles east of proposed Lot 1. The closest Carlls River tributary to proposed Lot 1 is approximately 5,100± feet or 0.966± miles southeast of the site. See **Figure 2-4**, DEC Freshwater Wetlands Map.

The proposed development will connect to a nearby Suffolk County Water Authority (SCWA) public water supply main located along an unopened section of Nicholls Road north of the subject property boundary near the SCWA wellfield for its source of potable water. The project has and will continue to undergo review by SCWA to ensure adequate water supply and protection of the nearby water supply well field. The proposed stormwater recharge basin is located 627± feet from the nearby well or 127± feet outside of and down water table gradient of the Suffolk County Department of Health Service's (SCDHS's) 500-foot Water Supply Sensitive Area to protect the water supply. (See **Section 2.2 "Water Resources"** and **Section 3.3 "Community Services and Facilities"** for more on the protection of groundwater and the public drinking supply.)

All sanitary wastewater generated onsite will be discharged via an onsite sewage collection system and will be conveyed by a force main and proposed onsite pump station to the Southwest Sewer District for treatment at the Bergen Point Wastewater Treatment Plant (WWTP) and off shore disposal. The proposed pump station will be located north of the northerly access road, in the vicinity of Buildings 2 and 3 (see **Overall Site Plan**). The project has and will continue to undergo review by SCWA to ensure adequate water supply and protection of the nearby water supply well field.

All stormwater runoff generated on the developed portion of the property will be collected by catch basins and discharged into subsurface leaching pools, one of the proposed rain gardens or bioretention areas or the onsite stormwater recharge basin located on the northeast side of the property. The proposed onsite drainage system will fully accommodate the volume of runoff anticipated from the required design storm event (based on storage needed for a two-inch rainfall on proposed Lot 1 in subsurface leaching pools and storage of up to a five-inch rainfall in the proposed onsite recharge basin). The drainage plan was prepared by professional engineers and will be reviewed by the Town's engineer to ensure conformance with Town standards and specifications. Drainage plans have been developed in accordance with the New York State Stormwater Management Design Manual and New York Standards and Specifications for Erosion and Sediment Control, and drainage will be designed to retain runoff onsite. See attached **Grading and Drainage Plans (Sheets C-401 through C-409)**. Finally, the soils identified on-site do not have characteristics that would limit or significantly affect the operation and functioning of the drainage system. Soil permeability is expected to be rapid or moderately rapid and depth to groundwater is sufficient to allow for recharge.

Potential fugitive dust impacts during site clearing, grading and construction will be mitigated through the implementation of dust, erosion and sedimentation control measures that are described in **Section 2.1.3**. A SPDES General Permit for Construction Activity and a SWPPP will be required. This will help to ensure that the project's drainage system will function properly and will minimize potential stormwater and erosion related impacts to the maximum extent practicable. Based on these considerations and the identified mitigations, no significant impacts are expected with regard to soils.

Soil and Subsurface Contamination

As discussed in **Sections 2.1.1** and **2.1.2** of this DEIS, a Phase 1 ESA was conducted and a report was prepared in February 2021 (**Appendix G**) to identify Recognized Environmental Conditions or "RECs" (as defined in Standard Practice for Environmental Site Assessment; ASTM E 1527-13 and United States Environmental Protection Agency (USEPA) Standards and Practices for All Appropriate Inquiries (AAI)) on the subject property based on four (4) components of a Phase I Environmental Site Assessment (ESA): records review, site reconnaissance, interviews and evaluation and reporting.

This assessment has identified the following with respect to RECs, controlled RECs, historic RECs, and de minimus conditions in connection with the subject property, in accordance with the methodology and limitations of this report.

No RECs were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

No controlled RECs were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

No historic RECs were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

No de minimus conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

A review of the regulatory agency database report provided for the subject property identified several sites located within the critical distances which documented a current activity which could result in a release. A review of the regulatory agency information related to these sites indicates that any issues were addressed to the satisfaction of the overseeing agency or did not engage in an activity which could impact the subject property. Based on the information reviewed, it is concluded that a VEC does not exist or is not likely to exist. Therefore, the subject property is not expected to be adversely affected by a VEC.

A Tier 1 Vapor Encroachment Condition (VEC) Assessment was conducted as part of this Phase I ESA, due to the proximity of several spill incidents. The assessment was conducted in accordance with the methods and procedures outlined within ASTM E2600-15, Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions.

For this assessment, under conditions where the direction of groundwater flow can be ascertained, critical search distances are used to determine if a VEC exists.

See **Appendix G** for the full February 5, 2021 Phase I ESA report and supporting information prepared by NPV.

The Proposed Action involves zoning for and construction of a light industrial research and technology office park. As stated in § 213-591 of the proposed PIP-2 zoning code,

It is the intent of these regulations to prevent land and/or buildings within the PIP-II District from being used or occupied in any manner so as to create dangerous, injurious, noxious or otherwise objectionable fire, explosive, radioactive or other hazardous conditions; noise or vibration; smoke, dust, fumes, odor or other forms of air pollution; electrical or other disturbances; glare or heat; or the disposal of liquid or solid wastes or refuse contrary to the environmental regulations of the Town of Babylon; conditions conducive to the breeding of rodents or insects; or other dangerous or objectionable elements in an amount or manner so as to adversely affect the surrounding area.

- A. Uses within the PIP II Zoning District shall be in conformance with Suffolk County Department of Health Services Article 7 and 12 for the location within Zone I of the Suffolk County Hydrological Zone I, a groundwater deep recharge zone.

Therefore, all onsite storage and handling of materials will comply with § 213-591 and all applicable laws, regulations, and ordinances as applicable including but not limited to Article 7 “Water Pollution Control” and Article 12 Toxic and Hazardous Materials Storage and Handling Controls” of the Suffolk County Sanitary Code and will be subject to typical safeguards, approvals and best management practices as needed.

The proposed site plan fully captures, stores and recharges stormwater onsite with proposed drainage structures designed to accommodate a two-inch rainfall event for runoff directed to subsurface leaching pools and a five-inch rainfall event for stormwater directed to the recharge basin. Since the site has not been developed and there are no open records of site contamination filed with the NYSDEC for the property or adjacent land or known past structures or uses of the site other than for burials on proposed Lot 2 which is to remain as a cemetery, existing onsite soil contamination is not expected or known to exist at this time.

The proposed development will connect to SCWA Distribution Area No. 12 via a water main located off near the Circle Drive wellfield for its water supply and wastewater will be conveyed to an existing Sewer District 3 sewer main located 1.94± miles west of the site where it will be conveyed to the Bergen Point WWTP for treatment and offshore discharge into the ocean through the facility's existing 6.5-mile-long outfall. As a result, there are no public health or significant environmental concerns from existing subsurface site contamination at the subject site or on adjacent properties from future onsite sewage disposal.

2.1.3 Proposed Mitigation

The following mitigation measures are planned for the construction aspects of the project with respect to topography and soils.

- A total of eleven test borings were completed on the site in March of 2021 to ensure that suitable subsoil conditions are present. Subsurface soils below 2 to 4 feet consisted of deep poorly graded/well-drained sand consistent with the USCS-SP soil classification. If slowly drained soils or impervious soils such as a restrictive clay layer, hardpan or compacted well-sorted/poorly drained soils are encountered (not expected based on information available from the Soil Survey of Suffolk County, New York and the Preliminary Geotechnical Investigation), these soils will be removed and replaced with clean sand of a suitable texture and sorting to ensure adequate drainage.
- A SWPPP will be required and will be beneficial in ensuring the judicious management of stormwater generated on the site during construction, as well as for post-construction stormwater management. The Town Board and Town Engineer and Stormwater Coordinator will review the plans and all plans must be approved prior to construction.
- Proposed site grading was designed by a licensed professional engineer and reviewed by Town planners and engineers and proposed best management practices will eliminate any minor soil restrictions posed by the small area of moderately steep slopes.
- Clearing and rough grading of the site will be performed in accordance with the approved Site Plan and under the supervision of a qualified site supervisor and will be subject to Town inspection and concurrence during construction to ensure compliance.
- Stabilized construction entrances will be provided off Little East Neck Road and one or more temporary concrete washout pads will be provided on the site to remove dust and sediment from existing construction vehicles and reduce the likelihood for tracking soil on to public streets.
- Erosion controls, including identification of limits of disturbance, work area perimeter fencing and silt fencing, a designated internal site stockpile area(s) enclosed by silt fencing, and drainage inlet protection will be installed around all grated drainage inlets, as applicable, to prevent sediment from entering onsite or nearby subsurface drainage structures.

- Temporary sediment basins will be provided during initial construction activities as appropriate.
- Material staging areas and designated onsite stockpile locations enclosed by silt fencing will be provided to help address potential erosion, sedimentation, and dust.
- Fugitive dust and/or off-site soil transport will be controlled by wetting soil, if necessary, installation of washout stations and a stabilized construction entrance to remove soil from truck tires, drainage inlet protection (if drains may be affected), establishment of suitable internal construction staging areas and retention of naturally vegetated buffer areas around most of the perimeter of the property. These measures will minimize disturbance and issues from soil resources during construction to the extent practicable. Onsite construction vehicle speeds will be kept to a minimum to prevent unnecessary raising of dust, and reseeding and landscaping as soon as possible after ground disturbance to stabilize soils.
- Equipment involved in grading will be routed and parked within the site in proximity to the grading area, to minimize the amount of truck activity, thereby reducing the potential for airborne dust.
- Development areas will be permanently stabilized, and final graded slopes will have gradients no steeper than 1:3 for the proposed recharge basin and less everywhere else to minimize erosion and slope failure.
- Native plants or species that are suitably adapted to regional climate and soil conditions are specified by the proposed landscape plans to reduce the demand for irrigation and fertilization, with only 2.17± acres requiring long-term periodic maintenance. Mulching and “xeriscaping,” as well as the use of efficient/water conserving irrigation systems, watering at night and only when needed, watering selectively, and in zones rather than site-wide, and use of moisture sensors or timers will help to avoid the potential issues associated with excessively drained soils. Water tolerant vegetation that is adapted to damp conditions will be planted in bioretention areas to ensure survival.
- Drainage infrastructure will be installed onsite to meet the design and capacity requirements of the Town and address any concerns that the Town Engineer may have.
- Sanitary waste is proposed to be conveyed to the Bergen Point WWTP to receive an advanced level of treatment for offshore disposal. The advanced tertiary level of treatment that will be provided, and the use of an approved stormwater collection and recharge system that complies with all applicable standards and specifications of the Town, will help to prevent or minimize potential soil, groundwater and subsurface impacts. These coupled with a relatively deep groundwater table and the removal and replacement of subsurface soils if restrictive layers are encountered will help to protect groundwater quality.
- Site grading operations will be undertaken in a manner that supports the reincorporation of excavated material back into the project site to the extent possible

and all else will be shipped off site and disposed at a registered facility or reused elsewhere.

2.2 Water Resources

2.2.1 Existing Conditions

Surface Waters, Wetlands, and Drainage

The vacant 100.11-acre (*proposed Lot 1 development site*) currently consists of 55.4± acres of upland forest, 42.93± acres of successional old field, a 0.53± acre intermittently wet, overgrown, former shallow excavation and soil stockpile area, and 1.25± acres of lawn. As previously noted, several dirt driveways are present onsite.⁸ There are no regulated natural or artificial surface water bodies or wetlands on the subject property or immediately adjacent to the site based on a review of NYSDEC wetlands maps (**Figure 2-4**) and onsite and area field inspections. However, the previously mentioned small 0.53-acre past man-made excavation (topographic depression) does contain some cattails, rushes, invasive purple loosestrife and phragmites and has moist soils or occasionally some standing water. Since the base of this former excavation area is at a lower elevation than adjacent areas and likely past soil compaction by excavation vehicle traffic, it is expected that direct precipitation and possible runoff after heavy rains is the source of the moisture. The excavated area is not a mapped NYSDEC jurisdictional wetland nor a mapped National Wetland Inventory (NWI) feature and since the Town of Babylon does not have its own wetlands regulations, this man-made feature is not subject to regulatory review or restrictions.

The closest NYSDEC regulated wetland is located over 700 feet north of the subject property on the north side of Colonial Springs Road (**Figure 2-4**). This Class II wetland⁹ is 4.3 acres and is identified by the NYSDEC as wetland H-33 and is referred to as the Wheatley Heights Red Maple Swamp Critical Environmental Area (CEA). With regard to nearby NWI mapped wetlands, NWI identified two “PubHh class “permanently flooded, diked or impounded man-made palustrine nontidal wetlands with obstructed inflow or outflow of water, an unconsolidated bottom with at least 25% cover of sediment or pebbles smaller than stones (less than 6-7 cm), and a

⁸ The 111.39-acre property including both Lots 1 and 2 consists of 42.93± acres of successional old field habitat, 58.79± acres of upland native forest, 1.25± acres of mowed lawn, 0.53± acres of past soil excavation and stockpiling, and 7.89± acres of mature pitch pines and mowed lawn (i.e., the existing onsite cemetery on proposed Lot 2). The 58.79± acres of upland native forest consist of three natural forest types including 35.83± acres of pitch pine-oak forest, 16.54± acres of pitch pine-scrub oak barrens, and 6.42± acres of coastal oak-heath forest.

⁹ Wetlands are classified from Class I (which provide the most benefits) to Class IV (which provide fewer benefits). The classification is based on the natural functions of wetlands, such as storing flood water and providing wildlife habitat. Higher class wetlands provide the greatest level of benefit and are afforded a higher level of protection. Lower class wetlands still provide important functions and benefits, but typically require less protection to continue to provide these functions.

vegetative cover that is less than 30%. One NWI mapped feature is located north of the LIRR on the west side of Little East Neck Road in the southeast corner of Pinelawn Cemetery (**Figure 2-5**); however, this area is currently occupied by the cemetery's maintenance facility, a soil stockpile area and outdoor storage area and no such feature exists as evidenced by the aerial photograph provided in **Figure 1-2** and the NYSDEC wetlands map provided in **Figure 2-4**. The second nearby manmade or modified NWI surface feature is an existing pond on the Colonial Springs Golf Course which is located 1,440± feet southwest of the Subject Property (**Figure 2-5**). The headwaters of the Carlls River and closest associated NYSDEC freshwater wetlands are approximately 5,100± feet (0.966± miles) southeast of the subject property. This area is also classified by NYSDEC as a CEA.

Ground surface elevations at the subject site range between 60± feet above mean sea level (msl) in the northeast corner of the property, 85± feet above msl in the northwest corner of the property and 86± feet above msl in the north-central part of the site. The project site is currently undeveloped contains no impervious ground cover; therefore, precipitation is either directly recharged into the ground, pools and evaporates in-place, is absorbed and transpired by vegetation, and/or runs off-site and into a street drainage system or in the small shallow man-made depression or other naturally low-lying areas on the site. Based on the size of the property, the absence of impervious ground cover, the property's well-drained surface soils, the relatively flat terrain, depth to groundwater, and the vegetated nature of the property, it is expected that very little if any precipitation currently runs off-site and that most is recharged naturally, intercepted by the tree canopy, evaporated, and/or absorbed and transpired by plant and tree roots.

The property is located within the Federal Emergency Management Agency's (FEMA's) "X" flood zone (**Figure 2-6**) which is indicative of an upland area that is outside of and upslope of any of FEMA's 100-year flood zones or Special Flood Hazard Areas.

South Shore Estuary Reserve Area/Watershed (Carlls River Watershed)

The subject property is located outside but adjacent to the South Shore Estuary Reserve (SSER) watershed (see **Figure 2-7**) which was intensively studied as part of the Long Island South Shore Estuary Reserve Comprehensive Management Plan (hereafter, "SSER CMP"). Despite being located outside the SSER surface watershed, groundwater flow from beneath the Subject Property is expected to flow to the southeast toward the Carlls River, a tributary of the SSER. In addition, it should be noted that the Carlls River located 1.24± miles east of the site and certain Carlls River Freshwater Wetlands located 0.966± miles southeast of the site, are listed as a Critical Environmental Areas (CEAs) by Suffolk County. Therefore, a review of the Proposed Action against the recommendations of the SSER CMP is appropriate to conduct due diligence and ensure that the proposed rezoning and future development of the site under this zoning will not result in any significant adverse impacts on the SSER or its bays, tributaries, wetlands,

watersheds or other environmental resources, and that the Proposed Action is not contrary to applicable SSER recommendations.

The New York State Legislature passed the Long Island South Shore Estuary Reserve Act in 1993 for the purpose of preserving, protecting and enhancing the natural, recreational, economic, and educational resources of the SSER. The Reserve, consisting of Long Island's South Shore interconnected bays and the watersheds that drain to them ranging from Nassau County in the West to the Village of Southampton and the Shinnecock Nation in the East, is administered by the New York State Department of State with guidance from the SSER Council chaired by the Secretary of State and comprised of representatives from the State and local governments, non-profit and academic organizations and other local stakeholders focused on the preservation, protection, and enhancement of the natural, recreational, and economic resources of the Reserve. The Act charged the Council with developing a Comprehensive Management Plan for the SSER.

The SSER Council adopted the SSER CMP in April of 2001. The purpose of the CMP was to develop a well-reasoned and fully coordinated strategy to preserve and protect the long-term health of the SSER and its associated environmental resources, not to mention related tourism and other economic benefits that it provides. The plan involved considerable agency and public outreach and analyses and contains numerous policies and guiding principles to promote the well-being of the SSER and sustain its environmental quality, ecological integrity, recreational benefits and economic uses for generations to come.

Many small rivers and creeks exist along the Town's south shore. Most of these are generally oriented north/south and help to drain the SSER watershed and ultimately discharge into the SSER. The subject property is located entirely within the Carlls River Watershed (**Figure 2-7**). This river is considered to be freshwater from its headwaters in Wyandanch to Argyle Lake and transitions to tidal/brackish water as it empties into Carlls Creek and Fosters Creek. A riparian wetland and tributary brook located east of Wyandanch Park just south of Walnut Street and Cypress Street which drains to the Carlls River is the closest tributary of the Carlls River from the Subject Property at approximately 0.966 miles southeast of the site. The main trunk of the Carlls River is estimated to be 1.24± miles due east of the development site.

Due to the distances of the site from these water bodies, there is no direct surface connection between the subject property and this SSER water body. Therefore, although the subject site is within the watershed of this river, stormwater recharge and subsurface flows would take years to reach them. There is currently no evidence of sheet flow, channelized flow, gullies, erosion or off-site transport of surface stormwater from the subject site that would impact neighboring properties.

Groundwater Hydrology/Hydrogeology

The major water-bearing units beneath the subject site include the Upper Glacial aquifer, which is underlain by the Magothy and Lloyd aquifers, respectively (**Figure 2-8**). The Magothy and Lloyd aquifers are separated by the Raritan Clay which restricts flow between the two geologic units. The Upper Glacial and Magothy aquifers consist of unconsolidated water-bearing units (i.e., aquifers) which together comprise what is referred to by the U.S. Environmental Protection Agency (EPA) as Long Island's "Sole Source Aquifer." This regional water resource represents the only currently available source of drinking water in Suffolk and Nassau Counties, and therefore, must be protected to ensure its long-term quality, availability, viability and sustainability for future generations.

The proposed project is also located within SCDHS Groundwater Management (Hydrogeologic) Zone (GMZ) I. Article 6 of the Suffolk County Sanitary Code requires that commercial developments within GMZ I not exceed a total on-site wastewater density load of 600 gpd/acre, unless a community sewerage system method of disposal is provided and/or transferred wastewater credits are acquired and redeemed in accordance with SCDHS standards. Finally, the subject property is not located within any of the Long Island Special Groundwater Protection Areas (SGPA) and is not within the Long Island Central Pine Barrens area or any Town, County or regional groundwater overlay protection district or other area of notable resource sensitivity.

Groundwater on Long Island is derived entirely from precipitation. Precipitation percolating through the soil profile as groundwater recharge passes through the unsaturated zone to a depth, below which all strata are saturated, known as the "water table" at its surface or the "zone of saturation." The groundwater table is equivalent to sea level where it meets salt water along the north and south shores of Long Island and rises in elevation toward the center of the Island creating a large "lens" of potable drinking water. The high point of this parabola is referred to as the groundwater divide which separates generally northerly flowing groundwater from generally southerly flowing groundwater, with some localized variation. The change in water table elevation over distance creates a "hydraulic gradient" (i.e., a sloping water table) which causes groundwater to flow down-gradient under the influence of gravity. The subject parcel is located south of the regional groundwater divide, and, based on the orientation of the groundwater elevation contours depicted in **Figure 2-3a**, it can be assumed that the direction of flow within the Upper Glacial aquifer is generally toward the southeast across the site before trending in a more southerly direction, south of the property toward the lower Carll's River near Southard's Pond and to the river's mouth before discharging into the South Shore Estuary.

Figure 2-3a indicates that the groundwater table (in the Upper Glacial aquifer) in the area of the subject site ranges between approximately elevation 53 feet above msl at the north end of the subject property to about elevation 50 feet above msl at the south end; although seasonal changes and fluctuations in precipitation rates and groundwater withdrawal can cause water

table levels to fluctuate slightly. **Figure 2-1** shows that the lowest ground surface elevation at the property is 60± feet above msl in a small area on the northeast side of the property and the highest ground surface elevation is 85± feet near the northwest corner. Average surface elevation is 80± feet above msl; therefore, the average depth to groundwater on the site is 28± feet above msl based on extrapolated average surface elevations and average groundwater contours. The average depth to groundwater onsite based solely on 9 of the 11 soil borings¹⁰ discussed in **Section 2.1.1** that encountered groundwater is estimated to be 26.2 feet bgs.

Groundwater Quality

Public Water Supply - The subject site is located within SCWA's Central Island Intermediate Zone in Service Distribution Area No. 12. The nearest public water supply well(s) to the subject property are found at SCWA's Circle Drive wellfield located adjacent to the north of the project site. The Circle Drive wellfield has four wells, one that draws from the Upper Glacial aquifer (Well No. 2) and three that draw from the Magothy aquifer (Wells 3a, 4 and 5). Since one of the wells (Well No. 2) is drawing from the Upper Glacial aquifer and the subject property is within 500 feet downgradient where groundwater flows away from the well toward the south, the Water Supply Sensitive Area as defined in Article 7 of the Suffolk County Sanitary Code is not expected to be affected.¹¹ The proposed stormwater recharge basin is located outside of this area and will not impact the water supply.

Public supply wells are routinely monitored by SCWA and SCDHS to ensure the continued delivery of potable drinking water to SCWA's customers. NPV obtained SCWA's annual 2023 and 2024 Drinking Water Quality Reports to review 2022 and 2023 water quality monitoring data for Distribution Area #12 and determined the general status and quality of the supply. These data contain the results of thousands of water quality sampling results measuring the presence and concentrations of 120 different water quality parameters, including naturally occurring inorganic compounds (IOCs), synthetic organic compounds (SOCs), volatile organic compounds (VOCs), disinfectants, disinfectant byproducts (chlorination), and pharmaceuticals and personal care products (PPCPs). Of the water quality parameters that have been assigned a maximum contaminant level (MCL) by the Environmental Protection Agency (EPA), only "iron," a naturally occurring IOC, and "color," which is often associated with high concentrations of iron in soil and groundwater, were found to exceed their MCLs during the 2022 calendar year.

¹⁰ Depth to groundwater based on soil borings were as follows: B-1: 25 feet bgs; B-2: 25 feet bgs; B-3 was dug to 27 feet bgs but groundwater was not encountered; B-4: 25 feet bgs; B-5 was dug to 10 feet bgs but groundwater was not encountered; B-6: 30 feet bgs; B-7: 25 feet bgs; B-8: 22 feet bgs; B-9: 31 feet bgs; B-10: 26.8 feet bgs; and B-11: 26 feet bgs.

¹¹ There are four subparts to the definition of "Water Supply Sensitive Areas" under Article 7 of the Suffolk County Sanitary Code. The applicable definition of "Water Supply Sensitive Areas" for the proposed project is: "Areas in close proximity to existing or identified future public water supply wellfields. In general, for the purposes of this Article, "close proximity" shall mean within 1,500 feet upgradient or 500 feet downgradient of public supply wells screened in the Upper Glacial aquifer." Wells that draw from the Magothy aquifer (Well Nos. 3a, 4 and 5) are not included in the definition of a Water Supply Sensitive Area.

There were no violations of any MCL in 2023. High concentrations of iron in public and private drinking water supplies on Long Island are quite common and is due primarily to the high natural iron content of the glacially derived soils on the Island. The MCL established for iron in drinking water is 300 µg/l (i.e., parts per billion (ppb)) but according to the 2022 water quality data (2023 report), the highest iron concentration in a single sample of Distribution Area 12's drinking water was 885 µg/l which far exceeds the MCL. Nevertheless, the average concentration of the 489 samples taken from Distribution Area 12 in 2023, was 99 µg/l, which is well below the MCL. The lowest concentration was "ND" or "no detection" which indicates that the metal or IOC was not present or was so low that it could not be detected using currently available water quality measurement techniques.

Nitrate, which is an inorganic compound of local concern for both human health and the environment at elevated levels, was found to be consistently below the MCL of 10 mg/L (parts per million or "ppm") in 2022; however, the maximum concentration detected in Distribution Area 12's drinking water supply was 9.62 mg/L, which is considered to be above typical natural ambient levels and relatively high. Moreover, the average nitrate level, based on 421 nitrate samples taken in 2022, was 3.88 mg/L which is less than half of the standard. Again, the lowest recorded value was "ND" or "no detection." The 2003 data were similar. There were no violations of the MCL, but the high concentration of nitrate from 491 tests that year was 9.66 mg/l, the average concentration was 4.53 mg/l, and the low was ND. Some potential sources of nitrate include fertilizers, sanitary system discharges, stormwater runoff, animal wastes, and atmospheric deposition. Possible sources therefore might include fertilization at the cemetery and/or on the numerous adjacent residential lots, residential septic systems (or cesspools) on small substandard sized lots rather than local sewer connections, and stormwater runoff from various land uses in the area.¹²

Based on the data provided, groundwater quality within the contributing area of Distribution Area 12's wells appear to be good, particularly since iron does not pose a health risk¹³ and is easily and commonly reduced in public drinking water supplies through routine treatment. However, some nitrogen levels are high. The summary of 2022 and 2023 groundwater quality data for SCWA Distribution Area 12 is provided in **Appendix H**.

SCDHS has established what it refers to as "Water Supply Sensitive Areas" (WSSAs) which are defined in part as: "Areas in close proximity to existing or identified future public water supply wellfields. In general, for the purposes of this Article, 'close proximity' shall mean within 1,500 feet upgradient or 500 feet downgradient of public supply wells screened in the *Upper Glacial*

¹² It should be noted that Distribution Area 12 is very large and contains many public wells. Therefore, high concentrations of any water quality parameter in the overall supply may not be reflective of localized groundwater conditions. It does, however, provide a worst-case scenario to base the assessment on.

¹³ High concentrations of iron can impart an unpleasant taste, may appear discolored and therefore unappetizing, and can stain laundry.

aquifer.”¹⁴ Upgradient portions of the site (north of the wellfield) are within the WSSA. The purpose of this designation is to regulate or restrict certain hazardous land uses that may have a detrimental effect on public water supplies due to proximity and on-site activities that may be hazardous. **Figure 2-3b** shows the area downgradient of the wellfield that is within 500 feet of the closest well. The stormwater recharge basin is located outside of this area.

Onsite Nitrogen Loading Projections

Nelson Pope Voorhis, LLC (NPV) utilizes a microcomputer model developed for its exclusive use in predicting the water budget of a site, nitrogen load and the concentration of nitrogen in recharge. The model, named **SONIR (Simulation Of Nitrogen In Recharge)**, utilizes a mass-balance approach to determine the nitrogen concentration in recharge. Critical to determining nitrogen concentration is a detailed analysis of the various components of the hydrologic water budget, including recharge, precipitation, evapotranspiration and overland runoff.

The SONIR model includes four sheets of computations: 1) Data Input Field; 2) Site Recharge Computations; 3) Site Nitrogen Budget; and 4) Final Computations. All information required by the model is input in Sheet 1. Sheets 2 and 3 utilize data from Sheet 1 to compute the Site Recharge and the Site Nitrogen Budget. Sheet 4 utilizes the total values from Sheets 2 and 3 to perform the final Nitrogen in Recharge computations. Sheet 4 also includes tabulations of all conversion factors utilized in the model.

It should be noted that the simulation is only as accurate as the data that is input into the model. An understanding of hydrologic principles is therefore necessary to determine and justify much of the data inputs used for water budget parameters. Further principles of environmental science and engineering are applied in determining nitrogen sources, application and discharge rates, degradation and losses, and final recharge. Users must exercise caution in arriving at assumptions in order to ensure justifiable results. There are a number of variables, values and assumptions concerning hydrologic principles, which are discussed in detail in the SONIR Model's user manual provided in **Appendix I-1**.

The SONIR model was run to obtain the existing water budget and nitrogen concentration in recharge. The run was based on current site conditions and 111.39± acres of natural area. The 111.39-acre site currently has a total estimated site recharge of 41.64 million gallons per year (MG/Y), a total annual nitrogen load of 43.69 lbs./year, and a total nitrogen recharge concentration of 0.13 milligrams per liter (mg/l). The results of this analysis are presented in **Appendices I-2 and I-3**.

¹⁴ Suffolk County Sanitary Code, Article 7, "Water Pollution Control," Revised November 2011, Pages 56-57.

2.2.2 Potential Impacts

Surface Waters, Wetlands, and Drainage

Since there are no NYSDEC regulated wetlands on, adjacent or within NYSDEC wetlands jurisdictional limits as determined by review of NYSDEC freshwater wetlands maps (Environmental Resource Mapper and EAF Mapper) and field inspections and verification, no nearby vulnerable surface waters or wetlands were identified. Based on the **Overall Site Plan**, 77.23± acres or 77.14 percent of the proposed PIP-II (Lot 1, 100.11-acre development site) will be covered by impervious surfaces such as buildings and paving, 14.50± acres or 14.48 percent will be landscaping, 6.33± acres or 6.32± percent of Lot 1 will remain in its natural forested condition, 1.81± acres or 1.81 percent will be a recharge basin, and 0.24 acres or 0.24 percent will be the proposed decorative pond near the property entrance. As a result, a total of 22.64 acres or 22.6 percent of proposed Lot 1 (not including the 0.24-acre decorative pond) will be pervious natural or landscaped ground cover that will help to recharge, absorb and transpire precipitation falling on the site and help mitigate total volume and water quality runoff impacts.

As previously noted, the closest NYSDEC regulated wetland is located over 700 feet north of the subject property on the north side of Colonial Springs Road (**Figure 2-4**). This Class II wetland is 4.3 acres and is identified as wetland H-33 by the NYSDEC. The wetland is further identified by the Town of Babylon as the Wheatley Heights Red Maple Swamp CEA and is considered a valuable and sensitive natural resource. Nevertheless, since this swamp is located over 700 feet from the subject property, and as such, the Subject Property is far outside of NYSDEC's 100-foot upland area wetland jurisdictional limit and is also outside of NYSDEC's wetland check zone as indicated by NYSDEC's Environmental Resource Mapper, the Proposed Action is not subject to NYSDEC review. Moreover, based on the water table contour map provided in **Figure 2-3a**, groundwater beneath the site is expected to flow from northwest to southeast, away from this wetland and the Subject Property is separated from the wetland by an existing residential neighborhood.

In addition, the Applicant plans to utilize a system of drainage catch basins, subsurface leaching pools, vegetated bioretention areas and/or rain gardens and a stormwater recharge basin to collect and manage all stormwater runoff generated onsite by the required drainage design storm standards. The Town of Babylon requires that all stormwater runoff generated on a development site be collected and recharged through a drainage system that is designed to accommodate a two-inch rainfall event when directed to drywells or subsurface leaching pools and a five-inch storm event when directed to a stormwater recharge basin. The proposed drainage system will be constructed in accordance with applicable State and local standards and guidelines, will be designed by professional engineers in accordance with standard engineering principles and practices, and will be reviewed by the Town's engineer or engineering consultants to ensure consistency and compliance.

Erosion and sedimentation controls will also be put into place during site clearing, grading, and construction, to stabilize soils and retain sediment in place or on the subject property rather than being swept on to adjacent streets or into onsite or adjacent street drainage systems or on to adjacent properties by wind and runoff. Dust controls will also be utilized as needed during construction to minimize the potential for impacts from airborne dust.

The proposed PIP-2 zoning and Suffolk Technology Park and warehousing facility will be served by an onsite sewage collection system that will direct all sanitary wastes generated onsite to a proposed onsite pump station located north of Warehouse 1 on the north side of the property. This proposed sewage pump station will then convey all sanitary wastes via a proposed force main, south to Long Island Avenue and west along Long Island Avenue and Conklin Street to Suffolk County Sewer District 3's existing sewage collection system located just west of the Conklin Street/New Highway intersection. From there, wastewater will be conveyed via existing sewer mains to the Bergen Point WWTP, where it will be treated before being discharged several miles off shore. Collection, advanced treatment and discharge off-shore will help to protect local groundwater resources as well as off shore waters after treatment. Bergen Point WWTP operates pursuant to a previously issued SPDES discharge permit and has the capacity to fully accommodate, treat and dispose of the proposed project's expected sanitary discharge.

Attached are a set of landscape plans which depict areas to be retained as native woodlands and other areas that will be landscaped after construction with a mix of primarily native trees, shrubs, grasses, forbs and water tolerant plant species for the recharge and bioretention areas. Evergreens such as pitch pine, eastern red cedar and American holly will be planted, as well as deciduous trees and understory shrubs and grasses to maintain some wildlife habitat, provide visual screening and enhance the appearance of the development including the tree canopy, shrub, and understory levels. This will include perimeter plantings arranged in double staggered rows to ensure that there is continuous screening along the property perimeter and providing a deep variable width buffer (no less than 50 feet in depth) along the property's frontage on Little East Neck Road. Deep compliant vegetated yard setbacks and buffers are provided along each property line the frontage of each street and adjacent neighborhoods. A southward dipping slope on the north side of the property will result in the proposed development being constructed at a lower elevation than the neighborhood to the north. Parking island plantings are also proposed to provide shade and enhance the appearance of the parking areas from onsite, while foundation plantings will soften the appearance of the buildings and provide visual interest and enhance the aesthetic qualities of the landscape and building facades. The proposed landscape plans address, screening, buffering, aesthetic concerns, shade, and consists of mostly native vegetation that limit the need for excessive irrigation and fertilization in order to protect the integrity of stormwater runoff, and the quality of the Sole Source Aquifer and nearby SCWA drinking water supply, as well as to reduce overall consumption of potable water for nonessential needs. Based on the project landscape plans, it is estimated that just 2.17±

acres of the proposed 14.5± acres of plantings will require long term maintenance/ fertilization after the vegetation is established.

Site development will alter both the drainage pattern and volume of runoff generated on the site. Runoff generated within the site will increase in terms of total volume due to a significant increase in impervious surfaces on-site including buildings, parking lots, internal driveways, and sidewalks as well as the clearing of existing trees and other vegetation that absorb water and promote evapotranspiration on the currently vacant and wooded property. The Proposed Action, however, includes the retention of 6.33± acres of native woodlands and the planting of 14.5± acres of landscaping totaling 20.83± acres of vegetated pervious land or 20.81± percent of the 100.11-acre development site (proposed Lot 1), not including 1.81± acres of recharge basin and 0.24± acres of decorative pond. Moreover, there are no regulated wetlands or surface waterbodies onsite or within NYSDEC's 100-foot freshwater wetlands jurisdiction and considerable depth to groundwater, which is estimated to average around 26± to 28± feet (bgs), thereby providing sufficient separation distance between ground and water table for natural filtration, subsurface stormwater storage, filtration, recharge and diffusion, and some natural treatment. As a result, significant groundwater quality impacts from the project are not expected from normal operations and safeguards.

Proposed grading, drainage and erosion and sedimentation control mitigations are consistent with the standard principles and practices of professional engineering and environmental science, are in accordance with applicable State and Town standards, and are subject to final review and approval by the Town Engineer and Planning Board prior to final site plan approval. This review provides an opportunity for an additional independent review by the Town to ensure that the site's drainage system is designed in accordance with its standards, addresses runoff, erosion and sedimentation, has adequate capacity to prevent flooding, and that the proposed development has mitigated potential runoff issues to the maximum extent practicable.

With regard to topography, the property consists of mostly flat to gently sloping topography with some limited moderate slopes. Efforts will be made to redistribute clean suitably textured soils back into the site to the extent practicable during grading and backfilling. However, a total of 245,000± CY of soil cut will have to be removed due to the proposed recharge basin and subsurface drainage and utility installations, and other necessary excavations.

Clearing and grading required to develop the site will leave soils temporarily exposed and vulnerable to erosion from wind and rain during the site preparation and construction processes. Therefore, a SWPPP will be implemented and a SPDES general discharge permit for construction is required, and numerous erosion, sedimentation, dust and stormwater controls will be implemented. Proposed mitigation measures associated with erosion, sedimentation,

dust and stormwater are discussed further in **Sections 2.1.3** (above) and **2.2.3** (below) of this DEIS.

As a result of site conditions, proposed development and stormwater management, erosion and sediment control measures, and no natural onsite or nearby wetlands or surface waterbodies, the proposed development is not expected to impact surface waters, wetlands or drainage conditions on or in the vicinity of the subject site.

South Shore Estuary Reserve Watershed

The Subject Property is located outside but adjacent to the northerly boundary of the SSER (**Figure 2-7**) but the expected groundwater flow from beneath the Subject Property is projected to flow to the southeast toward the Carlls River, a tributary of the SSE. In addition, it should be noted that the Carlls River, although located 1.24± miles east of the site is listed as a CEA by Suffolk County and one of river's upper watershed freshwater tributaries and associated freshwater wetlands located west of the river 0.966± miles from the subject property is listed as a CEA by the Town. These distinctions indicate a high level of environmental value and sensitivity and the need to ensure the protection of these critically important natural resources.

The main topics of concern associated with the protection of the SSER and the overall goals and recommendations of the SSER CMP can be broken down into four classifications:

1. Improving and maintaining water quality;
2. Protecting and preserving living resources in the Reserve;
3. Expanding public use and enjoyment of the estuary; and
4. Sustaining and expanding the estuary related economy.

Potential impacts to the SSER from a development project typically arise from the individual and/or cumulative effects of site clearing, grading, construction, the specific types of land use to be constructed and activities to take place, and the ultimate occupation and related human activities of future land uses. This can include impacts associated with:

1. on-site wastewater generation and disposal;
2. future fertilization of landscaping and/or pesticide applications;
3. leaked or spilled materials;
4. capture, transport and/or recharge of fertilizers, pesticides, sediment, or hazardous materials by stormwater runoff.

First, it is important to reiterate that the subject development site is 1.24± miles from the main stem of the Carll's River and 0.966± miles from the closest tributary to the river with potentially years of travel time for groundwater to reach the river. Sewage generated on the site will be collected in a proposed onsite sewage collection system and conveyed via an

onsite pump station and force main to Sewer District No. 3 and the Bergen Point WWTP for treatment and disposal off-shore thereby eliminating concerns associated with onsite wastewater discharge.

Regarding onsite landscape fertilization, as noted throughout this DEIS, the proposed project will include primarily native and/or well adapted plant species (12.33± acres) that do not require long term fertilization, pesticide applications or significant demand for irrigation. Pesticides, if needed in the future, must include safe alternatives that are readily available, used sparingly, targeted and implemented by trained professionals. Overall, fertilization and landscape maintenance from a warehouse of other future technology park use would be far less than a cemetery and can be properly managed to prevent any significant impacts.

Third, the Proposed Action is not planned as a hazardous materials or waste storage facility and storage of any materials is strictly regulated pursuant to Suffolk County Sanitary Code Article 12 and typical facility protocols should a spill or leak ever occur. Moreover, § 213-573-C of the proposed PIP-2 Code (“Use requirements”) expressly prohibits certain uses such as “warehousing and distribution of coal, petroleum or petroleum products as a primary use” as well as certain other potentially hazardous uses. Section 213-591, “Standards of usage” of the proposed PIP-2 Code amendments further states:

It is the intent of these regulations to prevent land and/or buildings within the PIP-2 District from being used or occupied in any manner so as to create dangerous, injurious, noxious or otherwise objectionable fire, explosive, radioactive or other hazardous conditions; noise or vibration; smoke, dust, fumes, odor or other forms of air pollution; electrical or other disturbances; glare or heat; or the disposal of liquid or solid wastes or refuse contrary to the environmental regulations of the Town of Babylon; conditions conducive to the breeding of rodents or insects; or other dangerous or objectionable elements in an amount or manner so as to adversely affect the surrounding area.

- A. Uses within the PIP II Zoning District shall be in conformance with Suffolk County Department of Health Services Article 7 and for the location within Zone I of the Suffolk County Hydrological Zone I, a groundwater deep recharge zone.

In addition, the proposed project includes fully compliant and professionally engineered stormwater, erosion, sedimentation and dust control plans. The proposed drainage collection and recharge system is designed to provide enough storage to capture, contain and recharge all precipitation from a two-inch rainfall event onsite in subsurface leaching pools and up to five inches in the proposed recharge basin in accordance with Town requirements and in accordance with an approved SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-20-001) and SWPPP and Town engineering review and approval.

Finally, as previously discussed, the various mitigation measures outlined above and throughout the DEIS and existing soil and hydrologic conditions including the considerable subsurface travel time for groundwater to reach the river and its closest tributary is substantial providing significant protection to this waterbody. See also discussion on groundwater below.

Based on the preceding review, area conditions and the proposed safeguards and mitigation strategies that have been identified, the Proposed Action is not expected to result in any significant adverse environmental impacts on water quality, river or wetland ecology or the SSER or its bays and tributaries and will not affect the recreational and economic resources of the SSER. The project is therefore considered to be consistent with the overall goals and objectives of the SSER CMP.

Groundwater Hydrology/Hydrogeology

The depth to groundwater at the project site averages 26 to 28± feet bgs and the porous well-drained outwash deposits at the site are conducive to efficient recharge and lateral groundwater flow away from stormwater leaching pools and recharge areas. If any restrictive soil layers such as clay or hardpan are encountered when installing the pools and constructing stormwater leaching areas, the restrictive soils around and beneath the drainage structures will be removed and replaced with clean fill of an appropriate soil texture to facilitate leaching. The proposed onsite stormwater recharge area is located approximately 627± feet east-southeast of the SCWA wellfield. Groundwater is expected to flow in a southeasterly direction away from the County wellfield and the proposed recharge basin is expected to be sited far enough away from the wellfield to be unaffected by well drawdown (**Figure 2-3b**).

Consequently, it is not anticipated that the direction of horizontal flow of groundwater would be affected by the expected increase in localized recharge, as the overall slope of the water table controls this characteristic and localized effects from mounding would be expected to be isolated to the designated recharge areas which are distributed throughout and far enough away from the wellfield and have well-drained permeable soils. As with any drainage system, periodic maintenance is helpful in removing fine sediment from drainage structures and recharge basins that can restrict recharge. Wastewater from the project site will be conveyed to Suffolk County Sewer District No. 3 and the Bergen Point WWTP for primary and secondary treatment prior to disposal.

There are no natural surface water bodies or wetlands on or near the site that could be significantly affected by an increase in recharge and the associated limited localized hydrologic changes anticipated. Treatment and discharge of wastewater at the Bergen Point WWTP is not only beneficial in terms of treatment provided and the quality of effluent to be discharged at the facility but also will prevent possible impacts to local groundwater and the nearby SCWA wellfield located adjacent to the property if wastewater was to be treated and discharged on-site. Additionally, the proposed PIP-2 zoning designation for Lot 1 will prohibit the use, storage

or generation of any hazardous liquids or materials on the site and salt storage (if any) on the site must meet the requirements of Suffolk County Article 12 where applicable to prevent negative impacts to groundwater quality. The applicant will work with the Town and SCWA to reduce or conserve potable water needed onsite by using water efficient irrigation systems and efficient indoor plumbing and fixtures in facility restrooms, utilizing native and suitably adapted plant species as part of the landscape plan, and retaining 6.33± acres of the site in a naturally vegetated condition.

Based on SONIR model analysis, total existing on-site recharge is estimated to be 41.64 million gallons per year (MG/yr) and future recharge is projected to be 99.91 MG/yr.

Groundwater Quality

Public Water Supply - The Suffolk County Water Authority's 2023 and 2024 Drinking Water Quality Reports (2022 and 2023 Calendar Years, respectively) for Distribution Area/Pressure Zone 12 provided in **Appendix H** and in an in-person meeting and a correspondence from the SCWA provided in **Appendix J** indicate good to excellent water quality at the site and sufficient water volume from the public water supply with the exception of elevated levels of naturally occurring iron and color, which is likely due to the high concentration of iron in the water. There has also been an occasional high nitrate concentration recorded, possibly due to unsewered densely developed residential neighborhoods and/or fertilization of the nearby cemetery, park and homes, but the highest concentration recorded in 2022 and 2023 is still below the prescribed maximum contaminant level (MCL) for this nutrient.

Iron is a naturally occurring inorganic mineral that is commonly detected in groundwater on Long Island and other parts of the country at elevated levels due to its presences in soils. It poses little threat to human health but can impart a metallic taste, discolor water making it less desirable to drink, and can stain fixtures and clothing that are washed in it, if left untreated. The highest concentration recorded from the 489 nitrate samples taken from SCWA Distribution Area 12 wells in 2022, was 885 ug/l which exceeds the 300 ug/L MCL for iron by nearly three times, while the lowest recorded value was "ND" (no detection). The average iron concentration was 99 ug/l or roughly one-third of the MCL for this parameter. The 2003 data were similar. There were no violations of the MCL based on required standards and procedures, but the high concentration of nitrate from 491 tests that year was 9.66 mg/l, the average concentration was 4.53 mg/l, and the low was ND.

Despite the exceedance(s) of the MCL for iron, this compound can and is routinely removed by water purveyors prior to delivery to consumers as part of typical water quality monitoring and treatment processes.

Nitrate in groundwater can cause health effects in human infants when present at very high concentrations, and can cause eutrophication (over-enrichment) of wetlands, particularly tidal

wetlands and poorly flushed tidal surface waters, which can affect dissolved oxygen concentrations in tidal surface waters and wetlands, and potentially lead to hypoxic or anoxic conditions that can adversely affect fish and shellfish populations. The highest concentration recorded from the 421 nitrate samples taken in 2022 from SCWA Distribution Area 12 wells, was 9.62 mg/l which is high but still below the 10 mg/L MCL for nitrate, while the lowest recorded value was “ND” (no detection), and average nitrate concentration was 3.88 mg/l. Nevertheless, due to the site’s proximity to the public drinking water supply it is important to prevent or minimize any potential inputs of nitrates (or any other potential contaminants) into the groundwater. This may involve offsite mitigations by the Town of others, such as connecting the adjacent neighborhoods to sewers and providing educational materials on preventing impacts from fertilization.

It is also noted that 1,4-Dioxane was detected in a concentration(s) above the MCL in at least one of the public supply wells in Distribution Area 12¹⁵ in 2022 and 2023, but it is not listed as a violation and the specific wellfield that was affected is not indicated. SCWA will shut down a well if it detects a regulated chemical in concentrations above its MCL. When the results of a monitoring analysis exceed an MCL, SCWA must collect one to three additional samples from the same sampling point, as soon as practical, but within 30 days. An MCL violation occurs when at least one of the confirming samples is positive¹⁶ and the average of the initial sample and all confirming samples exceeds the MCL (**NYSDOH, 2023**). Water treatment is sometimes used to remove a contaminant exceeding the MCL from a well but SCWA will not allow a well to continue to operate if it is determined that the water yielded from the affected well is in violation of NYSDOH drinking water quality standards.

On April 3, 2024, members of Bristol Suffolk, LLC (property owner), NPV, Bohler Engineering, Weber Law Group, and SCWA met to discuss the Proposed Actions. At this meeting SCWA expressed no specific concerns regarding the proposed development and the group present at this meeting considered the feasibility of directly connecting to the Circle Drive pump station SCWA main rather than going out to Little East Neck. It was noted by SCWA that the existing Circle Drive well site has no capacity or water supply (yield) issues and confirmed that it has no unusual water treatment needs at this facility. SCWA also expressed a need to establish an easement through the Nichols Road paper street along the northerly property line of the Subject Property for a proposed water district improvement project. A new water main would be installed from the Circle Drive wellfield, east, parallel with the existing main. SCWA also indicated its desire to clean up the ownership of the existing main and formalize an easement prior to initiating the main installation. Noted benefits of the SCWA’s plan include:

¹⁵ Distribution Area 12 serves all or parts of Deer Park, Hauppauge, Nissequogue, Ronkonkoma, Medford, Yaphank, Ridge and Manorville and includes many public supply wells.

¹⁶ A sample is considered positive when the quantity reported by the State approved laboratory is greater than or equal to the method detection limit.

- Improved pressure and distribution for public water users to the east and south of the site; and
- Furtherance of additional local service goals of the SCWA.

The Proposed Action exceeds the SCDHS's allowable flow for conventional on-site sanitary systems (maximum of 60,066 gpd permitted on the 100.11-acre site; estimated 67,157± gpd proposed), and therefore, as previously noted, must either utilize an on-site advanced sewage treatment facility or connect to a local wastewater treatment plant (WWTP) to provide an acceptable level of treatment. (The Preferred Alternative which is discussed in detail in **Section 5** of this DEIS would generate 67,080.7 gpd¹⁷). The Proposed Action (and Preferred Alternative) both exceed the maximum sanitary flow requirements for conventional septic systems on the subject property and are located 1.94± miles east of Suffolk County Sewer District No. 3. Therefore, the Applicant plans to construct an onsite sewage pump station, install a sewage force main, and connect the proposed site to the District and the Bergen Point WWTP which has sufficient capacity to fully accommodate the projected flow (see **Appendix E-1** for the Suffolk County Sewer Agency's February 5, 2024 Resolution of Conceptual Approval). Connection to public sewers at the Bergen Point WWTP provides for the necessary wastewater treatment, and therefore, minimizes any potential effects of on-site wastewater discharges; particularly, nitrate loading that can adversely affect groundwater and drinking water quality. In addition, it is agreed that to the extent practicable, landscaping at the site should consist of native or well-adapted/ low maintenance tree, shrub, plants and grasses that require minimal if any fertilization as proposed (12.33± acres of the proposed 14.5± acres of landscaping is expected not to require fertilization once established and 2.17± acres is expected to be fertilizer dependent grass). This will further reduce the overall nitrate load from site development and fertilization of landscaping, while also reducing irrigation demands and protecting groundwater resources. A total of 6.33± acres or 6.3± percent of the site will remain in its natural forested condition which will reduce the need for site landscaping and help to mitigate potential groundwater quality issues associated with fertilization; not to mention water quantity issues from irrigation and stormwater runoff. Finally, the site is currently vacant woodland and is not known to have been contaminated by any past land uses or site activities based on a Phase I

¹⁷ SCDHS allows up to 15% of warehouse space to be included as accessory office space when applying its 0.04 gpd/SF general industrial use wastewater flow factor. For the Proposed Action, however, an additional 7.5% of the total building area was factored into the office space projection at 0.06 gpd/SF per SCDHS' non-medical office space factor to address some of the higher office demanding facilities. (Total office space for this assessment was 22.5%, including 15% at 0.04 gpd/SF and 7.5% at 0.06 gpd/SF). The amount of potential office space at the proposed facility was based in part on similar projects including the Hillsboro and Heartland projects examined by the spreadsheets provided in **Appendix E** which had less than 20% office space but included other uses such as a gym. For the Preferred Alternative, 25% office space was used (15% office space at 0.04 gpd/SF and 10 percent office space at 0.06 gpd/SF) to cover the maximum (25%) permitted by the proposed PIP-2 code and to provide a conservatively high estimate for assessment purposes. It should be noted that if the Proposed Action included a total of 25% office space like the Preferred Alternative, it would generate 67,950 gpd of sanitary waste which is 879 gpd more than the projected 67,070.7 gpd of flow from the Preferred Alternative.

ESA prepared for the property (**Appendix G**), thereby suggesting a safe and clean site for future development.

The recharge of stormwater on-site and/or in the proposed stormwater recharge basin will be subject to review and coordination with the Town Engineer during site plan review, will result in an increase in groundwater volume as compared to existing natural, fully vegetated, and pervious ground conditions; however, as previously mentioned wastewater from the development would not be recharged on-site but instead will receive advanced sewage treatment and be discharged into the ground at the County's Bergen Point WWTP. It is anticipated that the site manager will hire a professional landscaper to care for and maintain the grounds and that vegetation identified in an approved landscape plan will be planted and properly maintained by the contractor or staff. Due to the deep well-drained soils and significant land area comprising the site, issues relating to suitable permeability, filtering capacity, groundwater storage, and recharge of stormwater on-site are not expected.

Nitrogen Loading (SONIR Model Results)

The SONIR model discussed previously in this DEIS indicates that the total annual nitrogen load on the area identified as proposed Lot 1 (PIP-II zoned development site) will increase from an estimated 43.69 lbs./year to 123.61 lbs./year and total recharge will increase from 41.64 MG/yr to 99.91 MG/yr. Overall nitrate loading concentration will increase from an existing estimated value of 0.13 mg/l to 0.15 mg/l, which is far below the potable drinking water standard of 10 mg/l used by federal, state and county agencies to regulate drinking water quality. The changes are relatively modest due to the proposed connection to an existing WWTP, use of primarily native tree, shrub and perennial species, and limited area of fertilizer and irrigation dependent lawn (2.17± acres or 2.17 percent of the site).

Suffolk County Sanitary Code Article 7, "Water Pollution Control" and Article 12, Toxic and Hazardous Materials Storage and Handling Controls"

The subject property is located south of and adjacent to SCWA's Circle Drive wellfield. According to Article 7 of the Suffolk County Sanitary Code, "Water Supply Sensitive Areas" are those

"[a]reas in close proximity to existing or identified future public water supply wellfields. In general, for the purposes of [Article 7], 'close proximity' is within 1,500 feet upgradient or 500 feet downgradient of public supply wells screened in the Upper Glacial aquifer"

As shown in **Figure 2-3b**, an assessment and outreach to SCWA revealed that only one of the four wells operating at the wellfield (Well No. 2) is screened in the Glacial aquifer and this well is located at least 627 feet and is up-water table gradient of the Subject Property meaning that groundwater flows in a southeasterly direction, away from the well, and toward the subject property. The one exception is the limited area down-gradient of a well utilizing water from the

Upper Glacial aquifer where the groundwater may be reversed and drawn back toward the well due to pumping. Based on Article 7 standards, however, a conservative distance of 500 feet has been established as the distance far enough downgradient to not be influenced by the draw down of the well.

Also, as previously noted under the SSER discussion above, that the Proposed Action is not planned as hazardous materials or waste storage facility and storage of any materials is strictly regulated pursuant to Suffolk County Sanitary Code Article 12 and typical facility protocols should a spill or leak ever occur. Moreover, the proposed PIP-2 Code expressly prohibits certain uses such as “warehousing and distribution of coal, petroleum or petroleum products as a primary use” and §213-591, “Standards of usage” of the proposed PIP-2 Code amendments includes specific language noting that:

“...the intent of these [Pip-2 Zone] regulations is to prevent land and/or buildings within the PIP-II District from being used or occupied in any manner so as to create dangerous, injurious, noxious or otherwise objectionable fire, explosive, radioactive or other hazardous conditions; noise or vibration; smoke, dust, fumes, odor or other forms of air pollution; electrical or other disturbances; glare or heat; or the disposal of liquid or solid wastes or refuse contrary to the environmental regulations of the Town of Babylon; conditions conducive to the breeding of rodents or insects; or other dangerous or objectionable elements in an amount or manner so as to adversely affect the surrounding area.

The PIP-2 Code also requires strict adherence to Suffolk County Sanitary Code Articles 7 and 12 as may be required to ensure the protection of groundwater and other environmental resources through prescribed safeguards and best management practices. The Applicant will continue to work with the SCWA to ensure the proper siting and resource protection methods and best management practices necessary and will work with the Town Planning Board and other involved agencies to ensure that the proposed project, its future land uses, and the overall layout of the development will not adversely affect area water supplies.

There is a low potential for minor groundwater quality impacts during construction due to potential release of oil, hydraulic fluid, diesel or gasoline from construction vehicles and equipment stored and operated on-site which may be washed away by rainwater, or sediment that may have been contaminated during the construction process which may be transported off-site or into drainage structures by wind or rain. Equipment stored on-site for use during clearing and construction activities will be properly maintained to eliminate potential spills or leakage of fluids and reputable contractors will be used for all site work. Sediment will be controlled by watering soils that are temporarily exposed to the elements, if necessary to control dust, seeding disturbed areas as soon as possible after clearing, installation of catch basin inlet protection as needed, placement of silt fencing around work areas and stockpile

areas, installation of washout stations near construction exits, and use of construction entrance rumble strips or stabilized construction access points to reduce tracking of pebbles and sediment onto streets.

Based on the preceding assessment of surface waters, wetlands and groundwater quality, and in consideration of the available impact mitigation techniques proposed, significant adverse impacts on the quality of these important resources are prevented or mitigated to the maximum extent practicable.

2.2.3 Mitigation

- The site's drainage system will be designed in accordance with Town drainage requirements and will be subject to review and approval by the Town Engineer and Planning Board. Precipitation from the required design storms will be captured and recharged onsite to suitably control stormwater runoff.
- The proposed recharge basin, subsurface leaching pools, and future loading activities will be located a considerable distance from the SCWA wellfield with deep mostly naturally vegetated buffers to provide ample separation. The subject property is also down gradient from a groundwater perspective, therefore, groundwater from beneath the proposed development is expected to flow away from the wellfield toward the southeast.
- The project will connect to an existing WWTP (Bergen Point) to ensure suitable offsite sewage treatment that will dramatically reduce nitrogen loading from the development.
- The proposed PIP-2 zoning includes restrictions to prevent potential impacts from hazardous materials. Specifically, § 213-572A.(4) "Use requirements" of the PIP-2 zoning standards specifically states that "...no manufacture or disposal of hazardous materials shall be permitted nor shall storage of hazardous materials in violation of law be permitted." Section 213-591 of the proposed PIP-2 zoning standards states that "[i]t is the intent of these regulations to prevent land and/or buildings within the PIP-II District from being used or occupied in any manner so as to create dangerous, injurious, noxious or otherwise objectionable fire, explosive, radioactive or other hazardous conditions; noise or vibration; smoke, dust, fumes, odor or other forms of air pollution; electrical or other disturbances; glare or heat; or the disposal of liquid or solid wastes or refuse contrary to the environmental regulations of the Town of Babylon; conditions conducive to the breeding of rodents or insects; or other dangerous or objectionable elements in an amount or manner so as to adversely affect the surrounding area."
- The Proposed PIP-2 Code will further indicate that uses within the PIP II Zoning District shall be in conformance with Suffolk County Department of Health Services Article 7 and 12 for the location within Zone I of the Suffolk County Hydrological Zone I, a groundwater deep recharge zone.

- The project will connect to the local SCWA water supply via a proposed water main in the unopened Nicolls Road right-of-way to ensure a potable water supply is available to future employees and visitors to the site and precautions are taken including locating the proposed recharge basin far enough down groundwater gradient of the wellfield to protect the water supply.
- Water conserving fixtures and efficient irrigation systems will be incorporated into the site development and 6.33± acres or 6.3 percent of the site will remain in a naturally vegetated state, thereby limiting total landscaping and turf coverage. Under the Preferred Alternative discussed in Section 5 of this DEIS the area to remain natural after clearing is 7.8± acres.
- Native landscape species are proposed as shown on the attached Landscape Plans and as listed in **Table 2-11** below to reduce the need for fertilizers and the need for watering once landscaping is established, with total fertilizer/irrigation dependent landscaping to be conservatively estimated to be 2.17± acres or 2.17 percent of the proposed development site (proposed Lot 1).
- Steps will be taken to prevent sediment from being transported off-site by wind, stormwater runoff, and tracking from construction vehicles in accordance with grading, erosion, sedimentation, dust control and stormwater management pursuant to proposed plans, a SWPPP, and standard best management practices previously identified in **Sections 2.1.3 and 2.2.3**.

2.3 Ecology

2.3.1 Existing Conditions

Vegetation

The Subject Property is vacant and consists mostly of successional old field, mixed forest habitats, and terrestrial cultural environments. The property is adjacent to or opposite single-family residential neighborhoods, a small multifamily age-restricted rental community, a public park with active outdoor recreational facilities, a large cemetery (Pinelawn), a golf course (Colonial Springs Golf Club), a few small mixed commercial land uses, and a SCWA wellfield. Little East Neck Road, Long Island Avenue, the Long Island Railroad, and North 28th Street are also adjacent to the site. There are no significant undisturbed natural areas or preserved open spaces adjacent to or contiguous to the site.

The 111.39± acre subject parcel was field inspected and its natural habitats and flora and fauna inventoried by NPV during seven site visits. A second environmental consulting firm, B. Laing Associates, accompanied NPV on four of the site visits and provided additional specialized ecological expertise. The seven site inspections occurred over the course of three years on July

6, 2021, August 25, 2021, October 13, 2021, July 2, 2022, July 7, 2022, July 27, 2023, and May 17, 2024.

These field inventories revealed the presence of seven distinct habitat types including a large successional old field, three natural forest habitats, and three terrestrial cultural habitats (one including lawn and mature native pitch pine trees) as described below:

- 1) successional old field;
- 2) pitch pine-oak forest;
- 3) pitch pine-scrub oak barrens;
- 4) Coastal oak-heath forest;
- 5) mowed lawn with mature pitch pines;
- 6) mowed lawn; and
- 7) small shallow excavation and soil stockpile area containing rushes/cattails.

See **Figure 2-9** for an existing site **Habitat Map**.

The predominant cover type on the Subject Property is best described as a “successional old field” which encompasses 42.93± acres (38.5 percent) of the site based on identified flora and fauna and the “Ecological Communities of New York” classification system developed by the NYSDEC (**Edinger *et al.*, 2014**).¹⁸ The second largest cover type is described as pitch pine-oak forest which is 35.83± acres or 32.17 percent of the site. Together, the successional old field and pitch pine-oak forest ecological communities cover approximately 78.76± acres or 70.7± percent of the 111.39-acre property. An area of pitch pine-scrub oak barrens, which is classified as a rare ecological community, is also present onsite and encompasses 16.54± acres in the north-central part of site (14.9± percent of the property) and 6.42± acres (5.76± percent of the site) in the northeast corner of the property is best described as a coastal oak-heath forest based on its vegetative composition and the Ecological Communities of New York study.

Previously disturbed (terrestrial cultural) ecological communities identified onsite include “mowed lawn with mature pitch pines” (7.89± acres) which is present on the existing cemetery site in the southeast corner of the property and a small area of “mowed lawn” (1.25± acres) near the southwest corner of the property near Little East Neck Road and the LIRR. A small shallow past excavation and soil stockpile area (0.53± acres) that is now overgrown, is the smallest of the cover types found onsite. These terrestrial cultural communities total 9.67± acres or 8.9 percent of the site. There are also several unpaved (gravel) driveways on the site that mostly pass through and around the successional old field, which is located at the center of the property, and two parallel dirt paths extending from the successional field, north, through

¹⁸ An ecological community is a variable assemblage of interacting plant and animal populations that share a common environment.

the pitch pine-scrub oak barrens to Kevin Ver Pault Memorial Park.¹⁹ There are no buildings or structures onsite and no evidence of past buildings or structures based on historical aerial photos and USGS topographic maps. See Phase I ESA in **Appendix G**.

The existing habitat pattern on the property and approximate acreages and percentages of each ecological community as determined by field inventories, aerial photographs, and infield habitat mapping (**Figure 2-9**) are summarized in **Table 2-2**. A detailed description of the habitat types found on site based on typical flora and fauna along with a list of species that were actually identified or that may be expected based onsite available information and inspections are provided below.

Successional Old Field

A typical successional field is described by **Edinger et al., (2014)** as: *“A meadow dominated by forbs and grasses that occurs on sites that have been cleared and plowed (for farming, development, [or other purposes]), and then abandoned. Fields that are mowed at an interval (e.g., less than once per year) that favor the reproduction of characteristic successional old field species are included.*

Characteristic herbs include goldenrods (Solidago altissima, S. nemoralis, S. rugosa, S. juncea, S. canadensis, and Euthamia graminifolia), bluegrasses (Poa pratensis, P. compressa), timothy (Phleum pratense), quackgrass (Elymus repens), smooth brome (Bromus inermis), sweet vernal grass (Anthoxanthum odoratum), orchard grass (Dactylis glomerata), common chickweed (Cerastium arvense), common evening primrose (Oenothera biennis), old-field cinquefoil (Potentilla simplex), calico aster (Symphyotrichum lateriflorum var. lateriflorum), New England aster (Symphyotrichum novae-angliae), wild strawberry (Fragaria virginiana), Queen-Anne’s-lace (Daucus carota), ragweed (Ambrosia artemisiifolia), hawkweeds (Hieracium spp.), dandelion (Taraxacum officinale), and ox-tongue (Picris hieracioides). Little bluestem (Schizachyrium scoparium) may be present in some examples.

Shrubs may be present, but collectively they have less than 50% cover in the community. Characteristic shrubs include gray dogwood (Cornus racemosa), silky dogwood (C. amomum), arrowwood (Viburnum dentatum var. lucidum), raspberries (Rubus spp.), sumac (Rhus typhina, R. glabra), and eastern red cedar (Juniperus virginiana).

Characteristic butterflies include black swallowtail (Papilio polyxenes), orange sulphur (Colias eurytheme), eastern tailed blue (Everes comyntas), and copper (Lycaena phlaeas). Characteristic birds include field sparrow (Spizella pusilla), savannah sparrow (Passerculus sandwichensis), and American goldfinch (Carduelis tristis).

¹⁹ The acreage and percentage of the site containing dirt roads or cleared paths are not broken out for this discussion and instead are included within the total area estimates of the respective habitat areas.

*Characteristic mammals include meadow vole (*Microtus pennsylvanicus*) and woodchuck (*Marmota monax*) (D. Küntsler pers. comm.). This is a relatively short-lived community that succeeds to a shrubland, woodland, or forest community.”*

Pitch Pine-Oak Forest

A typical pitch pine-oak forest as determined by **Edinger, et al., (2014)** is “a mixed forest that typically occurs on well-drained, sandy soils of glacial outwash plains or moraines; but may also occur on thin, rocky soils of ridgetops.”²⁰

*The dominant trees are pitch pine (*Pinus rigida*) mixed with one or more of the following oaks: scarlet oak (*Quercus coccinea*), white oak (*Q. alba*), red oak (*Q. rubra*), or black oak (*Q. velutina*). The relative proportions of pines and oaks are quite variable within this community type. Examples can range from having widely spaced pines that are often emergent above the oak canopy to a nearly pure stand of pines with only a few widely spaced oak trees. The shrub layer is well-developed with scattered clumps of scrub oak (*Quercus ilicifolia*) and a nearly continuous cover of low heath shrubs such as lowbush blueberries (*Vaccinium pallidum*, *V. angustifolium*) and black huckleberry (*Gaylussacia baccata*).*

*The herbaceous layer is relatively sparse; characteristic species are bracken fern (*Pteridium aquilinum* var. *latiusculum*), wintergreen (*Gaultheria procumbens*), and Pennsylvania sedge (*Carex pensylvanica*).*

*Dominant canopy species observed include pitch pine (*Pinus rigida*) and white oak (*Quercus alba*). Other species found on site include scrub oak (*Quercus ilicifolia*), black cherry (*Prunus serotina*), blackjack oak (*Quercus marilandica*), bigtooth aspen (*Populus grandidentata*), lowbush blueberry (*Vaccinium pallidum*), spotted wintergreen (*Chimaphila maculata*), sweetfern (*Comptonia peregrina*) and pennsylvania sedge (*Carex pensylvanica*).*

*Characteristic birds with varying abundance include eastern towhee (*Pipilo erythrophthalmus*), common yellowthroat (*Geothlypis trichas*), field sparrow (*Spizella pusilla*), prairie warbler (*Dendroica discolor*), pine warbler (*Dendroica pinus*), and blue jay (*Cyanocitta cristata*). More data on characteristic fauna are needed.*

At least two potential regional variants are known or suspected: 1) the typical coastal variant on Long Island, and 2) the inland variant of upstate New York.

Pitch Pine-Scrub Oak Barrens

A typical pitch pine-scrub-oak barrens is described by **Edinger, et al., (2014)** as: “a shrub-savanna community that occurs on well-drained, sandy soils that have developed on sand dunes

²⁰ The subject property is located on a glacial outwash plain.

(primarily glacial lacustrine dunes), glacial till, and outwash plains. This community is adapted to and maintained by periodic fires; natural frequency of fires ranges from 6 to 15 years.

Pitch pine (*Pinus rigida*) is the dominant tree; the percent cover of pitch pine is variable, ranging from 20 to 60%. The shrub layer dominants are scrub oaks (*Quercus ilicifolia* and *Q. prinoides*), which often form dense thickets. Beneath this tall shrub canopy is a low shrub layer primarily composed of sweet-fern (*Comptonia peregrina*), lowbush blueberries (*Vaccinium angustifolium*, *V. pallidum*), black huckleberry (*Gaylussacia baccata*), and scattered New Jersey tea (*Ceanothus americanus*). These scrub oak thickets cover 60 to 80 percent of the community; pitch pines are scattered through the shrub thicket, occurring as emergent trees within an extensive shrubland. Within the shrub thickets are small patches of grassland dominated by the following prairie grasses: big bluestem (*Andropogon gerardii*), little bluestem (*Schizachyrium scoparium*), and Indian grass (*Sorghastrum nutans*). These grassy areas are usually found near ant mounds, along trails, and in some of the low areas between dunes where the water table may be very close to the soil surface. This community can be rich in species.

Characteristic forbs include bush-clovers (*Lespedeza capitata*, *L. hirta*, *L. procumbens*, and *L. stuevii*), pinweed (*Lechea villosa*), milkwort (*Polygala nuttallii*), goat's-rue (*Tephrosia virginiana*), horse mint (*Monarda punctata*), bracken fern (*Pteridium aquilinum* var. *latiusculum*), and wild lupine (*Lupinus perennis*). *Ceratodon purpureus* is a common moss in pitch pine-scrub oak barrens (N. Slack pers. comm.). Pitch pine-scrub oak barrens are distinguished from pitch pine-oak-heath woodland in having openings dominated by grasses and forbs. Pitch pine-oak-heath woodland is characterized by openings dominated by heaths.

The coastal barrens buckmoth (*Hemileuca maia* ssp. 5) is a rare lepidopteran of pitch pine-scrub oak barrens on Long Island.

Characteristic birds with varying abundance include eastern towhee (*Pipilo erythrophthalmus*), brown thrasher (*Toxostoma rufum*), pine warbler (*Dendroica pinus*), prairie warbler (*D. discolor*), ovenbird (*Seiurus aurocapillus*), common yellowthroat (*Geothlypis trichas*), field sparrow (*Spizella pusilla*), chipping sparrow (*S. passerina*), and gray catbird (*Dumetella carolinensis*) (Levine 1998, Drennan 1981). **(Edinger, et al., 2014)**

In correspondence from the New York Natural Heritage Program (NHP) dated November 30, 2023, the Pitch Pine-Scrub Oak Barrens is identified a "Rare Community Type" in New York and is also considered to be "Globally Rare." NHP indicates that the community is a "good occurrence, but it is very disturbed and located within cemetery boundaries. A rank of "C" ["marginal"] was assigned because the area is likely to be developed." See **Appendix K-2** for NHP correspondence.

Coastal Oak-Heath Forest

Coastal oak-heath forests are described as: *a large patch-to-matrix hardwood forest of low diversity that typically occurs on dry, well-drained, sandy soils of glacial outwash plains or moraines of the coastal plain. The forest is usually codominated by two or more species of oaks: scarlet oak (Quercus coccinea), white oak (Q. alba) and black oak (Q. velutina). Chestnut oak (Quercus montana) is also a common associate. Pitch pine (Pinus rigida), sassafras (Sassafras albidum), and other tree species typically have very low cover in the canopy. American chestnut (Castanea dentata) may have been a common associate in these forests prior to the chestnut blight; chestnut sprouts are still found in some stands.*

The shrub layer is well-developed typically with a low nearly continuous cover of dwarf heaths such as lowbush blueberries (Vaccinium pallidum, V. angustifolium) and black huckleberry (Gaylussacia baccata).

The herbaceous layer is very sparse; characteristic species are bracken fern (Pteridium aquilinum var. latiusculum), wintergreen (Gaultheria procumbens), and Pennsylvania sedge (Carex pensylvanica). Herb diversity is greatest in natural and artificial openings with species such as frostweed (Helianthemum canadense), false-foxglove (Aureolaria spp.), bearberry (Arctostaphylos uvaursi), goat's-rue (Tephrosia virginiana), bush-clovers (Lespedeza spp.), and pinweeds (Lechea spp.).

This community can occur with several types of barrens and woodland communities as part of the broadly defined ecosystem known as the Pine Barrens. Data on characteristic fauna are needed. Its distribution is restricted to the interior portions of the Coastal Lowlands ecozone, concentrated on outwash plains; possibly knolls and mid to upper slopes of moraines. Occurrences are more sparse in the eastern and western portions of the range. The community range possibly extends westward into eastern Nassau County on the end moraine of western Long Island and has been reported from a narrow strip of outwash on the north shore of Long Island.

Mowed Lawn with Trees

The mowed lawn with trees community is described as a: *“residential, recreational, or commercial land in which the groundcover is dominated by clipped grasses and forbs, and it is shaded by at least 30% cover of trees. Ornamental and/or native shrubs may be present, usually with less than 50% cover. The groundcover is maintained by mowing and broadleaf herbicide application. Characteristic fauna include gray squirrel (Sciurus carolinensis), American robin (Turdus migratorius), mourning dove (Zenaida macroura), and northern mockingbird (Mimus polyglottos) (Edinger, et al., 2014).*

This ecological community is found at the cemetery in the southeast corner of the Subject Property on proposed Lot 2. The trees in this area are mature pitch pines that are likely native to the site.

Previous Small Shallow Excavation and Soil Stockpile Area

A small (0.53± acre) excavation and soil stockpile area is also present in the south-central portion of the site. There is no similar ecological community found in Edingers' Ecological Communities of New York. However, this feature is consistent with a terrestrial cultural ecological community, is relatively small, contains some invasive species, and is of low ecological quality. This small shallow excavation is intermittently wet from possible past soil compaction and limited permeability associated with past excavation activities and possible collection of onsite runoff. This area supports some cattails and bullrush (*typha sp.*) and invasives such as purple loosestrife (*Lythrum salicaria*) and common reed (*phragmites*).

Mowed Lawn

Mowed lawns are classified as "terrestrial cultural" communities in Ecological Communities of New York and is described therein as: "*residential, recreational, or commercial land, or unpaved airport runways in which the groundcover is dominated by clipped grasses and there is less than 30% cover of trees. Ornamental and/or native shrubs may be present, usually with less than 50% cover. The groundcover is maintained by mowing and broadleaf herbicide application. Characteristic birds with varying abundance include American robin (Turdus migratorius) and killdeer (Charadrius vociferus)* Edinger, et al., 2014).

TABLE 2-2
HABITAT QUANTITIES
Existing Conditions

Coverage Type	Site	
	Acres (±)	% of Site
Successional Old Field	42.93	38.54
Pitch Pine-Oak Forest	35.83	32.17
Pitch Pine-Scrub Oak Barrens	16.54	14.85
Coastal Oak-Heath Forest	6.42	5.76
Mature Pitch Pines/Mowed Lawn	7.89	7.08
Mowed Lawn	1.25	1.12
Past Small/Shallow Soil Excavation and Stockpile Area	0.53	0.48
TOTAL	111.39	100.00%

Tables 2-3 - 2-5 contain lists of vegetation identified onsite during the seven site inspections conducted between 2021 and May of 2024. This list is not meant to be all-inclusive but is a thorough inventory based on the many site visits conducted. Care was taken to identify any species that might have special status such as rare, exploitably vulnerable, threatened and endangered species including those that have been documented by NHP as present or having existed in the area, as well as any invasive plants. Species identified by NHP in its July 21, 2022 and November 30, 2023 correspondence to NPV were specifically looked for. No threatened or endangered plant species were identified onsite during the seven field visits to the site; however, two exploitably vulnerable species (American holly and striped wintergreen) and several invasive species were found.

TABLE 2-3
VEGETATION SPECIES

Tree Species Identified Onsite

<i>Common Name</i>	<i>Scientific Name</i>
Pitch pine	<i>Pinus rigida</i>
Red oak	<i>Quercus rubra</i>
Bear oak	<i>Quercus ilicifolia</i>
Chinkapin oak	<i>Quercus prinoides</i>
Black oak	<i>Quercus velutina</i>
White oak	<i>Quercus alba</i>
Pin oak	<i>Quercus palustris</i>
Swamp white oak	<i>Quercus bicolor</i>
Eastern white pine	<i>Pinus strobus</i>
Black cherry	<i>Prunus serotina</i>
Bigtooth aspen	<i>Populus grandidentata</i>
American chestnut	<i>Castanea dentata</i>
Sassafras	<i>Sassafras albidum</i>
American holly	<i>Ilex opaca [p]</i>

[e] NYS endangered species

[E] Federally endangered species

[t] NYS threatened species

[p] NYS exploitably vulnerable protected plant

[i] NYS invasive species (no legal status)

TABLE 2-4
VEGETATION SPECIES

Shrub and Vine Species Identified Onsite

Common Name	Scientific Name
Sweetfern	<i>Componia peregrina</i>
Burning bush	<i>Eunonymus alatus [i]</i>
Shining sumac	<i>Rhus copallinum</i>
Lowbush blueberry	<i>Vaccinium angustifolium</i>
Bush clover	<i>Lespedeza</i>
Chinese bush clover	<i>Lespedeza cuneata [i]</i>
Autumn olive	<i>Elaeagnus umbellate [i]</i>
Hairy bush clover	<i>Lespedeza hirta</i>
Asiatic bittersweet	<i>Celastrus orbiculatus [i]</i>
Smooth greenbriar	<i>Smilax rotundifolia</i>
Grape vine	<i>Vitis sp.</i>
Poison ivy	<i>Toxicodendron radicans</i>

[e] NYS endangered species

[E] Federally endangered species

[t] NYS threatened species

[p] NYS exploitably vulnerable protected plant

[i] NYS invasive species (no legal status)

TABLE 2-5
VEGETATION SPECIES

Grasses, Herbs, Ferns and Groundcover Species Identified Onsite

Common Name	Scientific Name
Little bluestem	<i>Schizachyrium scoparium</i>
Big bluestem	<i>Andropogon gerardi</i>
Switchgrass	<i>Panicum virgatum</i>
Soft rush	<i>Juncus effusus</i>
Timothy grass	<i>Phleum pratense</i>
Woolgrass	<i>Scirpus cyperinus</i>
Indian grass	<i>Sorghastrum nutans</i>
Showy tick-trefoil	<i>Desmodium canadense</i>
Smartweed	<i>Persicaria sp.</i>
White clover	<i>Trifolium repens</i>
Red clover	<i>Trifolium pratense</i>
Spreading dogbane	<i>Apocynum androsaemifolium</i>
Thistle	<i>Cirsium vulgare</i>
Mugwort	<i>Artemisia vulgaris [i]</i>
Yellow foxtail	<i>Setaria pumila</i>
Birds foot trefoil	<i>Lotus corniculatus</i>

Common Name	Scientific Name
Common knapweed	<i>Centaurea nigra</i>
Common milkweed	<i>Asclepias syriaca</i>
Cyperoideae sedge	<i>Carex sect. cyperoideae</i>
Goldenrod	<i>Solidago sp.</i>
Bracken fern	<i>Pteridium aquilinum</i>
Queen Anne's lace	<i>Daucus carota</i>
Purpletop	<i>Tridens flavus</i>
Little-leaf trick trefoil	<i>Desmodium ciliare</i>
Primrose	<i>Oenothera biennis</i>
Whorled loosestrife	<i>Lysimachia quadrifolia</i>
Wild indigo	<i>Baptisia tinctoria</i>
Raspberry	<i>Rubus idaeus</i>
Bushy aster	<i>Symphotrichum dumosum</i>
Canada wild lettuce	<i>Lactuca canadensis</i>
Striped wintergreen	<i>Chimaphila maculate [p]</i>
Sensitive pea	<i>Chamaecrista fasciculata</i>
Purple loosestrife	<i>Lythrum salicaria [i]</i>
Pink lady slipper	<i>(Cypripedium acaule)</i>
Cattail and bullrush	<i>(Typha sp.)</i>

[e] NYS endangered species

[E] Federally endangered species

[t] NYS threatened species

[p] NYS exploitably vulnerable protected plant

[i] NYS invasive species (no legal status)

Wildlife

Seven habitat and wildlife surveys were conducted onsite by NPV and/or B. Laing Associates over the past three years. This included site visits conducted on July 6, 2021, August 25, 2021, October 13, 2021, July 2, 2022, July 7, 2022, July 27, 2023, and May 17, 2024. These site inspections also included a *Lepidoptera* (i.e., butterfly and moth) inventory and assessment based on the existing onsite habitat and input provided by the NYSDEC's Natural Heritage Program (**Appendix K-2**), culminating in the preparation of the Lepidopteran Findings Report by **B. Laing Associates (2022)** provided in **Appendix K-3**. The seven site visits provided a considerable opportunity to assess site habitat, see and hear wildlife fauna and to observe other potential signs such as tracks, dens, etc.; however, it is likely that other unobserved wildlife either inhabit or utilize the site.

The old field, woodland and terrestrial cultural habitats on the property are large enough to support a variety of wildlife common to Long Island's suburban and undeveloped natural habitats, including those species that are more tolerant of human activity, although the property is quite large. Species that avoid humans and/or those species that are sensitive to development may also be present, particularly within the interior of the site and in the

undisturbed native forested areas along its edges, especially on the north side of the property. The following paragraphs describe the wildlife observed or expected on site.

Birds-Avian species which might be expected on the property include a variety of species that prefer a mix of old field and forest environments. During the 2021-2024 field investigations the following birds were heard or directly observed: cedar waxwing, red-tailed hawk, Northern cardinal, chimney swift, Northern flicker, American crow, fish crow, blue jay, gray catbird, barn swallow, Baltimore oriole, red-bellied woodpecker, song sparrow, Northern mockingbird, downy woodpecker, hairy woodpecker, black-capped chickadee, chipping sparrow, European starling, house wren, Eastern kingbird, American robin, and mourning dove. However, many other bird species are likely to inhabit or visit the site. In order to provide a more detailed representation of the avian species potentially present on site, the NYS Breeding Bird Atlas was reviewed to obtain data from the 2000-2005 Breeding Bird Survey for the census block encompassing the subject parcel (**Appendix K-1**). This study surveyed the entire State by 25 km² census blocks over a five-year period (2000 to 2004) to determine the bird species which breed within the State. **Table 2-6** contains a list of bird species that may live on or visit the site based on the Breeding Bird Survey. Birds that were heard or seen by NPV and B. Laing staff during the seven field visits (4 joint visits were conducted with B. Laing staff) are signified by an asterisk (*).

TABLE 2-6
BIRD SPECIES

Common Name	Scientific Name
Cooper's hawk	<i>Accipiter cooperii</i>
red-winged blackbird	<i>Agelaius phoeniceus</i>
wood duck	<i>Aix sponsa</i>
mallard	<i>Anas platyrhynchos</i>
tufted titmouse	<i>Baeolophus bicolor</i>
* cedar waxwing	<i>Bombycilla cedrorum</i>
Canada goose	<i>Branta canadensis</i>
* red-tailed hawk	<i>Buteo jamaicensis</i>
green heron	<i>Butorides virescens</i>
* Northern cardinal	<i>Cardinalis cardinalis</i>
house finch	<i>Carpodacus mexicanus</i>
veery	<i>Catharus fuscescens</i>
* chimney swift	<i>Chaetura pelagica</i>
killdeer	<i>Charadrius vociferus</i>
yellow-billed cuckoo	<i>Coccyzus americanus</i>
black-billed cuckoo	<i>Coccyzus erythrophthalmus</i>
* Northern flicker	<i>Colaptes auratus</i>
Northern bobwhite	<i>Colinus virginianus</i>
rock pigeon	<i>Columba livia</i>
Eastern wood-peewee	<i>Contopus virens</i>
* American crow	<i>Corvus brachyrhynchos</i>

* fish crow	<i>Corvus ossifragus</i>
* blue jay	<i>Cyanocitta cristata</i>
mute swan	<i>Cygnus olor</i>
prairie warbler	<i>Dendroica discolor</i>
* yellow warbler	<i>Dendroica petechia</i>
pine warbler	<i>Dendroica pinus</i>
* gray catbird	<i>Dumetella carolinensis</i>
common yellowthroat	<i>Geothlypis trichas</i>
* barn swallow	<i>Hirundo rustica</i>
wood thrush	<i>Hylocichla mustelina</i>
* Baltimore oriole	<i>Icterus galbula</i>
orchard oriole	<i>Icterus spurius</i>
Eastern screech-owl	<i>Megascops asio</i>
* red-bellied woodpecker	<i>Melanerpes carolinus</i>
* song sparrow	<i>Melospiza melodia</i>
* Northern mockingbird	<i>Mimus polyglottos</i>
black-and-white warbler	<i>Mniotilta varia</i>
brown-headed cowbird	<i>Molothrus ater</i>
great-crested flycatcher	<i>Myiarchus crinitus</i>
* house sparrow	<i>Passer domesticus</i>
Savannah sparrow	<i>Passerculus sandwichensis</i>
fox sparrow	<i>Passerella iliaca</i>
indigo bunting	<i>Passerina cyanea</i>
* downy woodpecker	<i>Picoides pubescens</i>
* hairy woodpecker	<i>Picoides villosus</i>
Eastern towhee	<i>Pipilo erythrophthalmus</i>
scarlet tanager	<i>Piranga olivacea</i>
* black-capped chickadee	<i>Poecile atricapillus</i>
purple martin	<i>Progne subis</i>
common grackle	<i>Quiscalus quiscula</i>
Eastern phoebe	<i>Sayornis phoebe</i>
ovenbird	<i>Seiurus aurocapillus</i>
* American goldfinch	<i>Spinus tristis</i>
* chipping sparrow	<i>Spizella passerina</i>
field sparrow	<i>Spizella pusilla</i>
* European starling	<i>Sturnus vulgaris</i>
Carolina wren	<i>Thryothorus ludovicianus</i>
brown thrasher	<i>Toxostoma rufum</i>
* house wren	<i>Troglodytes aedon</i>
* American robin	<i>Turdus migratorius</i>
* Eastern kingbird	<i>Tyrannus tyrannus</i>
blue-winged warbler	<i>Vermivora pinus</i>
warbling vireo	<i>Vireo gilvus</i>
white-eyed vireo	<i>Vireo griseus</i>
red-eyed vireo	<i>Vireo olivaceus</i>
* mourning dove	<i>Zenaidura macroura</i>

Mammals - During the site visits conducted on the property Eastern grey squirrels (*Sciurus carolinensis*), Eastern chipmunk (*Tamias striatus*), and a racoon (*Procyon lotor*) were observed. White-tailed deer (*Odocoileus virginianus*) tracks were also found on the site but no deer were seen. The habitats on the proposed project site could support a variety of mammal species including but not limited to the Eastern cottontail rabbit (*Sylvilagus floridanus*), red fox (*Vulpes vulpes*), meadow vole (*Microtus pennsylvanicus*), Eastern mole (*Scalopus aquaticus*), white footed mouse (*Peromyscus leucopus*), opossum (*Didelphis virginiana* = *Didelphis marsupialis*), woodchuck (*Marmota monax*), and others.

Table 2-7 contains a list of the mammal species that were witnessed onsite (“*”) or that might be present on the property based on environmental conditions, existing habitat, and wildlife habitat needs. This list is not meant to be all-inclusive but is intended to provide a summary of the most likely species.

TABLE 2-7
MAMMAL SPECIES

Common Name	Scientific Name
short-tailed shrew	<i>Blarina brevicauda</i>
least shrew	<i>Cryptotis parva</i>
Virginia opossum	<i>Didelphis virginiana</i>
big-brown bat	<i>Eptesicus fuscus</i>
Southern-flying squirrel	<i>Glaucomys volans</i>
Eastern milk snake	<i>Lampropeltis d. triangulum</i>
silver-haired bat	<i>Lasionycteris noctivagans</i>
hoary bat	<i>Lasiurus borealis</i>
woodchuck	<i>Marmota monax</i>
striped skunk	<i>Mephitis</i>
pine vole	<i>Microtus pinetorum</i>
house mouse	<i>Mus musculus</i>
Keen’s bat	<i>Myotis keenii</i>
little-brown bat	<i>Myotis lucifugus</i>
Northern long-eared bat	<i>Myotis septentrionalis [e]</i>
white-tailed deer	<i>Odocoileus virginianus</i>
white-footed mouse	<i>Peromyscus leucopus</i>
Eastern pipistrelle	<i>Pipistrellus subflavus</i>
* racoon	<i>Procyon lotor</i>
Norway rat	<i>Rattus norvegicus</i>
black rat	<i>Rattus</i>
Eastern mole	<i>Scalopus aquaticus</i>
* Eastern gray squirrel	<i>Sciurus carolinensis</i>
masked shrew	<i>Sorex cinereus</i>
Eastern cottontail	<i>Sylvilagus floridanus</i>
* Eastern chipmunk	<i>Tamias striatus</i>
red fox	<i>Vulpes vulpes</i>
meadow-jumping mouse	<i>Zapus hudsonicus</i>
* Species observed on site by NP&V staff during field visits.	

Reptiles and Amphibians – An Eastern box turtle (New York State Special Concern) was observed onsite during one of the seven site inspections. The eastern box turtle is the only turtle that is common to upland terrestrial habitats on Long Island as it requires very little water (**Obst, undated**). The species is found in a variety of habitats but prefers a damp woodland. The box turtle feeds primarily on slugs, earthworms, wild strawberries and mushrooms (**Behler and King, 1979**). The similar wood turtle utilizes both aquatic and terrestrial habitats but on Long Island, it is restricted to eastern Long Island (**Conant and Collins, 1991**).

No other reptile was documented onsite during the field surveys; however, based on existing environmental conditions, the site may host a few additional terrestrial reptiles including the eastern garter snake (*Thamnophis sirtalis*) and eastern milk snake (*Lampropeltis d. triangulum*) (**Wright, 1957**). The garter snake is relatively tolerant of human activity but prefers moist soils and would be most likely to be found near a wet recharge basin or surface water body.

The milk snake is found in soils of varying moisture content. These snakes are all colubrid snakes, which feed on whole animals such as worms, insects or small amphibians (**Behler and King, 1979**). The larger milk snake will also take small rodents and birds (**Behler and King, 1979**).

Two toads are common on Long Island in upland habitats. The Eastern spadefoot toad (*Scaphiopus holbrookii*) occurs in woods, shrublands and fields with dry, sandy loam soils, and temporary pools for breeding (**Behler and King, 1979**). The Fowler's toad (*Bufo woodhousei fowleri*) prefers sandy areas near marshes, irrigation ditches and temporary pools. These species are the most likely amphibians to be present on the site. Species that were not observed during these surveys but would be expected, based on site habitat, are included in the species list below in order to fully account for potential impacts to possible amphibians and reptiles.

Table 2-8 presents a list of reptile species that might occur on site given existing site habitats. This list is not intended to be all-inclusive but provides a detailed representation of what is or is likely to be found on site based on habitat type and site conditions.

TABLE 2-8
REPTILE AND AMPHIBIAN SPECIES

<i>Amphibians</i>	
Common Name	Scientific Name
Fowler's toad	<i>Bufo fowleri</i>
two-lined salamander	<i>Eurycea bislineata</i>
spring peeper	<i>Hyla crucifer</i>
common gray treefrog	<i>Hyla versicolor</i>
red-backed salamander	<i>Plethodon cinereus</i>

bullfrog	<i>Rana catesbeiana</i>
green frog	<i>Rana clamitans</i>
Eastern spadefoot toad	<i>Scaphiopus holbrooki</i>

Reptiles

Common Name	Scientific Name
common snapping turtle	<i>Chelydra serpentina</i>
painted turtle	<i>Chrysemys picta</i>
Eastern hognose snake	<i>Heterodon platyrhinos [s]</i>
Eastern milk snake	<i>Lampropeltis d. triangulum</i>
brown snake	<i>Storeria dekayi</i>
* Eastern box turtle	<i>Terrepenne carolina [s]</i>
common garter snake	<i>Thamnophis sirtalis</i>
slipping turtle	<i>Trachemys scripta</i>
	[s] NYSDEC special concern species

* Species observed on site by NP&V staff

TABLE 2-9
LEPIDOPTERANS SPECIES
(Butterflies and Moths Observed Onsite)

Common Name	Scientific Name	Common Name	Scientific Name
American copper	<i>Lycaeba phlaeas</i>	Least skipper	<i>Ancyloxypha numitor</i>
American lady	<i>Vanessa virginiensis</i>	Lucerne moth	<i>Nomophila nearctica</i>
Banded hairstreak	<i>Satyrium calanus</i>	Metallic coleophora moth	<i>Coleophora mayrella</i>
Banded olethreutes moth	<i>Olethreutes fasciata</i>	Monarch	<i>Danaus plexippus</i>
Black swallowtail	<i>Papilio polyxenes</i>	Orange-patched smoky moth	<i>Pyromorpha dimidiata</i>
Cabbage white	<i>Pieris rapae</i>	Orange sulphur	<i>Colias eurytheme</i>
Celery looper moth	<i>Abagrapta falcifera</i>	Painted lady	<i>Vanessa cardui</i>
Clouded sulphur	<i>Colias philodice</i>	Pearl crescent	<i>Phyciodes tharos</i>
Coastal barrens buckmoth [s][l]	<i>Hemileuca maia ssp.5</i>	Question mark	<i>Polygonia interrogationis</i>
Common buckeye	<i>Junonia coenia</i>	Red-banded hairstreak	<i>Calycopis cecrops</i>
Common spragueia	<i>Spragueia leo</i>	Red-spotted purple	<i>Limenitis arthemis</i>
Common wood nymph	<i>Cercyonis pegala</i>	Sachem skipper	<i>Atalopedes campestris</i>
Confused eusarca	<i>Eusarca confusaria</i>	Silver spotted skipper	<i>Epargyreus clarus</i>
Coral hairstreak	<i>Satyrium titus</i>	Silver-spotted fern moth	<i>Callopietria cordata</i>
Distinct sparganthis	<i>Sparganthis distincta</i>	Skipper sp.	<i>Hesperiidae</i>
Eastern giant Swallowtail	<i>Papilio cresphontes</i>	Snowy urola	<i>Urola nivalis</i>
Eastern pine elfin	<i>Callophrys niphon</i>	Southern cloudywing	<i>Thorbus bathyllus</i>
Eastern tailed blue	<i>Cupido comyntas</i>	Soybean looper	<i>Chrysodeixis includens</i>
Eastern tiger swallowtail	<i>Papilio glaucus</i>	Spicebush swallowtail	<i>Papilio troilus</i>
Edward's hairstreak	<i>Satyrium edwardsii</i>	Summer azure	<i>Celastrina neglecta</i>
Fall webworm	<i>Hyphantria cunea</i>	Vetch looper moth	<i>Caenurgina chloropha</i>
Forage looper	<i>Caenurgina erechta</i>	Viceroy	<i>Limenitis archippus</i>

Common Name	Scientific Name	Common Name	Scientific Name
Variegated fritillary	<i>Euptoieta claudia</i>	Wild indigo duskywing	<i>Erynnis baptisiae</i>
Green cloverworm	<i>Hypena scabra</i>	Little wood satyr	<i>Megisto cymela</i>
Horace's duskywing	<i>Erynnis horatius</i>	Zabulon skipper	<i>Poanes zabulon</i>

Source: B. Laing Associates, 2022.

[s] NYSDEC Special Concern species; [I] Imperiled in NYS; [U] Unlisted in NYS; [V] Vulnerable in NYS

Rare and Endangered Species/Unique Habitat Potential

The NY Natural Heritage Program (NYNHP) (ECL 9-1503) was contacted in 2022 and 2023 to determine if there were any records of rare habitats, plants or wildlife on or in the vicinity of the Subject Property. NYNHP in its July 21, 2022 and November 30, 2023 response letters to NPV noted the documented presence of one rare vascular plant, Low St. John's Wort (*Hypericum stragulum*). This species was found on July 29, 1998 within one-half mile of the project site in a largely undeveloped summer camp in dry to moist morainal woodland habitat with roads and numerous buildings. This plant species is currently listed as "Endangered" and "Critically Imperiled" in New York State.

NYNHP also indicated that two lepidopterans of conservation concern were identified on the subject property in the past. One of the species, the Edward's Hairstreak butterfly (*Satyrrium edwardsii*), was identified onsite on June 30, 1991 and the other, the Coastal Barrens Buckmoth (*Hemileuca maia* ssp. 5), was observed onsite on October 17, 1985. The Edward's Hairstreak butterfly is classified as "Unlisted" but also has a Heritage Conservation Status of "Vulnerable" in New York State. The Coastal Barrens Buckmoth is listed as "Special Concern" in New York State and it's Heritage Conservation Status is classified as "Imperiled" in the State while it is also classified as "Globally Uncommon." Both species had been observed in a dense scrub oak-thicket containing scattered pitch pine. Correspondence from NYNHP is provided in **Appendix K-2**.

During the seven previously mentioned site inspections, special care was taken to identify any rare threatened or endangered species. During those inspections, one Edward's hairstreak butterfly (NYS Unlisted/Vulnerable) was seen in the pine barrens onsite on a bear oak. Masses of larval coastal barrens buckmoths (NYS Special Concern/Imperiled and Globally Uncommon) were also seen feeding on bear oak at three widely spaced site locations. Finally, an Eastern box turtle, a NYS Special Concern reptile was seen onsite.

Special concern species are native species which are not recognized as endangered or threatened, but for which there is documented concern about their welfare in New York State as a whole. Unlike threatened or endangered species, species of special concern receive no additional legal protection under Environmental Conservation Law Section 11-0535. This category is intended to enhance public awareness of those species which deserve additional

attention. Examples of NYS Special Concern species that are known to be onsite include the Eastern box turtle.

2.3.2 Impacts

Vegetation

The impacts to the ecological resources of a site are generally a direct result of clearing of natural vegetation, an increase in human activity and associated wildlife stressors, and the resulting loss and fragmentation of wildlife habitat. The proposed development area is currently wooded. A combined total of 93.78± acres of successional old field and natural woodlands will be cleared leaving 6.33 acres of forest and an additional 14.50± acres of landscaping, 1.81± acres of vegetated recharge basin, and 0.24± acres of decorative pond will be provided onsite bringing the total pervious native vegetated or other landscaping to 22.88± acres or 22.9 percent of the 100.11-acre PIP-2-zoned Lot 1 development site.

The changes in habitat quantities and summary of vegetation and habit impacts are shown in **Table 2-10**.

TABLE 2-10
HABITAT QUANTITIES
Existing and Proposed Conditions – Overall Site

Coverage Type	Existing Conditions		Proposed Project		Change (acres)
	Coverage (acres)	Percent (%)	Coverage (acres)	Percent (%)	
Buildings and Other Impervious Surfaces	0	0	77.23 ⁽¹⁾	69.33	+77.23
Successional Old Field	42.93	38.54	0	0	-42.93
Pitch Pine-Oak Forest	35.83	32.17	5.10	4.58	-30.73
Pitch Pine-Scrub Oak Barrens	16.54	14.85	2.03	1.82	-14.51
Coastal Oak-Heath Forest	6.42	5.76	2.81	2.52	-3.61
Past Soil Excavation and Stockpile Area	0.53	0.48	0	0	-0.53
Mature Pitch Pines/Mowed Lawn	7.89	7.08	7.67	6.88	---
Mowed Lawn/Landscaping	1.25	1.12	14.50 ⁽²⁾	13.01	+13.25
Decorative Pond	0	0	0.24	0.22	+0.24
Stormwater Recharge Basin	0	0	1.81	1.63	+1.81
TOTAL	111.39	100.00	111.39	100.00	---

Notes:

- (1) Includes 37.13 acres (1,617,471 SF) of warehouse buildings with multi-tenant warehouse storage and warehouse office spaces and 40.1 acres of other impervious surfaces including proposed access and internal roads, parking and loading areas, sidewalks and sewage pump station.
- (2) Includes 2.17± acres of fertilizer/maintenance dependent landscaping and 12.33± acres of suitable native species that will not require long-term maintenance after establishment.

As previously stated, the NYNHP identified records of one known occurrence of an endangered plant known as Low St. John's Wort (*Hypericum stragulum*) within a half-mile on a nearby property back in 1998. This species was not found on the subject property during the field surveys and no other rare, threatened or endangered plant was found but two exploitably vulnerable plant species were, including American holly (*Ilex opaca*) and spotted wintergreen (*Chimaphila maculata*). These exploitably vulnerable plant species are, however, relatively common in Long Island's natural habitats. "Exploitably vulnerable" plants are species which are not currently threatened or endangered but are commonly collected for flower arrangements or other uses. Under ECL 1503.3, no person may "*knowingly pick, pluck, sever, damage by the application of herbicides or defoliant or carry, without the consent of the owner thereof, protected plants*" (NYSDEC, 1975). As per this section of the ECL the project sponsor (i.e., owner) would not be restricted in utilizing the site for the intended purpose. Therefore, the presence of protected plants would not restrict use of the site under the NYS Environmental Conservation Law.

The subject property also contains a NYS Rare and Globally Rare pitch pine-scrub oak barrens ecological community onsite. This habitat type is located on the north central portion of the subject property along the northerly property boundary and is estimated to encompass approximately 16.54± acres or 14.85 percent of the site. NHP stated in its letter that this pitch pine-scrub oak barrens represents "a good occurrence, but it is very disturbed and located within cemetery boundaries. The rank of "C" was assigned because the area is likely to be developed." In addition, since some of the pitch pine-scrub oak barrens are along the northerly property boundary some of this habitat will not be cleared as part of this project.

Landscaping

The proposed **Landscape Plans** attempt to mitigate impacts of clearing and removal of wildlife habitat by utilizing native species including pitch pine-scrub oak species that are adapted to site conditions and will be supportive of native wildlife that typically inhabit the types of ecological communities found onsite.

The proposed planting plan will include several seed mixes, bioretention plantings, recharge basin plantings, foundation plantings, enhanced screening and restoration buffers, and parking area plantings consisting of thousands of individual groundcover species, shrubs, and trees.

Table 2-11 lists the tree, shrub and forb, grass, perennial and groundcover species proposed. See also the attached **Landscape Plan** for information detailing locations and number of individuals that will be planted and the purpose for each.

TABLE 2-11
PROPOSED LANDSCAPE PLAN
TREE, SHRUB, AND FORB, GRASS, PERENNIAL AND GROUNDCOVER SPECIES

TREES			
Common Name	Botanical Name	Common Name	Botanical Name
Serviceberry	<i>Amelanchier canadensis</i>	Chinkapin oak	<i>Quercus prinoides</i>
American Holly	<i>Ilex opaca</i>	Hackberry	<i>Celtis occidentalis</i>
Eastern Red Cedar	<i>Juniperus virginiana</i>	Swamp White Oak	<i>Quercus bicolor</i>
Pitch Pine	<i>Pinus rigida</i>	Black Willow	<i>Salix nigra</i>
River Birch	<i>Betula nigra</i>	Eastern Redbud	<i>Cercis canadensis</i>
Eastern Red Cedar	<i>Juniperus virginiana</i>	Cockspur Hawthorn	<i>Crataegus crus-galli</i>
Black Cherry	<i>Orunus serotina</i>	Southern Magnolia	<i>Magnolia grandiflora</i>
White oak	<i>Quercus alba</i>	Pin oak	<i>Quercus palustris</i>
Red Maple	<i>Acer Rubrum</i>	Golden Raintree	<i>Koelreuteria paniculata</i>
SHRUBS			
Hummingbird Summersweet	<i>Clethra alnifolia</i> 'Hummingbird'	Gro-Low Fragrant Sumac	<i>Rhus aromatica</i> 'Gro-Low'
Ivory Halo Siberian Dogwood	<i>Cornus alba</i> 'Ivory Halo'	Virginia Rose	<i>Rosa virginiana</i>
Dwarf Fothergilla	<i>Fothergilla gardenii</i>	False Indigo Bush	<i>Amorpha fruticosa</i>
Inkberry Holly	<i>Ilex glabra</i>	Buttonbush	<i>Cephalanthus occidentalis</i>
Mountain Laurel	<i>Kalmia latifolia</i> 'Sarah'	Silky Dogwood	<i>Cornus amomum</i>
New Jersey Tea	<i>Ceanothus americanus</i>	Henry's Garnet Virginia Sweetspire	<i>Itea virginicus</i> 'Henry's Garnet'
Sweetfern	<i>Comptonia peregrina</i>	Lowbush blueberry	<i>Vaccinium angustifolium</i>
Bear Oak	<i>Quercus ilicifolia</i>	Black huckleberry	<i>Gaylussacia baccata</i>
Chinkapin Oak	<i>Quercus prinoides</i>	Arrowood Viburnum	<i>Viburnum dentatum</i>
Winged Sumac	<i>Rhus copallinum</i>	Northern spicebush	<i>Lindera Benzoin</i>
Bearberry	<i>Arctostaphylos uva-ursi</i>	Black Chokeberry	<i>Aronia melanocarpa</i>
FORBS, GRASSES, PERENNIALS, AND GROUNDCOVERS			
Red Columbine	<i>Aquilegia canadensis</i>	Switchgrass	<i>Panicum virgatum</i>
Yellow Wild Indigo	<i>Baptisia tinctoria</i>	Woolgrass	<i>Scirpus cyperinus</i>
Purple Coneflower	<i>Echinacea purpurea</i>	Carex Evercolor 'Everglow'	<i>Carex morrowii</i> 'Everglow'
Blazingstar	<i>Liatris spicata</i>	Northern Sea Oats	<i>Chasmanthium latifolium</i>
Beardstongue	<i>Penstemon digitalis</i>	Tufted Hair Grass	<i>Deschampsia cespitosa</i>
Slender Mountain Mint	<i>Pycnanthemum tenuifolium</i>	Pink Muhly Grass	<i>Muhlenbergia capillaris</i>
Golden Alexander	<i>Zizia aurea</i>	Shenandoah Switchgrass	<i>Panicum virgatum</i> 'Shenandoah'

Mountain Mint	<i>Pycnanthemum muticum</i>	Little Bluestem	<i>Schizachyrium scoparium</i>
New York Aster	<i>Symphyotrichum novi-belgii</i>	Prairie Dropseed	<i>Sporobolus heterolepis</i>
Black-Eyed Susan	<i>Rudbeckia fulgida</i>	Fox Sedge	<i>Carex vulpinoides</i>
Partridge Pea	<i>Chamaecrista fasciculata</i>	Purpletop	<i>Tridens flavus</i>
Golden ragwort	<i>Packera aurea</i>	Purple Lovegrass	<i>Eragrostis spectabilis</i>
Common milkweed	<i>Asclepias syriaca</i>	Black Eyed Susan	<i>Rudbeckia fulgida</i>
Pennsylvania Sedge	<i>Carex pensylvanica</i>	Butterflyweed	<i>Asclepias tuberosa</i>

Note: The subject property has recently been determined to be within an Asian Long-Horned Beetle Quarantine Area. As such, certain trees that are preferred hosts to this beetle are more vulnerable and are inappropriate for the site. Host trees include maples, birches, willows, poplars, and buckeyes. For the above reason, any host species listed above or shown on the current draft Landscape Plan will be removed from consideration and will be replaced with the following species:

- American beech (*Fagus grandifolia*)
- Sweetgum (*Liquidambar styraciflua*)
- Blackgum or sourgum (*Nyssa sylvatica*)
- Tulip tree (*Liriodendron tulipifera*)
- Hackberry (*Celtis occidentalis*)

A revised Landscape Plan will be submitted along with all other revised plans after all comments have been received on the DEIS.

Wildlife

The habitat within the development area consists primarily of successional old field, pitch pine-oak forest and pitch pine-scrub oak barrens. The property functions as a refuge for rare native flora or fauna and provides habitat or a stopover for a variety of bird species, as well as raccoons, squirrels, chipmunks, deer, eastern cottontails, eastern box turtles and other wildlife. The eastern box turtle which was noted during one of the site visits is a species of Special Concern. Most of the species expected on the property are at least somewhat tolerant of human activity, but others will be impacted by the proposed clearing operation and increased onsite human and vehicle activity. It is also expected that particular species of wildlife (particularly avian species) will migrate to undisturbed areas adjacent or near the site as a result of development.

A total of 6.33± acres of natural vegetation are proposed to remain. Although the proposed 14.50± acres of additional landscaped vegetation within the development (not counting the 1.81± acres of vegetated recharge basin) provides less habitat than the existing natural area, the landscaped areas are expected to provide some habitat for some human tolerant wildlife.

In the short term, lands adjacent to the property will experience an increase in the abundance of some wildlife populations due to displacement of individuals during construction but phasing the construction activities (three phases proposed) will help to reduce this impact. Mobile species and particularly large mammals such as fox and deer may find suitable habitat within buffers and/or offsite on the nearby Pinelawn Cemetery, adjacent park to the north, golf course, the camp, Adventure Park and Sports Pavilion properties north of Colonial Springs Road or in other partially vegetated areas. However, ultimately, the reduced habitat and competition with both conspecifics and other species already utilizing the resources of the surrounding land would be expected to result in a net decrease in population size for most affected species. Some common and adaptable human tolerant species may become more abundant on the site, such as European starling, American robin and blue jay.

Regarding potential rare lepidopteran species, Edward's hairstreak (NYS Unlisted/Vulnerable) and coastal barrens buckmoth B. (NYS Special Concern/Imperiled and Globally Uncommon), Laing Associates Inc. and Nelson Pope Voorhis staff undertook four seasonal, day-time lepidopteran surveys over two years to understand whether these species still utilized the site, considering the habitat was sufficient for both species. In addition to searching for the target species, additional insects, birds, and other general wildlife were noted. Observers located three clusters of feeding buckmoth larvae throughout the site in June 2022, and one flying Edward's hairstreak adult in July 2022. As such, it should be presumed that these historically identified populations, last observed in the mid-1980's and early 1990's, have persisted to date. This can be safely presumed given the quality of onsite habitat (Pitch Pine-Scrub Oak Barrens) and lack of nearby habitat for these species to have recently re-colonized the site.

Special concern species are native species which are not recognized as endangered or threatened, but for which there is documented concern about their welfare in New York State as a whole. Unlike threatened or endangered species, species of special concern receive no additional legal protection under Environmental Conservation Law Section 11-0535. Mitigation is provided below.

2.3.3 Mitigation

- Identify milkweed onsite. Avoid clearing milkweed from May 15 through September 30 when monarch caterpillars may be present.
- Native plant species that provide food and shelter to wildlife including lepidopteran's will be utilized in the landscaped areas. The proposed landscape plan will include various pitch pine-scrub oak species and specific plant species that typically support lepidopterans and other wildlife that are or may be present onsite. This includes planting of a "Beneficial Insect Habitat Mix" consisting of monarch butterfly and other lepidopteran host plants such as common milkweed, swamp milkweed, purple

coneflower, New England aster, black-eyed Susan, early and gray goldenrod, and various others.

- When feasible, maintenance of landscaping should occur between October 1 and May 15 when monarchs are overwintering.
- Avoid using herbicides for maintenance and extend this conservation measure to all portions of the project area where milkweed is likely to occur.
- Prior to any site clearing or other construction activities a qualified professional should conduct a “wildlife inventory/sweep” of the project area as necessary and appropriate, to relocate any fauna such as amphibians (e.g., frogs, toads) or reptiles (e.g., box turtles) that might otherwise be directly impacted by clearing activities, so they may be relocated to buffer or non-disturbance areas.
- Project consultants have been corresponding with the US Fish & Wildlife Service regarding any potential impacts to rare wildlife. USF&WS has indicated that it will provide a letter of potential effect once it has reviewed the DEIS. This letter will be provided prior to the completion of the full environmental review, and any necessary mitigations recommended by the USF&WS will be identified.
- Disturbance will be minimized to the maximum extent practicable, including providing perimeter buffers, enhanced screening, and delineating tree-clearing limits at the site prior to construction to avoid inadvertent clearing.
- The Subject Property was recently determined to be within an Asian Long-horned beetle quarantine zone. Any proposed maples, birches, willows, poplars, and buckeyes identified on the proposed Landscape Plan or in this document for planting will therefore be replaced with other site appropriate species and the Landscape Plan will be revised, accordingly for resubmission. Examples of acceptable landscape species include but are not limited to American beech, sweetgum, blackgum/sourgum, tulip tree, and hackberry. In addition, all tree removal will be performed by a State-certified contractor following quarantine procedures.
- No known invasive plant species will be utilized, including those species specifically listed in the “New York State Prohibited and Regulated Invasive Plants” (**NYSDEC and NYSDAM, 2014**).

SECTION 3.0

HUMAN ENVIRONMENTAL RESOURCES

3.0 HUMAN ENVIRONMENTAL RESOURCES

3.1 Land Use, Zoning and Plans

3.1.1 Existing Conditions

Land Use

The subject property is vacant and has historically been unused except for a small cemetery interment area, identified by the Suffolk County Geographic Information System (GIS) (2024) as a community service (cemetery) land use, at the southeast corner of the property. This area will be proposed Lot 2 (11.28 ± acre parcel) of the subject subdivision and will not be part of the proposed Lot 1 PIP-2 Suffolk Technology Park development plan. Three abandoned sections of the adjacent unopened 50-foot-wide section of Nicolls Road were previously incorporated into the property along the northerly property line. These lots are identified as SCTM Nos 100-10-4-43 and 44 and 100-11-1-11. The subject property consists of successional field, lawn and mixed pitch pine-oak, scrub oak and oak forest environments. Existing land uses and the general development pattern in the surrounding area were identified based on aerial photographs, GIS land use data, direct observations from several site inspections, and direct knowledge and familiarity with the area. A summary of existing land uses on and near the subject property and the general development pattern in the area are as follows:

- Subject Site:* Vacant/undeveloped land except for the 11.28-acre cemetery interment area at the southeast corner of the 111.39-acre site, a previously cleared successional field and small area containing rushes and cattails near the center of the property; pitch pine-oak, oak and scrub oak forests around the perimeter; a small area of mowed lawn and dirt roads and paths; and three small sections of the previously abandoned Nicolls Road right-of-way.
- To the North:* Kevin Ver Pault Memorial Park to the northwest, densely developed single-family residential neighborhood, a Suffolk County Water Authority (SCWA) wellfield off Circle Drive, small multifamily residential community (Wheatley Hollow Gardens Adult Community), small mixed commercial building (Wheatley Hollow Shopping Center), Wheatley Heights Post Office, and OK Petroleum gas station and convenience store.
- To the South:* Long Island Railroad and overhead utility corridor, Long Island Avenue, single-family residential neighborhood and farther to the south Milton L. Olive Middle School and Wyandanch Memorial High School.
- To the East:* North 28th Street and a densely developed single-family residential neighborhood.
- To the West:* Little East Neck Road and Pinelawn Cemetery to the west and Colonial Springs Golf Club to the southwest.

The existing land use pattern adjacent to and surrounding the subject property is shown on the attached **Land Use Map**¹ provided in **Figure 3-1** at the end of the text portion of this DEIS. The scale and spatial arrangement of existing buildings, structures, vegetative growth and the local street network can be seen on the **Aerial Photograph** provided in **Figure 1-2**.

Zoning

The subject 111.39-acre property including proposed Lot 1 (100.11 acres) and proposed Lot 2 (11.28 acres) is currently zoned “A Residence.” Land uses permitted in the A Residence zoning district include: single-family residences; churches, places of worship, and parishes; public parks, playgrounds and recreational areas; and certain other land uses subject to specific requirements including colleges, universities, and elementary or high schools; customary agricultural uses; offices of a physician, lawyer, architect, musician, teacher or similar professional person residing on the premises and when such use is incidental to such residence; country clubs and golf courses; and solar energy production facilities; as well as customary accessory uses.

Land adjacent to the subject property is zoned as follows:

- To the North:* A Residence (minimum 12,500 SF per lot, 7,000 SF when the lot is held in single and separate ownership) and to the northeast Senior Citizen (maximum 25 units/acre) and Business E (minimum 10,000 SF lots).
- To the South:* Residence B (minimum 10,000 SF, 6,000 SF when single and separate) and to the southeast Residence C (minimum lot size of 7,500 SF or 6,000 SF when single and separate).
- To the East:* Residence B and a small strip of Business E along the railroad adjacent to the southeast corner of the site.
- To the West:* A Residence to the west, northwest and southwest.

Figure 3-2 shows existing zoning designations and zoning pattern in the area.

Portions of the above-described zones that are adjacent to or on the opposite side of a street or the LIRR from the project site are already developed or in full use. The Pinelawn Cemetery to the west, which is zoned A Residence, contains a few cemetery buildings, a network of cemetery streets, and thousands of burial plots and the Colonial Springs Golf Club, also zoned A Residence to the southwest is mostly undeveloped but is currently used as a golf course with a clubhouse and parking lot.

Typical dimensional zoning requirements for the A Residence zoning district are as follows:

¹ Land uses are based on the most recent available data from Suffolk County GIS (2024).

**TABLE 3.1-1
EXISTING PROJECT SITE
A RESIDENCE DIMENSIONAL ZONING STANDARDS**

Dimensional Standard	Standard/Requirement⁽¹⁾
Minimum Lot Area	12,500 square feet ⁽²⁾⁽³⁾⁽⁴⁾
Maximum Building Area	30 percent (one-story) 15 percent (two-story)
Minimum Lot Width	100 feet ⁽⁵⁾
Minimum Front Yard	40 feet ⁽⁶⁾
Minimum Side Yard	15 feet ⁽⁶⁾
Minimum Side Yards (Both)	35 feet ⁽⁶⁾
Minimum Rear Yard	40 feet ⁽⁶⁾
Maximum Building Height (feet and stories)	30 Feet/2.5 stories ⁽⁷⁾

Source: Code of the Town of Babylon includes legislation enacted through December 12, 2023; reviewed March 14, 2024

Notes:

- (1) Assumes development as a one-family residential subdivision.
- (2) Assuming 20 percent of an A Residence single-family residential subdivision would consist of roads and drainage area and 12,500 SF per single-family residential lot, the proposed 100.11-acre Lot 1 (i.e., excluding the cemetery portion of site) would yield an estimated 279 single-family residential lots and homes.
- (3) Some other uses that are permitted in the A Residence district have different minimum lot area requirements such as golf courses (50+ acres), colleges or universities (75+ acres), and solar energy production facility (50+ acres).
- (4) Single and separate lots in the A Residence zone that are used as a residence can be as small as 7,000 SF.
- (5) Single and separate lots in the A Residence zone that are used as a residence can have a minimum lot width that is as small as 70 feet.
- (6) College and University buildings would have to be setback at least 150 feet from all property boundaries.
- (7) College and University buildings are permitted to be up to 50 feet in height and three stories.

Land Use Plans

Town of Babylon 1998 Draft Comprehensive Plan Summary: A Plan for the Future of the Town of Babylon

The 1998 Draft Comprehensive Plan Summary examines the major goals related to the Town's population, growth and community character. It describes existing land use patterns, provides specific strategies regarding housing and neighborhood vitality, discusses issues related to rebuilding the economy, and considers the Town's environmental conditions and setting. The Plan also addresses capital infrastructure and services provided to residents of the Town, contains strategies to improve mobility, presents strategies for improving the Town's recreational facilities and open spaces, and identifies several key steps to implement this Plan. The Town of Babylon uses this Plan and the goals enumerated therein to guide regulatory

review and ensure that future development remains consistent with the Town's long-range vision.

(Town of Babylon, 1998)

Wyandanch Rising

The study area for the Wyandanch Rising land use plan focuses primarily on "downtown" Wyandanch. The Wyandanch Rising plan kicked off in 2002 and its implementation continues today. The Wyandanch Rising Study Area includes primarily land situated along sections of Straight Path, Long Island Avenue and short sections of several cross streets with its approximate center located at the intersection of Straight Path, Grand Avenue and the LIRR in Wyandanch. The subject property, PIP-2 Zone and proposed Suffolk Technology Park are not within the Wyandanch Rising revitalization area but are located approximately one-half mile from this mixed-use revitalization area. Even though the Subject Property is not within the Wyandanch Rising area it is close enough to provide construction and future operational job opportunities and essential storage services in this area. As stated in the Wyandanch Rising Plan:

Wyandanch is an unincorporated hamlet of 11,000 located in the Town of Babylon in western Suffolk County, less than 40 miles east of Times Square and a one-hour train ride from Penn Station on the Long Island Rail Road. Economic decline and disinvestment in Wyandanch dates at least to the 1970s, when the population of Wyandanch began to fall precipitously, dropping by over 40% to just under 9,000 in 1990 from a high of nearly 16,000 in 1970. The population recovered slowly over the next two decades but began to show signs of decline once again between 2010 and 2012, likely due to the lingering effects of the foreclosure crisis of 2008-2010, during which Wyandanch suffered some of the highest foreclosure rates on Long Island. Today, 65% of Wyandanch residents identify as African-American, 16.4% identify as White, and 28.2% identify as Hispanic or Latino. The Latino population in Wyandanch has grown in recent years. Though nearby communities have historically been stable and relatively affluent, Wyandanch has suffered from high concentrations of poverty, high crime rates, and a general lack of new development and growth. These problems have been compounded by geographic and land use conditions that include a concentration of brownfields and heavy industrial uses along Straight Path (the central business corridor) and in the downtown area, auto-centric development patterns that have led to a hostile pedestrian environment, and a high water table and lack of sewer infrastructure that have made business and economic development prohibitively costly.

(Town of Babylon, 2016)

2024 Consolidated Plan & 2024 Annual Action Plan

The Town's Five-Year Consolidated Plan focuses primarily on affordable housing. It covers the period from January 1, 2020 through June 31, 2025 and identifies the community's affordable housing, community and economic development needs and outlines a comprehensive and coordinated strategy for addressing them.

During the development of the Consolidated Plan, a number of community needs were identified. The funding priorities and guidelines for addressing these needs are summarized below:

Funding Priorities and Guidelines

- High priorities are those activities that will be considered for funding with the CDBG/HOME allocation during the five-year consolidated plan period of 2020 through June of 2025 prior to low priority projects.
- Low priorities are those activities that will be considered for funding with CDBG/HOME funding during the five-year consolidated plan period of 2020 through June of 2025 after the consideration of high priorities.
- The Town will consider providing certification of consistency and supporting applications submitted by other entities for non-Town funds for projects not funded with CDBG or HOME funding during the five-year consolidated plan period of 2020 through June of 2025. Infrastructure Improvements.
- Funding for non-housing community development proposals that include but is not limited to the following: eliminate a threat to public health and safety to include water/sewer improvements, flood/drainage improvements, sidewalk improvements, street improvements including street-scaping, lighting, beautification projects/tree planting, and other improvements.

Public Facility Improvements.

- Fund public facility improvements that benefit low-income households and persons, persons with special needs, senior centers, neighborhood facilities, youth centers, childcare centers, health facilities, handicapped centers, homeless facilities, abused and neglected children facilities, parks, community gardens, recreational facilities, and other facilities.

Clearance and Demolition

- Fund projects that propose the clearance or demolition of buildings. Section 108 Loan Repayment.
- Repayment of principal for Section 108 loan guarantee.

Housing Rehabilitation

- Extend the useful life of existing affordable housing through weatherization, repair, and rehabilitation programs.

- Offer homeowner housing maintenance education.

Access to Affordable Housing

- Fund projects that propose the acquisition, rehabilitation, and new construction of real property to be developed for a public purpose. Rehabilitation for Publicly or Privately Owned Commercial/Industrial
- Fund rehabilitation of commercial/industrial property limited to exterior improvements (façade improvements) and the correction of code violations. Public Services
- Fund projects that provide supportive services to low- and moderate-income households as well as persons with special needs.
- Support efforts to develop a regional social service collaborative to coordinate the work of social service organizations, disseminate news and information, and eliminate duplication of effort.

(Town of Babylon, Department of Community Development, 2024)

Framework for the Future: Suffolk County Comprehensive Master Plan 2035

The focus of this long-range plan as it relates to the Wyandanch community is on support for Wyandanch Rising's goals, objectives and long range plans to leverage public investments—in wastewater infrastructure, roadway modifications and improvements, and transit-related parking amenities—at a “downtown” transit hub, that would help galvanize the community, engender private investment, and foster public-private partnerships that tangibly demonstrate a commitment to revitalizing an economically and environmentally distressed area.

Potential Environmental Justice Area

The subject property, like the Wyandanch Rising commercial corridor and surrounding area, is within a New York State mapped “Potential Environmental Justice Area” due to it having a very high percentage of minority residents (95%+) far exceeding PEJA thresholds and some areas having high poverty rates. However, the poverty level in the subject property's census block group, according to NYSDEC's Potential Environmental Justice Area map is low (3.18 percent), which is far below the 22.82 percent poverty threshold. One census block group that is adjacent to the subject property, however, exceeds the threshold with over one-quarter (25.42 percent) of its residents living below the poverty level.

Section 3.2 of this DEIS (“Community Character, Noise, Outdoor Lighting, and Environmental Justice”) provides more detail and analysis on Environmental Justice standards, applicability, and general consistency of the Proposed Action with review process standards.

3.1.2 Potential Impacts

Land Use

The proposed project will change the current land use of 100.11± acres of the property (proposed Lot 1) from a vacant woodland, field and successional old field to a business/technology park campus ("Suffolk Technology Park") pursuant to a proposed change of zone to Planned Industrial Park District-II (PIP-2) and a long term ground lease with extension options lasting up to 99 years to allow for the construction of a master planned technology, business and industrial park, until such time that the lease lapses and additional cemetery space is needed. This arrangement is similar to the development of Colonial Springs Golf Course, which was supported by the Town, Wyandanch Union Free School District ("WUFSD") and the Cemetery Board, which approved the project on September 13, 1991. Since construction, Colonial Springs has made tax payments to local taxing jurisdictions.²

The proposed Suffolk Technology Park includes nine (9) single-story light industrial warehouse buildings containing associated warehouse office space ranging in size from 125,680± to 247,360± square feet (SF), with a total combined gross floor area of 1,617,471± SF. The building layout would be configured to locate loading docks at the rear of each building, which will be strategically positioned to limit exposure of the loading areas to abutting roadways and neighboring recreational and residential properties.

Land uses that will be permitted on proposed Lot 1 under the proposed PIP-2 zoning include:

- (1) Light industrial establishments in which the principal activity shall be the manufacture, intermediate processing or assembly of goods or similar operations which conform to the standards of usage contained in § **213-591** of this article.
- (2) Professional and job skills training, vocational training, industrial, medical research and development, scientific research and development, laboratory.
- (3) Warehousing, storage and/or distribution.
- (4) Manufacturing, assembly, and/or distribution, except that no manufacture or disposal of hazardous materials shall be permitted nor shall storage of hazardous materials in violation of law be permitted.
- (5) Offices, as an accessory to industrial warehouse use and not to exceed 25 percent of the floor area of the unit or 5,000 SF for an individual tenant.
- (6) Wholesale packaging, supply and/or distribution.
- (7) Construction trade contractors.
- (8) Craft/artisan production.
- (9) Food and drink preparation and distribution.
- (10) Commercial kitchen.
- (11) Printing.
- (12) Cemetery purposes.

² In the 2016/2017 tax year, Colonial Springs paid taxes in the amount of \$361,151.16, of which \$247,000.00 went to WUFSD. Prior to the construction of the golf course, no tax payments were made.

These land uses can serve the community, provide local investment, create numerous and diverse construction and operational jobs, and bolster the local economy.

Special Permit Uses that are permitted under the proposed PIP-2 Code include:

- (1) Health clubs, personal fitness facilities.
- (2) Childcare Center.
- (3) Indoor sports and recreation.
- (4) Banks.
- (5) Commercial kitchen.
- (6) Printing.

Appendix A-4 (Proposed PIP-2 Zoning Code) and **A-5** (Industrial Use Summaries) Hillsboro and Heartland Technical Park facility land uses contain examples of the types and mix of uses that may be typical for the type of development that is envisioned for the site.

Site access is proposed via two access driveways off Little East Neck Road. A new signalized site driveway is proposed at the northwest end of the subject property which would provide full access and egress for passenger vehicles and trucks. All truck traffic will be directed south to Long Island Avenue. A second unsignalized access is proposed near the center of the property's frontage on Little East Neck Road and will provide right turn access into the site for passenger vehicles and trucks and egress from the property for passenger vehicles. The property will feature a looped boulevard style internal roadway suitable for accommodating both truck traffic and passenger vehicles, with dedicated loading areas separated from passenger vehicle parking. Overall, the driveways and parking layout are designed to provide safe and efficient access, parking and on-site traffic circulation for both passenger vehicles and trucks.

The Subject Project proposes a total of 1,880 parking spaces, including 57 Americans with Disabilities Act (ADA) accessible spaces, 403 truck loading spaces, and 122 land banked parking spaces. The truck loading areas of the buildings have 70-foot-wide drive aisles separating the loading zone and trailer parking, to fully support trailer maneuverability. All perimeter parking areas will be screened with evergreen trees and shrubs.

Also, it should be noted as per §213-585 of the proposed PIP-2 zoning code, "Pedestrian and multi-modal transportation amenities,"

[t]he site plan for development of the subject industrial park development shall incorporate a system of sidewalks to provide safe and accessible pathways within the property and connect parking areas to the entrances to the buildings. A minimum of two rideshare/shuttle drop-off and pick up accommodations, including sheltered bench seating shall be incorporated within the site along internal roadways with connections via the internal sidewalk system. At a minimum, one bicycle rack shall be installed per building.

Suffolk Transit Bus Routes 3, 4 and 12 currently serve the area with the closest stop being Bus Route 12, which is north of the subject property, off Colonial Springs Road. Three ride share/shuttle stops are proposed on the site and at least one bike rack will be provided for every building. A 900 SF bike and alternative transportation storage center will be constructed on the north side of the north access road, northwest of Warehouse 3. A sidewalk will be constructed along the property's frontage on Little East Neck Road and will extend to the proposed relocated and redesigned access driveway to Kevin Ver Pault Memorial Park, approximately 170 feet north of the current park access. A sidewalk will lead from Little East Neck Road on to the subject property and a network of sidewalks will be provided onsite to provide easy pedestrian access from parking lots to each building. The various transportation amenities proposed will help to facilitate local bus and train travel to and from nearby bus stops and train stations. Initially wiring for 18 EV-ready electric vehicle charging stations and 18 EV-ready truck docks will be made available to support the needs of people with EV vehicles and to assist in the transition from gasoline power to cleaner and more energy efficient electric vehicles. Designated preferred parking areas for carpooling will also be provided.

Sound (noise) walls are proposed to further abate noise from loading areas and internal roadways nearest to residential uses. See **Sections 3.2, 3.3 and 3.4** for more on sound abatement, protection of community character, control of outdoor lighting, ensuring environmental justice, reducing impacts on community services and facilities, traffic controls, and the numerous mitigations proposed to ensure compatibility of the proposed land use with surrounding uses. See **Section 2.2, Water Resources** and **Section 3.3, Community Facilities and Services** for discussions of use compatibility with the adjacent SCWA wellfield, and proposed impact prevention and mitigation strategies. Lot 1 will also include a 1.8± acre stormwater recharge basin with a storage volume of 914,553.45 CF on the northeast side of the property in addition to a network of catch basins and subsurface drywells with a total drywell storage volume of 279,639.36 CF as shown on the **Overall Site Plan** and **Overall Grading and Drainage Plan**.

Proposed Lot 1, in conjunction with the proposed stormwater recharge basin at the northeast end of Lot 2 and vegetative plantings including evergreens will provide significant buffering and screening for the neighborhood to the east which is separated from the site by North 28th Street. Based on the proposed plans, the closest proposed warehouse building to the easterly property line is 269.2 feet and the closest parking area will be setback at least 195 feet from the easterly property line. A 12-foot-high decorative sound wall is also proposed on the southeast side of proposed Building 5B and its truck loading area, further visually screening and attenuating noise and exterior light-related impacts on the existing adjacent cemetery. The 50-foot wide North 28th Street right-of-way will provide additional distance between the two uses with additional noise attenuation.

The site is ideal for this use based on its size, which is more than adequate to accommodate the proposed use, while providing appropriate setbacks. The site is also a short drive (2.5-3.0 miles) from the Long Island Expressway (LIE), Deer Park Avenue (SR 231), Broadhollow Road (SR 110),

and other major roadways that will provide employees and customers with efficient access to and from the property. The proposed Suffolk Technology Park will provide essential supply chain infrastructure that is currently in high demand on Long Island.

Although the mixed woodlands and old field habitats on the vacant property will be diminished by the Subject Action, the property will retain 6.33± acres of mixed forest in its natural condition and provide an additional 14.50± acres of landscaping including some bioretention driveway median strips, to help screen and mitigate impacts to community/land use character, enhance the visual quality of the development and provide a more natural visually attractive drainage feature. A total of 1.81± acres will also be set aside as a separate pervious and vegetated recharge basin at the northeast end of the site and a 0.24-acre decorative pond will be provided at the northwest end of the site near the site entrance. In total, 22.64± acres of the 100.11-acre site (Lot 1) or 22.6 percent will be vegetated. The proposed design is intended to help integrate the development into the surrounding community, thus providing a better transition and greater compatibility with the residential neighborhoods to the north, east and south, through provision of appropriate land use buffers, screening, and soundwalls at key locations to preserve the use and enjoyment of adjacent park and residential uses and protection of cemetery properties. See also **Section 3.2** for a comprehensive assessment and a list of identified mitigations to address Community Character, Noise, Outdoor Lighting, and Environmental Justice and **Section 2.2** “Water Resources” and **Section 3.3**, “Community Facilities and Services” for identified protections of the adjacent wellfield. At the same time, for the first time in its history, the Subject Project will provide a productive land use with tax ratable revenue generating improvements on site to help the school district and other taxing jurisdictions, produce jobs, stimulate local economic activity, and offer much needed warehousing space. Although the developer will not be seeking a payment in-lieu of taxes (PILOT) agreement for the entire development, a PILOT can be sought by qualifying businesses that have leased space at the property for a minimum of a 10-year lease term. If a PILOT is sought by any individual tenants in the future, tax revenues for individual tenants that are approved for a PILOT will be phased in over time but will have the same overall benefit upon full taxation without placing any strain on the school district.

Proposed Lot 2 will consist of 11.28± acres at the southeast end of the property. This portion of the subject property contains an existing cemetery interment area which will remain as a passive use with no new structures or improvements other than the new signage and plantings contemplated at this time. Access to Lot 2 will be from North 28th Street and would require a curb cut, the construction of a small parking lot and the installation of a vehicular gate. Deep wooded buffers, along with enhanced vegetative screening, and a 12-foot-high decorative soundwall along a section of the southeast side of proposed Lot 1 will provide a deep setback, buffer, visual screening, and noise attenuation between the active warehousing use and passive cemetery use.

Future use of the site as a cemetery 200+ years in the future when the lease expires and burial space is expected to be needed is considered in **Sections 5.1 and 5.4 (Alternatives)** of this DEIS.

A cemetery use would be largely consistent with existing adjacent cemetery uses on proposed Lot 2 of the subject property and existing adjacent cemeteries to the west. It is difficult to assess exactly the needs of the cemetery use 200 years from now but it is expected that the two accesses to the site would be retained, that most if not all of the buildings would be removed and much of the pavement would be removed and converted to grass. Mausoleum buildings would likely be needed and would be constructed depending on demand at that time. Demolition materials would need to be removed from the site and disposed of at a registered construction and demolition (C&D) processing facility.

The proposed use of the property as a technology park differs from a typical A Residence single-family residential subdivision which would likely add numerous students to the school district, increase fiscal demands, and significantly increase the local population without creating new full-time long-term employment opportunities.

Zoning

The Proposed Action includes a change of zone from A-Residence to the proposed PIP-2 (Planned Industrial Park District-2) Zoning District.

Intent and Purpose

As stated in Article XLVI, § 213-570 “Purpose and intent” of the proposed PIP-2 zoning code:

- A. The purpose of the PIP-2 District is to promote sustainable economic growth, stimulate job creation, foster innovation, and create a well-planned and coordinated technology, business and industrial park development consistent with the Suffolk Technology Center Concept Plan adopted by the Town Board simultaneously with this PIP-2 District. The Suffolk Technology Center will drive economic development, significantly increase the local tax base, locate a significant number of jobs in the local Wyandanch area, and provide for a well-planned industrial/business park environment for the operation of a range of businesses.

Development of the Suffolk Technology Center Concept Plan will result in a modern business and industrial park that is:

- (1) constructed in a manner that is respectful of surrounding land uses;
- (2) attractive particularly as visible from public spaces and right of ways; and
- (3) well designed for its purpose and potential mix of commercial tenant uses.

- B. The intent of the Town Board in enacting the new PIP-2 Zoning District is to support:

- (1) The Suffolk Technology Center as a well-designed industrial/business campus with a coordinated site development arrangement pursuant to the Suffolk

Technology Center Concept Plan which incorporates an efficient internal street network, improves the adjoining area roadway network and intersections, and contains well designed building layouts, adequate parking, enhanced landscaping, sufficient lighting, and uniform directional and business signage.

- (2) A mix of business and industrial uses which respectfully consider the property size, the surrounding properties, and the long-term vision for the subject property.

The proposed PIP-2 zone would allow a change in the types of land uses that would be permitted onsite from permissible Residence A uses to permissible PIP-2 uses. The most common Residence A land use is single-family residential development that would place additional strain on the local school district and local property owners without creating any new long-term employment opportunities. Other permitted A Residence uses include public parks and recreational facilities, places of worship, and schools and universities that would not generate tax revenues for the school district. Golf courses are also permitted, but like public parks and recreational facilities, are already present and serving the area, including the adjacent Colonial Springs Golf Club, adjacent Kevin Ver Pault Memorial Park, and other large; albeit private recreational facilities located north of Colonial Springs Road. Agriculture is permitted but there is no known interest in using this site for that purpose, and home offices which would provide little economic benefit to the area. (see **Section 3.1.1 “Zoning”** for a complete list of currently permitted uses) to a planned industrial park. Conversely, as previously discussed, the current site plan includes the development of a business park as permitted by the proposed PIP-2 zone consisting of nine light industrial buildings with warehouse and office space totaling 1,617,471 SF (1,596,921 SF under the Preferred Alternative/ Alternative 2) (see **Section 5.2**) that would generate property taxes revenues, create numerous long-term jobs to help strengthen the local economy.

The full list of PIP-2 permitted, special exception, and prohibited land uses is provided below:

Permitted uses. No building, structure or land shall be used, and no building or structure shall hereafter be erected, structurally altered, enlarged or maintained, except for one or more of the following uses. All operations and activities shall occur within fully enclosed structures, and there shall be no outdoor storage of materials, or equipment except as permitted pursuant to subsection D(3).

- (1) Light industrial establishments in which the principal activity shall be the manufacture, intermediate processing or assembly of goods or similar operations which conform to the standards of usage contained in § **213-591** of this article.
- (2) Professional and job skills training, vocational training, industrial, medical research and development, scientific research and development, laboratory.
- (3) Warehousing, storage and/or distribution.

- (4) Manufacturing, assembly, and/or distribution, except that no manufacture or disposal of hazardous materials shall be permitted nor shall storage of hazardous materials in violation of law be permitted.
- (5) Offices, as an accessory to industrial warehouse use and not to exceed 25 percent of the floor area of the unit or 5,000 SF for an individual tenant.
- (6) Wholesale packaging, supply and/or distribution.
- (7) Construction trade contractors.
- (8) Craft/artisan production.
- (9) Food and drink preparation and distribution.
- (10) Commercial kitchen.
- (11) Printing.
- (12) Cemetery purposes.

The following use when allowed as a Special Exception by the Board of Appeals, subject to conditions, restrictions and safeguards as may be imposed by the Board of Appeals:

- (1) Health clubs, personal fitness facilities.
- (2) Childcare Center.
- (3) Indoor sports and recreation.
- (4) Banks.
- (5) Commercial kitchen.
- (6) Printing.

All uses other than those expressly listed above are to be considered as prohibited uses with the following expressly prohibited uses:

- (1) Wholesale club.
- (2) Motor vehicle repair, painting and engine rebuilding.
- (3) Warehousing and distribution of coal, petroleum or petroleum products as a primary use.
- (4) Outdoor overnight storage, except as permitted pursuant to subsection D(3) below.
- (5) Commercial laundromat.
- (6) Any use with a drive-thru component.
- (7) Funeral homes.

Accessory Uses.

- (1) Showroom/Display Area.
- (2) Outdoor overnight parking of registered vehicles accessory to a permitted principal use shall be limited to the following:
 - i. Trucks, box trucks, tractor trailers, delivery vans, etc. parked within loading bays, or any other area on the property approved for such parking, so as to not interfere or infringe upon any travel aisles, site circulation, or adjacent tenancies.
 - ii. Passenger vehicles, excluding buses, limousines, cabs, or the like, when located within marked parking stalls and subject to compliance with site plan standards.

The Proposed Action (Lot 1, Suffolk Technology Park) fully complies with the proposed PIP-2 land use requirements and does not require a special exception use permit. The subject property and proposed land uses are separated from adjacent land uses by streets to the east, west and south, the LIRR, and proposed deep setbacks, vegetated buffers and unopened sections of the Nicoll's Road right-of-way not previously incorporated into the subject property. These boundaries, along with wooded buffers, dense landscaping, noise and outdoor lighting controls, proposed sewerage, and a myriad of other design and environmental impact mitigations identified in this DEIS, will prevent or minimize impacts on adjacent land uses to the maximum extent practicable. The project will allow the property to be used for economic purposes until such time that additional cemetery space is needed.

Dimensional Zoning Standards

The dimensional and bulk specifications of the proposed site plan and their consistency with the PIP-2 zoning standards are provided on the **Overall Site Plan (Sheet C-301)** and in the proposed **PIP-2 Zoning Code (Appendix A-4)**, respectively and are also provided in **Table 3-2** below. As indicated, the proposed warehousing facility under the Proposed Action complies with all PIP-2 land use and dimensional standards. The proposed buildings are set back in excess of 122 feet from the north property boundary and 195 feet from the east property boundary which adjoin residential uses where a minimum of 100 feet is required. The proposed buildings are also set back 77.7 feet from Little East Neck Road (75 feet required) and 97.9 feet (65 feet required) from the Long Island Railroad. The total building coverage on proposed Lot 1 development is 37.09 percent, complying with the PIP-2's 40 percent coverage standard. The project will fully comply with the 50-foot maximum building height requirement, parking standards, required landscaped buffer depths, and all other applicable standards. The use and dimensional standards proposed by the PIP-2 zoning code appear reasonable and are generally consistent with what would be expected for a planned industrial park zone. See **Section 5, "Alternatives"** and the **Preferred Alternative Overall Site Plan** for an assessment of Preferred Alternative compliance.

Table 3.1-2 provides a summary of the PIP-2 zoning district dimensional and bulk zoning standards and the proposed warehousing facility's full compliance to these standards, as shown on the attached **Overall Site Plan (Sheet C-301)**.

TABLE 3.1-2
SUFFOLK TECHNOLOGY PARK
CONFORMANCE TO PROPOSED PLANNED INDUSTRIAL PARK DISTRICT-II (PIP-2)
DIMENSIONAL ZONING AND PARKING REQUIREMENTS

Dimension	Proposed Code Section	Requirement/Standard	Proposed Project ⁽¹⁾
Minimum Lot Area (acres/square feet)	§213-575 (A)	90 Acres (3,920,400 SF)	100.11 Acres (4,360,949 SF)
Minimum Lot Width (feet)	N/A	---	1,440.90'

Dimension	Proposed Code Section	Requirement/Standard	Proposed Project ⁽¹⁾
Minimum Front Yard Setback (feet)	§213-575 (D)	75'	77.7'
Minimum Side Yard Setback (feet)	§213-575 (E)	65'	97.9'
Minimum Rear Yard Setback (feet)	§213-575 (F)	65'	65'
Maximum Building Height (feet)	§213-574	50'	Less than 50'
Minimum Separation Between Buildings (feet)	N/A	---	84'
Maximum Building Coverage (percent/square feet)	§213-575 (B)	40% (1,744,379.6 SF)	37.09% (1,617,471 SF)
Maximum Impervious Lot Coverage (percent)	§213-575 (C)	80% (3,488,759.2 SF)	77.87% (3,395,829 SF)
Minimum Landscaping Coverage (square feet)	§213-580 (B)	20% (872,189.8 SF)	22.13% (965,120 SF)
Minimum Side Yard to Residential Zone (feet)	§213-575 (E)	100'	122.4'
Minimum Landscape Buffer to Residential (feet)	§213-575 (E)	50'	52.4' (50' to pump station)
Minimum Side Yard Landscape Depth (feet)	§213-575 (E)	10'	24.2'
Minimum Rear Yard Landscape Depth (feet)	§213-575 (F)	10'	10'
Minimum Ride Share/Shuttle Dropoff Locations	§213-585	2	3
Minimum Number of Bicycle Racks	§213-585	1 per building (9 Total)	Complies
Parking Standards	---	---	---
Minimum Front Yard Setback to Parking	§213-575 (D)	50'	50'
Minimum Front Yard Setback to Drive Aisles	§213-575 (D)	30' for Maximum 10% of Property Road Frontage	30'
Minimum Number of Parking Spaces (Required)	§213-577 (A)	1,618	1,880
Maximum Percentage of land Banked Parking	§213-577 (B)	10%	6.5%
Proposed Parking Location	§213-578 (A)	Not to be Located Along Internal Roadways	Complies
Minimum Parking Space Size	§213-578 (B)	9'x19'	9'x19'
Maximum Number of Loading Berths Permitted	§213-579 (A)	(1 Berth/4,000 SF Building Area)	(405) 403
Minimum Loading Berth Size	§213-579 (B)	12'(w) x 55' (L) x 14.5' (H)	13'(w) x 60'(L) x 14.5'(H)
Loading Berth and Overhead Door Locations	§213-579 (C&D)	Truck Loading Bays and Overhead Doors Shall Not Directly Face Any Public Street, Adjoining residential Use or Park	Complies

1) Based on the **Overall Site Plan**

See also **Section 3.2** which considers the Proposed Action relative to the design standards and requirements of the proposed PIP-2 Code as they pertain to property maintenance, landscaping, outdoor lighting, and building exteriors.

Once the SEQRA review has been satisfactorily completed and the Town adopts the PIP-2 Code, approves the subdivision and change of zone, the site plan will be reviewed, modified if needed, and approved, approved with conditions, or disapproved by the Planning Board in accordance with the standards and procedures outlined in Chapter 186, "Site Plan Review," of the Town of Babylon Town Code. This includes review of numerous factors, including but not limited to access, parking, screening, landscaping, outdoor lighting, façade treatments, water and sewage services, and solid waste management per the "Site Plan Objectives" contained in §186-9. Once the site plan is approved and all other necessary permits and approvals are granted as identified in **Section 1, Table 1-6** of this DEIS, a building permit will be issued for construction.

Land Use Plans

As previously noted, the subject property is approximately one-half-mile from the Wyandanch Rising corridors (Straight Path and Long Island Avenue) and its center at Straight Path/ Long Island Avenue/ Grand Avenue intersection. Even though the Subject property is not within the Wyandanch Rising area they both are in PEJAs and both are part of the larger Wyandanch community. The Wyandanch Rising Vision includes:

- Affordable, market rate and workforce housing
- Career and construction job opportunities for Wyandanch residents
- Development of local businesses and economic growth
- New space for community gatherings, cultural arts, health and wellness clinics and recreational areas
- Collaborative efforts with organizations in the greater Suffolk County area for social and educational advancement
- Focus on healthy and environmentally-friendly values and lifestyles

The Study and Study implementation goals include but are not limited to:

- The installation of sewers, prior to vertical development, for commercial entities in downtown areas
- Wholesale redevelopment of the downtown area under the project management of a master-developer
- Resource Center
- Pre-apprenticeship training for local trades
- Small business development support
- 240 units of affordable/workforce housing
- 50,000 square feet of retail space (new construction)

- Street-scape improvements
- New train station
- Station plaza public green space
- Solar roof installation for selected community facilities

(Town of Babylon, et. al., 2016)

Although the Proposed Project is not located in or adjacent to downtown Wyandanch it is generally considered a positive development for the Wyandanch community because of its job creation, local investment, future tax ratable development, economic growth, and warehousing services it will provide, while incorporating various methods, designs and techniques to minimize environmental impacts. At the same time, the proposed PIP-2 and proposed site plans have been designed to be sensitive to adjacent residential neighborhoods and minimize impacts through wooded buffers, vegetative screenings, large setbacks, landscaping, placement of the proposed recharge basin, and various other considerations.

Town of Babylon 1998 Draft Comprehensive Plan: A Plan for the Future of the Town of Babylon

The Proposed Action and Preferred Alternative detailed in Section 5.0 maintain compliance and consistency with the goals of this plan, more specifically as it relates to the Town's vision for industrial development, groundwater protection, unused cemetery lands, and solid waste management and recycling.

Regarding the Town's vision for industrial development, A Plan for the Future of The Town of Babylon states the following:

The Town should support business development by encouraging worker retraining programs, nurturing small businesses, encouraging innovative growth industries, fostering properly-zoned and serviced industrial sites, and streamlining the special use permit and site plan review processes for desirable forms of commercial and industrial development.

Industrial and commercial uses in the Town provide significant tax revenue and employment opportunities. However, the transition between these uses and residences should be less abrupt. Where feasible, land uses such as parks or open spaces should be strategically placed to buffer residential areas from existing and new industry. This will improve the quality of life and property values while maintaining the Town's tax base.

Without adequate site improvements, such as noise and visual buffers, the siting of industrial and commercial land uses next to residences creates conflicts. These conflicts diminish the quality of life of residents, create lower quality residential neighborhoods and result in lower residential property values. The noise, odor, traffic and lighting

associated with industrial and commercial uses contrast sharply with the residential environment.

Industry and residences are next door neighbors in most major industrial areas. These areas should be targeted for more effective buffering when these industrial sites are redeveloped.

Special care should be given in areas where commercial and industrial developments are adjacent to residentially-zoned or developed areas. This Plan recommends a minimum range of 10 to 25 feet [of buffer/setback area] for commercial/light industrial uses adjacent to residences.

The Town, in cooperation with its Industrial Development Agency, should provide available space for a broad range of industries. The challenge is to put under-used buildings and sites to work. This can be done by identifying such sites, providing incentives to redevelop and appropriately integrating industrial development with other land uses. In addition, in order to preserve the supply of industrial buildings, retail uses should be prohibited within industrial zoning districts.

Speculative industrial buildings are constructed with little control over the number and types of uses. Some uses may be noxious or use materials that may threaten groundwater resources. To address this problem, the Town should amend the Zoning Ordinance to limit the types of uses and maximum tenancies per square footage of area. Alternative tools include prohibiting storage and handling of potentially hazardous materials in deep recharge zones or special groundwater protection areas. Suffolk County has already adopted stringent regulations for new industrial uses in these areas.

The Proposed Action and the Preferred Alternative (detailed in **Section 5** of this DEIS) both request a change of zone of proposed Lot 1 to a newly proposed PIP-2 district. This district takes into account applicable recommendations of the Town of Babylon 1998 Comprehensive Plan, as well as other goals of the Town of Babylon established in other community plans and as communicated in continuing discussions with the Babylon Planning Department. To minimize impacts from the transition from the proposed warehouse/office uses to the nearby residential uses, the Proposed Action and Preferred Alternative discussed in **Section 5**, fully adhere to all PIP-2 dimensional and bulk standards. The Preferred Alternative specifically provides additional wooded buffering adjacent to the residential uses to the north and east of the subject property. In both Actions, noise and light attenuation strategies will be implemented at the development perimeter to reduce conflicts and maintain the value and quality of life in residential areas. Whereas the 1998 Plan recommends a minimum of 10-25 feet for commercial/light industrial uses adjacent to residences, the PIP-2 zoning code requires a minimum 100 feet setback where the lot abuts residential uses, including a minimum 50-foot vegetative buffer. In the Preferred Alternative, deeper setbacks than required in the PIP-2 code are proposed adjacent to residential areas, such that the proposed warehouse/office buildings are sited 400± feet away

from nearest residential use to the north of Lot 1. The PIP-2 district encourages desirable forms of low-impact warehouse-office industrial uses and specifically prohibits retail uses and those uses that may be noxious or that use materials that may threaten groundwater resources.

Regarding the Town's goals for groundwater protection, the Plan for the Future of The Town of Babylon states the following:

The protection of Long Island's groundwater is a major goal. Constraints on development will increase if the groundwater situation continues to deteriorate. There are a number of land use issues, such as increasing density in high groundwater table areas and regulating industrial uses near stream corridors which directly impact the Town's groundwater resources.

The proposed location of the Suffolk Technology Park is far away from any wetlands or sensitive surface water features in the Town of Babylon and is not located within any of Long Island's Special Groundwater Protection Areas (SGPAs). Stormwater runoff from proposed impervious improvements will be captured by a system of catch basins located throughout the property as well as a large recharge basin to be located at the northeast corner of the property. All proposed improvements are down-water-table-gradient of the Circle Drive SCWA wellfield and the proposed recharge basin will be outside SCDHS's 500-foot down-gradient Water Supply Sensitive Area. All sanitary wastewater generated by the proposed warehouse/office uses will be conveyed offsite to Suffolk County Sewer District No. 3 (Southwest Sewer District) and the Bergen Point Wastewater Treatment Plant (WWTP) for treatment and disposal. Localized impacts to groundwater will be reduced to the greatest extent possible. See also **Section 2.2 (Water Resources)** and **Section 3.3 (Community Services and Facilities)** for more on water resource protection.

Regarding the Town's goals for utilization of unused cemetery land, "A Plan for the Future of the Town of Babylon" (**Town of Babylon, 1998**) states the following:

Cemetery property typically consists of large, contiguous tracts of land, of which only a portion is being utilized as burial plots. Cemetery operators set aside areas for long periods of time during which the land is not used. These cemetery lands could legitimately provide large expanses of land for recreational purposes including a golf course, clubhouse and a cemetery.

Similarly, unused cemetery land could be used for other recreational uses such as football, lacrosse, soccer and baseball. Long-term leases could be utilized to provide appropriate sites for slightly more intensive uses, such as a bandshell or an indoor recreational facility.

Although not for recreational use, the Proposed Action and Preferred Alternative discussed in **Section 5.0**, involve a lease agreement lasting up to 99 years to beneficially utilize a currently

vacant Pinelawn Cemetery owned property by satisfying a need for commercial/industrial uses, generation of property tax revenues and creation of jobs. Following the termination of this lease and new demand for burial space, the land will be available for use by Pinelawn Cemetery.

Regarding the Town's goals for solid waste management and recycling, A Plan for the Future of The Town of Babylon states the following:

Solid waste management is an important community facility issue facing the Town today. With the current emphasis placed on reuse and recycling, rather than disposal, solid waste facilities are as critical an economic factor as sewer and water services.

The Applicant has met with Winters Brothers to assist with the site's solid waste management including required dumpsters and garbage pick-up and disposal at a registered facility and removal of source-separated recyclables for recycling. Each of the proposed warehouses will be equipped with two trash compactors per 100,000 SF and proportion thereof a location for a 30 yard roll off in accordance with the specifications of the Planning Department. Materials that are recyclable will be recycled. A routine trash pick-up schedule will be maintained (likely one or two times per week) to ensure a clean, safe and healthy site and that all solid waste and recyclables are properly disposed of or managed at a registered waste disposal facility.

(Town of Babylon, 1998)

2024 Consolidated Plan & 2024 Annual Action Plan

This plan focuses primarily on affordable housing as previously discussed in **Section 3.1.1** and funding public facility improvements that benefit low-income households and persons, persons with special needs, senior centers, neighborhood facilities, youth centers, childcare centers, health facilities, handicapped centers, homeless facilities, abused and neglected children facilities, parks, community gardens, recreational facilities, and other facilities. One of the communities in the Town that has received particular attention is Wyandanch.

As discussed previously, the Town embarked on a major downtown revitalization effort for the Hamlet of Wyandanch. In connection with this redevelopment, the Town designated the downtown Wyandanch business district an Urban Renewal Area in accordance with Article 15 of the General Municipal Law. The redevelopment focused on the downtown Wyandanch area which surrounds the existing the LIRR's Wyandanch station.

Beginning in 2008, the Town began purchasing commercial and residential properties in Wyandanch with available funds which have been reimbursed with issuance of general obligation bonds. As property is purchased in the downtown Wyandanch area, the Town has completed most predevelopment work for the redevelopment project including rezoning, securing necessary permits and community approvals, demolishing existing structures, remediating and grading the properties that cover Wyandanch Rising Phase I. Phase I of the

construction for the revitalization of the Urban Renewal Area began in the summer of 2013 and consisted of the construction of new residential, retail, commercial and civic space in downtown Wyandanch. To date, four buildings have been completed: (1) a five-story, 91-unit residential building with approximately 17,500 square feet of ground floor retail space; (2) a four-story, 86-unit residential building, also with 17,500 square feet of ground floor retail space; (3) a five-story parking garage built by the MTA/LIRR; and (4) an additional residential building of 124 units totaling 124,000 square feet, comprised of one hundred percent affordable rental units. In 2016, the Town completed work on Wyandanch Plaza, the one-acre public space at the heart of the Wyandanch redevelopment area, adjacent to the Wyandanch Train Station. The Plaza includes an ice rink, which has seen an increase in use every year since it opened in December 2016. The Plaza and Ice Rink were funded with a combination of State, County and Town funds.

Construction also took place on two additional buildings. The Liner Building, which “lines” the existing MTA/LIRR parking garage contains a 94-unit senior living building operated by the nonprofit group Self Help; and the, second, is a 1,200 square foot building used as the Wyandanch Resource Center. We expect these buildings to be completed by the end of 2021. In addition, an approximately 90,000 square foot health and wellness center has been proposed for Wyandanch Plaza and is currently seeking private and public funding sources. The Town is planning and designing Wyandanch Rising Phase II. Phase II consists of the “block” to the immediate south of the Long Island Railroad, bounded by Straight Path to the west, the LIRR to the north, Doe Street to the east and Commonwealth Drive to the south.

Phase II is critical for the continued progress of the Wyandanch Rising initiative, as it will provide the connection, and “bridge” the development on the north and south sides of the LIRR. Phase II continues the existing transit-oriented development and connects the existing buildings and what is currently being constructed and planned in Phase I, to the existing businesses along the Straight Path corridor. Phase II will also increase the quantity and diversity of downtown Wyandanch’s housing stock, while adding community-wide amenities, namely, the proposed “Great Lawn” area, which will provide over one acre of Town-owned open space for both passive and active recreation opportunities, including a dog park, playground and community garden space. The existing Wyandanch Post Office building is a key component and integral part of the Wyandanch Rising Phase II development. There will also be owner-occupied townhouses as part of Phase II, located to the immediate east of the proposed Great Lawn.

The focus of the above investments and revitalization has been in the downtown Wyandanch area near the intersection of Straight Path and Long Island Avenue where considerable housing construction (and other land uses) has occurred as envisioned. The Proposed Action does not provide new housing as constructing a residential neighborhood containing numerous single and separately owned house lots on the site would preclude the use of the site for future cemetery use. Moreover, the Proposed Action does provide considerable local investment, street and water infrastructure improvements, will generate tax revenues and create numerous construction and long-term operational jobs to economically benefit, sustain and provide new

opportunities for nearby residents consistent with and in support of the overall goal of the 2024 Consolidated Plan & 2024 Annual Action Plan.

Framework for the Future: Suffolk County Comprehensive Master Plan 2035

The focus of this long-range plan as it relates to the Wyandanch community focuses primarily on support for Wyandanch Rising's goals, objectives and long range plans to leverage public investments—in wastewater infrastructure, roadway modifications and improvements, and transit-related parking amenities—at a “downtown” transit hub, that would help galvanize the community, engender private investment, and foster public-private partnerships that tangibly demonstrate a commitment to revitalizing an economically and environmentally distressed area.

As previously discussed, the Subject Property is not located within the Wyandanch Rising planning area but is located in Wyandanch and is close enough to have similar economic needs. As noted throughout, the Proposed Action will help support the economic growth and revitalization of the Wyandanch community by providing significant economic investment, creating numerous construction and operational jobs, generating significant property tax revenues, thereby supporting the local school district. The Applicant is not seeking any IDA tax relief; however, if any future tenants were to seek PILOT agreements with the Town Industrial Development Agency (IDA), and successfully obtain approval, tax revenues for approved PILOT tenants will be phased in over time but will have the same overall benefit upon full taxation without placing any strain on the school district. The Proposed Action also includes nearby road and intersection improvements and is expected to increase spending activities at local businesses from facility employees and patrons. Although, the Proposed Action does not seek a mixed-use transit-oriented development as proposed in downtown Wyandanch, the Proposed Action will help the community to meet many of the same economic and revitalization goals, while mitigating environmental impacts to the maximum extent practicable.

3.1.3 Mitigation

- The development will be separated from adjacent land uses in strict compliance with the yard setback and minimum landscape setback required by the PIP-2 zoning code except as indicated above in **Table 3.1-2** to address noise, fumes and aesthetic impacts.
- It is noted that the subject site will be used as cemetery in the future when the lease lapses and burial space is needed. All construction and demolition materials must be removed from the site upon completion of the project and, at the conclusion of the lease, for any buildings that will not remain for cemetery use and ensure that these materials are properly disposed, recycled or reused.
- New jobs will be created including a variety of temporary skilled labor construction jobs during the development phase of the project. Additionally, once completed, permanent jobs at the property will include, but not limited to, managerial, supervisory, logistics, warehousing, technology, skilled manufacturing, assembly, sales, trucking, forklift, office

work, and building and grounds maintenance to offset unavoidable impacts and benefit the community economically.

- The project will include the establishment of a light industrial land use that is consistent with the spirit, intent, standards and requirements of the proposed PIP-2 zoning code to ensure a well-planned and designed development.
- Warehousing is in great demand at this time and the Subject Property is large enough to fully accommodate the use while providing deep setbacks, vegetated buffers and four 12-foot high soundwalls to minimize impacts on adjacent land uses; it will connect to public water and sewers, provide ample stormwater controls, include various erosion and sedimentation controls, and will utilize mostly native plant species for landscaping in support of indigenous wildlife.³
- Loading and unloading areas have been arranged to be toward the center of the site and between buildings to attenuate noise and other impacts from site activities.

3.2 Community Character, Noise, Landscaping, Outdoor Lighting, and Environmental Justice

3.2.1 Existing Conditions

Community Character, Aesthetic Resources, and Quality of Life Issues

The project site is currently zoned A Residence and is undeveloped with open successional fields, mixed woodlands vegetation and a quarter acre of cattail and rush growth. A small cemetery or interment area is located at the southeast corner of the site. The undeveloped property provides wildlife habitat, but the land is privately owned by Pinelawn which would like to lease the property for development pursuant to a lease agreement lasting up to 99 years, while preserving the right to convert the property into a cemetery when the lease lapses and the additional cemetery space is needed.

The land use pattern and character of the area is discussed in detail in the land use section (**Section 3.1**) but is briefly described here to characterize the project site and environmental setting.

Subject Site: Vacant/undeveloped land except for an 11.28-acre cemetery interment area at the southeast corner of the 111.39-acre site, a previously cleared successional field near the center of the property, pitch pine-oak, oak and scrub oak forests around the perimeter, a small area of mowed lawn, cattails and sedges, and dirt roads and paths. The property is mostly flat to gently sloping with approximately 94 percent of the site having a slope of 0-10 percent.

To the North: Kevin Ver Pault Memorial Park to the northwest which is an active public park containing two baseball fields, two tennis courts, an outdoor basketball court

³ Over 50 plant species are proposed as part of the landscape plan. All but two are New York or Northeast native species, with a few cultivars included.

and playground. There is also densely developed single-family residential neighborhood to the north, a Suffolk County Water Authority (SCWA) wellfield off Circle Drive, a small multifamily residential community (Wheatley Hollow Gardens Adult Community), small mixed commercial building (Wheatley Hollow Shopping Center), Wheatley Heights Post Office, and OK Petroleum gas station and convenience store.

To the South: Long Island Railroad and overhead utility corridor, Long Island Avenue, single-family residential neighborhood and farther to the south Milton L. Olive Middle School and Wyandanch Memorial High School.

To the East: North 28th Street and a densely developed single-family residential neighborhood.

To the West: Little East Neck Road and Pinelawn Cemetery to the west and Colonial Springs Golf Club and Golf Course to the southwest.

See **Appendix N-1** for photographs of existing conditions on and adjacent to the subject property and **Figure 1-2 “Aerial Imagery”** reflecting the general aesthetic character and development pattern in the area.

Noise

The ambient noise environment in the area is characteristic of the local mix of land uses and proximity to a public park used for active recreation, single-family neighborhoods to the north, east and south, a small business district, the Long Island Railroad (adjacent to the south), and adjacent and nearby collector and local streets. There is also a golf course and large cemetery to the west.

Sound Monitoring

The following information is taken from the Sound Measurements and Impact Review report prepared by B. Laing Associates provided in **Appendix M** of this DEIS.

Sound measurements around the project site were collected using a Cirrus Research plc CR:171A sound level meter, which was set to measure A-weighted decibel levels⁴ as a mimic of the average human ear. Morning (i.e., AM) peak and evening (i.e., PM) peak ambient noise levels were measured from five (5) locations along the periphery of the subject site. Further, three (3) locations were also chosen for full 24-hour noise measurements. **Figure 3.2-1: Noise Sampling and Analysis Locations** shows the measured sample locations on an aerial photograph. These sampling locations are also described in **Table 3.2-1**, below.

⁴ A-weighted sound level: The sound level obtained by use of A-weighting. Unit decibel. Unit symbol: dB. Often, the unit symbol is followed by the letter A in parentheses, i.e., dB(A), to indicate that A-weighting has been used. Weighting: A prescribed frequency response provided in a sound level meter.

With regard to the methodology of the ambient noise analysis, there is no specific mathematical methodology that is applied to measuring the existing, ambient noise conditions. The readings are straightforward, taken in ± 10 -minute durations and were monitored at the listed locations for existing ambient sound levels. Ambient measurements for the AM-peak took place on June 11, 2024, and measurements for the PM peak took place on June 10, 2024. In addition, the three 24-hour samples occurred on June 7, June 11, and June 12, 2024. Samples were taken in suitable weather conditions for monitoring ambient sound pressure levels and are listed in **Table 3.2-2: Noise Monitoring Results (Existing Condition)**. Generated sound measurement reports are provided in Attachment A in **Appendix M** of this DEIS.

**TABLE 3.2-1
NOISE SAMPLING LOCATIONS**

Monitoring ID	Location	Description
Sample Location 1	North/Northwest Property Boundary	Northern property boundary with parkland to the north; south of eastern corner of parking lot
Sample Location 2	Western Property Boundary	Western-central property boundary along Little E Neck Road
Sample Location 3	Southern Property Boundary	Southern property boundary with LIRR tracks, north of intersection between S 33 rd St and Long Island Avenue
Sample Location 4	Eastern Property Boundary	Eastern property boundary along N 28 th St, west of intersection with Washington Avenue
Sample Location 5	North/Northeast Property Boundary	Northern property boundary, south of Suffolk County Water Authority station
24-Hour 1	Western Property Boundary	24-Hour sample; approximately same location as Sample Loc. 2
24-Hour 2	Edge of Proposed Cemetery Land	24-Hour sample; along edge of portion of land deeded to cemetery
24-Hour 3	North-central Property Boundary	24-Hour Sample; between Sample Locs. 1 and 5, between parkland and residential receptors, along central portion of northern property line.

Note: A map of these monitored locations is provided below in the **Inset Map A**

INSET MAP A
NOISE SAMPLING ANALYSIS LOCATIONS
Pinelawn Site, Little East Neck Road, Wyandanch, Town of Babylon,
Suffolk County, New York



Notes: Circles with numbers indicate sample locations.

White triangles indicate 24-hour sample locations.

Source: ESRI/ArcGIS

The measured levels were generally dominated by vehicle noise from Little E Neck Road and other minor roadways. Pursuant to the New York State Department of Transportation Traffic Data Viewer, Little E Neck Road is classified as a Minor Arterial (Urban) and has an annual average daily traffic (AADT) of over 7,821 vehicles, including trucks. The proximity to the site to the Long Island Railroad (LIRR) tracks (which run along the southern property boundary) also provided disturbance to the ambient soundscape. Sound measurements were recorded largely

during times when existing sound/noise sources were expected to create an increase in the dominant average and peak sound/noise values. This was anticipated at the AM and PM peak periods (i.e., “rush hour”) respectively,⁵ although the LIRR impact occurs more sporadically. Sound levels associated with vehicular traffic are a function mainly of traffic speed, vehicle mix (automobiles, medium trucks, heavy trucks) and volume.

As above, 10-minute measurements for sound levels in the existing condition (i.e., ambient samples), were taken at five locations/points, and three 24-hour samples were also collected. Sampling Point 1 is at the site’s north/northwest property boundary, where the site meets Kevin Ver Pault Memorial Park. Noise measurements from the property boundary, immediately south of the southeast corner of the Park’s parking lot, showed an L_{eq} of 48.9 dB(A) and 44.3 dB at octave band 1kHz⁶ in the AM peak hour, and a PM peak level of 55.7 dB(A) and 50.0 dB at octave band 1kHz. The sound levels at these locations generally result from the existing traffic on Little E Neck Road, but the PM sample was also affected by park-goers recreating in Kevin Ver Pault Memorial Park.

Sampling Point 2 is located along the western property boundary where the site fronts on Little E Neck Road. Noise measurements from this location showed an L_{eq} of 77.3 dB(A) and 75.5 dB at octave band 1kHz in the AM peak hour, and a PM peak level of 68.8 dB(A) and 66.1 dB at octave band 1kHz. The sound levels at this location predominantly result from the existing roadway traffic on Little E Neck Road, a minor arterial roadway.

Sampling Point 3 is centrally located along the southern property line, north of the LIRR train-tracks. Noise measurements from Point 3 showed an L_{eq} of 72.3 dB(A) and 67.8 dB at octave band 1kHz in the AM peak hour, and a PM peak level of 55.9 dB(A) and 52.3 dB at octave band 1kHz. The sound levels at this location result mostly from the LIRR train, which explains the discrepancy between AM and PM peak sound levels. During the PM peak sample, no trains passed by, whereas the AM peak sample had two trains pass by. Local traffic also contributes to sound levels at this location but noise from vehicle traffic at this location is minor.

Sampling Point 4 is along the eastern property line, across from the western terminus of Washington Avenue. Noise measurements from Point 4 showed an L_{eq} of 55.8 dB(A) and 45.8 dB at octave band 1kHz in the AM peak hour, and a PM peak sound level of 58.5 dB(A) and 52.3 dB at octave band 1kHz. The sound levels at this location result from vehicle traffic on Washington Avenue, as well as other residential sources (e.g., landscaping equipment).

Sampling Point 5 is located at the north/northcentral property boundary, where the subject site meets residential parcels and a Suffolk County Water Authority property. Noise measurements from Point 5 showed an L_{eq} of 49.8 dB(A) and 42.3 dB at octave band 1kHz in the AM peak hour, and PM peak sound levels of 47.6 dB(A) and 42.0 at octave band 1kHz. The sound levels at

⁵ A value referred to as the “equivalent sound level,” L_{eq} , “averages” were computed/determined from the data.

⁶ Midrange frequency of the audible spectrum that applies no corrections for dB(A).

this location are reduced, but local residential noise and local traffic from nearby roadways (including Little E Neck Road) contribute to it.

As above, the three 24-hour samples took place along the periphery of the site. 24-hour Sample 1 took place approximately in the same location as Sample Location 2: along the western property boundary of the site, along Little E Neck Road. Noise measurements from 24-hour Sample 1 showed an $L_{(eq)}$ of 66.7 dB(A). Broken into 1-hr increments, the average equivalent sound level over a 24-hour period can be calculated (Ldn). The Ldn adds a “penalty” for noise during the nighttime hours of 10:00 P.M. to 07:00 A.M. During the nighttime period, 10 dB is added to reflect the impact of the noise.

Per NoiseMeters Inc.⁷, Ldn measurements are useful for assessing the impact that road, rail, air and general industry (i.e., the existing, ambient conditions) has on the local population. For this location, the Ldn was calculated to be 71.5 dB(A). Sound levels for this location were largely driven by the traffic on Little E Neck Road, as well as the LIRR, even during the middle of the night (i.e., during the 3:00 AM hour).

24-hour Sample 2 took place along the boundary between the project site and the land currently used as a cemetery (proposed Lot 2). This is in the parcel’s southeast section (see Figure 2, above). Noise measurements from 24-hour Sample 1 showed an $L_{(eq)}$ of 55.5 dB(A). For this location, the Ldn was calculated to be 61.9 dB(A). Sound levels for this location were largely driven by the traffic on Long Island Avenue, as well as the LIRR, even during the middle of the night (i.e., during the 3:00 AM hour).

24-hour Sample 3 took place along the north-central project boundary, almost equidistant between Sample 1 and Sample 5 (i.e., between the residences and parkland). Noise measurements from 24-hour Sample 1 showed an $L_{(eq)}$ of 51.2 dB(A). For this location, the Ldn was calculated to be 58.3 dB(A). Sound levels for this location were largely driven by local traffic and residential sounds.

A search for “sensitive” noise receptors within 1,500 feet of the site was undertaken for this sound level analysis. Sensitive receptors are defined by the EPA to “...include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities.” This is further outlined in the Town of Babylon’s Chapter 156-6 “Noise sensitive zones”⁸ which reads “Noise sensitive activities include, but are not limited to, operations of schools, public libraries, churches, hospitals and nursing homes.”

The receptors within 1,500 feet of the Proposed Action included mostly residential parcels, parkland (including golf use), and cemetery property. Cemeteries are not specifically identified

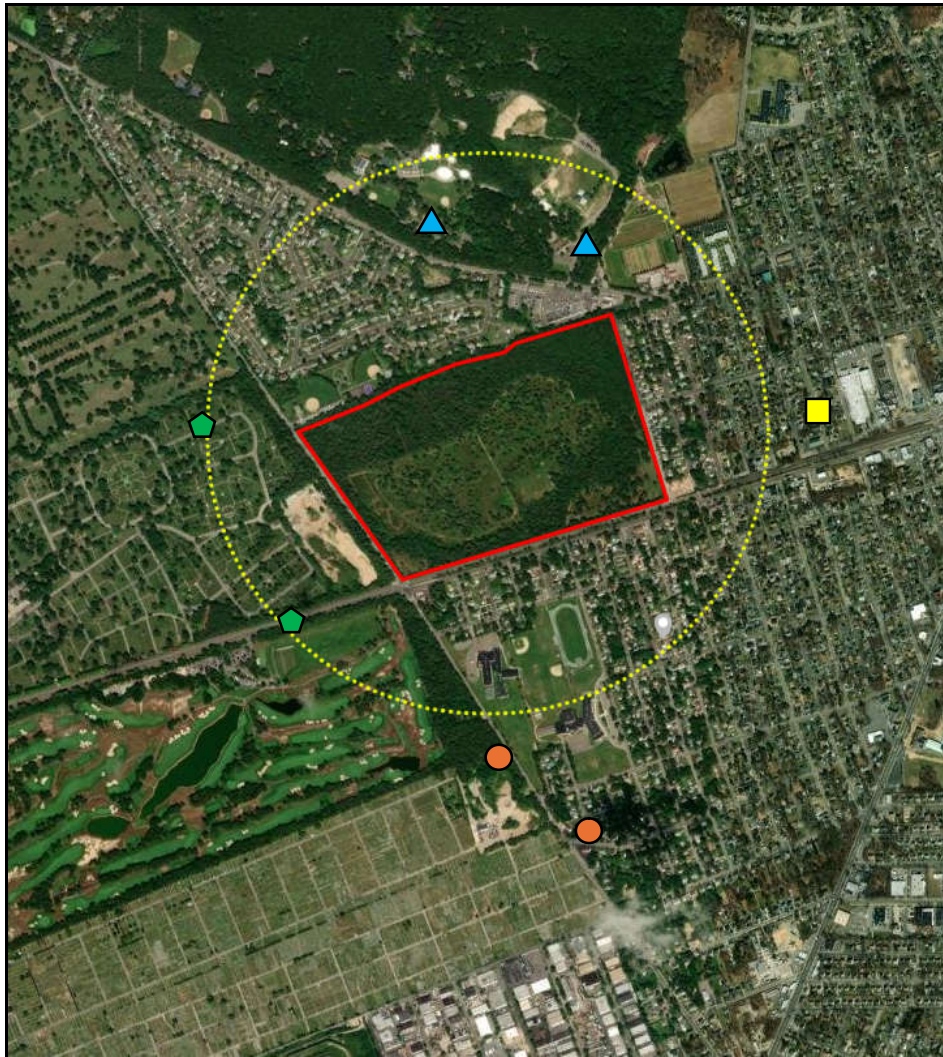
⁷ Company of suppliers of noise monitoring equipment to over 100 countries worldwide. Expert knowledge in the world of sound level measurement and noise control.

⁸ Per Chapter 156-9 (J) “Noise sensitive zone” provisions only apply if conspicuous signage indicates the presence of such facilities.

by the EPA or Town of Babylon as “sensitive receptors” but for the purpose of this analysis, it is included. Three sensitive receptors within 1,500-feet of the project site include Milton J. Olive Middle School, Sunrise Day Camp, and the adjoining cemeteries. Masjid Allahu Akbar, a local mosque, sits just outside the 1,500-foot radius. See **Inset Map B**, for a map of the nearby sensitive receptors. While these receptors are considered the “most sensitive”, ambient sound level standards discussed below were set to protect the public health and welfare, including sensitive individuals. Thus, in the end, all such receptors are subject to the same standards.

See **Inset Map B** on the following page, for a map of the nearby sensitive receptors. While these receptors are considered the “most sensitive,” ambient sound level standards discussed below were set to protect the public health and welfare, including sensitive individuals. Thus, in the end, all such receptors are subject to the same standards.

INSET MAP B
SENSITIVE RECEPTOR LOCATIONS
Suffolk Technology, Little East Neck Road, Wyandanch, Town of Babylon, NY



Notes: Yellow circle represents an approximate 1,500-ft extension of property corners.
Source: ESRI/ArcGIS

KEY

-  Places of Worship
-  Schools
-  Day Camp
-  Cemetery Land

**TABLE 3.2-2
SOUND MONITORING RESULTS
(EXISTING CONDITION)**

Monitoring ID	Location	Date	Start Time/Duration	Meteorological Conditions	Leq ⁽¹⁾ dB(A)	Ldn ⁽²⁾ dB(A)
Sample Location 1	Northwestern property line along Kevin Ver Pault Memorial Park	6/11/24	9:12 AM/10 min	<5 kt winds 50% cloud coverage 65 degrees (F)	48.9	
		6/10/24	4:08 PM/10 min	<10 kt winds 50% cloud coverage 76 degrees (F)	55.7	
Sample Location 2	Western property line along Little East Neck Road	6/11/24	7:44 AM/10 min	6 kt winds 50% cloud coverage 61 degrees (F)	77.3	
		6/10/24	4:26 PM/10 min	<10 kt winds 50% cloud coverage 76 degrees (F)	68.8	
Sample Location 3	Southern property line along railway	6/11/24	8:03 AM/10 min	6 kt winds 50% cloud coverage 61 degrees (F)	72.3	
		6/10/24	4:43 PM/10 min	<10 kt winds 50% cloud coverage 75 degrees (F)	55.9	
Sample Location 4	Eastern property boundary along 28th Street	6/11/24	8:19 AM/10 min	<5 kt winds 50% cloud coverage 63 degrees (F)	55.8	

Monitoring ID	Location	Date	Start Time/Duration	Meteorological Conditions	Leq ⁽¹⁾ dB(A)	Ldn ⁽²⁾ dB(A)
		6/10/24	4:58 PM/10 min	<8 kt winds 50% cloud coverage 75 degrees (F)	58.5	
Sample Location 5	Central to northern property line behind residential properties	6/11/24	8:46 AM/10 min	<5 kt winds 50% cloud coverage 64 degrees (F)	49.8	
		6/10/24	12:42 PM/10 min	<10 kt winds 50% cloud coverage 86 degrees (F)	47.6	
24 Hour Sample 1	Property boundary along Little East Neck Road	6/7/24	10:26 AM/24 hour	5-10 kt winds 100% cloud coverage 82 degrees (F)	66.7	71.5
24 Hour Sample 2	Woods on proposed eastern property boundary along 28th Street	6/11/24	3:24 PM/24 hour	5-10 kt winds 100% cloud coverage 82 degrees (F)	55.5	61.9
24 Hour Sample 3	Woods along northern boundary behind residential properties	6/12/24	3:49 PM/24 hour	<10 kt winds 50% cloud coverage 86 degrees (F)	51.2	58.3

(1) Leq/equivalent continuous sound level (average sound level): The level of steady sound which, in a stated time period at a stated location, has the same A-weighted sound energy as the time-varying sound. Unit: decibel. Unit symbol: dB. Abbr.: QL. Letter symbol: Leq.

(2) Day-night average sound level: Ten times the common logarithm (i.e., to the base of 10) of the square of the ratio of the day-night average sound pressure to the reference sound pressure of 20 micropascals (μPa). Unit: decibel. Unit symbol: dB. Abbr.: DNL. Letter symbol: Ldn.

See **Appendix M** for the full Sound Measurements and Impact Review report prepared by B. Laing Associates.

Air Quality

The Subject Property is currently undeveloped and vegetated. The median air quality index (AQI) in 2022 for Suffolk County, New York was 40.⁹ An AQI between 0 and 50 is satisfactory and air pollution poses little or no risk. Existing air quality standards for New York State are found in the State Ambient Air Quality Standards (SAAQS) which largely mimic the National Ambient Air Quality Standards (NAAQS) (see below). Possible relevant pollutants for mobile sources are particulate matter (PM), ozone (O₃) and carbon monoxide (CO). Vehicular delays

⁹ According to the United States Environmental Protection Agency (EPA) Outdoor Air Quality Data, Air Quality Index Report

and idling are the main contributors of localized air pollution related to vehicular, i.e., mobile sources. Impacts are evaluated by considering changes in intersection delays or Levels of Service (“LOS”) as recommended in the NYSDOT Transportation Environmental Manual’s (TEM) first level of air quality screening.

**TABLE 3.2-3
AMBIENT AIR QUALITY STANDARDS**

Pollutant		Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide		primary	8-hours	9 ppm	Not to be exceeded more than once per year
			1-hour	35 ppm	
Lead		primary and secondary	Rolling 3-month average	0.15 $\mu\text{g}/\text{m}^3$ ⁽¹⁾	Not to be exceeded
Nitrogen Dioxide		primary	1-hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		primary and secondary	Annual	53 ppb ⁽²⁾	Annual Mean
Ozone		primary and secondary	8-hours	0.070 ppm ⁽³⁾	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particle Pollution	PM _{2.5}	primary	Annual	9 $\mu\text{g}/\text{m}^3$	annual mean, averaged over 3 years
		secondary	Annual	15 $\mu\text{g}/\text{m}^3$	annual mean, averaged over 3 years
		primary and secondary	24-hours	35 $\mu\text{g}/\text{m}^3$	98th percentile, averaged over 3 years
	PM ₁₀	primary and secondary	24-hours	150 $\mu\text{g}/\text{m}^3$	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide		primary	1-hour	75 ppb ⁽⁴⁾	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		secondary	3-hours	0.5 ppm	Not to be exceeded more than once per year

Source: United States Environmental Protection Agency, February 7, 2024

NYSDEC monitors air quality throughout the state. There are 58 active air monitoring sites in New York State. Parameters measured vary from air monitoring sites. The table below depicts the 2022 NYSDEC Ambient Air Monitoring Program results for pollutant monitoring sites in the region of the project site compared to the National/State Ambient Air Quality Standards. Sulfur Dioxide, Carbon Monoxide, Ozone, Particulate Matter (PM_{2.5}) and Nitrogen Dioxide are monitored in NYSDEC Region 1 (Nassau and Suffolk County). No exceedances of the National/State Ambient Air Quality Standards were recorded in 2022.

**TABLE 3.2-4
NYSDEC AMBIENT AIR QUALITY RESULTS 2022**

Carbon Monoxide	Monitor Location	2022	Standard
1 Hour Max	Flax Pond, Setauket	0.8 ppm	35 ppm
8 Hour Max	Flax Pond, Setauket	0.4 ppm	9.0 ppm
Lead			
3 Month Rolling Avg	Bronx	0.0036	0.15 $\mu\text{g}/\text{m}^3$

Carbon Monoxide	Monitor Location	2022	Standard
		ug/m3	
Nitrogen Dioxide			
Annual Value	Flax Pond, Setauket	3.57 ppb	53 ppb
Average 98th Percentile	Flax Pond, Setauket	27.0 ppb	75 ppb
Ozone			
4th Highest Max 8-Hr Avg	Sound Ave, Riverhead	0.066	0.070 ppm
Summary 8-Hour Avg 2022	Sound Ave, Riverhead	0 above 0.070 ppm	0.070 ppm
Particulate Matter 2.5			
3 Year Avg of Annual Mean	27 Division St, Holtsville	5.5	12 ug/m ³
3 Year Avg 98th Percentile	27 Division St, Holtsville	14.8	35 ug/m ³
Sulfur Dioxide			
Annual Average	Eisenhower Park, East Meadow	0.21	---
3 Year Avg 99th Percentile	Eisenhower Park, East Meadow	13.77	75 ppb

Landscaping

The proposed development site (proposed Lot 1) as discussed throughout this DEIS is currently vacant/undeveloped and consists of a patchwork of natural and successional ecological communities including pitch pine-oak forest, scrub oak forest, and oak forest with limited understory, as well as mowed lawn with pitch pine and a quarter-acre wet or intermittently wet area containing cattails and rushes. The area of past clearing and disturbance and successional growth is present in the central portion of the property; while, the property perimeter consists mostly of undisturbed woodlands, especially on the north and east sides of the property. See **Section 2.4, Ecology** for detailed information on these above habitats and **Figure 2-9** for the existing ecological pattern of site.

The area comprising proposed Lot 1 contains no buildings, structures or other man-made features other than some trails and contains no formal landscaping.

Outdoor Lighting

The subject property is currently undeveloped woodland and therefore does not currently contain any artificial outdoor lighting. Potential light sensitive land uses near the property include residential neighborhoods to the north and east, Kevin Per Vault Memorial Park to the north, and adjacent public streets to the south, east and west.

Environmental Justice

According to the NYSDEC's Office of Environmental Justice (OEJ), the project site and adjacent areas are located within a New York State "Potential Environmental Justice Area" (PEJA) based on Census Block Group demographic data. See **Figure 3-7** attached.

"PEJAs" are defined by the NYSDEC as U.S. Census Block Groups with 250 to 500 households that have populations that meet or exceed at least one of the following statistical thresholds:

1. At least 52.42% of the population in an urban area reported themselves to be members of minority groups; or
2. At least 26.28% of the population in a rural area reported themselves to be members of minority groups; or
3. At least 22.82% of the population in an urban or rural area had household incomes below the federal poverty level.

The subject property and the Census Group of which it is part are consistent with one of the two applicable PEJA thresholds as 95.11 percent of its residents report themselves as minorities in the census block group that the subject property is in. The percentage of persons with household incomes below the federal poverty level in the same census block group, however, based on the most recent data provided on the PEJA website, is just 3.18 percent therefore falling well below the minimum poverty threshold. Despite a lower poverty rate, adjacent census blocks do have higher rates with one of these adjacent census blocks exceeding the threshold.

Environmental Justice is defined by the OEJ as the "fair and meaningful treatment of all people, regardless of race, income, national origin or color, with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Environmental Justice allows for disproportionately impacted residents to access the tools to address environmental concerns across all of DEC's operations." Environmental Justice was instituted by executive order of President Clinton in 1994 with the intent of "focus[ing] federal attention on the environmental and human health conditions of minority and low-income populations with the goal of achieving environmental protection for all communities." New York State Department of Environmental Conservation (DEC) Commissioner Policy 29 (CP29) outlines the means for incorporating environmental justice issues into the DEC's environmental permit review process, enforcement program, grants program, public participation process, and DEC application of the State Environmental Quality Review Act (SEQRA) so that such populations are not disproportionately impacted by adverse environmental and health effects. Environmental Justice standards also seek to promote nondiscrimination in federal programs affecting health and the environment and to provide minority and low-income communities the opportunity to access public information and participate in decision-making activities that may affect their health and environment.

Neither the Town Code, SEQR's implementing regulations at 6 NYCRR Part 617, nor the SEQR Handbook specify environmental justice standards, policies, recommendations, or procedures or any known mandate for local implementation. However, NYSDEC's Commissioner Policy 29 clearly sets forth the applicability of the policy, as follows:

A. Applicability.

Except as provided for below, the policy shall apply to applications for major projects and major modifications for the permits authorized by the following sections of the Environmental Conservation Law:

1. Titles 7 and 8 of Article 17, State Pollutant Discharge Elimination System (SPDES) (implemented by 6 NYCRR Part 750 et seq.);
2. Article 19, Air Pollution Control (implemented by 6 NYCRR Part 201 et seq.);
3. Title 7 of Article 27, Solid Waste Management (implemented by 6 NYCRR Part 360): including minor modifications involving any tonnage increases beyond the approved design capacity and minor modifications involving an increase in the amount of putrescible solid waste beyond the amount that has already been approved in the existing permit;
4. Title 9 of Article 27, Industrial Hazardous Waste Management (implemented by 6 NYCRR Part 373); and
5. Title 11 of Article 27, Siting of Industrial Hazardous Waste Facilities (implemented by 6 NYCRR Part 361).

This policy shall not apply to permit applications for minor modifications, except as provided above, nor to renewals, registrations or general permits. Based on the above thresholds, the Proposed Action does not appear to trigger Environmental Justice procedural requirements as the project does not require review under the above regulations. Nevertheless, the project and the past and future public outreach and review procedures have been and will be extensive and are consistent with the objectives, spirit and intent of the State's policy, including ensuring easy public access to pertinent information and many opportunities for written and verbal input.

The key issues associated with Environmental Justice are:

- potential environmental impacts that may disproportionately effect low income and/or minority communities;
- the need to investigate, prevent and/or suitably mitigate such environmental impacts; and
- the need to take steps to assure that information is easily accessible to all members of the public, and several opportunities are provided for public participation including low income and/or minority communities.

3.2.2 Potential Impacts

Community Character and Aesthetic Resources

The project will modify the character of the currently vacant site by removing 93.78 acres of existing woodlands, successional field, and cattail/rush growth for construction of nine warehouse buildings totaling 1,617,471 square feet of gross floor area, associated parking and loading areas, interior access driveways/ roads, a recharge basin and new landscaping. Once the project is fully constructed, a total of 14.5± acres of the site will be replanted, an additional 1.81± acres will be a vegetated recharge basin (bringing the total vegetated/pervious area to 22.64± acres), and 0.24 acres will be covered by a decorative pond at the corner of Little East Neck Road and the proposed northerly access driveway. The proposed warehouse buildings will not exceed the maximum building height standard established in the draft PIP-2 Code of 50 feet.

As required by proposed §213-584, “Building exteriors,” of the proposed PIP-2 zoning code, “[e]levations detailing the proposed building design, materials and finishes will be subject to Planning Board approval during site plan review. The architectural design of the buildings will incorporate compatible elements for a professional industrial/business park and create a cohesive visual relationship between the buildings.” The proposed buildings are generally consistent in design, height and scale and are suitably spaced, separated, setback, and buffered to provide a desirable onsite layout with accesses on the northwest and southwest connected by internal cross streets to maximize function, efficiency, and appearance, subject to final Town site plan approval.

The architectural style and appearance of the proposed buildings are depicted on the attached Suffolk Technology Park building elevations and renderings prepared by Ware Malcomb (**Appendix N-2**). Even though the project involves construction of warehouses. Significant effort has been made to incorporate glazing into office areas, provide varied color patterns on each building to offer visual interest and structural modulation that includes both horizontal and vertical expression to reduce monotony. Loading areas are provided behind and between buildings so that the building’s facades and office areas face out toward the perimeter of the property. Less visually attractive features and areas of greatest activity such as loading areas are behind and between buildings, noise is attenuated by decorative soundwalls and deep setbacks, wooded buffers and augmented vegetative screening, and landscaping is provided to soften and enhance the appearance of the buildings and incorporate nature into the design.

In addition, as shown on the cross sections provided in **Appendix N-3** and the attached **Overall Grading Plan** there is an existing slope that descends from the residential neighborhood to the north to the subject property. As such, the at-grade surface elevations of future buildings on the site will be several feet lower than adjacent areas to the north. Based on the difference in elevation, the existing mature forest buffer to remain, and landscaping to be provided including evergreen and deciduous trees and shrubs, views of buildings from homes to the north will be significantly reduced and mitigated and building height will appear lower. Similarly, forest

buffers containing mature trees will be retained along the easterly property line and this area will be supplemented with perimeter landscaping to maintain part of the existing wooded character of the site and screen and buffer development. Street trees and shrubs will be planted along Little East Neck Road and as previously noted a decorative pond will be constructed. See **Appendix N-4** for post development photo simulations.

The proposed development design will retain areas of natural vegetation, will be augmented with substantial native landscaping including evergreens for screening and site enhancement, and outdoor lighting will be compliant with applicable requirements of §213-580 (“Required landscaping”) of the proposed PIP-2 regulations as discussed in detail later in this section. The project seeks to reduce changes to the site by adhering to development density, building height, coverage, and yard setback and landscaping requirements; providing sufficient parking to meet anticipated demand including handicap spaces in accordance with ADA requirements, 122 land-banked spaces, and a suitable number of loading berths to serve each warehouse space. The project will also retain 6.33± of natural forest; include an additional 14.5± acres of landscaping of which just 2.17± acres will require long-term maintenance (irrigation and possible occasional fertilization); and a pervious vegetated 1.81-acre recharge basin.

See **Appendix N-2** for building elevations and renderings, **Appendix N-3** for a cross-sectional views of the site from nearby residential properties to the north, and **Appendix N-4** for Photo simulations.

Overall, the subject property will change from a vacant vegetated property to a heavily screened, properly setback, well-designed and attractive technology park. Even though the will be developed, significant aesthetic impacts are not expected based on project design and mitigations discussed throughout this DEIS. See also “Landscaping” and “Outdoor Lighting” below.

Noise

Operational Sound Analysis

The proposed site development includes a modern light industrial research and technology park consisting of nine (9) single-story warehouse buildings with total area of 1,596,921 SF under the “Preferred Alternative”, including warehouse and associated office space.

Several items of note will result from the Proposed Action under the Preferred Alternative plan:

1. The applicant and project team’s early design choices will provide some basic sound/noise mitigation.
2. A vegetated/natural buffer will remain between the proposed development and the residential properties north along Circle Drive.
3. Proposed Lot 2 and the recharge basin provide a minimum 291-foot buffer to the residences along N. 28th Street.

4. Truck loading bays for warehouse building 8 will face southward, away from the residential properties to the north. The building itself will then function as a very effective sound barrier for receptors to the north of the truck bays. No warehouse truck traffic will be allowed around the “outer” drive to the north.
5. Truck loading bays for warehouse building 1 will face east, away from Little East Neck Road and cemetery property to the west¹⁰. The building itself will then act as a very effective sound barrier for receptors to the west of the truck bays.
6. Parking for project personnel is arranged along the northern side of warehouse buildings 3, 4 and 8 nearest Circle Drive and east of warehouse building 7 nearest N. 28th Street. These vehicles will operate at much lower sound levels than the warehouse trucks.
7. Loading bays will be lined with dock seals which will assist in reduction of noise levels inside and exterior of the warehouse by bringing the truck closer to the dock.
8. Proposed generators will be located within the truck loading docks of the warehouse buildings. Their use will not be for day-to-day operations but for emergencies associated with any power outages.
9. The applicant has offered to install three 12-foot sound walls to reduce sound levels propagating from the subject site to the public park and the rear of properties on the south side of Circle Drive as a result of the operational use.
10. The Lead Agency will prohibit truck traffic on Little East Neck Road from Colonial Springs Road to the project site.

In many cases of sound analysis, “natural” methods of sound mitigation include distance, soils, landscaping, etc. According to the inverse square law, every doubling of the distance from a sound’s source will result in a noticeable, 6 dB(A) reduction in the resultant sound level. For development on small lots, this level of attenuation may not account for much. However, the distances within the proposed project site, when completed, are substantial (measured in hundreds of feet) relative to the typical locations where sound source strengths are measured (3.28 to 50 feet from the source). Therefore, attenuation of sound levels through distance is significant. This is the case with the Preferred Alternative plan discussed in Section 5.0 as setbacks were increased as compared to the originally proposed design plan. For example, not only will warehouse building 8 act as a noise barrier between receptors and the sound source, but the distance these sounds will have to travel to approach receptors to the north (i.e., the residential receptors) accounts for important reductions in the resultant sound levels. Similarly, warehouses 3 and 4 are over 300 feet to the north property boundary adjacent to the residential homes on Circle Drive. Warehouse 7 is approximately 365 feet from the eastern property boundary along N. 28th Street. As previously noted, Little E Neck Drive and the LIRR already impact the surrounding area due to their high ambient sound levels.

All operational equipment discussed below were built into this Sound Impact Review analysis. Further, those sound levels were then analyzed in the modeling software.

¹⁰ Receptors along Little East Neck Road are already impacted by higher volume, vehicular and truck use.

Projected Sound Levels

Multiple sound sources, in proximity to each other, can be added to determine a cumulative sound level. For example, when several pieces of proximal equipment are operating simultaneously, the one can use the Approximate Addition of Sound Levels (**Table 3.2-5**) to calculate the resultant dB(A) to a receptor. The difference first between the two lowest sound pressure levels is calculated, and that result is added to the next highest source. Pursuant to the table below, the difference between two sound levels at 1 dB or less (essentially a doubling of noise) will add 3 dB to the higher of the two sounds and so forth.

**TABLE 3.2-5
APPROXIMATE ADDITION OF SOUND LEVELS**

Difference Between Two Sound Levels	Add to the Higher of the Two Sound Levels
1 dB or less	3 dB
2 to 3 dB or less	2 dB
4 to 9 dB	1 dB
10 dB or more	0 dB

Source: *USEPA, Protective Noise Levels, 1978

For example, the loading docks and trailer parking for warehouse buildings 3 and 4 are located south of the northern property line. These designated areas are approximately 385 feet from the northern property line butting residential receptors on Circle Drive. Pursuant to the U.S. Department of Transportation Federal Highway Administration Technical Manual. Traffic Noise Model 3.0, heavy trucks will have an average sound level of 75 dB(A) traveling at 15 mph at 50 feet from the source. With distance attenuation alone, at 385 feet, resultant noise levels would be approximately 57 dB(A). In addition, per “Assessing and Mitigation Noise Policy,” dense vegetation plays a role in reducing sound levels. For every 100 feet of dense vegetation, it is likely that sound levels will be reduced 3 to 7 dB (and including reductions due to “ground effects” from natural/soft ground surfaces). Thus, additional sound reduction would be expected as a result of the several hundred feet of soft ground between the subject site and residential receptors to the north.

The loading docks and trailer parking of buildings 6, 7 and 8 are located on the eastern portion of the site over 400 feet from the property boundary along N. 28th Street. Again, heavy trucks will have an average sound level of 75 dB(A) traveling at 15 mph at 50 feet from the source. With distance attenuation alone, at 400 feet, noise levels would be reduced to approximately 57 dB(A). However, the buildings itself will then act as a very effective sound barrier for receptors to the east from the truck bays. Pursuant to NYSDEC’s Assessing and Mitigating Noise Impacts, “building walls and windows that are closed provide a 15 dB reduction in noise levels.” Thus, sound levels would be significantly lower: in the mid-40-decibel range. Thus, the proposed source would generate lower sound levels than the current ambient levels at Sample Location 4 as shown on **Inset Map A** above.

Pursuant to NYSDEC's Assessing and Mitigating Noise Impacts (**The Aggregate Handbook, 1991**), light automobile traffic, at 50 feet, will produce sound levels at 50 dB(A). Proposed personnel parking will occur along the northern portion of buildings 3, 4 and 8 ranging 175 feet to 280 feet from the northern property boundary. With distance attenuation alone, approximately 175-feet from the parking lot, generated noise levels would be approximately 39 dB(A) at the northern property line. This would be a significantly lower level than the current ambient levels at Sample Location 5. Sound levels associated with light automobile traffic for buildings 6 and 7 would be less as the parking area is located approximately 300 feet from N. 28th Street. With distance attenuation alone, approximately 300-feet from the parking lot, generated noise levels would be approximately 34 dB(A) at the eastern boundary. Thus, no significant impacts to the residential receptors to the north or east would occur as a result of the "light" automobile traffic associated with warehouse operations.

Rooftop unit are proposed for the warehouse buildings. Specifications for typical warehouse equipment were utilized for this study. These include Cambridge direct gas-fired heaters, and Trane Precedent Packaged Roof Top Units (RTU). These units, at a minimum, will be approximately 300 feet from the property line to the north near the residential receptors of Circle Drive. RTU equipment produces a sound pressure level of 83 dB(A) at 1 meter. Thus, the predicted decibel level to the northern property line is approximately 44 dB(A) on a continuous basis, based on the natural reduction over distance. When two or more identical (or nearly so) sound sources occur in proximity to each other, a 3 decibel increase in sound source is added. This is done until a source's decibel level increase reaches 9 or 10 decibels (past this point, an additional, identical source does not add to what the human auditory system can detect). In this case, if 2 or 3 mechanical units are within proximity, a sound source strength of 89 decibels would be calculated for the RTUs. In this case, the predicted decibel level to the closest residential property line is 50 dB(A) on a continuous basis. Sampling Point 5, at the northern property boundary, showed an $L_{(eq)}$ of 49.8 dB(A) in the AM peak hour, and an $L_{(eq)}$ of 47.6 dB(A) in the PM peak. Pursuant to **Table 3.2-5** above, the difference between two sound levels at 1 dB or less will add 3 dB to the higher of the two sounds. Thus, when combined with the background level, the projected resultant noise levels would be approximately 53 dB(A). Per, NYSDEC Assessing and Mitigating Noise Impacts sound level increases of 0 to 5 dB(A) have no appreciable effect on receptors. Further, sound levels would still be significantly lower than residential standards provided by the FWHA and considered "quiet" pursuant to NYSDEC.

Emergency generators are also specified within the truck loading area of each building for use during emergencies accompanied by a power outage. A typical 2,500 kW to 3,000 kW generator, which produces sound levels of 80 dB(A) at 23 feet would result in 55 dB(A) 400 feet from the northern residential property lines. However, with a proposed sound enclosure, the sound level of the emergency generator will be reduced to 65 dB(A) at 23 feet which would result in a 40 dB(A) at the northern residential property line. Acoustic enclosures for generators are typically steel construction with acoustic/sound insulation built in, which is sound absorbing insulation installed within or attached to the interior panels. Isolation mounts, which helps absorb vibrations, can help reduce noise. Exhaust system mufflers are also incorporated into

the enclosure. The Quiet Connect Series, as utilized for the subject site, comes with an acoustic enclosure. These generators will only be active in weekly test modes of less than one hour during the daytime once a month, and emergency situations, when generators are required to provide power.

Intermittent operational sounds produced by the warehouse facility will also include backup alarms on trucks. Backup beepers/alarms are used as a safety device for warehouse personnel. The alarms produce a high-frequency, sharp, rapid, intermittent sound. Sound levels of back-up beepers can range as high as 97 to 112 dB(A) at the source, which can be considered “very annoying” (**The Aggregate Handbook, 1991**). The noise created by the backup alarms on site will decrease as a function of distance. Given initial noise measurement standardized at 3 feet from the sound source, every doubled distance will decrease the noise level by approximately 6 dB(A). Truck loading docks and areas of operational activities of buildings 3 and 4 are located over 400 feet from the residential receptors along the northern property boundary. Thus, with distance attenuation alone, at 400 feet, noise levels would be range from approximately 54 to 69 dB(A) when the intermittent sounds are occurring. In addition, per “Assessing and Mitigation Noise Policy,” dense vegetation plays a role in reducing sound levels. For every 100 feet of dense vegetation, it is likely that sound levels will be reduced 3 to 7 dB (and including reductions due to “ground effects” from natural/soft ground surfaces). The applicant has proposed to maintain an existing natural buffer over 100 feet wide in this location. Thus, additional sound reduction would be expected as a result of the soft ground between the subject site and residential receptors to the north. It should be further noted that backup alarms are not a continuous sound source.

The intermittent operational sounds of backup alarms associated with warehouse buildings 8,6 and 7 are a minimum of 430 feet from the closest residential property line to the east. With distance attenuation alone, at 430 feet, noise levels would be approximately 54 to 69 dB(A). However, the buildings themselves will then act as a very effective sound barrier for receptors to the north from the truck bays. Pursuant to NYSDEC’s Assessing and Mitigating Noise Impacts, “building walls and windows that are closed provide a 15 dB reduction in noise levels.” Thus, sound levels would be significantly lower: in the 39-54 decibel range. Further, additional sound reduction would be expected as a result of the several hundred feet of soft ground between the subject site and North 28th Street. Thus, the proposed source would generate lower sound levels than the current ambient levels at Sample Location 4.

In addition, Intermittent operational sounds produced by the warehouse facility will also consist of trash compactors. Trash compactors can be as loud as 100 dB(A) at the source. With distance attenuation alone, at 400 feet to the south, noise levels would be approximately 47 dB(A). Noise measurements from Point 5 showed an L(eq) of 49.8 dB(A) in the AM peak hour and an L(eq) of 47.6 dB(A) in the midday peak. PM peak sound levels were 58.2 dB(A). Pursuant to Table 5 of the Sound Analysis report (**Appendix M of this DEIS**), the difference between two sound levels will add, at maximum, 3 dB to the higher of the two sounds. Pursuant to Table 3 (**Appendix M of this DEIS**), Human Reaction to Increases in Sound Pressure Level, sound level

increases of 0 to 5 dB(A) have no appreciable effect on receptors and are unnoticed-to-tolerable. Thus, no impact is anticipated. Further, the trash compactor is not a constant factor.

The intermittent operational sounds of the trash compactors associated with warehouse buildings 6, 7 and 8 will occur on the eastern side of the property. These designated areas are minimum of 440 feet from the property line. With distance attenuation alone, at 440 feet, noise levels would be approximately 46 dB(A). However, the buildings, themselves, will act as a very effective sound barriers for receptors to the east and north of building 8. Pursuant to NYSDEC's Assessing and Mitigating Noise Impacts, "building walls and windows that are closed provide a 15 dB reduction in noise levels." Thus, sound levels would be significantly lower: in the low 30-decibel range. This would be a lower level than the current ambient levels at Sample Locations 4 and 5. No addition of sound levels would be applied to the ambient condition as there is 10 dB or more difference in the sound levels. Additional sound reduction would be expected as a result of the several hundreds of feet of soft ground/foilage between the subject site and the northern property boundary.

In addition to the above NYSDEC estimating techniques, all operational equipment discussed herein were also analyzed in the modeling software. Sound analysis points/receiver results are provided below and further in Attachment C of the Sound Analysis report provided in **Appendix M** of this DEIS.

No significant noise impacts will occur as a result of truck idling. Idling trucks are a violation of New York State regulations. Pursuant to New York State Department of Environmental Conservation Heavy Duty Vehicle Idling Law:

"6 NYCRR, Subpart 217-3, prohibits heavy duty vehicles, including non-diesel and diesel trucks and buses with a gross vehicle weight rating of more than 8,500 pounds, from idling for more than five minutes at a time. DEC Conservation Officers enforce the idling regulation."

Operational Sound Modeling

This noise study is focused on potential impacts from the operational use of the site (Operational Impacts— e.g., equipment, substation, truck loading, etc.) that will occur from the exterior of the facility. To add precision to the analysis of possible sound/noise impacts resulting from the project, B. Laing Associates, Inc. supplemented this review by conducting a noise emission dispersion analysis using SoundPLAN computer modeling. This modeling tool is based on International Organization for Standardization (ISO) standards (i.e., ISO96-13-2, ISO 12354-3:2017) which is used world-wide in sound/noise analyses. Further, the traffic that is generated internally to the project is analyzed according to Transportation Noise Model (TNM 3.0) developed by the US FHWA Office of Planning, Environment, and Realty.

SoundPLAN is a computer-based modeling/calculation system. Background images are inserted from Google Maps or OpenStreetMap and are set UTM northern hemisphere and the UTM

zone. Elevation works as a digital ground model (DGM) and places the objects on top of the triangulated surface based on a user-defined local coordinate system. The base units are in meters. Imported data that use feet are converted. Project-specific geometry data are included based on a scanned and geo-referenced bitmap or by importing from DXF, ESRI Shapefile, ASCII files or OSM. Project required terrain produce the digital ground model (DGM) entering elevation lines from the Google Maps sources. These are then edited/adjusted as needed (e.g., according to future site grading for the project) with topographic lines and/or spot heights.

The modeler then defines the properties of the objects to be analyzed:

- building heights
- receiver names
- the traffic numbers and types on roads (per the project's traffic analyses)
- the sound power or emission level for "industrial sources" (e.g., HVAC, Generators, etc.)
- mitigation wall heights or berms
- noise type combinations
- receiver locations
- applicable standards at each receiver¹¹

A project usually contains several different noise sources (road, "industrial" sources¹², parking lot, etc.). The above inputs allow the calculation and superimposition of different noise sources at the receivers and a comparison to the applicable standards. Sound analysis points/receiver results are provided below and further in Attachment C of the Sound Analysis report provided in **Appendix M** of this DEIS. In this case, several point sources (rooftop equipment), line sources (truck loading with back up beepers), roadways and parking areas were included into the noise dispersion software.

¹¹ As provided in the Town of Babylon Noise Ordinance.

¹² In this case, the project is proposed for warehousing and other, "light" commercial uses. Thus, "industrial" sources would include mechanical equipment such as HVAC units, generators, and the like.

INSET MAP C SOUNDPLAN MODELING PREDICTION SOURCES' AND ANALYSIS POINT'S LOCATIONS



Sound Analysis Point No. 3, 4, 5 and 6 were placed along the northern property boundary along the Memorial Park, a residential location on Circle Drive and Wheatly Hollow Gardens. They were used to represent a definite “worst-case” analysis for all the receptors along this portion of the property (i.e., if these locations attain the Town’s Noise standards, then all the others will as well). Residential Analysis Points No. 1 and 2 were placed along the eastern boundary. Analysis Point No. 7 represents the southern boundary adjacent to proposed Lot 2 and Analysis Point No. 8 represents the cemetery receptor along Little East Neck Road. The receptors results are set side by side with the Town of Babylon standards as provided in Chapter 2.0 Noise Regulation, Section 2.3 Town of Babylon Noise Ordinance. Specifically, the daytime limit (7:00 am to 7:00 pm) for sound entering a residential zoned property is 65 dB(A) and the nighttime (7:00 pm to 7:00 am) limit is 55 dB(A). These limits apply to the residential Sound Analysis Point No. 1 and 2 and 5 and 6 provided in **Table 3.2-6** below. Sound Analysis Point No. 3 and 4 and 7 and 8 are non-residentially zoned lots and so the standard of 65 dB(A) applies to these receivers. See **Table 3.2-6** below for raw results:

TABLE 3.2-6
SOUNDPLAN RESULTS¹³

No.	Receiver name	Building side	Floor	Limit				Level w/o NP			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)			
1	Receiver East 5	-	1.FI	65	55	-	-	48.6	47.8	54.7	0.0
			2.FI	65	55	-	-	50.9	49.8	56.7	0.0
2	Receiver East 6	-	1.FI	65	55	-	-	48.1	47.8	54.6	0.0
			2.FI	65	55	-	-	48.8	48.5	55.3	0.0
3	Receiver North 1	-	1.FI	65	65	-	-	63.1	59.2	66.7	0.0
4	Receiver North 2	-	1.FI	65	65	-	-	63.2	59.8	67.2	0.0
5	Receiver North 3	-	1.FI	65	55	-	-	59.5	56.1	63.5	0.0
			2.FI	65	55	-	-	59.6	56.3	63.7	0.0
6	Receiver North 4	-	1.FI	65	55	-	-	52.0	51.4	58.3	0.0
			2.FI	65	55	-	-	53.3	52.3	59.2	0.0
7	Receiver South 7	-	1.FI	65	65	-	-	64.0	61.3	68.5	0.0
8	Receiver West 8	-	1.FI	65	65	-	-	50.9	49.3	56.3	0.0

As a result of the above discussion and Table 3.2-6, the majority of the resultant sound levels will comply with the Town of Babylon's noise ordinance Chapter 156: Noise. Analysis Point 5 on (Receiver Name: Receiver North 3) (**Inset Map A**) achieves a small exceedance during the night time levels of 1.1 dB(A) on the first floor and 1.3 dB(A) on the second floor. A building or house will provide significant attenuation for those who are indoors. Sound levels can be expected to be up to 27 dB(A) lower indoors with the windows closed. Even in homes with the windows open, indoor sound levels can be reduced by up to 17 dB(A) (USEPA 1978). Thus, it is unlikely that a second-floor receptor will be impacted by the project as predicted results are based on exterior locations. In addition, per "Assessing and Mitigation Noise Policy," dense vegetation plays a role in reducing sound levels. For every 100 feet of dense vegetation, it is likely that sound levels will be reduced 3 to 7 dB (and including reductions due to "ground effects" from natural/soft ground surfaces). Thus, additional sound reduction would be expected as a result of the several hundred feet of soft ground between the subject site and residential receptors to the north. These volume attenuation areas were not implemented into SoundPLAN. However, as discussed below, a sound wall is proposed in three locations to provide additional sound attenuation to receptors to the north.

Traffic Sound Analysis

As provided above, Little East Neck is a Minor Arterial (Urban) an annual average daily traffic (AADT) of over 7,821 vehicles, including trucks. Ambient levels at Sample Location 2 ranged from 68.8 to 77.3 dB(A). The existing, ambient sound level somewhat exceeds the criteria of 67 dB(A) as set forth by the U.S. Department of Transportation Federal Highway Administration suitable for the exterior of hotels, motels, offices, restaurants, and other developed lands, properties, or activities.

¹³ The "limits" in this table are those specified by Town of Babylon, Chapter 156. No exceedances are modeled to occur at 7 of the 8 receptors **without** the mitigation wall discussed in Chapter 4, below. A minor exceedance would occur at receptor 3 **without** the mitigation wall but will be eliminated when the mitigation wall is installed discussed in Chapter 4, below.

Sound levels associated with vehicular traffic are a function mainly of traffic speed, vehicle mix (automobiles, medium trucks, heavy trucks) and volume. Posted vehicle traffic speeds will not be affected by the Proposed Action. Vehicle mixes are also anticipated to be very similar to the existing condition following construction at the Site. Therefore, any changes in traffic related sound will be a function of the change in volume. A doubling of traffic volume (assuming speeds and vehicle mixes do not change) equates to an increase in sound of 3 dB(A). Pursuant to the Nelson & Pope Traffic Impact Analysis, traffic volume at the intersection of Little East Neck Road and Long Island Avenue in the peak AM hour existing scenario has a total volume of 1,475 vehicles, whereas the Build 2026 peak AM hour scenario has 1,788 vehicles. That equates to a 21.22% increase in traffic volume for this principal intersection. Traffic volume at the intersection of in the peak PM hour scenario has a total volume of 1,604 vehicles, whereas the peak Build 2026 PM scenario has 2,079 vehicles. That equates to a 29.6% increase in traffic volume for this principal intersection. Traffic volume at the intersection of Little East Neck Road and Colonial Springs Road in the peak AM existing scenario has a total volume of 1,527 vehicles, whereas the peak Build 2026 AM scenario has 1,750 vehicles. That equates to a 14.6 % increase in traffic volume for this principal intersection. Traffic volume at this intersection the peak PM existing scenario has a total volume of 1,548 vehicles, whereas the peak Build 2026 PM scenario has 1,928 vehicles. That equates to a 24.5% increase in traffic volume for this principal intersection. The Little East Neck Road and Colonial Springs Road will see an increase of approximately 8% in traffic volume from the existing to build AM condition and 10.8% in traffic volume from the existing to build PM condition. As above, the project will cause an increase in traffic volumes of less than a doubling. A doubling of existing traffic would cause an increase of 3 dB(A), which is considered unnoticed to tolerable according to the NYSDEC noise evaluation guidelines in “Assessing and Mitigating Noise Impacts.” Thus, there will not be a substantial impact due to traffic noise.

As previously noted, a search for “sensitive” noise receptors within 1,500 feet of the site was undertaken for this sound level analysis. It is also noted that the subject site is located within a Potential Environmental Justice Area (PEJA). The receptors within 1,500 feet of the Proposed Action included mostly residential parcels, parkland (including golf use), and cemetery property. Cemeteries are not specifically identified by the EPA or Town of Babylon as “sensitive receptors” but for the purpose of this analysis, it is included. Three sensitive receptors within 1,500-feet of the project site include Milton J. Olive Middle School, sunrise day Camp, and the adjoining cemeteries. Masjid Allahu Akbar, a local mosque, sits just outside the 1,500-foot radius. While these receptors are considered the “most sensitive”, ambient sound level standards discussed within this analysis were set to protect the public health and welfare, including sensitive individuals. Thus, in the end, all such receptors are subject to the same standards.

Construction Sound Analysis

During construction, noise levels will be (1) temporary and (2) will occur at two distinctly different levels. First, the temporary component results from the transient nature of the

construction process. The U.S. EPA reports sound levels at construction projects range from a high of 88 dB(A) to a low of 75 dB(A) from grading through finishing operations (U.S. EPA, Construction Noise Control Technology Initiatives, Table 2.2-as measured at 50 feet).

The noise generated during construction is due mainly to diesel engines that run the equipment. Exhaust is typically the predominant source of diesel engine noise, which is the reason that maintaining mufflers on all equipment is imperative. Noise measurements from some common equipment used in construction can be found in *Assessing and Mitigating Noise Impacts* (October 6, 2000 revised February 2, 2001). See **Tables 3.2-7 and 3.2-8** below.

**TABLE 3.2-7
CONSTRUCTION SOUND LEVELS**

Sound Source	Measurements	1,000 feet	2,000 feet	3,000 feet
Hitachi 501 shovel loading	92 dB(A) at 50 ft	66.0 dB(A)	60.0 dB(A)	56.5 dB(A)
Euclid R-50 pit truck loaded	90 dB(A) at 50ft	64.0 dB(A)	58.0 dB(A)	54.4 dB(A)
Caterpillar 988 loader	80 dB(A) at 300 ft	69.5 dB(A)	63.5 dB(A)	60.0 dB(A)
(The Aggregate Handbook, 1991)				

**TABLE 3.2-8
CONSTRUCTION EQUIPMENT SOUND LEVELS**

Equipment	Decibel Level	Distance in feet
Augered earth drill	80	50
Backhoe	83-86	50
Cement mixer	63-71	50
Chain saw cutting trees	75-81	50
Compressor	67	50
Wood Chipper	89	50
Bulldozer	80	50
Grader	85	50
Truck	91	50
Generator	78	50
(Excerpt and derived from Cowan, 1994)		

No sensitive receptors are within the immediate vicinity of this project. The noise created by the initial phase of the construction process *during daytime hours only*, with levels ranging from 75 to 88 dB(A) on site, will decrease as a function of distance. Given initial noise measurement standardized at 50 feet from the sound source, every doubled distance will decrease the noise level by approximately 6 dB(A).

Once “rough grading” has been finalized and foundations have been poured, peak upper sound levels will decline in duration as the construction uses tools which are (1) smaller, (2) less continuous in use and, (3) begin to move “indoors.” During the subsequent phase of construction, heavy equipment is generally replaced by internal work and hand-equipment for external work.

As previously noted, construction noise is controlled by restricting construction hours. Per Chapter 156-9, No person shall operate or permit to be operated any tools or equipment used in construction, drilling or demolition work:

- (1) Between the hours of 8:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on Sundays or legal holidays such that the sound therefrom creates unreasonable noise across a residential real property boundary line or within a noise sensitive zone.
- (2) At any other times such that the continuous sound in air level at or across a real property boundary exceeds an L_{10} of 80 dB(A).
- (3) At any other time, such that the impulsive sound in air has a peak sound pressure level at or across a real property boundary in excess of 130 dB(A).

The analysis revealed that no significant noise impacts will occur as a result of the proposed operational action. The applicant has proposed constructing three 12-foot sound walls north of warehouse buildings 1 and 2 and 3 and 4 to aid in noise reduction. The sound wall can/will act as a sound barrier and will reduce traffic/vehicle noise due to insertion loss (i.e., the reduction of sound levels when a sound barrier is placed in the transmission path between the sound source and receiver).¹⁴ A sound barrier constructed of wood or concrete will block sound transmission (Sound Transmission Class rating) while wood panels will also absorb sound waves with a higher Noise Reduction Coefficient (NRC) rating. STC is the most common sound reduction measurement currently in use and has been adopted by many cities and states as code standards. The heavier/denser concrete/precast concrete walls will have a higher STC rating. The surface of the noise barriers facing the source will be roughened (i.e., either unplanned wood surfaces or a textured, uneven concrete surface). In general terms, an effective barrier can reduce noise levels between 5 to 10 dB(A).¹⁵

¹⁴ Cyril M. Harris, *Acoustical Measurements and Noise Control* (Acoustical Society of America, 1998), page 3.18.

¹⁵ U.S. Department of Transportation Federal Highway Administration.

An example of a sound barrier wall is Durisol Precast Noise Barrier Systems. Per Durisol sound acoustical performance data, the pre-cast noise barrier wall specifies a STC of 35 and a Noise NRC of 0.70 to 0.90. These numbers reflect both a high sound absorption and transmission block performance. Other equivalent examples include the Fort Miller Precast noise barrier walls or Precast Wall Systems, Inc. As part of final design, the sound walls will perform, at a minimum, this reduction of noise level which can be achieved through a solid barrier constructed of wood or concrete.

As demonstrated above, the majority of the estimated sound levels, as generated from the Proposed Action, would still be equal to, or below, the residential and commercial/industrial standards provided by the Town of Babylon. Residential Analysis Point no. 5 achieves a small exceedance during the night time levels of 1.1 dB(A) on the first floor and 1.3 dB(A) on the second floor. A building or house itself also will provide significant attenuation for those who are indoors (although this is not needed to meet the Town Code with the sound mitigation wall included). Sound levels can be expected to be up to 27 dB(A) lower indoors with the windows closed. Even in homes with the windows open, indoor sound levels can be reduced by up to 17 dB(A) (USEPA 1978). Thus, it is unlikely that the receptor will be impacted by the project as predicted results are based on exterior locations in the evening hours. In addition, additional attenuation will occur as the project proposes to maintain an existing vegetation/natural buffer area greater than 100 feet wide. Per NYSDEC, the proposed buffer can reduce the sound levels by 3 to 7 dB(A). Therefore, sound levels will meet Town code. However, the soundwalls are proposed as additional mitigation.

Guidelines to assist with noise abatement include preservation of existing vegetation for noise attenuation, utilizing and maintaining exhaust silencers and mechanical equipment for trucks, compressors, cranes and other equipment, equipment baffles/mufflers and shut-down equipment when not in use (no idling of unused equipment in excess of state regulations). To the extent practical, noisy equipment during construction shall be kept far from site boundaries and scheduling several noisy operations concurrently to reduce long exposure to noticeable sound levels. In addition, the proposed Project will utilize time constraints provided by Chapter 156 "Noise" of the Town of Babylon Town Code.

No significant adverse noise impacts would be expected from the increase of vehicular traffic associated with the project. Pursuant to Chapter 3 of this analysis, a doubling of traffic volume (assuming speeds and vehicle mixes do not change) equates to an increase in noise of 3 dBA utilizing this screening type approach. A 3 dB(A) increase is unnoticed to tolerable according to the NYSDEC noise evaluation guidelines in "Assessing and Mitigating Noise Impacts."

Thus, the following have been considered as the benchmark for noise impacts for this project:

1. The project will not generate sound that has the potential to result at 65 dB(A) during daytime hours or 55 dB(A) during nighttime hours, across a residential property line;

2. The project will not generate sound that has the potential to result at 65 dB(A) during any time, across a commercial property line;
3. The project will not undertake construction during the prohibited window outlined in Section D(1) (i.e., during the night or on weekends/holidays); and
4. The project will monitor construction levels as to not generate construction noise greater than an L10 of 80 db(A) across a property boundary.

See **Appendix M** of this DEIS for the full Sound Analysis report.

Air Quality

Impacts are evaluated by considering changes in intersection delays or Levels of Service (“LOS”) as recommended in the NYSDOT TEM’s first level of “air quality screening.” Per TEM I-1 Level of Service (LOS) Screening, intersections potentially impacted by the Project must be screened for overall Level of Service (LOS). If the LOS is A, B, or C, no further analyses are required. If any signalized intersections have LOS predicted D, E, or F, significant vehicle queuing may occur, and further analysis may be required for up to the three worst intersections. In this case, N+P’s traffic engineers conducted an analysis of LOSs in its Traffic Impact Study (TIS) to assess LOSs and found that the intersections studied all had LOSs that remain essentially unchanged with only minor changes due to proposed road improvement mitigations. Thus, no further quantitative analysis was required.

Truck idling is the primary source of potential emissions resulting from the Proposed Action; however, idling is restricted based upon New York State Department of Environmental Conservation Heavy Duty Vehicle Idling Law:

6 NYCRR, Subpart 217-3, prohibits heavy duty vehicles, including non-diesel and diesel trucks and buses with a gross vehicle weight rating of more than 8,500 pounds, from idling for more than five minutes at a time. The idling regulation is enforced by DEC Conservation Officers.

The Town has its own restrictions on idling, as well, but restrictions on idling of heavy trucks is limited to 15 minutes except in certain unusual circumstances.

- A. For purposes of this chapter, a heavy-duty vehicle is a bus, truck or other vehicle that has a gross vehicle weight rating (GVWR) exceeding 8,500 pounds and is designed primarily for transporting persons or properties, whether the motive power for such vehicle is provided by a diesel or non-diesel fueled engine.
- B. No person who owns, operates or leases a heavy-duty vehicle or who owns, leases or occupies land and has the actual or apparent dominion or control over the operation of a heavy-duty vehicle on such land, shall allow or permit the engine of such heavy-duty vehicle to idle for more than 15 consecutive minutes when the heavy-duty vehicle is not in motion, except as otherwise permitted in Subsection C below.

These exceptions are outlined in the Town of Babylon Town Code, §TC-5-4 “Idling of heavy-duty vehicles” which include the following relevant exceptions. Relevant exceptions outlined in Subsection C include:

- A heavy-duty vehicle is forced to remain motionless because of the traffic conditions over which the operator thereof has no control.
- A diesel-fueled truck is to remain motionless for a period exceeding two hours, and during which period the ambient temperature is continuously below 25°F.
- A diesel-fueled vehicle is queued for or is undergoing a state-authorized periodic or roadside diesel emissions inspection pursuant to New York State law.

The exceptions would not apply to operations within the project site and NYS and Town regulations will be adhered to with respect to idling. As no significant truck idling will occur on the site, no significant increases in air emissions are anticipated.

In addition, air quality impacts can also result from commuting heavy trucks and passenger vehicles when roadway levels of service (LOSs) are degraded and vehicles are delayed and sit idling at intersections. Again, N+P’s traffic engineers conducted an analysis of LOSs in its Traffic Impact Study (TIS) to assess LOSs and found that the intersections studied all had LOSs that remain essentially unchanged with only minor changes due to proposed road improvement mitigations such as road widening, new turning lanes and the relocation of the proposed park entrance that will facilitate traffic movement (**Appendix D-1**). Therefore, no significant increase in air pollutants from localized traffic are anticipated from the proposed project.

The short-term use of heavy equipment operations may also result in a temporary, minor increase in pollutant emissions from various equipment used in the construction process. However, construction hours are limited as discussed above under noise impacts. The major concern during construction will be the control of fugitive dust during site clearing, excavation, demolition grading and blasting operations. Fugitive dust is essentially airborne soil particles caused by heavy equipment operations entraining the freshly exposed soil into the air. To a lesser extent, some fugitive dust emissions will arise from wind erosion of the exposed soils.

Best construction management practices will be employed to reduce soil erosion and possible sources of fugitive dust. This generally includes the daily use of water/spray trucks in dry periods, anti-tracking pads at construction entrances, street sweeping at the entrances as needed and adherence to a Storm Water Pollution Prevention Plan (SWPPP), which provides Erosion and Sediment Control.

Efforts will be maximized to reduce construction haul distances, minimize idling, use alternative fuels, use hybrid equipment, or retrofit construction equipment to reduce the potential for impacts to air quality during the construction phase of the project. Trucks, compressors, cranes, excavators and other equipment will be maintained in good working condition and turned off

when not in use. This will reduce the idling of unused equipment in adherence of state regulations as cited above. Reduced idling will reduce potential air pollution.

Although no significant adverse air quality impacts are expected, several mitigation approaches exist or were incorporated into the site plan to reduce operational air quality impacts including:

- locating truck activity toward the center of the property, away from residential areas;
- Obeying State and Town restrictions on long term idling.

Other efforts to reduce the long-range and regional impacts of air emissions include:

- providing for up to 18 EV charging stations;
- making every building “EV-Ready” so that the number of EV stations can be increased in the future based on future demand;
- they will only be cooling the office portion of the buildings (which is expected to be less than 20% at a maximum);
- installing Town and dark sky compliant LED lighting outdoors;
- high insulation values for building walls, roofs, and windows;
- high-efficiency mechanical and HVAC systems;
- providing onsite shuttle stops in support of mass transit commuting;
- equipping the site with bike racks and installing a sidewalk along the Little East Neck Road frontage of the property to support pedestrian and bicycle activity;
- Constructing an onsite bike and alternative transportation storage center for workers and visitors to the site;
- providing preferred parking onsite for carpools; and
- buildings designed with the structural integrity to support future rooftop solar systems to provide a source of clean renewable energy.

In New York State, businesses that are considered to be major emitters of air pollutants require permits from the NYSDEC. Businesses defined as major air pollution sources by New York State Law must apply for a Title V Permit. Registration is required for smaller operations that generate air pollutants into the air, such as dry cleaners or body shops, or other operations which use equipment that can create emissions. The project does not require an air emissions permit or an air facility registration from the NYSDEC and would generate far less emissions than any major road or highway.

Landscaping

Most of the interior of proposed Lot 1 will be cleared to provide the necessary space to construct the nine warehouses, parking and loading areas, onsite access and traffic circulation lanes, and stormwater recharge basin and sewer pump house. However, considerable effort has been taken to ensure that the site is properly screened, buffered, and aesthetically enhanced with well adapted native landscaping to retain or provide some natural habitat and pervious ground cover, while reducing or the need for routine fertilizer applications and

irrigation. Retention of natural ground cover to the extent practicable and augmenting these natural areas with native grasses, forbs, and deciduous and evergreen shrubs and trees will also help to absorb CO² absorb and respire precipitation, produce oxygen, and reduce the heat island effect. The attached **Landscape Plans** prepared by Nelson & Pope (N+P) includes various native trees, shrubs, grasses and forbs, while retaining some of the natural perimeter growth. Landscaping will include parking area shade trees, street trees, onsite street median bioretention plantings, foundation plantings, cemetery interment area/Lot 2 screening, and bioretention/ recharge basin plantings at the northeast end of the site which will contain native water loving species that will thrive while absorbing and respiring stormwater. Although considerable wildlife habitat will be lost, the retained natural areas and proposed plantings will retain/provide habitat for birds, butterflies, squirrels, chipmunks, and other common human tolerant species, while softening the appearance of the man-made environment. Also included in the landscape plan is a decorative pond at the northwest end of the site near the north access entrance which will be visible from the road and provide a unique “natural” feature that provides visual interest. See attached **Landscape Plans** for a complete list of species to be planted, their sizes, spacing, and quantities, as well as a visual depiction of the locations and spatial pattern of each species. Areas to remain forested with existing native species is shown north of the proposed landscaping along the northerly property boundary.

NPV reviewed the proposed landscaping standards contained in §213-580 A-G of the proposed PIP-2 regulations and found that the design complies subject to final Planning Board review.

Odors

The Proposed Action involves the construction of warehouses and associated small interior office spaces for warehouse tenants, vehicle and truck parking areas, truck loading areas and a 1.81± acre stormwater recharge basin. These uses and features are not expected to generate significant or unique odors. All sanitary wastewater generated onsite will be discharged via an onsite below ground sewage collection system and a pump station and conveyed to the Southwest Sewer District for treatment at the Bergen Point Wastewater Treatment Plant (WWTP) for final treatment and disposal. Stormwater runoff will be effectively managed in accordance with Town engineering standards and recharged through the proposed onsite network of catch basins, drywells, the proposed recharge basin and bioretention areas within planted onsite street medians which have the dual purpose of stormwater management (bioretention, evaporation, plant uptake and transpiration, and recharge) as well as for landscaping that would be less likely to require ongoing irrigation. Based on the above, significant odors from the subject action are not anticipated.

Outdoor Lighting

The subject property is currently undeveloped and consists of mixed woodlands, successional field and a small area of cattails and rushes, and therefore, does not currently utilize outdoor lighting. Future site development, however, will require the installation of exterior lighting across most of the site to ensure worker safety and site security after dark. As previously noted, there are no current plans or improvements proposed for the 11.28-acre cemetery

interment area (Lot 2). Wooded buffers will be retained and supplemental vegetation will be planted to ensure sufficient setbacks and buffers between the proposed warehousing facility and adjacent properties and between Lots 1 and 2. In addition, as previously noted a 12-foot-high wall will be constructed between the southeast corner of Warehouse 5B and Lot 2 (cemetery interment area) to provide additional noise attenuation, visual screening and artificial light control in conjunction with landscaping and natural vegetation and by directing lighting downward. Twelve-foot-high walls are also proposed at the ends of interior onsite/streets that are adjacent to residential uses to block headlights and routine operational activities once the use is constructed and operating.

Although nighttime outdoor lighting is a necessary component of development, excessive outdoor lighting or improperly located, spaced, mounted, designed and shielded lighting can result in a variety of environmental impacts, such as visually obtrusive glare, light trespass, over-illumination, skyglow (a condition that diminishes natural views of the night sky), unnecessary energy consumption, aesthetic and community character impacts from poor color rendering or fixture and pole selections, and disruption to nocturnal wildlife. Land uses near the proposed PIP-2 Technology Park that may be sensitive to outdoor lighting include nearby single-family and multifamily residential land uses, Kevin Ver Pault Memorial Park (closed between dusk and dawn) and Pinelawn Cemetery (which is closed to visitors between 5:00 PM and 8:00 AM), and the rights-of-way of public streets and highways which must be protected from glare and excessive or errant lighting. Retention of deep setbacks, keeping and supplementing a wooded perimeter around the site, shielding light fixtures and directing lighting downward will protect these uses from errant outdoor light.

An **Overall Lighting Plan** and several **Partial Lighting Plans** that look closely at sections of the property showing outdoor lighting types, locations, specifications and photometric data are attached to this DEIS. Proposed outdoor lighting will consist of:

- 96 wall pack XWM-3-LED-21L-30K-BRZ @ 12' mounting height
- 98 wall pack XWM-3-LED-21L-30K-BRZ @ 20' mounting height
- 60 single w/shield MRM-LED-36L-SIL-3-30-70CRI-BRZ-IL @ 18' mounting height
- 20 double at 180° MRM-LED-36L-SIL-3-30-70CRI-BRZ @ 18' mounting height
- 112 decorative post top light @ 15' ALED-5T-78-YK Mounting Height

None of the proposed lights will exceed the 20-foot-high Town restriction and all luminaires are either LEDs or ALEDs. Lights are shown to be properly spaced to provide uniform coverage of work areas at levels that ensure a safe and secure site without over illumination and nuisance impacts. Proposed lighting will be directed downward and will be equipped with programable motion and daylight sensors to reduce unnecessary lighting when and where possible.

**TABLE 3.2-9
SITE LIGHTING COMPLIANCE**

Code	Requirement	Provided
§213-245 d - Placement and height of fixtures for residential and nonresidential exterior lighting	(1) No residential or nonresidential luminaires shall be taller than 20' from the natural grade to the lowest light-emitting part of the fixture, parking area lights are encouraged to be greater in number, lower in height and lower in light level	Complies (20'-0" MAX)
	(2) All exterior lighting rated to be lamped at 1,800 lumens (100 watts incandescent) and greater shall use full cutoff luminaires. All exterior lighting 1,800 lumens and less shall use fully shielded fixtures and shall be installed as designed	Complies
§213-245 f(1) – permissible luminaire location and effects	(a) No luminaire shall be located or concentrated so as to produce glare or direct illumination across the boundary property line, nor shall any such light be of such intensity as to create a nuisance or detract from the use and enjoyment of adjacent property.	Complies
	(b) The maximum illuminance at or beyond the property line that adjoins a residential parcel or public right of way may not exceed 0.05 footcandle (fc) horizontal on the ground or 0.05 fc vertical measured at a 5' height above the ground unless another applicable law supersedes. Maximum horizontal or vertical illuminance allowed between adjacent commercial properties is 0.1 fc	Complies (0.00 fc adjacent residential); <i>does not comply (0.2 fc right of way)</i> ; complies (0.1 fc adjacent commercial lot)
§213-245 f(2) – permissible levels of illuminance	© Illuminance level measurements for parking lots, sidewalks, and other walkways shall include light contributions from nearby side-mounted building lights, freestanding sidewalk lights affected by side-mounted building lights, and streetlights	Complies
§213-245 h(1)	Initial illuminance levels as expressed in footcandle measurements on a grid of the site showing footcandle readings in every five-foot square. the grid shall include light contributions from all sources	Complies

Source: Overall Lighting Plan (**Bohler Engineering, 2024**)
fc= footcandles

The proposed lighting plan was prepared by a qualified professional and will be reviewed by the Town to assess consistency with the standards and specifications set forth in Article XVIII, §213-245 Exterior Lighting Standards of the Babylon Town Code which seeks to prevent impacts of exterior lighting including:

- a) Overlighting
- b) Energy waste
- c) Glare
- d) Light trespass
- e) Unnecessary skyglow
- f) Interference with pedestrian or vehicular travel on streets, roadways and highways
- g) Public hazards or nuisances

Section 213-582 “Outdoor lighting” of the proposed PIP-2 Code goes on to say that:

- An outdoor lighting plan shall be submitted to the Planning Board as part of the site plan application, and shall provide the type, height, location, intensity, and hours of operation of all exterior lighting devices.
- In reviewing the outdoor lighting plan, the Planning Board shall consider the potential impacts of outdoor lighting on adjoining properties. Exterior illumination of building entrances, parking areas, common areas, and accessways shall be limited to providing illumination for security and safety and shall direct light downward. The intensity of such illumination shall be the minimum necessary for such purposes. Site lighting shall be provided along walkways throughout the project that is pedestrian scale, and low in height and intensity. Lighting devices shall be so shielded or arranged that no direct glare be cast toward any residence or adjoining property.

The lighting plan includes photometric data indicating lighting levels of 0.00 footcandles in areas adjacent to or opposite of residential land uses and at negligible levels (0.01 footcandles) of illumination along a small section of the property boundary with Little East Neck Road, thereby preventing unwanted light trespass and associated impacts. Wooded perimeter buffers, landscaping, soundwalls limited fixture heights, Dark Sky compliant fixtures, and directing light downward will also help to provide visual screening and/or prevent light trespass, glare, uplighting, and related impacts.

The applicant will work closely with the Town Planning Board during the environmental/SEQRA and Site Plan reviews to ensure a quality outdoor lighting plan that ensures site safety and security, consistency with the Town and PIP-2’s lighting standards and minimizes light-related effects to the maximum extent practicable.

See attached **Overall Lighting Plan** and **Appendix A-4** for the proposed PIP-2 Code.

Environmental Justice

According to NYSDEC, the subject property is located within a Potential Environmental Justice Area (PEJA). See inset PEJA map below. Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. Potential EJ Areas are U.S. Census block groups of 250 to 500 households each that, in the Census, had populations that met or exceeded at least one of the following statistical thresholds:

1. At least 52.42% of the population in an urban area reported themselves to be members of minority groups; or
2. At least 26.28% of the population in a rural area reported themselves to be members of minority groups; or
3. At least 22.82% of the population in an urban or rural area had household incomes below the federal poverty level.

TABLE 3.2-10
POTENTIAL ENVIRONMENTAL JUSTICE AREAS BY CENSUS BLOCK GROUP

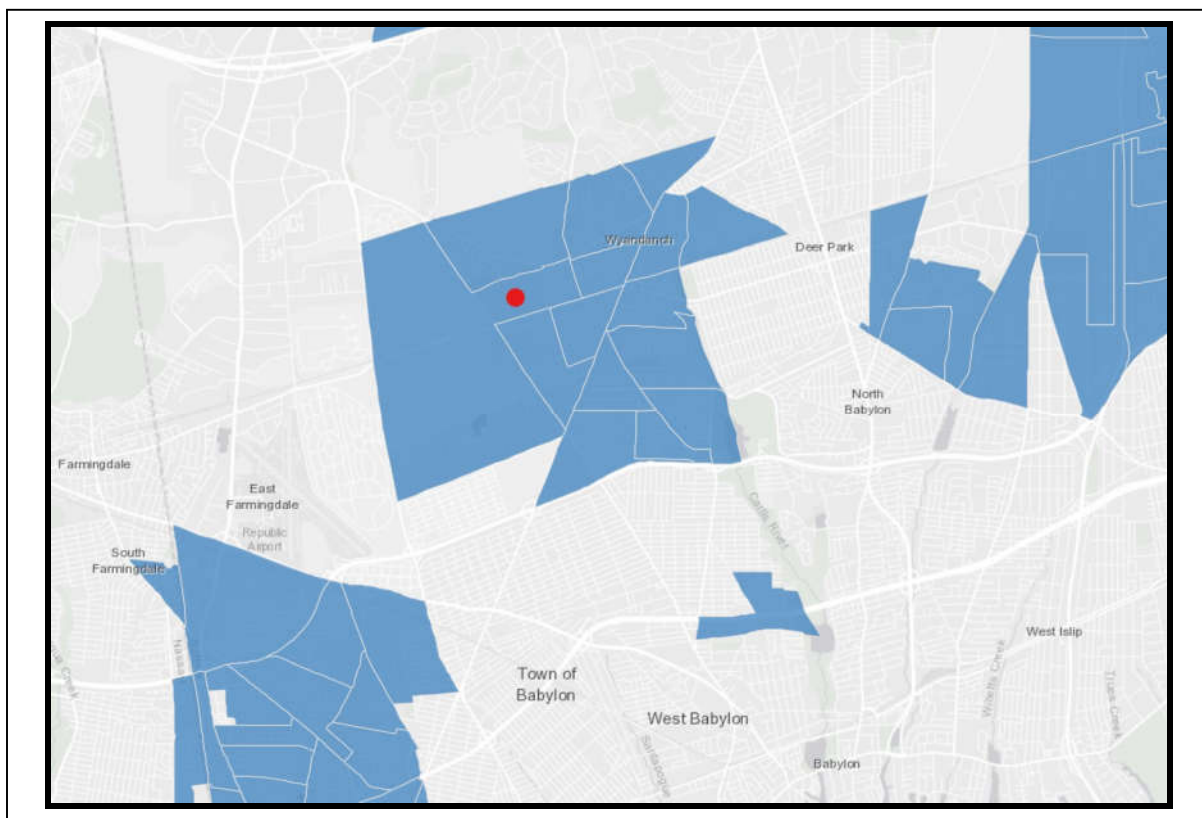
Census Block Group	Location	Total Population	Percent below Poverty Level	Percent Minority	Potential PEJA
15000US361031224032	Subject Property	837	3.18	95.11⁽²⁾	Yes
15000US361031224031	Adjacent to the North	1,089	4.99	72.55⁽²⁾	Yes
15000US361031224051	Adjacent to the Northeast	2,268	2.21	92.05⁽²⁾	Yes
15000US361031224061	Adjacent to the East	1,189	11.08	94.29⁽²⁾	Yes
15000US361031224062	Adjacent to the Southeast	1,702	25.42⁽¹⁾	99.24⁽²⁾	Yes
15000US361031224063	Adjacent to the South	2,345	10.15	99.15⁽²⁾	Yes

Source: NYS GIS, 2024; NYSOEJ, 2024; and US Census 2014-2018 ACS statistics for population, percentage of the population in minority groups, and percentage of the population with incomes below the federal poverty level.

Notes:

- (1) 22.82% or more of the population in an urban or rural area had household incomes below the federal poverty level.
- (2) 52.42% of the population in an urban area reported themselves to be members of minority groups

The Census block group that the subject property is located in meets the above threshold as it has minority population that comprises 95.11 percent of the population but just 3.18 percent of its population fall below the poverty level. The Census group abutting the project site to the north is identified as having a minority population that represents 72.5 percent of the population with a poverty rate of just 5.0 percent. Finally, the Census group abutting the south side of the subject property has a minority community consisting of 99.15 percent of its population. Therefore, based on the above data the falls within a PEJA due to its large minority population.



See also **Figure 3-7**.

The PEJA requirements seek to ensure fair treatment of poor and minority communities. “Fair treatment” means no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies. “Meaningful involvement” means:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public’s contribution can influence the regulatory agency’s decision;
- Community concerns will be considered in the decision-making process; and
- Decision makers will seek out and facilitate the involvement of those potentially affected.

The environmental/SEQRA, Environmental Justice, Change of Zone, Subdivision and Site Plan review processes and Town and Applicant outreach activities provide significant opportunities for public, agency and service provider input to ensure extensive outreach and participation, availability of important documents, and consideration of input such that significant environmental impacts are mitigated to the maximum extent practicable.

As previously discussed in **Section 3.2.1**, above, neither the Town Code, SEQR's implementing regulations at 6 NYCRR Part 617, nor the SEQR Handbook specifies environmental justice standards, policies, recommendations, or procedures nor is there any known existing adopted mandate for local implementation. NYSDEC's Commissioner Policy 29, however, sets forth the applicability of its Environmental Justice policy, as indicated below, but the Subject Project does not meet any of the identified thresholds as indicated in Section B of that Policy:

B. Applicability.

Except as provided for below, the policy shall apply to applications for major projects and major modifications for the permits authorized by the following sections of the Environmental Conservation Law:

1. Titles 7 and 8 of Article 17, State Pollutant Discharge Elimination System (SPDES) (implemented by 6 NYCRR Part 750 et seq.);
2. Article 19, Air Pollution Control (implemented by 6 NYCRR Part 201 et seq.) ;
3. Title 7 of Article 27, Solid Waste Management (implemented by 6 NYCRR Part 360): including minor modifications involving any tonnage increases beyond the approved design capacity and minor modifications involving an increase in the amount of putrescible solid waste beyond the amount that has already been approved in the existing permit;
4. Title 9 of Article 27, Industrial Hazardous Waste Management (implemented by 6 NYCRR Part 373); and
5. Title 11 of Article 27, Siting of Industrial Hazardous Waste Facilities (implemented by 6 NYCRR Part 361).

This policy shall not apply to permit applications for minor modifications, except as provided above, nor to renewals, registrations or general permits.

This policy shall not apply to permit applications for minor modifications, except as provided above, nor to renewals, registrations or general permits.

Nevertheless, an extensive information sharing and public outreach plan has and continues to be followed to ensure that all members of the public, local organizations and interested and involved agencies are informed and have a voice in the process:

Outreach was conducted with the following:

1. 12/16/2021 Meeting with Wyandanch School Board
2. 12/16/2021 Meeting with various community groups including the Wheatley Hills Civic Association, Concerned Citizens of Wyandanch/Wheatley Heights and representatives of Legislator Richberg and Assemblywoman Jean Pierre

3. 12/17/2021 Meeting with representatives of Rosa Parks Civic Association and Wyandanch Library
4. 1/11/2022 Meeting with Wheatley Heights Civic Association
5. 1/24/2022 Meeting with Town Hall staff
6. 1/24/2022 Meeting with Concerned Citizens of Wyandanch/Wheatley Heights
7. 2/2/2022 Meeting with Legislator Richberg, Assemblywoman Jean Pierre and representatives of various community organizations including the Wheatley Hills Civic Association and Rosa Parks Civic Association
8. 6/8/2022 Meeting with Peter Scully – Suffolk County
9. 3/1/2022 Meeting with Senator Martinez
10. 3/1/2022 Meeting with Wheatley Heights Civic Association
11. 3/3/2022 Meeting with Concerned Citizens of Wyandanch/Wheatley Heights
12. 2/22/2023 Meeting with Presiding Officer of Suffolk County Assembly, Kevin McCaffrey
13. 5/24/2023 Meeting with staff of various Town Departments
14. 5/25/2023 Meeting with Senator Martinez
15. 6/22/2023 Meeting with Town Planning Staff
16. 10/19/2023 Meeting with Various Town Staff
17. 2/27/2024 Meeting with Various Town Staff
18. 4/3/2024 Meeting with representatives of Suffolk County Water Authority (SCWA)
19. 5/22/2024 Meeting with Various Town Staff
20. 6/25/2024 Meeting with Wheatley Heights Civic Association
21. 6/25/2024 Meeting with Concerned Citizens of Wyandanch/Wheatley Heights
22. 7/27/2023 Meeting with MTA Long Island Railroad including Hector Garcia and Anabel Frias
23. DEIS scoping to identify issues for review in the DEIS, including a duly noticed open public scoping session for the acceptance of verbal and written comments into the record during and after scoping to determine the final scope of work and outline for the DEIS;
24. Nine-week (63-day) written comment period for the scoping process beginning May 8, 2024 when the Draft Scope was accepted to July 10, 2024 when the Final Scope was accepted to allow the public additional time to consider the Proposed Action and submit written comments and identify any related issues, concerns, unidentified impacts, recommended mitigations, topics that should be assessed, etc. into the record to guide the scope and content of the DEIS;
25. The requirement established by SEQRA that the Town review the submitted DEIS and find the DEIS consistent with the approved Final Scope which was finalized by the Town with input from the Town's Division of Environmental Protection (DEP), prior to acceptance and commencement of DEIS review;
26. Inclusion of this Environmental Justice Component as part of the environmental review and DEIS per the Final Scope accepted by the Town Board as lead agency;
27. Publishing a public hearing notice in a local newspaper at least 14 days prior to holding a public hearing to inform the public of the upcoming meeting; publishing major milestones in the SEQRA process in the NYSDEC's Environmental Notice Bulletin (filing of

- a Positive Declaration, Scoping, acceptance of a DEIS as adequate in terms of scope and content, acceptance of a FEIS, etc.); and posting filed documents on the Town's website to make them easily accessible and reviewable by the public;
28. Holding a public hearing at which the Project Team will provide a presentation, and to request verbal and written public comments on the DEIS, PIP-2 Code Amendment, Subdivision, Site Plan, and environmental and related issues;
 29. Distributing essential information to involved and interested agencies (lead agency coordination process, completed Long EAF, Town Positive Declaration, finalized Scoping documents, DEIS, FEIS and Findings Statement). Other involved agencies have their own environmental reviews, hearings, and public outreach and participation requirements, as well as opportunities to speak or submit written comments so that persons with concerns have additional opportunities;
 30. Providing a written comment period beginning upon filing of the DEIS to a specified date after the close of the public hearing for a DEIS pursuant to State and local laws to provide ample opportunity;
 31. Preparing a Final EIS (FEIS) containing written responses to substantive related comments and questions relating to the project, site plan and environmental review and posting this document online; and
 32. Preparing a Findings Statement that documents that the SEQRA process has been filed, the impacts expected, and the mitigations required.

The above steps in the SEQRA, Zoning Code and Official Zoning Map amendments, Site Plan, and public outreach processes have and will continue to provide various times, formats and locations for persons, organizations, agencies, and their respective representatives, including minority populations and persons from households of limited income, to review the proposed plans and materials, identify issues, concerns, data, studies, reports, opinions and recommendations into the record for the project team and decisionmakers to consider. Moreover, essential materials such as applications, plans, SEQRA documents, resolutions, and other pertinent materials are readily available to the public at Town Hall for in-person review or the headquarters of other involved agencies, and some materials, such as SEQRA documents which contain a wide array of supplemental data and information are required to be posted online for easy access from home or wherever computer access is available (e.g., local public library, etc.). The Town, as part of its SEQRA and site plan reviews will hold a public hearing for the public to provide input and members of the public can write to the Town with comments or information requests at any time. Town meeting and hearing agendas, meeting minutes and video recordings are posted online at the Town's official website. Public hearings are noticed in local newspapers at least two weeks prior to a hearing that is the subject of SEQRA and nearby residents and business owners are notified in writing in accordance with Town requirements. SEQRA filings and associated hearings are also published in the NYSDEC's Environmental Notice Bulletin (ENB) to inform the public and involved and interested agencies of the status of projects. The SEQRA review, change of zone, adoption of the PIP-2 Code and Official Zoning Map amendment, property subdivision, and site plan approval processes, combined, can take a considerable period of time to complete with numerous opportunities for the public and local

organizations and people of all backgrounds to reach out to public officials and staff or for public officials and staff to reach out to them.

In addition to the above, the Proposed Action must be reviewed, and project impacts identified and mitigated to the maximum extent practicable. The DEIS environmental assessment provides a thorough review of numerous resource topics to identify impacts, determine the general magnitude of these impacts and prevent, avoid or minimize potential adverse effects to the maximum extent practicable. In this case, it is noted that the proposed development on proposed Lot 1 is fully consistent and compliant with the proposed PIP-2 zoning requirements and Proposed Lot 2 meets applicable A Residence dimensional requirements. No variances are required.

The proposed zoning was based on various factors including need or demand for these types of land uses, property size, the more “temporary” nature of these types of land uses compared to residential uses on individual lots that could not be feasibly converted to a cemetery in the future. In addition, the proposed zoning will provide new opportunities for this community in terms of economic growth, local investment, temporary construction jobs, full-time operational jobs, and net property tax revenue generation, without increasing school district enrollment.

This DEIS thoroughly investigates potential environmental impacts from the Proposed Action with the ultimate goal of determining whether there will be any significant adverse environmental impacts and how best to prevent or suitably minimize impacts in accordance with SEQRA so there will be no significant harm to the surrounding community while supporting the benefits of the project on the community.

3.2.3 Mitigation

- The lighting plan has been designed to address light trespass, glare, sky glow, and wasteful energy use. The Applicant will work closely with the Town Planning Board as needed in its review of the attached exterior Lighting Plans and ensure conformance to applicable provisions of the PIP-2 §213-582 “Outdoor lighting” and its referenced standards to existing Town Code Article XVIII Supplementary Regulations §213-245 Exterior lighting standards and Dark-Sky compliance.”
- All LED indoor lighting packages will be equipped with occupancy sensors and daylight dimming sensors to prevent wasteful illumination and excessive energy use.
- Shade trees, enhanced landscaping design, and landscaped drive aisle medians will be provided to reduce the heat island effect, enhance the appearance of parking areas, and provide personal comfort and habitat, cover, and nesting areas for birds.
- Sewage will be conveyed directly to the South Sewer District and the Bergen WWTP for advanced treatment and disposal and water resource protection.
- Odor-related impacts from construction, sewer infrastructure (pump station, collection system and force main), and the future use of the property are not anticipated; therefore, no further mitigation is recommended.

- 18 EV charging stations (two per building) will be provided to support electric vehicle use and reduce greenhouse gas emissions;
- Every building will be made “EV-Ready” so that the number of EV stations can be increased in the future based on future demand;
- Only cooling in the office portion of the buildings (which is expected to be less than 20% at a maximum that will reduce energy demands);
- Installation of dark sky compliant LED lighting outdoors;
- High insulation values for building walls, roofs, and windows facilitate indoor climate control, ensure efficient heating and cooling, and prevent unnecessary energy demands;
- High-efficiency mechanical and HVAC systems to reduce future energy demands;
- Three onsite shuttle stops in support of mass transit commuting;
- Each building will have a bike rack and a sidewalk will be installed along the Little East Neck Road frontage to support pedestrian and bicycle activity in support of clean alternative and multimodal commuting;
- Preferred parking onsite for carpools;
- Buildings designed with the structural integrity to support the weight/load of future rooftop solar systems to provide a source of clean renewable energy.
- The project is to be developed in the most aesthetically pleasing manner with preservation of existing buffers and vegetation, and the planting of additional supplemental vegetation to enhance screening and buffering to the greatest extent practicable.
- While no significant unavoidable noise impacts are expected, the following mitigation is inherent in the Proposed Action: The site preparation and construction will inevitably generate sound that may be heard from neighboring properties. Strict adherence to Chapter 156 (Noise) which states that “[n]o person shall operate or permit to be operated any tools or equipment used in construction, drilling or demolition work:

(1) Between the hours of 8:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on Sundays or legal holidays such that the sound therefrom creates unreasonable noise across a residential real property boundary line or within a noise sensitive zone.

(2) At any other times such that the continuous sound in air level at or across a real property boundary exceeds an L_{10} of 80 dB(A).

(3) At any other time, such that the impulsive sound in air has a peak sound pressure level at or across a real property boundary in excess of 130 dB(A).

(4) The provisions of this subsection shall not apply to emergency work or work conducted under a special variance issued pursuant to §§ 156-14 and 156-15 of this chapter.

- Adherence to restrictions on loading and unloading per § 156-9F. of the Town’s noise ordinance as follows: “Loading and unloading. No person shall engage in, cause, permit or suffer the loading, unloading, opening, closing or other handling of boxes, crates,

containers, building materials or any other objects between the hours of 8:00 p.m. and 7:00 a.m. the following day, in such a manner as to cause unreasonable noise across a residential real property boundary.”

- Compliance to §156-9.H.(3), Parking of certain vehicles:
“No person shall operate or permit the operation of any motor vehicle with a gross vehicle weight rating (GVWR) in excess of 10,000 pounds, or any auxiliary equipment attached to such a vehicle, for a period longer than 30 minutes in any hour while the vehicle is stationary for reasons other than traffic congestion on a public right-of-way or public space so that the sound therefrom is audible across a residential real property boundary or designated noise sensitive zone between the hours of 8:00 p.m. and 7:00 a.m. of the following day.”
- In order to reduce noise levels from trucking that may impact the residential community on the east side of Little East Neck Road between Colonial Springs Road and the southwest corner of Kevin Ver Pault Memorial Park, the Lead Agency will cause truck traffic to be prohibited along this section of Little East Neck Road. The specific standard of the prohibition, e.g., vehicle weight shall be determined by the Town of Babylon Traffic Safety Committee.
- While backup alarms must meet Occupational Safety and Health Administration (OSHA) standards for the trucking operations on the site, in the event any issues arise in terms of noise the lessee of the development shall mandate operational changes for tenant’s vehicles to address in accordance with OSHA requirements.
- The project includes deep vegetated setbacks and buffers, particularly adjacent to residential areas. In addition, soundwalls as shown on the proposed plans will be provided to attenuate noise levels and the proposed development will be constructed at elevations that are several feet lower than the adjacent neighborhood to the north to minimize visual impacts.
- Loading areas shall be located between buildings in the interior of the site to the maximum extent practicable as shown on the preliminary plans and will incorporate a “wing-tip” building design to isolate loading areas from exposure to surrounding properties.
- Road widening, intersection improvements, new turning lanes, and traffic signalization at the north access to properly control access, circulation and ensure public safety.
- HVAC systems will be installed on building rooftops and a parapet will be provided around building rooftop perimeters to screen these features from view.
- Equipment such as generators, compactors, air conditioning units, should be sited as far as possible from sensitive noise receptors or suitably shielded and attenuated to reduce potential impacts.
- Forklift operations will be inside the buildings reducing noise.
- Four 12-foot-high soundwalls will be constructed at the terminuses of onsite driveway intersections that face residential neighborhoods to further mitigate sound levels at these locations and block headlights of oncoming cars and trucks.

- Trash compactors will be installed in some of the truck loading bays, which are shown on the plan. However, the wing walls are designed to block much of the truck noise.
- The development will meet the requirements of the Town of Babylon Solid Waste Management Plan to maintain aesthetic qualities and protect public/worker health.
- A Rodent Control Management Plan should be prepared that includes suitable ongoing sanitation management, rodent proof buildings, use of traps, periodic inspections, and worker and management education.
- The tenants will be required to utilize the Town of Babylon Commercial Garbage District. As such the Town of Babylon encourages recycling and reuse and a tenant may opt-out to utilize these types of recycling services.
- Loading dock seals will be installed in all the truck bays to reduce noise, indoor fumes, prevent wet floors and workplace accidents from snow and rain when bays are open, and reduce energy use for heating warehouse spaces in the winter.
- Onsite speed limits must be kept to a minimum during construction to reduce dust and noise and during future normal operations to reduce noise and promote driver and worker safety.
- Mechanical equipment, heavy trucks, compressors, cranes, and other equipment should be equipped with mufflers to reduce noise.
- Strict adherence to SEQRA, Change of Zone, Subdivision and Site Plan procedures, including public participation, and continued coordination and input from the Town and public through the process to ensure standards are followed and public input is considered and addressed as applicable.
- Implementation of the above Environmental Justice public information and participation plan to ensure appropriate public outreach and input.
- An extensive EJ outreach process was performed to ensure a thorough vetting of the project; identify issues, concerns, and public recommendations; and to make all applicable plans, documents and materials available for all to review and consider.

3.3 Community Facilities and Services

3.3.1 Existing Conditions

Community services and utilities necessary to serve the proposed Suffolk Technology Park include emergency services such as police, fire and ambulance; basic infrastructure including public drinking water and sewers; solid waste collection and disposal (private carters anticipated); and basic utilities for heat and energy including electricity and natural gas (**Figure 3-3, “Community Services: School District,” Figure 3-4a “Community Services: Emergency Services (Fire Districts),” Figure 3-4b “Community Services: Emergency Services (Police Districts),” and Figure 3-5 “Community Services: Public Water Supply”**). The subject property is currently zoned A Residence and therefore could be developed as a single-family residential neighborhood at one detached dwelling unit for every 12,500 SF of lot area which could generate a significant number of school age children that would attend public educational services.

This section of the DEIS identifies the specific community service and energy utility providers that will serve the site, as well as supporting information pertaining to service availability, demand, costs and property tax revenue implications. The most affected (or benefitted) utilities and service providers were contacted in writing to inform them of the project and to request general information and input with respect to their ability to serve the proposed project under existing zoning and any issues, concerns or recommendations they may have to reduce excessive demands and facilitate service. **Appendix J** contains the referenced correspondence with community service providers. Also identified herein is information on the site's existing tax structure, and existing and anticipated future tax revenues.

Taxes

A "Economic and Fiscal Impact Analysis" was prepared consistent with industry standards by NPV on behalf of the applicant. NPV's qualifications for preparation of such reports are included in Attachment A of the Fiscal and Economic Analysis which is in **Appendix C**. The economic and fiscal analysis is consistent with the Final Scope elements under Benefits of the Project and Community Services and Utilities. The following is a summary of existing economic and fiscal conditions.

- According to the U.S. Census Bureau, there are 13,601 persons residing within 4,061 housing units in the Wyandanch census-designated place (CDP).¹⁶
- The vast majority of assessed parcels in the Town of Babylon are residential properties, comprising 78.6% of the total number of parcels. However, such properties comprise 63.1% of the Town's tax base and cause the greatest burden on community services.
- Industrial parcels comprise 2.5% of the total number of parcels in the Town of Babylon and 9.0% of the Town's tax base.¹⁷
- The Town of Babylon adopted a 2024 budget with revenues of \$180.1 million and expenditures of \$185.6 million for the 2020-21 fiscal year¹⁸, compared to an adopted 2023 budget of \$170.9 million in revenues and \$175.1 million in expenses.
- Suffolk County created a 2024 operating budget with expenditures of over \$4.1 billion and revenues of over \$5.1 billion, compared to a 2023 budget with \$3.9 billion in expenditures and \$5.1 billion in revenues.¹⁹
- The proposed project is located within the boundaries of the Wyandanch Union Free School District. The latest Census estimates suggest that 95.1% of all school-aged children who are enrolled in school and reside within the school district boundaries attended public schools; the remaining 4.9% of school-aged children attend private schools.
- Student enrollment within the Wyandanch UFSD has increased by 467 students, or - 22.1%, over the ten (10) years between the 2013-14 and 2022-23 academic years.²⁰

¹⁶ 2022 American Community Survey Demographics and Housing 5-Year Estimates, via the U.S. Census Bureau.

¹⁷ NYS Office of Real Property Tax Services.

¹⁸ Town of Babylon, "2024 Adopted Budget."

¹⁹ Suffolk County, "2024 Adopted Operating Budget, Narrative Summary Volume 1."

²⁰ New York State Education Department.

- According to the New York State School Report Card Fiscal Accountability Summary for the Wyandanch UFSD, expenditures averaged \$26,857 per student during the 2022-23 academic year.²¹
- The Wyandanch UFSD adopted a budget for the 2022-23 academic year, with revenues and expenditures totaling \$87.7 million.²²
- Prior to the coronavirus pandemic of 2020-22, unemployment had been decreasing substantially since its peak in 2010-2012. Unemployment in the Town, County, Long Island and New York State increased significantly in 2020; but started to decline in 2021 and continued to decline in 2022. Annual unemployment rates in the Town in 2023 (3.7%) were slightly higher than unemployment rates for 2022 (3.5%). As of May 2024, approximately 4,600 persons – 4.0% of the Town’s labor force – are unemployed. While this townwide unemployment rate has decreased since the spike in unemployment observed in the spring and summer of 2020, it remains higher than the recorded rate over the past few years. While it is important to note that these data have not been seasonally adjusted, the trends recorded in the Town as of May 2024 (4.0%) were nonetheless slightly higher than that of Suffolk County (3.5%) and Long Island (3.4%) and slightly lower than statewide unemployment rates at that time (4.2%).²³
- Under existing conditions, the subject property is not currently on the Town’s tax roll and does not generate any tax revenues.²⁴ The existing distribution of tax revenues according to the tax bill is shown in **Table 3.3-1** below.

**TABLE 3.3-1
EXISTING TAX REVENUE GENERATION**

Taxing Jurisdiction	Current Tax Rate (per \$100 Assessed Valuation)	Current Tax Revenue	Percent of Total Tax Revenue
School District - Wyandanch	242.8074	-	65.62%
Library Tax - Wyandanch	21.3499	-	5.77%
County General Fund	1.4056	-	0.38%
County Police	36.3204	-	9.82%
Suffolk County Community College Tax	0.1698	-	0.05%
Out of County Tuition	0.7434	-	0.20%
Town Tax	20.3433	-	5.50%
Highway Tax No. 1	11.4126	-	3.08%
Lighting District - Babylon Town	1.0453	-	0.28%
NY State Real Property Tax Law	2.3675	-	0.64%

²¹ New York State Education Department. This data represents the most currently published data at the time of submission of this analysis.

²² Wyandanch Union Free School District.

²³ New York State Department of Labor.

²⁴ Suffolk County Department of Assessment.

Taxing Jurisdiction	Current Tax Rate (per \$100 Assessed Valuation)	Current Tax Revenue	Percent of Total Tax Revenue
Town Outside Villages	4.0133	-	1.08%
Babylon Central Fire Alarm Tax	0.7515	-	0.20%
FPD - Wyandanch No. 13	12.0343	-	3.25%
FD – Fireman’s Service Award	0.6033	-	0.16%
FPD - Wyandanch Ambulance District	14.4666	-	3.91%
FD - Ambulance Service Award	0.0427	-	0.01%
NYS MTA Tax	0.0586	-	0.02%
NYS MTA Tax Police	0.0593	-	0.02%
Total: All Taxing Jurisdictions	369.995	-	100.0%

Public Schools

The subject property is located primarily within the Wyandanch Union Free School District (UFSD) while 0.77± acres, mostly along the northerly property boundary in sections of the unopened and previously abandoned Nicolls Road ROW is within the Half Hollow Hills Central School District (**Figure 3-3**). For the purposes of this assessment and since taxable structures are not currently present or proposed in this area, the focus of this review is on the 99.34± acres of proposed Lot 1 that is within the Wyandanch UFSD.

New York State Education Department records indicate that the k-12 enrollment for the Wyandanch UFSD during the 2022-23 academic year was 2,579.

The Wyandanch UFSD consists of four separate schools:

- LaFrancis Hardiman Elementary School
792 Mount Avenue Wyandanch, NY
2022-23 enrollment: 531
Pre-K through 2nd Grade
- Martin Luther King, Jr. Elementary School
792 Mount Avenue Wyandanch, NY
2022-23 enrollment: 621
3rd Grade through 5th Grade
- Milton L. Olive Middle School
140 Garden City Avenue Wyandanch, NY
2022-23 enrollment: 581
6th Grade through 8th Grade
- Wyandanch Memorial High School
54 South 32nd Street Wyandanch, NY
2022-23 enrollment: 846
9th Grade through 12th Grade

(Wyandanch UFSD official website, March 2024)

The property is currently vacant, unimproved, and zoned primarily for residential, as well as some other uses (A Residence District). Therefore, the current use of the property places no strain on the local school district. A Residence allows one single-family home for every 12,500 SF. Assuming 20 percent of proposed Lot 1 (100.11 acres) was used for roads and recharge area, a total of 279 single-family homes could be constructed onsite which would add a considerable number of new students that would attend public schools. The Applicant, however, does not seek to develop the site for residential purposes and instead would like to rezone Lot 1 to PIP-2 and construct a warehousing facility with a lease agreement and extensions lasting up to 99 years, and convert the property back to a cemetery use once the lease lapses and cemetery space is needed.

Based on the tax rates and the data provided above in **Table 3.3-1**, the subject site generates \$0 in annual property tax allocations to Wyandanch UFSD and Wyandanch Library.

The Applicant met with the Wyandanch School Board on December 15, 2021 to discuss the project and obtain their input. The meeting notes are provided in **Appendix J** and this summary of School Board input is discussed in **Section 3.3.2**. The outreach team committed to stay in contact with the Board as the project progresses. As part of the DEIS process, a letter was sent to the School Board on May 23, 2024. The letter was also emailed to the School on June 4, 2024. No response was received.

Police Protection

The subject property and surrounding area are located within the jurisdiction of the Suffolk County Police Department's First Precinct, Sector 102 (**Figure 3-4b**). The First Precinct serves the Town of Babylon and provides community policing, motor patrol, gang enforcement, school resource officers, and quality of life enhancement. Its Community Oriented Police Enforcement (COPE) unit and CSU officers work on quality-of-life issues ranging from traffic problems to drug complaints. The Precinct's headquarters are located at 555 Babylon Farmingdale Road in West Babylon or about 3.2 miles south of the Subject property. Based on current tax rates, the subject site currently generates \$0 in annual property taxes for the SCPD.

NPV mailed a letter to SCPD's First Precinct on May 23, 2024 asking if the district had any issues, concerns, or recommendations. On June 4, 2024, NPV followed up by emailing the May 23, 2024. No response was received by the date of DEIS submission. See **Appendix J** for the letter sent to the SCPD.

Fire Protection

The site and surrounding area are located within the jurisdiction of the Wyandanch Fire District which is served by the Wyandanch Volunteer Fire Company (**Figure 3-4a**). The Wyandanch Volunteer Fire Company was established in 1925 and in 1929 it had its first firehouse (**Town of Babylon, 2024**). Wyandanch Fire Department operates two fire stations. The South Station is located at 1528 Straight Path which is about 1.1 miles from the subject property and the North

Station which is located at 146 Main Avenue (North Station) which is about a 1.5-mile drive from the subject property.

Based on email correspondence with the Fire Department, it currently has the following for its primary fire apparatus based on unit number, type of equipment, wheelbase, length, height and manufacturer, respectively:

- 1-10-1 Engine, WB 231, Length 35'2", Height 10'4", Pierce
- 1-10-3 Engine, WB 231, Length 35'2", Height 10'4", Pierce
- 1-10-4 Ladder/Quint, WB 234.0, Length 39' 2", Height 11'10", Pierce
- 1-10-5 Tower Ladder, WB 241.5, Length 44'10", Height 11'7", Pierce
- 1-10-7 Engine, WB 242.50, Length 37'4", Height 10' 5", Pierce
- 1-10-8 Mini Pumper, WB 200, Length 25'5", Height 7'6" (not provided)

Funding for fire protection is received through property taxes levied on development within the fire district, as well as any donations and fundraising that may occur. Based on the most recent tax rates, the subject site currently generates \$0 in annual property tax allocations to the Wyandanch Fire District.

A letter was sent to the Wyandanch Volunteer Fire Company (WVFC) on June 4, 2024 requesting general background information about the District/ Company, an assessment of its ability to serve the proposed project, and whether it had any issues, concerns or recommendations for the project. Additional correspondence was sent to the fire department from the project engineers (Bohler Engineering) requesting information about the height and length of and other specifications of the WVFC's key fire apparatus to ensure that the project site's access and driveways could fully accommodate these vehicles. All correspondence is provided in **Appendix J** and the Fire Company's response is discussed in **Section 3.3.2**.

Ambulance and Medical Services

The Wyandanch-Wheatley Heights Ambulance Corp serves the subject property and surrounding Wyandanch-Wheatley communities. A local responders' team was started in the 1950s by the Martin Kessler VFW Post. This team was replaced by the Martin Luther King, Jr. Rescue Squad in the 1970s and in 1979 the current Wyandanch-Wheatley Heights Ambulance Corp. (WWHAC) was established (**Town of Babylon, 2024**).

According to **WWHAC (2024)**,

The WWHAC is a non-profit agency contracted to the Town of Babylon, which is located in Suffolk County within New York State. We provide Emergency Medical Services within the Wyandanch Wheatley Heights Ambulance Improvement District, which encompasses [5.5] square miles. Since our establishment in 1979, we have been providing 24-hour response, 7 days a week. We became a New York State Certified Ambulance Service in 1983, the first in the town of Babylon and one of the first on Long

Island. In 1984, the WWHAC began to provide Advanced Life Support to the community. In addition, we were the first in New York State to provide an Advanced Life Support First Responder Car and the first to utilize Supervisors' vehicles to further facilitate operations.

The Wyandanch Wheatley Heights Corporation consists of the Board of Directors, their employees and volunteer members. Emergency personnel respond to approximately 2,500 calls for assistance every year. We sponsor Explorer Post #1289 for youths 14 to 18 years old to get them involved with the EMS at an early age, encouraging future membership. In addition to responding to emergencies, our members spend many hours training for many different types of emergency services.

(Wyandanch-Wheatley Heights Volunteer Ambulance Corp, 2024)

The WWHAC has 25 paid staff working an 8-hour day and around 40 volunteers. The 2,500 calls received each year is considered high based on the population of the district. WWHAC headquarters is located at 295 Merritt Avenue in Wyandanch which is an approximately 1.5-mile drive to the subject property.

Based on current tax rates, the subject site currently generates \$0 in annual property tax allocations to the Wyandanch-Wheatley Heights Volunteer Ambulance Corp.

A letter was sent to the Wyandanch-Wheatley Heights Ambulance Company Wyandanch Volunteer Fire Company on June 4, 2024 followed by an email on June 5, 2024 requesting general background information about the District/ Company, an assessment of its ability to serve the proposed project, and whether it had any issues, concerns or recommendations for the project. A response to the correspondence is provided in Appendix J and is discussed in **Section 3.3.2.**

Water Supply

The project site is located within an existing SCWA drinking water supply service area (Distribution Area No. 12) but, currently, the site is vacant and does not have an existing well or public water service connection and does not utilize area groundwater resources. The SCWA's Circle Drive wellfield and pump station(s) are located between the Subject Property's northerly property line and Circle Drive. There are existing water mains nearby that extend to or near the subject property (6-inch, 12-inch and 16-inch diameter lines) but no existing mains along the property's Little East Neck Road frontage. The Applicant has begun correspondence with SCWA and is aware of an adjacent SCWA water main located along the northerly property line near the wellfield. SCWA services and public infrastructure are paid by user fees based on user consumption measured by water meters and developers who often pay to extend water mains to and onsite as needed.

Members of the project team met with SCWA on April 3, 2024 to discuss the Proposed Action. During this meeting it was noted that the existing Circle Drive well site sufficient yield/no capacity issue and there are currently no significant or unusual water quality concerns. Follow-up written correspondence was also sent to SCWA on May 23, 2024 asking if the Authority had any issues, concerns, recommendations, requirements or further input it would like to provide. Input received from SCWA is discussed in **Section 3.2.2** and all correspondence is provided in **Appendix J**.

Wastewater Treatment and Disposal

The project site is not developed and therefore does not currently use or have on-site sanitary systems or an existing on-site WWTP or sewer connection. However, SCDPW has been considering extension of Sewer District 3 westward with an 8-inch main along Merritt Avenue to North 28th Street. The property is not currently located within any existing sewer districts but is in proximity to Suffolk County Sewer District (SCSD) No. 3 - Southwest which operates a sewage collection system/force main approximately 1.94± miles west of the Subject Property which conveys sewage to the Bergen Point WWTP for treatment and offshore disposal.

N+P reached out to the Suffolk County Department of Public Works (SCDPW), Suffolk County Sewer Agency (SCSA) to better understand the viability of connecting to Sewer District 3 and the Bergen Point WWTP. See response in Appendix J and a summary of comments received in **Section 3.2.2**.

Solid Waste

The subject property consists of undeveloped land; therefore, no solid waste (trash or recyclables) is currently generated at the site. The Town has a residential garbage district that serves its residents, as well as a Commercial Garbage District that serves the industrial sites, commercial establishments and apartments and condominiums of the Town. The second system also has a recycling component that captures thousands of tons of additional recyclables each year and helps to protect the environment (**Town of Babylon, Department of Environmental Control, 2020**).

Parks, Open Space and Recreational Facilities

The project site is currently vacant, wooded, privately owned and not used for public or private recreational purposes. Existing recreational facilities in the immediate area include the following facilities:

- *Kevin Per Vault Memorial Park* which is a public park that is located adjacent to the north of the subject property. This park includes two baseball/softball fields, two tennis courts, an outdoor basketball court, and playground.
- *Colonial Springs Golf Club* is a private membership club with a 27-hole golf course, restaurant and catering facility. Colonial Springs is located diagonally across from the subject property at the corner of Little East Neck Road and Long Island Avenue.

- *Adventure Park at Long Island, Kathy and Alan Greenberg Sports Pavilion, Mid Island Day Camp and Sunrise Day Camp* are located north of the subject property on the north side of Colonial Springs Road. Several outdoor swimming pools, indoor and outdoor basketball courts, baseball/softball fields, soccer fields, tennis courts and acres of open space.
- *Milton L. Olive Middle School and Wyandanch High School* which are located south of the subject property on the east side of Little East Neck Road.
- *Wyandanch Park/Seargent Robert "Bobby" Brooks Recreation Complex* is a public park located on the east side of Delores E. Jenkins Avenue and south of Birch Street. This park is located approximately one mile southeast of the site or a 1.5-mile drive on area streets. This park includes two tennis courts, two outdoor basketball courts, a football field and a playground.

Energy Supply

PSEG Long Island (PSEG LI) is the public utility supplying the area with electricity. Above ground utilities are available along the east side of Little East Neck Road, along the LIRR and along North 28th Street. National Grid serves as the natural gas provider in the area and has service mains in the area.

There is an existing National Grid gas main along Long Island Avenue, south of the Subject Property. There is also an existing gas main along Colonial Springs Road at the northeast corner of the property. There currently is no gas main on the west side of the property along Little East Neck Road.

PSEG Long Island and National Grid is supported by user fees rather than taxes. Correspondence was sent to PSEG Long Island and National Grid to request their input. Responses are discussed in **Section 3.2.2** and all correspondence is provided in **Appendix J**.

3.3.2 Potential Impacts

Taxes

Many Town and County services and facilities are supported in large part by the revenues generated by property taxes. The Town of Babylon and Suffolk County, as well as other local taxing jurisdictions, can therefore benefit or be adversely impacted from development projects depending on the nature of the development.

The Fiscal and Economic Impact Analysis Summary in **Appendix C** contains a detailed assessment of the potential impacts of the proposed rezoning and **Overall Site Plan**. Fiscal and economic benefits are also provided in **Section 1.1.4, "Benefits of the Proposed Project."**

- For taxing purposes, the total full market value of the proposed project is estimated to be \$6,194,030 per the Cronin & Cronin Real Estate Taxes Report shown as Attachment B of the Economic and Fiscal Analysis report provided in **Appendix C**. The report also includes estimates for annual property taxes generated during operations of the

proposed project at full taxation and full buildout. The “most likely to occur” tax scenario totaling approximately \$5,617,898 in annual property taxes was used to determine distribution of tax revenues shown in **Table 3.3-2**.

Fiscal impacts are projected based on a stabilized year of operations and full taxation based on current assessments and projected revenues. Should future tenants pursue PILOT agreements (the Applicant does not intend to seek IDA tax relief but cannot prevent future tenants from seeking their own agreements with the IDA), Attachment B of the Economic and Fiscal Analysis included an analysis of a PILOT payment schedule based on a hypothetical projection prepared by Cronin & Cronin.

It is important to note that the information provided in **Table 3.3-2** was derived from the current assessment factors and tax rates provided by the Town of Babylon. It is also important to note that all analyses are based on current tax dollars, and the revenue allotted among taxing jurisdictions will vary from year to year, depending on the annual tax rates, assessed valuation and equalization rates. Further, the final assessment and levy will be determined by the sole assessor at the time of occupancy. Projections included herein are as accurate as possible using fiscal impact methodologies, for the purpose of the planning and land use approval process.

TABLE 3.3-2
ANTICIPATED TAX REVENUE GENERATION

Taxing Jurisdiction	Current Tax Rate (per \$100 of Assessed Valuation)	Existing Tax Revenue	Projected Tax Revenue (Full Taxation)	Percent of Total Tax Revenue
School District - Wyandanch	242.8074	\$0	\$3,686,720	65.62%
Library Tax - Wyandanch	21.3499	\$0	\$324,171	5.77%
County General Fund	1.4056	\$0	\$21,342	0.38%
County Police	36.3204	\$0	\$551,479	9.82%
Suffolk County Community College Tax	0.1698	\$0	\$2,578	0.05%
Out of County Tuition	0.7434	\$0	\$11,288	0.20%
Town Tax	20.3433	\$0	\$308,887	5.50%
Highway Tax No. 1	11.4126	\$0	\$173,286	3.08%
Lighting District - Babylon Town	1.0453	\$0	\$15,872	0.28%
NY State Real Property Tax Law	2.3675	\$0	\$35,947	0.64%
Town Outside Villages	4.0133	\$0	\$60,937	1.08%
Babylon Central Fire Alarm Tax	0.7515	\$0	\$11,411	0.20%
FPD - Wyandanch No. 13	12.0343	\$0	\$182,725	3.25%
FD - Fireman’s Service Award	0.6033	\$0	\$9,160	0.16%
FPD - Wyandanch Amb. District	14.4666	\$0	\$219,657	3.91%
FD - Ambulance Service Award	0.0427	\$0	\$648	0.01%

Taxing Jurisdiction	Current Tax Rate (per \$100 of Assessed Valuation)	Existing Tax Revenue	Projected Tax Revenue (Full Taxation)	Percent of Total Tax Revenue
NYS MTA Tax	0.0586	\$0	\$890	0.02%
NYS MTA Tax Police	0.0593	\$0	\$900	0.02%
Total: All Taxing Jurisdictions	369.995	\$0	\$5,617,898	100.0%

The proposed project includes the development of a light industrial research and technology office park and therefore, will not generate additional students to the Wyandanch Union Free School District. The proposed project is anticipated to levy approximately \$3,686,720 (under full taxation) in property tax revenues for the Wyandanch UFSD, without generating additional costs stemming from an increased student enrollment. This net revenue could ease the district's need to tap into additional fund balances and could also help alleviate an increased burden on other taxpayers throughout the district.

Public Schools The impact of any project upon the local school district in which it is located depends on the number of school-age children that will be added to the school district from the project, the costs of educating new students, the need for school improvements or more faculty and staff and the property tax revenues that will be generated to help support the costs of providing educational services to district children. Based on the proposed nonresidential land use, the project will not add any new school age children to the local population, and therefore, no additional educational demands or adverse impacts are expected. In addition, although the project is quite large and will generate many new jobs, it is not expected to result in significant secondary residential growth due primarily to the generally built-out nature of residential areas in Wyandanch. Instead, the project will generate tax revenues for the school district to defray expenses incurred by the community to education local children, which is by far the most costly, public service. As such, at full taxation the project is expected to increase school property tax revenues, without placing any additional strain on the school district; thereby, having an overall positive effect on the district.

The Proposed Action involves only nonresidential uses and therefore will not place any additional strain on the local school district or result in any significant adverse impacts to the largest and mostly costly of public services, and instead, will have an overall positive effect on local public education services based on future tax revenues it will generate in the future. Moreover, it should be noted that the Applicant is not currently seeking a Payment In-Lieu of Taxes (PILOT) plan from the local Industrial Development Agency (IDA); however, individual tenants may wish to file for a PILOT in the future. If this occurs, a financial benefit to the school district will still result as tax payments are phased in over time without increased enrollment and educational demands.

As shown in **Table 3.3-2**, when fully occupied and subject to full taxation, the proposed project is anticipated to levy tax revenues for the Wyandanch UFSD, estimated to be \$3,686,720 per

year, without adding new school-age children to the rolls, compared to \$0 levied at the present time. This net increase in revenue therefore will provide an overall benefit and help alleviate existing school tax burdens on district taxpayers.

As previously discussed, the Applicant met with the Wyandanch School Board on December 15, 2021 to discuss the project. At that time, Latesha Walker was the school board president. The outreach group stayed in contact with Jarod Morris who was elected as the new school board president the next term throughout the state cemetery board process and was on the board as a trustee at the original meeting. The school board expressed support for the project due to the tax revenue and were pleased that the developer (Bristol) was not seeking tax relief from the IDA. They also expressed support that there would be CBA benefits for the students, although details were not available at the time. The outreach team committed to stay in contact with the Board as the project progresses. There was still no school board president at the time of the preparation of this DEIS but they have been informed of the project. See meeting notes in **Appendix J**.

NPV sent a letter to School District on May 23, 2024 asking if the district had any issues, concerns, or recommendations or if felt that the project would have an overall positive impact on the district. On June 4, 2024, NPV followed up by emailing the original May 23, 2024 to the School District to ensure they received it. No response was received by the date of DEIS submission and there has been no written letters or memos from the school board since the outreach began.

Police Protection

The project site is located within the jurisdiction of Suffolk County Police Department's (SCPD) First Precinct, Sector 102. A letter was sent to the Precinct on May 23, 2024 informing SCPD of the location, type, and scale of the pending project, and requesting their input regarding the Precinct's ability to serve the proposed land use and any issues or concerns it may have. A response was not received from the SCPD by the time this DEIS was completed. No other information was provided; therefore, no issues or concerns have been raised by the Precinct (**Appendix J**).

NPV mailed a letter to SCPD's First Precinct on May 23, 2024 asking if the district had any issues, concerns, or recommendations. On June 4, 2024, NPV followed up by emailing the May 23, 2024. No response was received by the date of DEIS submission.

It is expected that the project will increase annual tax revenue to the SCPD from the \$0 to \$551,479 when fully occupied and at full taxation. This increase will help to offset the costs of providing police services at the site.

Fire Protection

The proposed development will change the site from primarily a forest and field to a mostly developed storage facility in accordance with the proposed PIP-2 zoning. Under both conditions, fires are possible including forest and grass fires on the vacant undeveloped site and

structure or vehicle fires and possibly small forest fires on the developed site; however, the proposed development will include the necessary fire prevention and suppression infrastructure including numerous fire hydrants distributed throughout the site as shown on the site plans, fire/smoke detectors and alarms, and other fire protection and suppression systems that are required by applicable building and fire codes prior to issuance of a building permit. The site will also be fully accessible by fire trucks with access from three separate roads the property fronts on and three access points.

A letter was sent to the Wyandanch Volunteer Fire Company (WVFC) on June 4, 2024 requesting general background information about the District/ Company, an assessment of its ability to serve the proposed project, and whether it had any issues, concerns or recommendations for the project. Additional correspondence was sent to the fire department from the project engineers requesting information about the height and length of and other specifications of the WVFC's key fire apparatus to ensure that the project site's access and driveways could fully accommodate these vehicles. By email dated July 9, 2024, the WVFC provided the following information.

- 1-10-1 Engine, WB 231, Length 35'2", Height 10'4", Pierce
- 1-10-3 Engine, WB 231, Length 35'2", Height 10'4", Pierce
- 1-10-4 Ladder/Quint, WB 234.0, Length 39' 2", Height 11'10", Pierce
- 1-10-5 Tower Ladder, WB 241.5, Length 44'10", Height 11'7", Pierce
- 1-10-7 Engine, WB 242.50, Length 37'4", Height 10' 5", Pierce
- 1-10-8 Mini Pumper, WB 200, Length 25'.5", Height 7'.6" (not provided)

Based on the project engineer's review of the above information, it was determined that the project driveways and internal roadways provide sufficient width and turning radii to fully accommodate emergency vehicles. The Applicant and project team will continue to work with the Town and Fire Department to ensure that adequate fire suppression infrastructure, including sprinklers and hydrants are provided onsite to ensure that the site is properly equipped to address fire safety and complies with all applicable fire and building codes.

The proposed project is expected to increase annual property tax revenue to the Wyandanch Fire Department from \$0 annually to \$182,725, annually upon full taxation. The Fireman's Award levy would increase from \$0 to \$9,160 per year upon full taxation. These increases will help to offset the costs of increased fire protective services associated with the development. It is noted that all construction must and will meet applicable building and fire codes designed to assist with fire control. Based on the anticipated tax revenues, proposed building methods, and prior outreach to the Fire District, no significant adverse impacts to the Brookhaven Fire District have been identified.

Ambulance and Medical Services

The project site is within the Wyandanch-Wheatley Heights Ambulance Company service district. A letter was sent to the Wyandanch-Wheatley Heights Ambulance Company

Wyandanch Volunteer Fire Company on June 4, 2024 followed by an email on June 5, 2024 requesting general background information about the District/ Company, an assessment of its ability to serve the proposed project, and whether it had any issues, concerns or recommendations for the project.

In an email response, the fire chief asked the following questions:

The traffic on Little East Neck Road? Long Island Ave is very heavy during peak hours and with the railroad crossing it is worse. How will this be addressed? Something like this could increase our call volume, which would mean increasing staffing, additional training and purchasing additional equipment.

The referenced intersection does not function well currently, and the project sponsor recognizes the need to improve these existing conditions. As part of the project two major roadway improvements are proposed. 1) widening and additional dedicated turn lanes on both Little East Neck Road and Long Island Ave. 2) Widening and additional turn lanes at Little East Neck Rd. and Colonial Springs. We are working with the Town and MTA on the design of these improvements but can share the conceptual improvement plans with you. The goal of these improvements will be to improve overall capacity and safety at these intersections. See Correspondence in **Appendix J**.

Further discussions were conducted with representatives of the WWHAC and the project team to identify WWHAC's concerns. The WWHAC indicated that it has a relatively high call volume (2,500/year) for its population and that it needs a separate facility on the south side of the LIRR and needs to modify the height and length of the bays at its existing station. The WWHAC currently has 25 paid staff and the costs for medics/EMTs is high. It has been difficult to recruit staff and the overall budget is limited. See **Appendix J** for all community services correspondence and meeting notes.

It is expected that development in accordance with the **Overall Site Plan** will result in an increase in annual property tax revenue to the WWHAC from \$0 to \$219,657 annually upon full tax assessment. This increase will offset the costs of providing emergency response services to the development.

Water Supply

The project will utilize public water source supplied by SCWA Distribution Area 12 via a water main located adjacent to the existing wellfield along the Subject Property's northerly property line. The total anticipated water requirement for the project has been conservatively estimated

to be 73,891 gpd during the summer landscape irrigation season including 67,157²⁵ gpd of indoor demand and 6,734²⁶ gpd averaged over a 20-week irrigation season.

Members of the project team met with SCWA on April 3, 2024 to discuss the Proposed Action. During this meeting it was noted that the existing Circle Drive well site sufficient yield/no capacity issue and there are currently no significant or unusual water quality concerns. Follow-up written correspondence was also sent to SCWA on May 23, 2024 asking if the Authority had any issues, concerns, recommendations, requirements or further input it would like to provide. NPV received a letter from SCWA on June 7, 2024 stating that:

The Suffolk County Water Authority (SCWA) is in receipt of your recent correspondence as it relates to the subject project.

SCWA's Circle Drive Well Field is directly adjacent to the project site, and currently has four active wells:

Circle Drive Well #2: Glacial Aquifer
Circle Drive Well #3a: Magothy Aquifer
Circle Drive Well #4: Magothy Aquifer
Circle Drive Well #5: Magothy Aquifer

Based on the information provided thus far, SCWA does not have any appreciable concerns with water supply for this project.

SCWA is discussing plans with Pinelawn to secure an easement for new water mains that will enhance the distribution system for the surrounding community.

This letter is not to be considered an action or review by SCWA as defined by the New York State Quality Review Act. SCWA will do a full proper review of the subject project upon receipt of the Draft Environmental Impact Statement (DEIS).

A copy of the SCWA's June 7, 2024 letter is available for review in **Appendix J** of this DEIS.

²⁵ Conservative water and sewer estimates based on comparable land uses including Hillsboro Technology Center and Heartland Business Center and SCDHS sanitary flow multipliers (0.04 gpd/sf for warehouse and 0.06 gpd/sf for office spaces). On-site sewage pump station and force main will have a capacity of 68,000 gallons per day.

²⁶ Assumes 2.17± acres of lawn and non-native ornamental plants requiring long-term maintenance. Landscaping irrigated at 16.0 inches over the 20-week (140-day) irrigation season. An estimated 12.33± acres of native/suitably adapted plant species for this site would require only temporary irrigation and are not included in this calculation. The projected irrigation water demand was significantly reduced from the demand cited in the May 23, 2024 letter to SCWA based largely on the limited portion of the landscaping that would require long-term maintenance. In addition, it was determined that the landscaping, like the development would be conducted in three phases, so that there was never a time when all vegetation that would require watering to become established would be at this initial stage in their development.

The Applicant is committed to working with the SCWA and other applicable agencies in ensuring that the project will not adversely affect the environment including groundwater and area drinking supplies, that a sufficient supply of potable water and the required infrastructure to deliver this supply at high pressures is available to the site and area. This includes consideration of providing an easement to the SCWA to enhance its water distribution system in the area.

Wastewater Treatment and Disposal

The proposed project is also located within SCDHS Groundwater Management (Hydrogeologic) Zone (GMZ) I. Article 6 of the Suffolk County Sanitary Code requires that commercial developments within GMZ I not exceed a total on-site wastewater density load of 600 gpd/acre, unless a community sewerage system method of disposal is provided and/or transferred wastewater credits are acquired and redeemed in accordance with SCDHS standards. Based on this standard, the Proposed Action exceeds the SCDHS's allowable flow for conventional on-site sanitary systems of 60,066 gpd on the 100.11-acre site based on the estimated 67,157± gpd proposed, and therefore, as previously noted, must either utilize an on-site advanced sewage treatment plant or connect to a local wastewater treatment plant to provide an acceptable level of treatment and disposal.

Nelson and Pope (N+P) conducted an evaluation of the subject property and surrounding area to determine the best method(s) of sewage disposal available and applicable to the project. It studied the hydrogeology and topographical nature of the area in the vicinity of the project site and investigated on-site and off-site sewer service options for the property. An on-site sewage disposal system did not appear to be a viable option because of insufficient available space on the property and the project site is not within an existing operating sewer district. N+P contacted SCDPW for information pertaining to existing manhole locations near the project site for a plausible out-of-district connection to serve the property.

To address sewage management needs, N+P prepared an assessment of sewerage options for the proposed warehousing facility (and for the permitted PIP-2 light industrial research and technology office park) which is discussed in detail in the attached September 26, 2023 "Sewer Service Feasibility Report For Suffolk Technology Center Project Wyandanch, Town of Babylon, NY" (**Appendix E**). Five potential sewerage options were evaluated, including:

1. Option I – Gravity Sewer System connecting to SCSD Manhole located at the intersection of Long Island Avenue & Straight Path, 0.67 miles east of the project site.
2. Option II – Gravity Sewer System connecting to SCSD Manhole located on Conklin Street, west of New Highway, 1.94 miles west of the project site.
3. Option III – Pump Station & Force Main connecting to the SCSD Manhole located at the intersection of Long Island Avenue & Straight Path, 0.67 miles east of the project site.
4. Option IV – Pump Station & Force Main connecting to SCSD manhole located on Conklin Street, west of New Highway, 1.94 miles west of the project site.
5. Option V – An on-site sewage treatment plant (STP).

Based on this review, “Option IV” was selected as the most feasible (Options I, II and III were found to not be feasible as discussed in the report and Option V was not preferable due to its high cost of construction). Option IV involves the construction of an onsite sewage collection system and a pump station on the north side of the Subject Property, and the installation of a force main that would extend from the north side of the Subject Property, south to Long Island Avenue, and then west along Long Island Avenue/Conklin Street to an SCSD manhole located 1.94± miles from the Subject Property on the west side of the intersection of Conklin Street and New Highway, where it would connect to the existing Suffolk County Sewer District (SCSD) No. 3 collection and conveyance systems. The proposed project is estimated to generate 67,158 gpd of sanitary waste and the onsite pump station and force main will have a capacity of 68,000 gallons per day (Refer to Figure 7 of the Sewer Service Feasibility Report provided in **Appendix E** for the “As-Built” drawing of the lateral sewer and manhole locations).

The proposed onsite pump station will consist of two below grade precast concrete structures containing the pumps and valving. The site will include an on-site generator and a small control building to house the electrical equipment associated with the pumps. In general, SCDPW requires a 6-foot security fence which is typically screened with evergreen plantings. The proposed force main will be 10,250± feet (1.94± miles) long and six (6) inches in diameter. The main will be located at least 4.5 feet below grade but above groundwater throughout its length.

N+P reached out to the Suffolk County Department of Public Works (SCDPW), Suffolk County Sewer Agency (SCSA) to better understand the viability of connecting to Sewer District 3 and the Bergen Point WWTP. By letter dated May 28, 2024, the granted Conceptual Certification for the sewer connection approximately 1.94± miles west of the Subject Property allowing up to 67,158± gpd to be conveyed to the SCSD No. 3 for treatment at Bergen Point and discharge offshore subject to the satisfactory completion of SEQRA and final formal SCSA and State Legislature approvals.

N+P has since prepared a “Pump Station & Force Main Engineering Report” containing necessary engineering details and specifications of the required infrastructure to properly convey project generated wastewater to SCSD No. 3 for delivery to and treatment at the Bergen Point WWTP (**Appendix E-3**).

Solid Waste Disposal

The Proposed Action is expected to generate an estimated total of 16,174.7 lbs. (of solid waste and recyclables per day (8.078± tons/day) at full occupancy based on 1 lb./100 SF of warehouse space.²⁷ The Town of Babylon has a commercial garbage district which the tenants must utilize. Each of the proposed warehouses will be equipped with its own trash compactor and/or dumpster(s). Each of the proposed warehouses will be equipped with its own trash compactor and/or dumpster(s). Materials that are recyclable will be recycled.

²⁷ WasteCare Corporation, 2013. Waste Generated by Industry/Building Type: Industry Standards - Waste Generated by Industry/Building Type (Approximate). (Multiplier for this publication provided by the National Solid Waste Association).

All tenants will be required to utilize the Town of Babylon Commercial Garbage District. As such the Town of Babylon will encourage recycling and reuse and a tenant may opt-out to utilize these types of recycling services. A routine trash pick-up schedule will be maintained (likely one or two times per week) to ensure a clean, safe and healthy site and that all solid waste and recyclables are properly managed and disposed of at a registered waste disposal facility.

Parks, Open Space, and Other Public Recreational Facilities

The 100.11-acre project site (Lot 1) and proposed PIP-2 zone currently contains a mix of mostly forest and successional field growth, provides wildlife habitat, and is open space from the standpoint of being undeveloped, but is privately owned and is not open for or used as public open space, parkland, or as recreational facility. Undeveloped land will be developed but future development will not increase the local population as would the existing residential zoning and therefore will not create additional demand for public recreational resources. The proposed 11.28-acre lot (Lot 2) contains past burial sites and may be used for additional burials in the future and therefore will remain largely, if not entirely undeveloped, partially wooded and landscaped. Eventually, 200+ years from now, the entire property will be converted to its originally intended cemetery use with one or more possible cemetery structures (e.g., mausoleum, maintenance building, etc.) depending on the cemetery's needs.

Kevin Ver Pault Memorial Park is the only park in the area that is located adjacent to the subject property and is the only local park that could be impacted. The Park is 11± acres, currently contains two junior baseball fields, an outdoor basketball court, two outdoor tennis courts, a playground, and public restrooms, and is owned and maintained by the Town of Babylon. The proposed development of Lot 1 will include a minimum 52-foot setback between the project's northerly site access driveway and the park, a 122-foot setback between the closest proposed building and the park, a wooded buffer that will be supplemented with landscaping, and a section of 12-foot-high soundwall. This will provide the needed separation and transition area between the two land uses, vegetative screening, and noise attenuation to minimize impacts. As part of the Subject Action, the access to the park will be relocated 170± feet (center line to center line) north of its current location to reduce potential traffic conflicts with the proposed access, increase motorist sight distance for park users, and improve traffic flow and safety on Little East Neck Road. Overall, significant adverse environmental impacts on Kevin Ver Pault Memorial Park are not expected due to buffering, soundwalls, landscaping, and the various mitigation strategies proposed addressing aesthetic/visual, noise, traffic, access, and community character impacts.

Energy Supply

PSEG LI is the public utility that provides electricity to the region and the site. The Town reached out to PSEG Long Island to inform them of the Proposed Action and to request any input it had at this time. By letter dated, March 12, 2024, PSEG Long Island provide the following comments:

1. The EAF and any supporting documentation should include a description and analysis of impacts of any necessary electric utility upgrades to support the project. Please contact Building and Renovation Services (BRS) to obtain a design for any necessary utility support for this project.
2. Once design is obtained, an evaluation of potential impacts associated with upgrades (if required) should be included. In particular, significant increases in pole heights and/or pole replacement locations that may result in visual impacts (i.e., pole height increases of more than ten feet or relocation in front of sensitive receptors), extent of ground disturbance associated with utility work, and proximity to wetlands and other sensitive environmental areas should be evaluated and analyzed.

A copy of PSEG Long Island's March 12, 2024 is available for review in **Appendix J** of this DEIS.

Electricity will be used for cooling/heating in the office suites and gas-fired ceiling mounted space heaters for the warehouse space. Summer time cooling is not proposed for warehouse space at this time, therefore reducing energy demand during the summer season. Two (2) electric vehicle (EV) chargers will be installed per building (18 total) and every building will be made "EV-Ready" so that the number of EV stations can be increased in the future based on future demand, including possible fleet vehicle charging stations. EV charging stations and EV-ready stations will require additional electrical demand but will be provided to facilitate the use and transition to cleaner, more efficient vehicles for commuters.

To further offset impacts on energy resources, the Applicant plans to provide a roof structure with the capacity to support future photovoltaic panels. The Applicant will continue to work with PSEG Long Island to ensure available service.

National Grid is the natural gas provider in the area. The project team reached out to National Grid to ask if the project site is served by National Grid services and where available service mains are located. Through this coordination it was determined that there is an existing gas main along Long Island Avenue, south of the subject property and another along Colonial Springs Road at the northeast corner of the property. There is currently no gas main on the west side of the property along Little East Neck Road. Once the final details of the development are determined and agreed upon by the Town and Applicant, a load letter will be submitted to National Grid for additional review.

3.3.3 Mitigation

- Adherence to the NYS Fire and Building Codes will increase the level of safety from fires. Hydrants will be installed if, and where required by the Town and Fire Marshal to ensure that an appropriate water supply and water pressure is available if needed for firefighting purposes.

- Buildings will be equipped with fire sprinkler systems. Water mains and fire hydrants will be provided throughout the site in accordance with Town Fire Marshal requirements. Backflow prevention will be provided.
- Wide circulation aisles and routing/circulation plans of WB-50 tractor trailers will be provided to ensure that there will be no circulation issues with any fire or emergency service vehicles, that there is sufficient access and turning radii.
- Each building will include a full NFPA 72 Automatic and Manual Fire Alarm system including Carbon Monoxide Detection to protect building occupants, buildings, and stored materials.
- Planting of native or non-water dependent (xeric) landscaping, using efficient irrigation systems, establishing a suitable number of irrigation zones, installing modern water conserving irrigation systems such as drip irrigation systems that provide water directly to roots thereby minimizing evaporation, watering at night, and controlling irrigation by using water sensors and/or timers to reduce peak demand.
- Utilize functional indoor water conserving fixtures and plumbing such as low-flow water conserving toilets and fixtures such as WaterSense to prevent excessive/unnecessary water use.
- The project site will connect to the available local water supply and the Applicant will continue to work with the SCWA to fulfill its requirements for protecting the adjacent wellfield. The proposed development and recharge basin are down-water-table-gradient of the wellfield and the proposed recharge basin will be outside SCDHS's down-gradient Water Supply Sensitive Area to protect the water supply.
- Sanitary waste generated on the subject property will be collected by a proposed onsite collection system and conveyed to SCSD No. 3 via an onsite pump station on the northwest side of the property and a 1.94± mile-long 6-inch diameter force main to be installed from the site to Long Island Avenue and along Long Island Avenue to Conklin Road. Sewage will be treated at the Bergen Point WWTP and treated effluent will be discharged off shore.
- The Applicant is considering the installation of solar panels on the roofs of the proposed warehouse buildings to provide clean renewable energy and to help offset onsite and adjacent neighborhood energy costs. Provide a roof structure design that is supportive of solar/photovoltaics and consider leasing roof space to generate solar energy to sell back to the grid.
- Electricity will be used for cooling/heating of the office suites and gas-fired ceiling mounted space heaters for the warehouse space. Summer time cooling is not proposed for warehouse space at this time, thereby reducing energy use.
- Install high-efficiency HVAC systems to provide a quality indoor work environment and reduce energy demands.
- The lighting plan has been designed to address light trespass, glare, sky glow, and wasteful energy use. The Applicant will work closely with the Town Planning Board as needed in its review of the attached exterior Lighting Plans and ensure conformance to applicable provisions of PIP-2 §213-582 "Outdoor lighting" and its referenced standards

corresponding to existing Town Code Article XVIII Supplementary Regulations §213-245 “Exterior lighting standards” to address energy conservation and Dark-Sky compliance.

- Utilize high performance glazing systems to reduce heat gain, provide a quality work environment, and reduce the need for office cooling during summer.
- Two trash compactor locations will be provided per 100,000 SF of building space or portion thereof and comply with the required specifications.
- Implement an onsite waste management plan for garbage and recyclables. Provide dumpsters and trash compactors to suitably manage solid waste, ensure public health, dissuade rodents from occupying the site and reduce solid waste disposal needs by recycling.
- Future development shall meet the requirements of the Town of Babylon Solid Waste Management Plan.

3.4 Transportation

Appendix D-1 contains the full July 2024, last revised October 2024 Traffic Impact Study (TIS) for the proposed Suffolk Technology Park and **Appendix D-2** contains the August 2024, last revised October 2024 Parking Study, prepared by Nelson & Pope (N+P) engineers. The following summary of existing traffic conditions, as well as the anticipated traffic and parking related impacts of the proposed project as excerpted from the TIS and Parking Study are as follows.

3.4.1 Existing Conditions

Study Methodology

The TIS assesses traffic impacts associated with the proposed development and identifies mitigation measures if necessary. In executing the scope of work, the following steps were undertaken:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, location/geometry of existing driveways and intersections along with signage, signal timings, phasing, and cycle lengths.
- The most recent 3-years of accident data for the study intersections and roadways in the vicinity of the site was obtained from the NYSDOT. The data was tabulated and summarized.
- Turning movement volume counts were conducted during the weekday AM (7-9AM), Weekday midday (11AM-2PM), weekday PM (4-7PM) and Saturday Midday (10AM-2PM) peak periods at the following intersections.
 - Pinelawn Road (CR-3) at Colonial Springs Road/Ruland Road
 - Little East Neck Road at Colonial Springs Road
 - Little East Neck Road at Long Island Avenue
 - Little East Neck Road at Straight Path (CR-2)
 - Wellwood Avenue (CR-3) at Long Island Avenue/Conklin Street
 - Long Island Avenue at Straight Path (CR-2)

- The turning movement counts collected at the study intersections were tabulated for each time period. Peak hours were identified, and peak hour factors calculated for each approach. These traffic volumes are referred to as the 2024 Existing volumes.
- The existing volumes were adjusted to future 2027 volumes using annual growth factors obtained by performing a review of available resources: growth trends demonstrated through historic traffic data and information provided in the Long Island Transportation Plan (LITP) 2000 study model or annual growth factors developed for the New York Metropolitan Transportation Council's Best Practices Model (BPM). These volumes are referred to as the Base Volumes.
- The Town of Babylon and Town of Huntington Planning Departments were contacted to obtain information on other planned developments that may impact traffic flow in the study area.
- At the time of study, no other planned project information was provided to us by the Town of Babylon or Town of Huntington. Hence, the Base traffic volumes are the 2027 No Build Volumes.
- Based on the project description, the proposed development will fall within the Institute of Transportation Engineers' (ITE) Trip Generation Land Use Code 130 – Industrial Park, and Land Use Code 150 -Warehousing. The ITE Trip Generation Manual also suggests that where local data is available, it is preferable to use that data. Therefore, collecting local data from similar developments to establish localized trip generation rates is recommended.
- Estimates of traffic that would be generated by the proposed project were prepared utilizing trip generation rates developed from data obtained at two facilities similar to the proposed project. One of the facilities is the Heartland Business Center, an Industrial Park located in Brentwood, Long Island. The second facility is the Hillsboro technology Center, an Industrial Park owned and operated by the applicant located in Hillsboro, Florida. The site-generated traffic volumes were assigned to the adjacent street system based on the anticipated directional trip distribution forecasted by Nelson + Pope and approved by the Town of Babylon.
- The 2027 Build Condition volumes for the proposed development were developed by adding the site generated traffic volumes to the 2027 No Build Condition volumes.
- The Long Island Rail Road (LIRR) tracks are located south of the proposed project site along Long Island Avenue intersecting with Little East Neck Road and Wellwood Avenue. The traffic analyses included the influence on traffic conditions of the LIRR at grade crossings, including queue development and discharge during and after crossing gate actuation. Traffic congestion associated with the railroad crossing was reviewed and evaluated.
- Performed intersection capacity analyses for the study intersections identified above and the site access driveway. Analyses were performed using Synchro Version 12 to provide level of service results at the intersections and site access locations. The analyses were completed for the Existing, No Build, and Build Conditions for weekday AM, midday PM, and Saturday midday peak hours.
- The results of the analyses for the 2027 No Build Condition and 2027 Build Condition were compared to identify any significant traffic impact associated with the proposed project.

- Prepared a Report containing text and graphics summarizing the results of the traffic and parking and operational analyses for submission to the Town of Babylon.

Existing Conditions

Roadway Conditions

The following is the description of the intersections included in the study network. The general descriptions listed here refer only to the segments of Pinelawn Road, Colonial Springs Road, Little East Neck Road, Long Island Avenue, Straight Path, and Wellwood Avenue in the vicinity of the study intersections.

Pinelawn Road is a north/south minor arterial roadway under the jurisdiction of Suffolk County Department of Public Works (SCDPW). Within the vicinity of study area, it provides three travel lanes in each direction. Along Pinelawn Road, the average annual daily traffic (AADT) volume is approximately 28,855 vehicles per day (source: NYSDOT Traffic Volume Report 2019). This section of roadway is relatively flat and straight with a posted speed limit of 40 mph.

Colonial Springs Road is an east/west minor arterial roadway under the jurisdiction of the Town of Huntington. Within the vicinity of the study area, it provides one travel lane in each direction. Along Colonial Springs Road, the average annual daily traffic (AADT) volume is approximately 16,515 vehicles per day (source: NYSDOT Traffic Volume Report 2019). This section of roadway is relatively flat and slightly curvy with a posted speed limit of 30 mph.

Little East Neck Road is a north/south minor arterial roadway under the jurisdiction of the Town of Babylon. Within the vicinity of study area, it provides one travel lane in each direction. Along Little East Neck Road, the average annual daily traffic (AADT) volume is approximately 10,475 vehicles per day (source: NYSDOT Traffic Volume Report 2019). This section of roadway is relatively flat and straight with a posted speed limit of 30 mph.

Long Island Avenue is an east/west minor arterial roadway under the jurisdiction of the Town of Babylon. Within the vicinity of study area, it provides one travel lane in each direction. Along Long Island Avenue, the average annual daily traffic (AADT) volume is approximately 7,567 vehicles per day (source: NYSDOT Traffic Volume Report 2019). This section of roadway is relatively flat and straight with a posted speed limit of 30 mph.

Straight Path is a northeast/southwest minor arterial roadway under the jurisdiction of Suffolk County Department of Public Works (SCDPW). Within the vicinity of study area, it provides one travel lane in each direction. Along Straight Path the average annual daily traffic (AADT) volume is approximately 29,752 vehicles per day (source: **NYSDOT Traffic Volume Report, 2019**). This section of roadway is relatively flat and straight with a posted speed limit of 35 mph.

Wellwood Avenue is a north/south minor arterial roadway under the jurisdiction of Suffolk County Department of Public Works (SCDPW). Within the vicinity of the study area, it provides

two travel lanes in each direction. Along Wellwood Avenue, the average annual daily traffic (AADT) volume is approximately 29,322 vehicles per day (source: NYSDOT Traffic Volume Report 2019). This section of roadway is relatively flat and straight with a posted speed limit of 50 mph.

See “Table 1, Intersection Geometry” of the TIS (**in Appendix D-1 of this DEIS**) for a summary of the lane configurations and traffic controls at study intersections.

Train Crossing Operational Analysis

The LIRR crossing along Long Island Avenue intersecting Little East Neck Road, Wellwood Avenue and Straight Path was analyzed in Synchro as a preemption phase during all peak periods. Video recordings were conducted adjacent to the railroad tracks at the intersections of Long Island Avenue at Little East Neck Road and Wellwood Avenue. The railroad gates at both intersections were monitored to determine the number of trains crossing, the time of occurrence, the duration of the closure, and the direction of trains. In order to analyze the rail crossing preemption, a dummy intersection that can stop traffic for an extended period of time was modelled at the railroad crossing. The preemption phase in the Synchro model represents the current traffic conditions at the intersection when a train crosses through these intersections.

Traffic Volume Data

Turning movement traffic counts were collected at the following study intersections on Tuesday, June 11, 2024, during the weekday morning (7:00 AM to 9:00AM), weekday afternoon (11:00 AM to 2:00 PM) and weekday evening (4:00 PM to 7:00 PM) peak hours. The weekend turning movement counts were collected on June 08, 2024, during the Saturday midday peak period (10:00 AM to 2:00 PM).

Turning movement counts were collected using Miovision video recording cameras at all study locations, with recordings conducted from 6:00 AM to 9:00 PM. To determine the weekday AM peak hours, Nelson + Pope processed data from 6:00 AM to 9:00 AM for two key intersections at Little East Neck Road with Colonial Springs Road and Long Island Avenue. The analysis indicated that the AM peak hour for both intersections occurred after 7:00 AM. Based on these findings, the weekday AM peak hour for all remaining study intersections was processed using data from 7:00 AM to 9:00 AM. The volume data was tabulated to identify the peak hours at the study intersections.

The volume data was tabulated to identify the peak hours at the study intersections.

- Pinelawn Road (CR-3) at Colonial Springs Road/Ruland Road

- Little East Neck Road at Colonial Springs Road
- Little East Neck Road at Long Island Avenue
- Little East Neck Road at Straight Path (CR-2)
- Wellwood Avenue (CR-3) at Long Island Avenue/Conklin Street
- Long Island Avenue at Straight Path (CR-2)

The turning movements counts were recorded during 15-minute intervals classified by vehicle type including cars, buses, and trucks. The data was tabulated and summarized to identify the peak hour volumes and to calculate the peak hour factors. A seasonal adjustment factor of 1.077, for the month of June (month of counts) was obtained from NYSDOT Highway Data Services Bureau-Seasonal Adjustment Factors 2022. Applying the seasonal adjustment factor to the traffic count data collected would effectively reduce the existing peak hour volumes. Therefore, to be conservative, the peak hour traffic volumes collected were not adjusted. The turning counts detailed data are included in **Appendix A** of the TIS provided in **Appendix D-1** of this DEIS. The existing traffic volumes are shown in Figure 2 of the TIS.

Accident History

Accident data for the intersections in the vicinity of the site were obtained from the NYSDOT. The most recent data available was from January 1, 2020, to August 1, 2023 (3-year period). The data was reviewed and summarized in the following tables.

TABLE 3.4-1
PRE (JANUARY 1, 2020 TO MARCH 19, 2020) AND POST (JANUARY 1, 2022 TO AUGUST 1, 2023)
COVID ACCIDENT SUMMARY BY SEVERITY

Location	Accident Severity				
	Fatality	Injury	Property Damage	Non-Reportable	TOTAL
Pinelawn Road at Colonial Springs Road/Ruland Road	-	9	23	1	33
Little East Neck Road at Colonial Springs Road	-	2	6	2	10
Little East Neck Road at Long Island Avenue	-	11	14	2	27
Little East Neck Road at Straight Path	-	12	14	-	26
Wellwood Avenue at Long Island Avenue/Conklin Street	-	2	3	2	7
Total	0 0%	36 35%	60 58%	7 7%	103 100%

TABLE 3.4-2
DURING COVID (MARCH 2020 TO DECEMBER 31, 2021) ACCIDENT SUMMARY BY SEVERITY

Location	Accident Severity				
	Fatality	Injury	Property Damage	Non-Reportable	TOTAL
Pinelawn Road at Colonial Springs Road/Ruland Road	-	4	9	5	18
Little East Neck Road at Colonial Springs Road	-	4	5	1	10
Little East Neck Road at Long Island Avenue	-	5	18	2	25
Little East Neck Road at Straight Path	-	10	20	-	30
Wellwood Avenue at Long Island Avenue/Conklin Street	-	4	8	4	16
Total	0 0%	27 27%	60 61%	12 12%	99 100%

A total of 202 accidents occurred at or in the vicinity of the study intersections during the analysis period from January 1, 2020, to August 1, 2023 (a 3-year period). **Tables 3.4-1 and 3.4-2** shows that breakdown of these accidents across the pre-COVID, during COVID and post-COVID. During the pre-COVID period, prior to March 20, 2020, and the post-COVID period, after December 31, 2021, there were 103 total accidents reported. During the active COVID period between March 20, 2020, and December 31, 2021, a total of 99 accidents were accidents were reported at the study intersections. The majority of accidents, approximately 60%, resulted in property damage during both phases. The location with greatest number of accidents is the intersection of Little East Neck Road at Straight Path. There was no fatal accident reported during the study period.

TABLE 3.4-3
PRE (JANUARY 1, 2020 TO MARCH 19, 2020) AND POST (JANUARY 1, 2022 TO AUGUST 1, 2023) COVID ACCIDENT SUMMARY BY TYPE OF COLLISION

Location	Accident Type											Total
	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/Bicycle	Over take	Side swipe	Backing	Other/Unknown	
Pinelawn Road at Colonial Springs Road/Ruland Road	1	19	-	3	1	2	-	6	-	-	1	33

Accident Type												
Location	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/ Bicycle	Over take	Side swipe	Backing	Other/ Unknown	Total
Little East Neck Road at Colonial Springs Road	1	4	-	-	2	-	-	-	1	-	2	10
Little East Neck Road at Long Island Avenue	3	13	-	5	-	-	-	2	-	-	4	27
Little East Neck Road at Straight Path	5	9	-	3	1	-	-	6	1	-	1	26
Wellwood Avenue at Long Island Avenue/Conklin Street	-	3	-	1	-	-	-	1	-	-	2	7
Total	10 10%	48 47%	0 0%	12 11%	4 4%	2 2%	0 0%	15 14%	2 2%	0 0%	10 10%	103 100%

TABLE 3.4-4
DURING COVID (MARCH 20, 2020 TO DECEMBER 31, 2021)
ACCIDENT SUMMARY BY TYPE OF COLLISION

Accident Type												
Location	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/ Bicycle	Over take	Side swipe	Backing	Other/ Unknown	Total
Pinelawn Road at Colonial Springs Road/Ruland Road	2	10	-	-	-	-	-	5	-	-	1	18
Little East Neck Road at Colonial Springs Road	-	3	-	2	-	-	-	1	1	-	3	10
Little East Neck Road at Long Island Avenue	9	9	1	-	2	-	-	3	-	-	1	25
Little East Neck Road at Straight Path	9	7	-	1	2	-	-	5	1	-	5	30
Wellwood Avenue at Long Island Avenue/Conklin Street	2	11	-	-	1	-	-	-	1	-	1	16

Accident Type												
Location	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/ Bicycle	Over take	Side swipe	Backing	Other/ Unknown	Total
Total	22 22%	40 41%	1 1%	3 3%	5 5%	0 0%	0 0%	14 14 %	3 3%	0 0%	11 11%	99 100%

A review of **Table 3.4-3 and 3.4-4** indicate that during both pre/post COVID and active COVID period, a high percentage above 40% of accidents involve rear end accidents, followed by right angle accidents and overtaking accidents.

Level of Service Description

While traffic volumes provide an important measure of activity on the adjacent roadway network, evaluating how well that network accommodates those volumes is also important. Therefore, a comparison between peak hour traffic volumes and available roadway capacity was prepared. Capacity, by definition, represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, traffic characteristics and controls. Intersections primarily control capacity within roadway networks, since conflicts exist at these points due to through, crossing and turning traffic. Because of these conflicts, congestion is most likely to occur at intersections. Therefore, intersections are studied most often when determining the quality of traffic flow.

To identify the operational characteristics of the study intersections, LOS and capacity analyses and arterial network analyses for the study intersections were performed using *SYNCHRO Version 12* Software. *SYNCHRO*, in conjunction with *SimTraffic*, is a software package that allows for an interactive analysis of a single intersection or a network of intersections and can also be used for modeling and optimizing traffic signal timings. The *SimTraffic* component provides simulations of operations with animation features. *SYNCHRO* implements the Intersection Capacity Utilization (ICU) 2003 method for determining intersection capacity. This method compares the current volume to the intersection's ultimate capacity. *SYNCHRO* also implements the methods of the Highway Capacity Manual (HCM 6) for urban streets, signalized intersections, and unsignalized intersections for determining intersection capacity analyses. The *HCM* contains procedures and methodologies for estimating capacity and determining LOS for many transportation facilities and modes including signalized and unsignalized intersections.

An intersection's Level of Service (LOS) describes its quality of traffic flow. It ranges in grade from LOS "A" (relatively congestion-free) to LOS "F" (very congested). The LOS definition, as well as the threshold values for each level, varies according to whether the intersection is controlled by a signal or a stop sign. A brief description is given here, and a more detailed definition is found in **Appendix C** of the TIS provided in **Appendix D-1** of this DEIS.

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity for each approach represents the maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway, and signal conditions. The LOS of a signalized intersection is evaluated based on average control-delay measured in seconds per vehicle (sec/veh). The control-delay is calculated using an equation that combines the stopped-delay with the vehicle acceleration/deceleration delay that is caused by the signalized intersection. At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time,” turning percentages, truck volumes, etc. However, delay cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the LOS “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle length; a particular traffic movement experience a long red time; or progressive movements for a particular lane is poor.

The flow at a two-way stop-controlled (TWSC) intersection is gauged in terms of LOS and capacity. The capacity of a stop-controlled leg is based on the distribution of gaps in the major street traffic, driver judgment in selecting a gap, and the follow-up time required by each driver in a queue. The LOS for a TWSC intersection is determined by the control-delay and is defined for each movement rather than for the overall intersection. As with signalized intersections, HCS quantifies only the average control-delay, which is a function of the approach and the degree of saturation for any particular minor movement.

Existing Condition Analysis

The 2024 existing peak hour traffic volumes depicted in Figure 2 of the TIS (**Appendix D-1**) were used to determine the existing capacity and LOS of the study intersections. Table 4 of the TIS contains the LOS summary for the study intersections under the existing conditions calculated through the Synchro software described previously. The detailed analysis worksheets are in **Appendix D** of the TIS in **Appendix D-1** of this DEIS.

Pinelawn Road at Colonial Springs Road/Ruland Road

The signalized intersection of Pinelawn Road at Colonial Springs Road/Ruland Road currently operates at overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours, respectively, with all approach movements operating at LOS E or better except for the southbound left turn movement that operate at LOS F during the weekday PM peak hour.

Little East Neck Road at Colonial Springs Road

The signalized intersection of Little East Neck Road at Colonial Springs Road currently operates at overall LOS F, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak

hours, respectively, with all approach movements operating at LOS D or better except for the northbound approach that operate at LOS F during the AM peak hour.

Little East Neck Road at Long Island Avenue

The signalized intersection of Little East Neck Road at Long Island Avenue currently operates at overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours, respectively, with all approach movements operating at LOS D or better.

Little East Neck Road at Straight Path

The signalized intersection of Little East Neck Road at Straight Path currently operates at overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours, respectively, with all approach movements operating at LOS E or better.

Wellwood Avenue at Long Island Avenue/Conklin Street

The signalized intersection of Wellwood Avenue at Long Island Avenue/Conklin Street currently operates at overall LOS D, D, E, and D during the weekday AM, midday, PM, and Saturday midday peak hours, respectively, with all approach movements operating at LOS F or better.

Long Island Avenue at Straight Path

The signalized intersection of Long Island Avenue at Straight Path currently operates at overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours, respectively, with all approach movements operating at LOS E or better.

No Build Condition

The No Build Condition represents traffic conditions expected at the study intersections in the future year 2027 without the construction of the proposed project. The No Build Condition traffic volumes are estimated based on two factors as follows:

- Increases in traffic due to general population growth and developments outside of the immediate project area. This traffic increase is referred to as ambient growth.
- Other planned projects located near the project site may affect traffic levels and patterns at the study intersections in this report.

Traffic Growth

Growth factors were developed for forecasting the future 2027 traffic volumes. Based on the Average Annual Growth Rate for Vehicle-Miles Traveled (VMT) developed by the New York Metropolitan Transportation Council (NYMTC), the average annual growth rate for Suffolk County ranges from 0.30% to 0.47% depending on the functional classification of the roadway.

Based on the functional classifications of roadways within the study area, the growth rate is at most 0.47%.

The growth trends demonstrated through historic traffic data and information provided in the Long Island Transportation Plan (LITP) 2000 study model, an annual growth factor of 1.1% was determined for the Town of Babylon. In order to perform a conservative analysis, the higher of the two growth factors was utilized to develop the future volumes. The existing 2024 traffic volumes were then adjusted using an annual growth factor of 1.1% for a period of 3 years to project volumes to the 2027 future volumes.

Other Planned Projects

“Other Planned Projects” is a term that refers to developments located near the project site that are currently under construction or in the planning stages. Traffic generated by these projects may significantly influence the operations of the study intersections and would not be represented in the field data collected. The Towns of Babylon and Huntington were contacted to obtain information on any planned projects in the area. At the time this study was conducted, no significant planned projects were provided to Nelson & Pope by either Town. However, any minor projects in the area will be accounted for in the background growth rate. The No Build traffic volumes are shown in Figure 3 of the TIS provided in **Appendix D-1** of this DEIS.

3.4.2 Potential Impacts

Traffic

Proposed Development: Site Access

As depicted on the site plan, the proposed development is a 111.39-acre site located on the north side of Long Island Avenue, east of Little East Neck Road in the Hamlet of Wyandanch, Town of Babylon, Suffolk County, New York. The property, further identified as Suffolk County Tax Map District 100; Section 38; Block 1; Lot 1, is located in the Town of Babylon’s A – Residence zoning district and is a currently vacant and partially wooded property owned by Pinelawn Cemetery. The Applicant seeks to subdivide the subject property into two lots (Lot 1 at 100.11 acres and Lot 2 at 11.28 acres) and change the zone of Lot 1 to the newly proposed Planned Industrial Park-2 (PIP-2) zoning district to allow for the development of Lot 1 with a business/technology park campus. Lot 2 would retain the existing residential zoning and existing cemetery use. Access to the site will be provided via a proposed full-movement signalized driveway and a right turn in/out stop-controlled driveway along Little East Neck Road. As part of the driveway construction, the Kevin Ver Pault Memorial Park entrance off Little East Neck Road will be relocated approximately 170 feet to the north (center line of current access to center line of proposed access) to reduce traffic conflicts with the proposed signalized driveway. In addition to the relocation of the driveway, the southbound approach

will be restriped to provide a left turn lane and a through lane. The relocation of the driveway will improve sight lines for vehicles exiting the park driveway and addition of the southbound turn lane will reduce southbound queues.

Trip Generation Development

In order to identify the impacts, the proposed project may have on the adjacent street system, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the site traffic when entering and exiting the subject property.

The Institute of Transportation Engineers' publication, *Trip Generation*, 11th Edition was reviewed to determine which Land Use Code (LUC) best fits the proposed project based on the description of the anticipated use of the development provided to us by the applicant. This publication sets forth trip generation data obtained by traffic counts conducted at sites throughout the country.

Based on the project description, the proposed development will fall within the Institute of Transportation Engineers' (ITE) *Trip Generation* Land Use Code 130 – Industrial Park, and Land Use Code 150 -Warehousing. According to ITE, “an industrial park contains several individual or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a larger number of small business and others have one or two dominant industries.”

The ITE *Trip Generation* Manual also suggests that where local data is available, it is preferable to use that data. Therefore, collecting local data from similar developments to establish localized trip generation rates is recommended.

Based on this guidance, estimates of traffic generation for the proposed project were prepared using trip generation rates derived from data collected at two facilities similar to the proposed development. One of the facilities is the Heartland Business Center, a mixed-use Industrial Park located in Brentwood, Long Island. The second facility is the Hillsboro Technology Center, an Industrial Park owned and operated by the applicant located in Hillsboro, Florida. For comparison purposes, trip generation estimates for the proposed use were also calculated using ITE trip generation rates found under Land Use Code 130 Industrial Park within the Institute of Transportation Engineers' publication, *Trip Generation*, 11th Edition, alongside the data collected from these two comparable facilities.

Hillsboro Technology Center

Atlantic Traffic Engineering conducted trip generation counts at the Hillsboro Technology Center in Florida. This mixed-use industrial park, with a total building area of 831,538 square

feet, has eight access points along Hillsboro Technology Drive. The table below provides a breakdown of the types of tenants at the Hillsboro Technology Center.

**TABLE 3.4-5
HILLSBORO TECHNOLOGY CENTER: TYPE OF TENANTS**

Types of Tenants	Area (SF)	Percentage
Warehouse	691,157	83.1%
Office	72,262	8.7%
Showroom	68,119	8.2%

To capture the existing trips generated by this center, Atlantic Traffic Engineering installed Automatic Traffic Recorders (ATRs) at all eight driveways to record entering and exiting traffic over a 24-hour period on a typical weekday (Thursday, June 20, 2024) and Saturday (June 22, 2024). The collected data was classified into passenger cars and trucks.

A trip generation rate was developed based on the square footage of occupied buildings at the Hillsboro Technology Center and the trips recorded during weekday AM, PM, and Saturday midday peak hours. Using this rate, Atlantic Traffic Engineering estimated the proposed trips for the Suffolk Technology Park. The table below summarizes the weekday AM, PM, and Saturday midday peak hour trips for the existing Hillsboro Technology Center and the projected trips for Suffolk Technology Park and trip generation data from ITE for Industrial Parks.

**TABLE 3.4-6
TRIP GENERATION COMPARISON TABLE – HILLSBORO TECHNOLOGY CENTER**

Peak Period	ITE Trip Generation Industrial Park (LUC 130)	Hillsboro Technology Center				Rate per 1,000 SF	Trip Generation Suffolk Technology Park
		Time	Total Cars	Total Trucks	Total		
AM Peak Hour	655 (48 Trucks)	6:30 AM - 7:30 AM	197	18	215	0.259	413
Truck Peak Hour (AM)		9:45 AM - 10:45 AM	94	79	173	0.208	332
PM Peak Hour/ Truck Peak Hour (PM)	639 (80 Trucks)	3:45 PM - 4:45 PM	180	71	251	0.302	483

Peak Period	ITE Trip Generation Industrial Park (LUC 130)	Hillsboro Technology Center				Rate per 1,000 SF	Trip Generation Suffolk Technology Park
		Time	Total Cars	Total Trucks	Total		
SAT Peak Hour/ Truck Peak Hour (SAT)	703	1:15 PM - 2:15 PM	54	33	87	0.105	167

As shown in the table, the trip generation estimates for the proposed Suffolk Technology Park, based on the rates derived from the Hillsboro Technology Center is **413** trips during the AM peak hour, **483** trips during the PM peak hour and **167** trips during the Saturday midday peak hour.

Based on the rates developed at the Hillsboro Technology Center, the proposed Suffolk Technology Park trips are anticipated to be lower than the ITE generated trips.

Heartland Business Center

The existing Heartland Business Center is a large mixed-use industrial park with a total building area of 4,374,599 square feet, of which 3,918,655 square feet are currently occupied. This industrial park has three access points: two on the south side intersecting Long Island Avenue at Executive Drive and Rodeo Drive, and one on the north side at East Road Driveway.

The breakdown of the types of mixed-use tenants at the Heartland Center is shown in the table below.

**TABLE 3.4-7
HEARTLAND BUSINESS CENTER TYPE OF TENANTS**

Types of Mixed-use Tenants	Area (SF)	Percentage
Office	786,517	20%
Warehouse	2,505,023	64%
Manufacturing	368,799	9%
Fitness	190,532	5%
Retail	22,800	1%
Contractor	45,272	1%
Total Occupied Buildings (SF)	3,918,943	89.6%
Total Vacant Space (SF)	467,492	10.7%

The Heartland trip generation rate calculation was done in two parts:

Part 1- A portion of the business park consisting of six buildings in the northwest corner of the facility were selected as this portion of the park had similar size buildings and comparable uses anticipated for the Suffolk Technology Park. The six (6) buildings studied vary in size ranging from 117,648 SF to 262,166 SF. A summary of the tenants and building square footage is shown in the table below:

**TABLE 3.4-8
HEARTLAND BUSINESS CENTER TENANT SUMMARY FOR THE SIX (6) BUILDINGS**

Address	Tenant	Building Square Footage
100 Wilshire Blvd.	Amcor	262,166
101 Wilshire Blvd.	NYS Office of General Services	207,344
110 Wilshire Blvd.	US Alliance Paper	150,000
111 Wilshire Blvd.	Strike Force Elite	40,112
	New Image Gymnastics	39,888
	Big Geyser (distributor)	37,648
	Total	117,648
120 Wilshire Blvd.	Castella Imports	150,000
121 Wilshire Blvd.	American Tire Distributors	130,434
Total		1,017,592

To develop trip generation data for the proposed project, turning movement counts were conducted at the driveways to these six (6) buildings of the Heartland Business Center located at 1 Executive Drive, Brentwood, NY. The Heartland Business Center is a similar development to the proposed project. The turning movement counts were conducted for 3 days to develop trip generation rates. The traffic count data, along with a summary table showing the peak hour entry and exit volumes of the six (6) buildings, are provided in Appendix B. These observed traffic volumes were used to develop trip generation rates, which were then applied to forecast the trip generation for the proposed project. The following table shows the calculated trips for the proposed project.

TABLE 3.4-9
TRIP GENERATION COMPARISON W/ HEARTLAND CENTER SIX (6) BUILDINGS RATE

Time Period	Rate per 1,000 SF Developed from the Traffic of Six (6) Heartland Business Center Buildings	Distribution	1,596,921 SF Suffolk Technology Park (Based on Rates from Heartland Business Center)	1,596,921 SF Industrial Park (ITE LUC 130)
Weekday AM Peak Hour	0.1078	Enter	109	570
		Exit	63	85
		Total	172	655
Weekday PM Peak Hour	0.1305	Enter	100	134
		Exit	109	505
		Total	209	639
Saturday Midday Peak Hour	0.1532	Enter	121	225
		Exit	124	478
		Total	245	703

As can be seen from the table above, based on the trip generation rate derived from the six (6) existing building at Heartland Business Center, the proposed project Suffolk Technology Park is projected to generate 172 trips (109 entering and 63 exiting) during the weekday AM peak hour, 209 trips (100 entering and 109 exiting) during the weekday PM peak hour, 245 trips (121 entering and 124 exiting) during the Saturday midday peak hour. Based on the rates developed at a smaller portion of the Heartland Center, the proposed Suffolk Technology Park trips are anticipated to be lower than the ITE generated trips.

Part 2 -Trip generation rates were obtained for the entire Heartland Business Center (“HBC”) comprising of more than 40 buildings, with a total building area of 4,374,599 square feet, of which 3,918,655 square feet are currently occupied. The HBC is an approximately 400-acre business park that comprises more than 40 buildings ranging in size from 10,000 square feet to 350,000 square feet. From the review of the tenancy of the Heartland Business Center, it can be seen that the size of the ancillary uses (office, fitness, retail etc.) is bigger than those that will be permitted in the PIP-2 zone. Hence the trip rate at the Heartland Business Center will be higher than what is expected at the proposed Suffolk Technology Park.

To capture the existing trips generated by the Heartland Center, Miovision cameras were installed at all three driveways to record entering and exiting traffic over a 14-hour period from 6 AM to 8 PM on a typical weekday (Tuesday, June 4, 2024) and Saturday (June 1, 2024). The collected data was classified into passenger cars and trucks. A trip generation rate was developed based on the square footage of occupied buildings at the Heartland Business Center

and the trips recorded during weekday AM, PM, and Saturday midday peak hours. Using this rate, we estimated the proposed trips for the Suffolk Technology Park. The following table summarizes the weekday AM, PM, and Saturday midday peak hour trips for the existing Heartland Business Center and the projected trips for Suffolk Technology Park based on this rate.

TABLE 3.4-10
TRIP GENERATION COMPARISON – HEARTLAND BUSINESS CENTER

Peak Period	ITE Trip Generation Industrial Park (LUC 130)	Heartland Business Center				Rate per 1,000 SF	Trip Generation Suffolk Technology Park
		Time	Total Cars	Total Trucks	Total		
AM Peak Hour	655 (48 Trucks)	6:30 AM - 7:30 AM	996	82	1,078	0.275	439
Truck Peak Hour (AM)		9:45 AM - 10:45 AM	511	110	621	0.158	253
Midday Peak Hour/ Truck Peak Hour (Midday)		12:00 PM - 1:00 PM	855	103	958	0.244	390
PM Peak Hour	639 (80 Trucks)	4:30 PM - 5:30 PM	1,760	52	1,812	0.462	738
Truck Peak Hour (PM)		1:45 PM - 2:45 PM	730	112	842	0.215	343
SAT Peak Hour	703	2:30 PM - 3:30 PM	564	20	584	0.149	238
Truck Peak Hour (SAT)		6:45 AM - 7:45 AM	272	27	299	0.076	122

As shown in the table, the trip generation estimates for the proposed Suffolk Technology Park, based on the rates derived from the Heartland Business Center, are significantly lower than the ITE Rates for all peak periods except the weekday PM peak hour. However, the trip generation rates from the Heartland Center are higher than the trip rates from Hillsboro and the trip generation rates for the six (6) buildings in the northwest section of the Heartland Center.

The Heartland Center data, being local to Long Island, is particularly relevant. Therefore, we will use the proposed trips for the Suffolk Technology Park, based on the Heartland Center developed rate, in our traffic study to evaluate potential impacts on the study intersections and the surrounding area. The following table is a summary of the trip generation for the proposed Suffolk Technology Park based on the Heartland Business Center rates.

TABLE 3.4-11
TRIP GENERATION FOR PROPOSED SUFFOLK TECHNOLOGY PARK

Time Period	Distribution	1,596,921 SF Industrial Park	Car Trips	Truck Trips
Weekday AM Peak Hour	Enter	320	311	9
	Exit	119	93	26
	Total	439	404	35
Weekday Midday Peak Hour	Enter	177	156	21
	Exit	213	191	22
	Total	390	347	43
Weekday PM Peak Hour	Enter	236	222	14
	Exit	502	494	8
	Total	738	716	22
Saturday Midday Peak Hour	Enter	107	102	5
	Exit	131	129	2
	Total	238	231	7

Source: Trip Generation Rate Developed from Heartland Center

As can be seen from the table above, the proposed project Suffolk Technology Park is projected to generate 439 trips (320 entering and 119 exiting) during the weekday AM peak hour, 390 trips (177 entering and 213 exiting) during the weekday midday peak hour, 738 trips (236 entering and 502 exiting) during the weekday PM peak hour and 238 trips (107 entering and 131 exiting) during the Saturday midday peak hour. The proposed project will generate 35 truck trips (9 entering and 26 exiting) during the weekday AM peak hour, 43 truck trips (21 entering and 22 exiting) during the weekday midday peak hour, 22 truck trips (14 entering and 8 exiting) during the PM peak hour and 7 truck trips (5 entering and 2 exiting) during the Saturday midday peak hour.

Trip Distribution and Assignment

The volume of site traffic that would travel through the study intersections during peak hours was distributed and assigned to each movement based on the existing roadway and travel patterns. The nature of the proposed land use and its associated travel patterns were considered as well. Separate distributions were developed for cars and trucks. Figures 4 and 5

of the TIS in **Appendix D-1** depict the site-generated trip distribution for cars and trucks, respectively. Figures 6 and 7 of the TIS provided in **Appendix D-1** depict the site generated traffic volumes for the weekday AM, midday, PM, and Saturday midday peak hours for cars and trucks. The site-generated traffic volumes were then added to the corresponding No Build Condition volumes resulting in the Build Condition volumes shown in Figure 8 provided in the TIS in **Appendix D-1** of this DEIS.

As part of the project, no truck traffic will exit the site to travel north on Little East Neck Road. As requested by the Town, there will be truck restriction for Colonial Spring Road. This restriction will eliminate truck traffic on the Colonial Spring Road residential neighborhood and hence improve traffic safety.

Traffic Impact Analysis

In order to identify the impacts created by the proposed project, capacity analyses were conducted at the study intersections for the No Build and Build Conditions during the weekday AM, midday, PM, and Saturday midday peak hours. The results of the capacity analyses for the No Build and Build Conditions were compared to determine the impact that will be created on the study intersections by the proposed project.

Tables 14 through 17 provided in the TIS in **Appendix D-1** of this DEIS summarize the results of the capacity analyses for the No Build and Build Conditions for the weekday AM, midday, PM, and Saturday midday peak hours. These tables are followed by a detailed description of the intersection and the LOS comparison.

Pinelawn Road at Colonial Springs Road/Ruland Road

In the No Build Condition, the signalized intersection of Pinelawn Road at Colonial Springs Road/Ruland Road is projected to operate at an overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed periods. The individual southbound left turning movement will degrade from LOS E to LOS F with an increase in delay of 58.2 seconds during the weekday AM peak hour. During the weekday PM peak hour, the southbound left turning movement will operate at LOS F with an increase in delay of 61.4 seconds.

In order to mitigate these impacts, a minor modification of the signal timings (specifically reallocating green time between phases while maintaining the same cycle length) during the weekday AM and PM peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Pinelawn Road at Colonial

Springs Road/Ruland Road will continue to operate at No-Build overall LOS or better during the weekday AM and PM peak hours.

Little East Neck Road at Colonial Springs Road

In the No Build Condition, the signalized intersection of Little East Neck Road at Colonial Springs Road is projected to operate at an overall LOS F, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. During the Build Conditions (after the construction of the project), the intersection will continue to operate at overall LOS F with an increase in delay of 12.5 seconds during the weekday AM peak hour. During the weekday midday peak hour, the intersection will degrade from an overall LOS C to LOS D with an increase in delay of 17.7 seconds and the northbound approach degrade from LOS D to LOS F with an increase in delay from 52.1 seconds to 98.3 seconds. During the weekday PM peak hour, the intersection will degrade from LOS D to LOS F with an increase in delay of 92.8 seconds and the westbound approach will degrade from LOS B to LOS E with an increase in delay from 19.2 seconds to 74.0 seconds and northbound approach will degrades from LOS D to LOS F with an increase in delay from 53.6 seconds to 249.9 seconds. During the Saturday midday peak hour, the intersection will continue to operate at no-build LOS and the northbound approach will degrade from LOS D to LOS E with an increase in delay from 51.9 seconds to 72.3 seconds.

Based on these analyses, the intersection is currently operating at poor levels of service with some traffic movements experiencing average delays in excess of 4 minutes per vehicle. These poor levels of service conditions will be exacerbated after the construction of the project, hence measures to mitigate these poor operating conditions need to be implemented. In order to mitigate these impacts, the following mitigations will be implemented:

- Widen the eastbound approach to provide one through lane and one exclusive right turn lane with a 150-foot storage length.
- Widen the westbound approach to provide one through lane and one shared left/through lane with a 150-foot storage length.
- Widen the northbound approach to provide two exclusive left turn lanes and one channelized right turn with a storage length of 100 feet.

These improvements will increase the capacity of the intersection and will help the eastbound, westbound, and northbound heavy traffic volumes clear the intersection quickly, thereby improve the operation, reduce the queue length, and improve safety at the intersection.

With the proposed mitigations, the intersection of Little East Neck Road at Colonial Springs Road will improve from overall LOS F to LOS B with an improved intersection delay from 140.3 seconds to 15.9 seconds during the weekday AM peak hour with all approach movements

operating at LOS C or better. During the weekday midday peak hour, the intersection will improve from overall LOS D to LOS B with an improved intersection delay from 41.4 seconds to 11.9 seconds with all approach movements operating at LOS C or better. During the weekday PM peak hour, the intersection will improve from overall LOS F to LOS B with an improved intersection delay from 136.5 seconds to 14.0 seconds with all approach movements operating at LOS C or better. During the Saturday midday peak hour, the intersection will improve from overall LOS C to LOS B with an improved intersection delay from 33.0 seconds to 11.9 seconds with all approach movements operating at LOS C or better. With the proposed mitigation, the intersection will operate at better than existing condition levels of service. The overall high intersection delays during the weekday AM and PM peak hours that are currently in excess of 2 minutes per vehicle will improve to less than 16 seconds per vehicle. The conceptual plan of the proposed improvement is contained in Appendix E.

Little East Neck Road at Long Island Avenue

In the No Build Condition, the signalized intersection of Little East Neck Road at Long Island Avenue is projected to operate at an overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at overall LOS C during the weekday AM, and Saturday midday peak hours. During the weekday midday peak hour, the intersection will degrade from an overall LOS B to LOS C with an increase in delay of 3.8 seconds and the eastbound approach with LOS C will degrade to LOS D with an increase in delay from 32.5 seconds to 37.6 seconds. During the weekday PM peak hour, the intersection will degrade from an overall LOS C to LOS E with an increase in delay of 55.9 seconds and the southbound approach with LOS C will degrade to LOS F with an increase in delay from 22.2 seconds to 156.8 seconds.

Based on these analyses, the levels of service at the intersection will be degraded after the construction of the project, hence measures to mitigate these poor operating conditions need to be implemented. In order to mitigate these impacts, the following improvement measures will be implemented:

- Widen the eastbound approach to provide one dedicated left turn lane with a 200-foot storage length, one through lane and one exclusive right turn lane with a 100-foot storage length.
- Widen the westbound approach to provide one shared left/through lane and one dedicated right turn lane with a 150-foot storage length.
- Widen the northbound/southbound approaches to provide a shared left/through lane and a shared through/right turn lane with a storage length of 200 feet.
- The proposed improvement includes widening of Little East Neck Road over the railroad crossing in order to accommodate the proposed two southbound travel lanes.

- Reconstruction of traffic signal to include a protected-permitted eastbound left-turn phase, along with optimized cycle length to improve the overall operation of the intersection.

These improvements will increase the capacity of the intersection and will help the northbound and southbound heavy traffic volumes to clear the intersection quickly, thereby improve the operation, reduce the queue length, and improve safety at the intersection.

With the proposed mitigations, the intersection of Little East Neck Road at Long Island Avenue will operate at LOS C with an improved intersection delay from 32.1 seconds to 20.4 seconds during the weekday AM peak hour. During the weekday midday peak hour, the intersection will improve from LOS C to LOS B with an improved intersection delay from 23.3 seconds to 17.0 seconds with all approach movements operating at LOS D or better. During the weekday PM peak hour, the intersection will improve from LOS E to LOS B with an improved intersection delay from 79.1 seconds to 17.6 seconds and the southbound approach will improve from LOS E to LOS B with an improved delay from 156.8 seconds to 17.0 seconds. During the Saturday midday peak hour, the intersection will improve from LOS C to LOS B with an improved intersection delay from 27.7 seconds to 17.2 seconds with all approach movements operating at LOS C or better. With the proposed mitigation, the intersection will operate at better than existing condition levels of service. The high intersection delays on the southbound approach during the weekday PM peak hour that is in excess of 2 minutes per vehicle will improve to less than 17 seconds per vehicle. The conceptual plan for the proposed improvement is contained in Appendix E.

Little East Neck Road at Straight Path

In the No Build Condition, the signalized intersection of Little East Neck Road at Straight Path is projected to operate at an overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed period except for the weekday AM and PM peak hours. The individual westbound through-right turning movement will operate at LOS F with an increased delay of 33.2 seconds during the weekday AM peak hour. The eastbound through-right turning movement with LOS E will degrade to LOS F with an increased delay of 62.3 seconds during the weekday PM peak hour.

In order to mitigate these impacts, a minor modification of the signal timings (specifically reallocating green time between phases while maintaining the same cycle length) during the weekday AM and PM peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Little East Neck Road at Straight Path will improve from overall LOS E to LOS D with an improved delay from 55.6 seconds to 50.8 seconds during the weekday PM peak hour and the eastbound approach will improve from LOS F to LOS E with an improved delay from 125.8 seconds to 74.6 seconds. During the

weekday AM peak hour, the individual westbound through-right movement will improve from LOS F to LOS E with an improved delay from 116.8 seconds to 60.0 seconds.

Wellwood Avenue at Long Island Avenue/Conklin Street

In the No Build Condition, the signalized intersection of Wellwood Avenue at Long Island Avenue/Conklin Street is projected to operate at an overall LOS D, D, E, and D during the weekday AM, midday, PM, and Saturday midday peak hours with an individual movement operating at LOS F or better. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed period except for the weekday PM peak hour, which will operate at an overall LOS F with 18.8 seconds increase in delay and Saturday midday peak hour, which will operate at an overall LOS E with 25.0 seconds increase in delay. The individual southbound through movement with LOS D will degrade to LOS F with an increased delay of 52.2 seconds during the weekday Saturday midday peak hour.

In order to mitigate these impacts, a minor modification of the signal timings (optimize the cycle length) during the weekday AM, midday, PM, and Saturday midday peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Wellwood Avenue at Long Island Avenue/Conklin Street will operate from LOS F to LOS D with an improved delay from 83.9 seconds to 54.7 seconds during the weekday PM peak hour and from LOS E to LOS D with an improved delay from 78.5 seconds to 42.2 seconds during the Saturday midday peak hour. During the weekday AM peak hour, the eastbound through movement will improve from LOS E to LOS D with an improved delay from 71.9 seconds to 51.0 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 117.4 seconds to 72.0 seconds, and the northbound left turn will improve from LOS F to E with an improved delay from 82.6 seconds to 64.3 seconds. During the weekday PM peak hour, the eastbound through movement will operate at LOS F with an improved delay from 332.6 seconds to 117.7 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 168.5 seconds to 64.6 seconds, and the southbound left turn will improve from LOS F to E with an improved delay from 88.7 seconds to 75.9 seconds. During the Saturday midday peak hour, the eastbound through movement will improve from LOS E to LOS D with an improved delay from 75.0 seconds to 45.8 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 214.3 seconds to 72.7 seconds, and the southbound through-right turn will improve from LOS F to E with an improved delay from 89.8 seconds to 44.9 seconds.

Long Island Avenue at Straight Path

In the No Build Condition, the signalized intersection of Long Island Avenue at Straight Path is projected to operate at an overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours with an individual movement operating at LOS C or better. During

the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed peak periods expect for the weekday midday peak hour, which will operate at an overall LOS C with 0.6 seconds increase in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Little East Neck Road at North Site Access

As part of this project, it is proposed to install a traffic signal at the north site access. A signal warrant analysis will be conducted to justify the need for the traffic signal. The signal warrant report will be submitted as a separate document. After the construction of the project, the signalized intersection of Little East Neck Road at North Site Access will operate at overall LOS A during the weekday midday and Saturday midday peak hours and at LOS B during the weekday AM and PM peak hours with all approach movements operating at LOS C or better.

Little East Neck Road at South Site Access

After the construction of the project, the westbound approach of unsignalized intersection of Little East Neck Road at South Site Access will operate at overall LOS D during the weekday AM peak hour and at LOS B during the weekday midday, PM, and Saturday midday peak hours.

Parking Study

A separate parking study was conducted and submitted as a separate document (**Appendix D-2**). Nelson + Pope (N+P) Engineers conducted a Parking Assessment to evaluate the anticipated parking demand of the proposed Suffolk Technology Park project and to establish a recommended parking ratio for the newly proposed Planned Industrial Park – II (“PIP-2”) Zoning District. Parking utilization studies were conducted at two other large industrial/technology parks with similar uses and building sizes to determine the peak parking demand of the facilities during typical weekday and weekend (Saturday) activities.

The first location studied was the Heartland Business Center (“HBC”), an existing industrial/business park located in the Hamlet of Brentwood, Town of Islip, Suffolk County, New York. A keymap of the Heartland Business Center site can be found in Figure 3 of the Parking Study (**Appendix D-2**). The HBC is an approximately 400-acre business park that comprises more than 40 buildings ranging in size from 10,000 square feet to 350,000 square feet. A portion of the business park consisting of six buildings in the northwest corner of the facility were selected as this portion of the park had similar size buildings and comparable uses anticipated for the Suffolk Technology Park. The six (6) buildings studied vary in size ranging from 117,648 SF to 262,166 SF.

The Hillsboro Technology Center (HTC), located in Deerfield, Florida was the second location studied. The Hillsboro Technology Center contains six industrial/warehouse/office buildings with sizes ranging from 107,612 SF to 152,747 SF. The Hillsboro Technology Center is an industrial/business park with similar building layout and use characteristics as the Suffolk

Technology Park. The applicant for the Suffolk Technology Park project (Bristol Suffolk, LLC), has built several similar facilities across the country, including HTC. The Suffolk Technology Park project is modeled after HTC in terms of the site layout and design, intended users, design and quality of building construction and site operations.

See Parking Study in **Appendix D-2** for the detailed technical analysis of parking needs for the proposed zone and currently proposed Suffolk technology Park.

Parking Study Conclusion

Based on the above review, N+P recommends the following parking and truck loading requirements:

- Minimum Parking Requirement of one stall per 1,000 gross SF of overall building area, with an option to reserve/land bank up to 10% of the required parking stalls based on the proposed building uses. This would provide for flexibility of future uses and evolving parking demands for a variety of uses, while reducing the construction of unnecessary impervious parking.
- Minimum of 1 truck loading bay per 5,000 SF.

The Parking Study included a comparison of the recommended parking requirements for the PIP-2 zoning district and the parking and trucking and loading proposed for the Suffolk Technology Park, which includes the following:

- Total parking provided – 1,940
- Total parking constructed – 1,850
- Total land banked parking – 90 (4.6%)
- Constructed parking ratio – 1.158 spaces per 1,000 SF
- Overall parking ratio (including land banked stalls) – 1.215 spaces per 1,000 SF
- Total truck loading spaces – 384
- Truck loading bay ratio – 1 space per 4,159 SF

Based on the above, the proposed Suffolk Technology Center site plan would provide parking and truck loading bays that would meet or exceed the recommended requirements for the PIP-2 zoning district.

It is N+P Engineer's professional opinion that the recommended parking and truck loading requirements for the PIP-2 District would provide for adequate on-site parking to satisfy the anticipated parking demand for a variety of potential business/technology park uses, while reducing the construction of unnecessary/unused parking and providing flexibility through on-site land-banked parking allowances. These recommendations are conservative based on observed demands but would provide for flexibility for the variety of potential future uses

anticipated and evolving parking demands as the buildings are constructed and divided into tenant lease areas.

See full Parking Study in **Appendix D-2** of this DEIS.

3.4.3 Mitigation

N+P investigated the potential traffic impact associated with a 111.39-acre site. Access to proposed Lot 1 will be provided via a proposed full-movement signalized driveway subject to a final traffic signal warrant study and a right turn in/out stop-controlled driveway along Little East Neck Road. Once the property is subdivided, Lot 2 will not have access off Little East Neck Road; however, Lot 2 will retain its frontage on North 28th Street and therefore have future access from this street. As part of the driveway construction, the Kevin Ver Pault Memorial Park entrance off Little East Neck Road will be relocated approximately 170 feet to the north (from existing access center line to proposed access center line) to reduce traffic conflicts with the proposed signalized driveway. In addition to the relocation of the driveway, the southbound approach will be restriped to provide a left turn lane and a through lane. The relocation of the driveway and addition of the southbound left turn lane will improve sight lines for vehicles exiting the park driveway and reduce southbound queue. The Lead Agency will also prohibit truck traffic from Colonial Springs Road to the project site.

The following is a summary of this investigation and the findings thereof:

1. The following intersections were included in this study:
 - Pinelawn Road (CR-3) at Colonial Springs Road/Ruland Road
 - Little East Neck Road at Colonial Springs Road
 - Little East Neck Road at Long Island Avenue
 - Little East Neck Road at Straight Path (CR-2)
 - Wellwood Avenue (CR-3) at Long Island Avenue/Conklin Street
 - Long Island Avenue at Straight Path (CR-2)
2. Turning movement traffic counts were collected at the following study intersections on Tuesday, June 11, 2024, during the weekday morning (7:00 AM to 9:00AM), weekday afternoon (11:00 AM to 2:00 PM) and weekday evening (4:00 PM to 7:00 PM) peak hours. The weekend turning movement counts were collected on June 08, 2024, during the Saturday midday peak period (10:00 AM to 2:00 PM).
3. Growth factors were developed for forecasting the future 2027 traffic volumes. Based on the Average Annual Growth Rate for Vehicle-Miles Traveled (VMT) developed by the New York Metropolitan Transportation Council (NYMTC), the average annual growth rate for Suffolk County ranges from 0.30% to 0.47% depending on the functional classification of the roadway. Based on the functional classifications of roadways within the study area, the growth rate is at most 0.47%. The growth trends demonstrated through historic traffic data and information provided in the Long Island Transportation Plan (LITP) 2000 study model, an annual growth factor of 1.1% was determined for the

Town of Babylon. In order to perform a conservative analysis, the higher of the two growth factors was utilized to develop the future volumes. The existing 2024 traffic volumes were then adjusted using an annual growth factor of 1.1% for a period of 3 years to project volumes to the 2027 future volumes.

4. Estimates of traffic that would be generated by the proposed project were prepared utilizing trip generation rates developed from data obtained at two facilities similar to the proposed project. One of the facilities is the Heartland Business Center, an Industrial Park located in Brentwood, Long Island. The second facility is the Hillsboro technology Center, an Industrial Park owned and operated by the applicant located in Hillsboro, Florida. The site-generated traffic volumes were assigned to the adjacent street system based on the anticipated directional trip distribution forecasted by Nelson + Pope and approved by the Town of Babylon.
5. The proposed project Suffolk Technology Park is projected to generate 439 trips (320 entering and 119 exiting) during the weekday AM peak hour, 390 trips (177 entering and 213 exiting) during the weekday midday peak hour, 738 trips (236 entering and 502 exiting) during the weekday PM peak hour and 238 trips (107 entering and 131 exiting) during the Saturday midday peak hour. The proposed project will generate 35 truck trips (9 entering and 26 exiting) during the weekday AM peak hour, 43 truck trips (21 entering and 22 exiting) during the weekday midday peak hour, 22 truck trips (14 entering and 8 exiting) during the PM peak hour and 7 truck trips (5 entering and 2 exiting) during the Saturday midday peak hour.
6. Capacity analyses were conducted at all study intersections during the weekday AM, weekday midday, weekday PM and Saturday midday peak hours for the 2024 Existing Condition, 2027 No Build Condition and 2027 Build Condition.
7. In the No Build Condition, the signalized intersection of Pinelawn Road at Colonial Springs Road/Ruland Road is projected to operate at an overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed periods. The individual southbound left turning movement will degrade from LOS E to LOS F with an increase in delay of 58.2 seconds during the weekday AM peak hour. During the weekday PM peak hour, the southbound left turning movement will operate at LOS F with an increase in delay of 61.4 seconds. In order to mitigate these impacts, a minor modification of the signal timings (specifically reallocating green time between phases while maintaining the same cycle length) during the weekday AM and PM peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Pinelawn Road at Colonial Springs Road/Ruland Road will continue to operate at No-Build overall LOS or better during the weekday AM and PM peak hours.
8. In the No Build Condition, the signalized intersection of Little East Neck Road at Colonial Springs Road is projected to operate at an overall LOS F, C, D, and C during the weekday

AM, midday, PM, and Saturday midday peak hours, respectively. During the Build Conditions (after the construction of the project), the intersection will continue to operate at overall LOS F with an increase in delay of 12.5 seconds during the weekday AM peak hour. During the weekday midday peak hour, the intersection will degrade from an overall LOS C to LOS D with an increase in delay of 17.7 seconds and the northbound approach degrade from LOS D to LOS F with an increase in delay from 52.1 seconds to 98.3 seconds. During the weekday PM peak hour, the intersection will degrade from LOS D to LOS F with an increase in delay of 92.8 seconds and the westbound approach will degrade from LOS B to LOS E with an increase in delay from 19.2 seconds to 74.0 seconds and northbound approach will degrade from LOS D to LOS F with an increase in delay from 53.6 seconds to 249.9 seconds. During the Saturday midday peak hour, the intersection will continue to operate at no-build LOS and the northbound approach will degrade from LOS D to LOS E with an increase in delay from 51.9 seconds to 72.3 seconds.

Based on these analyses, the intersection is currently operating at poor levels of service with some traffic movements experiencing average delays in excess of 4 minutes per vehicle. These poor levels of service conditions will be exacerbated after the construction of the project, hence measures to mitigate these poor operating conditions need to be implemented. In order to mitigate these impacts, the following improvement measures will be implemented:

- Widen the eastbound approach to provide one through lane and one exclusive right turn lane with a 150-foot storage length.
- Widen the westbound approach to provide one through lane and one shared left/through lane with a 150-foot storage length.
- Widen the northbound approach to provide two exclusive left turn lanes and one channelized right turn with a storage length of 100 feet.

These improvements will increase the capacity of the intersection and will help the eastbound, westbound, and northbound heavy traffic volumes clear the intersection quickly, thereby improve the operation, reduce the queue length, and improve safety at the intersection.

With the proposed mitigations, the intersection of Little East Neck Road at Colonial Springs Road will improve from overall LOS F to LOS B with an improved intersection delay from 140.3 seconds to 15.9 seconds during the weekday AM peak hour with all approach movements operating at LOS C or better. During the weekday midday peak hour, the intersection will improve from overall LOS D to LOS B with an improved intersection delay from 41.4 seconds to 11.9 seconds with all approach movements operating at LOS C or

better. During the weekday PM peak hour, the intersection will improve from overall LOS F to LOS B with an improved intersection delay from 136.5 seconds to 14.0 seconds with all approach movements operating at LOS C or better. During the Saturday midday peak hour, the intersection will improve from overall LOS C to LOS B with an improved intersection delay from 33.0 seconds to 11.9 seconds with all approach movements operating at LOS C or better. With the proposed mitigation, the intersection will operate at better than existing condition levels of service. The overall high intersection delays during the weekday AM and PM peak hours that are currently in excess of 2 minutes per vehicle will improve to less than 16 seconds per vehicle. The conceptual plan of the proposed improvement is contained in Appendix E.

9. In the No Build Condition, the signalized intersection of Little East Neck Road at Long Island Avenue is projected to operate at an overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at overall LOS C during the weekday AM, and Saturday midday peak hours. During the weekday midday peak hour, the intersection will degrade from an overall LOS B to LOS C with an increase in delay of 3.8 seconds and the eastbound approach with LOS C will degrade to LOS D with an increase in delay from 32.5 seconds to 37.6 seconds. During the weekday PM peak hour, the intersection will degrade from an overall LOS C to LOS E with an increase in delay of 55.9 seconds and the southbound approach with LOS C will degrade to LOS F with an increase in delay from 22.2 seconds to 156.8 seconds.

Based on these analyses, the levels of service at the intersection will be degraded after the construction of the project, hence measures to mitigate these poor operating conditions need to be implemented. In order to mitigate these impacts, the following improvement measures will be implemented:

- Widen the eastbound approach to provide one dedicated left turn lane with a 200-foot storage length, one through lane and one exclusive right turn lane with a 100-foot storage length.
- Widen the westbound approach to provide one shared left/through lane and one dedicated right turn lane with a 150-foot storage length.
- Widen the northbound/southbound approaches to provide a shared left/through lane and a shared through/right turn lane with a storage length of 200 feet.
- The proposed improvement includes widening of Little East Neck Road over the railroad crossing in order to accommodate the proposed two southbound travel lanes.
- Reconstruction of traffic signal to include a protected-permitted eastbound left-turn phase, along with optimized cycle length to improve the overall operation of the intersection.

These improvements will increase the capacity of the intersection and will help the northbound and southbound heavy traffic volumes to clear the intersection quickly,

thereby improve the operation, reduce the queue length, and improve safety at the intersection.

With the proposed mitigations, the intersection of Little East Neck Road at Long Island Avenue will operate at LOS C with an improved intersection delay from 32.1 seconds to 20.4 seconds during the weekday AM peak hour. During the weekday midday peak hour, the intersection will improve from LOS C to LOS B with an improved intersection delay from 23.3 seconds to 17.0 seconds with all approach movements operating at LOS D or better. During the weekday PM peak hour, the intersection will improve from LOS E to LOS B with an improved intersection delay from 79.1 seconds to 17.6 seconds and the southbound approach will improve from LOS E to LOS B with an improved delay from 156.8 seconds to 17.0 seconds. During the Saturday midday peak hour, the intersection will improve from LOS C to LOS B with an improved intersection delay from 27.7 seconds to 17.2 seconds with all approach movements operating at LOS C or better. With the proposed mitigation, the intersection will operate at better than existing condition levels of service. The high intersection delays on the southbound approach during the weekday PM peak hour that is in excess of 2 minutes per vehicle will improve to less than 17 seconds per vehicle. The conceptual plan for the proposed improvement is contained in Appendix E.

10. In the No Build Condition, the signalized intersection of Little East Neck Road at Straight Path is projected to operate at an overall LOS D, C, D, and C during the weekday AM, midday, PM, and Saturday midday peak hours. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed period except for the weekday AM and PM peak hours. The individual westbound through-right turning movement will operate at LOS F with an increased delay of 33.2 seconds during the weekday AM peak hour. The eastbound through-right turning movement with LOS E will degrade to LOS F with an increased delay of 62.3 seconds during the weekday PM peak hour.

In order to mitigate these impacts, a minor modification of the signal timings (specifically reallocating green time between phases while maintaining the same cycle length) during the weekday AM and PM peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Little East Neck Road at Straight Path will improve from overall LOS E to LOS D with an improved delay from 55.6 seconds to 50.8 seconds during the weekday PM peak hour and the eastbound approach will improve from LOS F to LOS E with an improved delay from 125.8 seconds to 74.6 seconds. During the weekday AM peak hour, the individual westbound through-right movement will improve from LOS F to LOS E with an improved delay from 116.8 seconds to 60.0 seconds.

11. In the No Build Condition, the signalized intersection of Wellwood Avenue at Long Island Avenue/Conklin Street is projected to operate at an overall LOS D, D, E, and D during the

weekday AM, midday, PM, and Saturday midday peak hours with an individual movement operating at LOS F or better. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed period except for the weekday PM peak hour, which will operate at an overall LOS F with 18.8 seconds increase in delay and Saturday midday peak hour, which will operate at an overall LOS E with 25.0 seconds increase in delay. The individual southbound through movement with LOS D will degrade to LOS F with an increased delay of 52.2 seconds during the weekday Saturday midday peak hour.

In order to mitigate these impacts, a minor modification of the signal timings (optimize the cycle length) during the weekday AM, midday, PM, and Saturday midday peak hours will improve the operation and the overall LOS of the intersection. With the proposed mitigation, the intersection of Wellwood Avenue at Long Island Avenue/Conklin Street will operate from LOS F to LOS D with an improved delay from 83.9 seconds to 54.7 seconds during the weekday PM peak hour and from LOS E to LOS D with an improved delay from 78.5 seconds to 42.2 seconds during the Saturday midday peak hour. During the weekday AM peak hour, the eastbound through movement will improve from LOS E to LOS D with an improved delay from 71.9 seconds to 51.0 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 117.4 seconds to 72.0 seconds, and the northbound left turn will improve from LOS F to E with an improved delay from 82.6 seconds to 64.3 seconds. During the weekday PM peak hour, the eastbound through movement will operate at LOS F with an improved delay from 332.6 seconds to 117. seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 168.5 seconds to 64.6 seconds, and the southbound left turn will improve from LOS F to E with an improved delay from 88.7 seconds to 75.9 seconds. During the Saturday midday peak hour, the eastbound through movement will improve from LOS E to LOS D with an improved delay from 75.0 seconds to 45.8 seconds, the westbound through movement will improve from LOS F to LOS E with an improved delay from 214.3 seconds to 72.7 seconds, and the southbound through-right turn will improve from LOS F to E with an improved delay from 89.8 seconds to 44.9 seconds.

12. In the No Build Condition, the signalized intersection of Long Island Avenue at Straight Path is projected to operate at an overall LOS C, B, C, and C during the weekday AM, midday, PM, and Saturday midday peak hours with an individual movement operating at LOS C or better. During the Build Conditions (after the construction of the project), the intersection will continue to operate at No Build Condition LOS with a minimal increase in delay during the analyzed peak periods expect for the weekday midday peak hour, which will operate at an overall LOS C with 0.6 seconds increase in delay. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

13. As part of this project, it is proposed to install a traffic signal at the north site access. A signal warrant analysis will be conducted to justify the need for the traffic signal. The signal warrant report will be submitted as a separate document. After the construction of the project, the signalized intersection of Little East Neck Road at North Site Access will operate at overall LOS A during the weekday midday and Saturday midday peak hours and at LOS B during the weekday AM and PM peak hours with all approach movements operating at LOS C or better.
14. After the construction of the project, the westbound approach of unsignalized intersection of Little East Neck Road at South Site Access will operate at overall LOS D during the weekday AM peak hour and at LOS B during the weekday midday, PM, and Saturday midday peak hours.

Based on the results of the Traffic Impact Study as detailed in the body of this report, it is the professional opinion of N+P that, constructing the proposed development and the associated roadway improvements will not result in any adverse traffic impacts in the study area.

Finally, it should be noted as per §213-585 of the proposed PIP-2 zoning code, “Pedestrian and multi-modal transportation amenities,” “[t]he site plan for development of the subject industrial park development shall incorporate a system of sidewalks to provide safe and accessible pathways within the property and connect parking areas to the entrances to the buildings. A minimum of two rideshare/shuttle drop-off and pick up accommodations, including sheltered bench seating shall be incorporated within the site along internal roadways with connections via the internal sidewalk system. At a minimum, one bicycle rack shall be installed per building.” In addition to these amenities, it should be noted that a sidewalk will be constructed along the length of the property’s frontage along Little East Neck Road to the proposed new access driveway for Kevin Ver Pault Memorial Park to facilitate pedestrian activity.

3.5 Cultural Resources

3.5.1 Existing Conditions

The New York State Office of Parks, Recreation and Historic Preservation (“OPRHP”) maintains a database of “Listed” and “Eligible” State and National Register sites of historic and cultural significance throughout the State known as the New York State “Cultural Resources Information System” or “CRIS.” Based on a review of the CRIS interactive database, the Subject Property is not shown to be wholly or partially within, or substantially contiguous to, any historic building, structure, facility, site or district or prehistoric site that is listed on the National Register of Historic Places or that is listed on the State Register of Historic Places or has been determined by the Commissioner of the OPRHP to be eligible for listing on the State Register of Historic Places. The Subject Property, however, does contain a small cemetery interment area at the southeast corner of the property, the property and surrounding area is located within a State-designated archaeologically sensitive area, and the historic Long Island National Cemetery that

is located 690+ feet north-northwest of the site that contains three associated buildings that are listed on the State and National Registers.

According to records reviewed on OPRHP's CRIS:

[I]t is the opinion of the State Historic Preservation Office that the federally owned Long Island National Cemetery in Farmingdale, Suffolk County, New York is historically and architecturally significant. Established in 1936, the cemetery has 364.7 acres and over 330,000 interments including 39 group burials of 112 US service personnel and the gravesites of German and Italian POWS from WWII. The cemetery also has a lodge, garage and shelter house built in 1938. A chapel/receiving vault (built 1938/1941) was converted into administrative offices in 1950 through substantial additions.

3.5.2 Potential Impacts

The Long Island National Cemetery is not located adjacent nor substantially contiguous as it is at least 690± feet from the subject property. Moreover, the historic buildings onsite are much farther away. As such, and based on project setbacks, buffering, landscaping, outdoor lighting controls and various other identified mitigations and design features, the project is not expected to have a significant impact on this cemetery or its associated structures.

With regard to the Subject Property and area's inclusion in an OPRHP designated potentially archaeologically sensitive area additional investigation into the area's history and site conditions was warranted.

Between August 21 and December 31, 2023, TRACKER Archaeology, Inc. conducted a Phase IA documentary study and a Phase IB archaeological survey for the proposed Suffolk Technology Park in the community of Wyandanch, Town of Babylon. As discussed in TRACKER's February 2024 report:

Phase IA Documentary Study Purpose

The purpose of the Phase IA documentary study was to determine the prehistoric and historic potential of the property for recovery of archaeological remains. This was accomplished by a review of the original and current environmental data, archaeological site files, other archival literature, maps, and documents. A prehistoric site file search was conducted utilizing the CRIS resources of the New York State Historic Preservation Office - Field Services Bureau in Waterford, New York. Various historical and archaeological web sites were reviewed for any pertinent information.

The purpose of the Phase IB survey was to recover physical evidence for the presence or absence of archaeological sites on the property. This was accomplished through subsurface testing and ground surface reconnaissance.

Walkover-Reconnaissance

Exposed ground surfaces (70 to 100 percent visibility) were subjected to a close-quarters walkover, at 3-to-5-meter intervals, to observe for artifacts. Covered ground terrain was reconnoitered at about 15-meter (50-foot) intervals to observe for any above ground features, such as berms, depression, or rock configurations, which could be evidence for a prehistoric or historic site. Photographs were taken of the project area.

Shovel Testing

Based upon topographic characteristics, distance to other known prehistoric sites and an Indian trail, the property was assessed as having a higher-than-average potential for encountering prehistoric sites. Based upon topographic characteristics, distance to historic map documented structures or sites, Indian trails or wigwams, the property was assessed as having a higher-than-average potential for encountering historic sites.

Shovel tests (ST's) were excavated at about 15-meter (50-foot) intervals across the project area. Each ST measured about 30 to 40 cm. in diameter and was dug into the underlying subsoil (B horizon) 10 to 20 cm when possible. All soils were screened through ¼-inch wire mesh and observed for artifacts. Shovel tests and surface finds were flagged in the field. All ST's were mapped on the project area map at this time.

Field testing of the project area included the excavation of 1,666 ST's across the project area. No prehistoric artifacts or features were encountered. No historic artifacts or features were encountered. The project area was a heavily overgrown thicket and was brush hogged before field work. There is an adjacent unmarked historic cemetery that would require a buffer around it from the proposed development. No further archaeological investigation is recommended.

(Appendix L-1)

The Phase IA documentary study, Phase IB archaeological survey report, property and project details and other pertinent information were uploaded/referred to OPRHP via its online Cultural Resources Information System (CRIS) platform. Based on its review, OPRHP by correspondence dated July 12, 2024 stated the following:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation 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.

OPRHP has reviewed the Phase I Archaeological Survey Report entitled “Phase I Archaeological Investigation for the proposed Suffolk Technology Park Wyandanch, Town of Babylon, Suffolk County, New York” (February 2024; 24SR00365). No archaeological sites were identified by the survey. Therefore, it is the opinion of the OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

(Appendix L-2)

Finally, it should be noted that coordination has occurred between the Town of Babylon and the New York State Department of State Division of Cemeteries and the New York State Cemetery Board to request feedback (**Appendix B**). Comments provided have been addressed as possible and the Town and Applicant will continue to work with Cemetery Board throughout the environmental and planning reviews.

3.5.3 Mitigation

- The project as shown on the Landscape Plan (PH-2) Sheet L-107 depicts a buffer on Lot 1 adjacent to the existing cemetery interment area (Lot 2) and retention of existing pitch pine vegetation on Lot 2 to protect the integrity and sanctity of the cemetery and to maintain and enhance its visual quality. This landscaping and retention of existing vegetation along with a proposed 12-foot-high soundwall at the southeast corner of Lot 1 near proposed Building 5B and locating Building 5B’s truck loading area on the north side of the building will be instrumental in attenuating noise from the warehousing facility. The buffer will consist of several tightly spaced rows and staggered plantings consisting of native pitch pine, eastern red cedar, American holly, chinkapin oak, black cherry, winged sumac and sweet fern to provide screening of the cemetery.
- There are no other nearby historic landmarks, resources or districts and no documented archaeological resources on or adjacent to the site that would be adversely affected by the Proposed Action. No further mitigation is needed. The property is, however, located in an area that has been determined by the NYS OPRHP as being archaeological sensitivity due to past archaeological discoveries in the area. For this reason, Tracker Archaeology, Inc. conducted a Phase IA documentary study and a Phase IB archaeological survey for the Proposed Action and all requisite referrals were made to the OPRHP and State Historic Preservation Office (SHPO). Based on these studies and the NYS OPRHP’s review, it was determined that no archaeological sites were identified by the survey and no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.
- Screening, additional plantings, a buffer, and a sound wall will be provided/retained between the proposed Suffolk Technology Park (Proposed Lot 1) and the existing interment site (Proposed Lot 2) to help protect and preserve the sanctity of the cemetery.

SECTION 4.0 OTHER ENVIRONMENTAL IMPACTS

4.0 OTHER ENVIRONMENTAL IMPACTS

4.1 Unavoidable Adverse Environmental Impacts

Potential impacts from the proposed project are assessed in **Sections 2.0** and **Section 3.0** of this Draft Environmental Impact Statement (DEIS) and impact prevention and mitigation measures are identified throughout where applicable. Some impacts from the Proposed Action and its future implementation, however, are unavoidable regardless of the mitigation measures employed and SEQRA requires that these unavoidable impacts be identified.

Unavoidable environmental impacts are those that cannot be prevented or further mitigated by applying reasonable and feasible mitigation strategies and techniques. Unavoidable adverse environmental impacts, for example, may include but are not limited to such impacts as:

- necessary clearing of common shrubs and trees within a particular building envelope to provide for a fully conforming structure;
- necessary ground disturbance to construct buildings, driveways, parking lots, loading and unloading areas, and stormwater recharge basins;
- additional demand for community services and essential utilities that are required for a use to properly function; and
- effects of future on-site activities such as expected construction related noise during construction (assuming compliance with applicable construction time restrictions) or once the site is developed, occupied, and fully functioning within limits.

The proposed project involves development on a large vacant and mostly wooded lot. Since the property is almost entirely wooded and undeveloped field, some impacts from development are unavoidable. The following unavoidable impacts are identified:

- Clearing, ground disturbance and grading will occur on 93.78± acres of proposed Lot 1, of which 77.23± acres will be impervious building, parking, loading and sidewalk area, 14.5± acres will be landscaping, 1.81± acres of vegetated recharge basin, 0.24± acres of decorative pond, and 6.33± acres will remain in its existing natural (native forest) condition.
- Loss of wildlife habitat, removal of plants and trees, and loss and/or displacement of some wildlife will occur, including two species of lepidopterans of conservation concern identified on the subject property, Edward's Hairstreak (*Satyrrium edwardsii*) and the Coastal Barrens Buckmoth (*Hemileuca maia ssp. 5*), and Eastern Box Turtle, another species of special concern. No rare, threatened or endangered plant species were identified onsite.
- Potential dust generated during construction due to temporarily exposed soil, construction activity and wind, erosion from rain, and movement of loose sediment from stormwater. Minor related conditions may occur during development but would be temporary and controlled to the extent practicable by implementing dust, soil erosion, and sedimentation techniques (e.g., dampening loose exposed soil, preparation

of soil and erosion plans, installation of silt fencing, providing a stabilized construction entrance and inlet protection, providing washout stations, stockpile protection, reseeding, replanting or construction as soon as possible after clearing, etc., and Building Department oversight during the construction process. Required stormwater controls are also incorporated into the plans and DEIS, as well as required SPDES general Stormwater Permit and Stormwater Pollution Prevention Plan (SWPPP) requirements. See **Attachments 1 and 2 for Grading and Drainage Plans and Soil and Erosion Control Plans.**

- Changes to the visual character of the site will temporarily occur throughout each phase of the construction of the proposed project. Following the conclusion of all construction phases the Proposed Action will have a more long-term change in the visual character of the subject property. During construction truck and construction vehicle traffic to and from the site will increase and large areas of natural vegetation and trees will be removed and regraded, leading to a temporary presence of unvegetated bare earth, openly exposed building footings, and other semi-complete construction views until the conclusion of each phase of construction. Views to this project phase will be limited by perimeter buffer vegetation and perimeter fencing. Following the conclusion of all construction phases the property will no longer feature the large quantity of natural vegetation and trees that are presently located there, but rather will feature modern industrial warehouse/offices, large parking areas and internal roadways, and some natural enrichment features such as native landscaping, a man-made pond, a vegetated recharge area, and street trees. This visual character will occupy the site for the duration of the lease agreement with extension options up to 99 years between Pinelawn Cemetery and the Applicant, following which all constructed site features will be removed and the property will be utilized for future cemetery plots.
- Temporary increases in construction vehicle traffic and other construction related activities including noise during the construction period and increased truck traffic on the roads and onsite during construction.
- Future operational truck traffic will also generate some noise. Increases in automobile and delivery/shipping truck trips generated on area roadways based on a permitted PIP-2 "industrial park" use include 444 trips during the weekday AM Peak hour (409 standard vehicles/35 trucks); 395 trips during the weekday midday peak hour (351 standard vehicles/44 trucks); 747 during the weekday PM peak hour (725 standard vehicles/22 trucks) and during the Saturday midday peak hour 241 (234 standard vehicles/7 trucks) with resulting impacts on the Level of Service (LOS) at nearby street intersections.
- There will be an increase in public water demand from no demand whatsoever on the vacant property to a conservative projected demand of 67,157± gpd of indoor water use and an estimated annualized average of 6,734± gpd of irrigation water on proposed Lot 1 under the Proposed Action. The total average daily annualized volume of water therefore is 73,891± gpd.
- There will be an increase in sanitary wastewater generation from no present onsite generation to an estimated 67,157 gpd that must be property managed to prevent

public health or environmental impacts. The Proposed Action will include an onsite sewage collection system and pump station and a force main will be installed along local road rights-of-way to SCSD No. 3 where it will be conveyed to Bergen Point WWTP for treatment and disposal offshore. SCSD No. 3 and the Bergen Point WWTP have sufficient capacity to fully accommodate the anticipated flow and has an existing SPDES permit that already allows the anticipated flow. Based on the above treatment and proposed discharge offshore only a minor potential impact exists. As noted above, the proposed development will have a relatively small sewage flow for the size of the property and buildings will be equipped with water conserving fixtures and will comply with State and local building codes to reduce overall sewage and greywater flow. Unavoidable wastewater-related impacts for the Preferred Alternative Plan should be nearly identical to the Proposed Project as the changes associated with the Preferred Alternative Plan do not yield a significant reduction in occupied spaces and the proposed method of wastewater collection, conveyance, and disposal should be the same as the Proposed Project.

- There will be an increase in stormwater generation onsite due to the extent of clearing and the construction of 77.23± acres of impervious surface including (buildings, parking lots, loading areas, internal driveways and walkways).
- There will be an increase in commercial solid waste that is conservatively estimated at 16,174.71± lbs./day (8.087± tons/day)¹ under the Proposed Action (or 15,969.2± lbs./day (7.985± tons/day) under the Preferred Alternative) as discussed in **Section 5**. The Town of Babylon has a commercial garbage district which the tenants must utilize. Dumpsters and/or compactors will be provided onsite for use by future tenants.
- There will be a small potential increase in demand for emergency services (police, fire, and associated ambulance services). However, the project does not place strain on the school district and instead will provide property tax revenues to support its operations.
- There will be increased demand for nonrenewable energy services (electricity and natural gas, diesel fuel for trucks attained offsite); however, existing electric and gas utilities and service providers are expected to provide service through their rate/tariff structures as is routinely the case. To offset impacts on energy resources, the Applicant plans to install solar panels on the rooftops. All proposed warehouse/office buildings will be constructed to support the weight/load of solar panels. In addition, wiring for (2) electric passenger vehicle (EV) chargers and two EV truck docks will be installed per building (18 passenger and 18 EV truck docks, total) and every building will be made “EV-Ready” so that the number of EV stations may be increased in the future based on future demand and efficient LED Dark Sky-consistent outdoor lighting will be installed. Outdoor lighting will be controlled by photosensors or timers and indoor lighting packages will be equipped with occupancy sensors and daylight dimming sensors. In addition, three ride share/shuttle stops, at least one bike rack per warehouse, and a 900

¹ Based on 1 lb./100 SF of warehouse per: WasteCare Corporation, 2013. Waste Generated by Industry/Building Type: Industry Standards – Waste Generated by Industry / Building Type (Approximate).
https://www.wastecare.com/usefulinfo/Waste_Generated_by_Industry.htm Multipliers from the National Solid Waste Management Association.

SF bike and alternative transportation storage center are proposed onsite for use by future warehouse workers. This will help support mass transit and low energy transportation alternatives such as bus and train travel from nearby bus stops and train stations. Designated preferred parking areas for carpools will also be provided. The Applicant and project team will continue to work with local utility providers to ensure service is provided. In addition, the project will comply with State building and energy codes to reduce overall energy demand and high-efficiency HVAC systems, equipment and mechanical systems will be installed. See **Section 4.4** below.

4.2 Irreversible and Irretrievable Commitments of Resources

This subsection is intended to identify those natural and human resources discussed in **Sections 2.0** and **3.0** of this DEIS that result in irreversible and/or irretrievable commitments of resources and raw materials due to consumption, conversion or will otherwise be made unavailable for future use as a result of the Proposed Action. Irretrievable and irreversible commitments of resources involve primarily the commitment of natural resources on-site, many building materials used in construction, and consumption of nonrenewable energy resources.

The Proposed Action will result in the following irreversible and irretrievable commitments of resources:

- Natural vegetation and wildlife habitat estimated to comprise 93.78± acres of the site will be removed, and some resident wildlife will be displaced or lost due to clearing that is necessary to develop the site. A total estimated 16.3± acres of the site will be revegetated/landscaped including 14.5± acres landscaping and 1.81± acres vegetated recharge basin, and a 0.24± decorative pond (landscape feature). Adding this to the 6.33± acres to the area to remain natural will result in 22.88± acres of the site being vegetated or landscaped, including the decorative pond. The 14.5± acres of landscaping and 6.33± acres of retained woodlands, predominantly provided in the form of perimeter buffers, will serve as preserved green space to help protect some of the habitat and more specifically human tolerant wildlife on the site, such as common birds (bluejay, black-capped chickadee, grey catbird, house wren, Northern cardinal, American crow, etc.), Eastern grey squirrels, Eastern chipmunks, racoons, butterflies, moths, fowlers toad, garter snake, and others.
- Materials used for construction of the buildings and associated equipment and appurtenances possibly including but not limited to any wood, concrete, fiberglass, steel, aluminum, asphalt, etc. with the potential to recycle some materials in the distant future when the buildings are removed in accordance with the requirements of the Town of Babylon Solid Waste Management Plan. All tenants will be required to utilize the Town of Babylon Commercial Garbage District.
- Energy used in the construction, operation and maintenance of future on-site buildings and uses including nonrenewable fossil fuels (i.e., motor oil, diesel fuel, and gasoline associated with site preparation and construction using heavy equipment, as well as

natural gas for the proposed buildings, and any nonrenewable fuels used to generate electricity offsite for delivery to the project site).

- Human and fiscal resources associated with the proposed development will be a large component of the irretrievable commitment of resources for the Proposed Project. From the outset, significant capital investments are required for land acquisition, holding costs, planning and design, community and interagency coordination, site preparation, and the construction of infrastructure. These financial outlays are compounded by the need for extensive architectural design, engineering, and environmental studies, all of which demand the expertise of highly specialized professionals. Furthermore, the project will require substantial labor resources across multiple phases, including construction, project management, and long-term facility operations. Once these resources are allocated and construction begins, the capital and human efforts become largely non-recoverable, binding the company to the project's completion and ongoing maintenance.

The **Overall Site Plan** and building plans reflect the project sponsor's goal to create a sustainable energy efficient facility. See discussions in **Section 4.1**, above and **Section 4.4**, below discussing rooftop solar, EV ready stations for 18 passenger vehicle parking spaces and 18 truck docks, energy efficient outdoor lighting, heating and cooling. Heating and cooling is only to be provided in office spaces which comprise a much smaller percentage of the proposed total gross floor area (expected to be less than 20% of the total floor area at a maximum), and warehouse spaces will be equipped only with heating to be used during winter months.

As described throughout the DEIS, the Proposed Action embodies sustainable planning by maintaining 6.33± acres of proposed Lot 1 in its natural forested condition, revegetating and landscaping 14.5± acres and 1.81 acres of vegetated recharge area. Additionally, the development will meet sustainability goals of the Town of Babylon by using energy efficient lighting, equipment and machinery and maintain compliance with Town of Babylon Solid Waste Management Plan requirements for recycling of certain solid wastes such as cardboard, paper and plastics. All tenants will be required to utilize the Town of Babylon Commercial Garbage District. The Town of Babylon will encourage recycling and reuse of generated operational waste and a tenant may opt-out to utilize these types of recycling services. Outdoor lighting is subject to the Town's "Dark Skies" lighting standards to minimize energy use and prevent or mitigate light-related impacts. Buildings must comply with applicable State building and energy codes. During site development, construction vehicles should be kept onsite overnight when feasible to prevent excessive vehicle trips and unnecessary and wasteful use of nonrenewable fuels. During future operations, trucks onsite will be restricted from idling unnecessarily for extended periods of time to reduce ambient noise, as well as unnecessary fuel consumption. See also **Section 4.4** for additional discussion of energy use and conservation.

4.3 Growth-Inducing and Secondary Impacts

Growth-inducing effects cause or promote additional development, either directly from new development itself (i.e., “primary” effect) or indirectly as a result of increases in local population, market demands, new or renewed interest in an area due to growth or perceived potential for growth in that community (i.e., “secondary” effect). A primary impact may include, for example, the installation or extension of sewer infrastructure to serve a new development which increases the potential for future development, possibly at greater development density, or an increased residential population that creates a need or opportunity for additional businesses to provide necessary goods and/or services. In this example, the area along the proposed route of the sewer extension (i.e., west along Long Island Avenue to Conklin Avenue, past New Highway) is occupied primarily by existing cemetery and golf course (future cemetery) uses that don’t require or need sewers. A secondary or “indirect” impact is one which is reasonably foreseeable, occurs at a later time or at a greater distance from the site, and is in part the result of the Proposed Action. Secondary impacts can include a wide variety of effects and may include growth inducing impacts.

By design, development consistent with the proposed zoning and the **Overall Site Plan** of the Proposed Action is intended to fulfill a need for storage and stimulate positive economic growth and investment. Based on NPV’s Fiscal and Economic Analysis (**Appendix C**) an estimated 273.7 temporary full time equivalent (FTE) construction jobs during the development process and 1,500 direct long-range full-time operational employment opportunities for truck drivers, warehouse workers, and storage facility office workers, etc. The 273.7 jobs created during the construction period is anticipated to have an indirect impact of 186 employees and an induced impact of 307 employees in other industry sectors, bringing the total impact of the 48-month construction period to 767 jobs (or 658 FTE jobs). The 1,500 total employment jobs during operations will have an indirect impact of 40.85 employees and an induced impact of 417 employees in other industry sectors, bringing the total economic impact of employment to 1,958 total jobs (which is equivalent to 1,836 FTE jobs) during annual operations. This job creation – direct, as well as indirect and induced – is most crucial to Long Island’s economic well-being and presents opportunities for persons who remain unemployed throughout the region.

Labor income is projected to average \$69,053 per year per employee for the 48-month construction period, resulting in nearly \$75.6 million in collective earnings among the 273.7 employees. This labor income is projected to have an indirect impact of over \$16.2 million and an induced impact of over \$19.4 million, bringing the total economic impact of the 48-month construction period to over \$111.3 million in labor income. The 1,500 operational jobs are estimated to generate a total of over \$131.0 million in collective labor income. This labor income will have an indirect impact of over \$2.5 million and an induced impact of over \$26.8 million, bringing the total economic impact of labor income to over \$160.5 million during a stabilized year of operations of the proposed project (See **Appendix C** for additional discussion of direct, indirect, and induced economic impacts).

Additional growth or support services stemming from the proposed project is contingent on numerous factors including land availability, long-range land use plans and zoning that support desired land uses, landowner interests in developing or selling their land, regional economic factors, financing and development costs, demand for new support services, ability to secure project approvals, and others. Increased demand for goods and services from Suffolk Technology Park might include restaurants, delis, coffee shops, convenience stores, and gasoline and diesel fueling stations to provide basic goods and services for delivery personnel and onsite employees.

The intent of the Proposed Action is to provide a land use that is needed in the community and region, is appropriate to this location, and is based on a site plan and zoning that ensures suitable access, site and area circulation, job creation, fiscal and economic growth and overall area vitalization, while providing appropriate setbacks, buffers, screening and numerous other impact mitigations. It is anticipated that the Proposed Action would contribute to an increase in activity in the Hamlets of Wyandanch, Pinelawn, and Wheatley Heights from the site development and future onsite activities, but the site has ample space, frontage and direct access off Little East Neck Road, has or will provide all essential infrastructure and utilities including the public water supply, sewer services, parking, drainage, natural gas and electricity to fully support the development. New employment opportunities associated with the construction, operation and maintenance of the development will not only provide full-time employment opportunities and stimulate economic activity but at full taxation will provide substantial tax revenues to support the proposed development, local taxing districts and area services and facilities. Development associated with the Proposed Action will increase demands for utilities and services as would any future development on the site or growth in the area. The Project Sponsor however seeks to mitigate impacts to local utilities and the surrounding community through collaboration with the Suffolk County Water Authority, the local public schools, and the hamlet communities. As part of the Proposed Action the applicant seeks to establish a utilities easement at the north side of the property to be dedicated to the SCWA so that a water main extension can be made to connect the existing Circle Drive wellfield to Little East Neck Road.

Additional water demand is required to serve this development or alternatively any other development that would be proposed under the proposed Planned Industrial Park-2 (PIP-2) zoning and any future development in the area. However, total water demand is expected to average 73,891± gpd including 67,157± gpd for facility operations and an estimate of 6,734± gpd for landscape irrigation for the 111.39-acre parcel. Additional sewage generated at the site that must be collected and treated by the local sewer district (67,157± gpd) can be easily and effectively managed, treated and disposed of by the local sewer district. The project site is not developed and therefore does not currently use or have on-site sanitary systems or an existing on-site WWTP or sewer connection. However, SCDPW has been considering extension of Sewer District 3 westward with an 8-inch main along Merritt Avenue to North 28th Street. The property is not currently located within any existing sewer districts but is in proximity to Suffolk County Sewer District (SCSD) No. 3 - Southwest which operates a sewage collection system/force main approximately 1.94± miles west of the Subject Property which conveys sewage to

the Bergen Point WWTP for treatment and offshore disposal. By letter dated May 28, 2024, the Suffolk County Department of Public Works (SCDPW), Suffolk County Sewer Agency (SCSA) granted Conceptual Certification for a sewer connection to allow up to 67,158 gpd to be conveyed to the SCSD No. 3 subject to the satisfactory completion of SEQRA and final formal SCSA and State Legislature approvals. Similarly, there will be ample drainage capacity provided to serve the site including a network of catch basins, leaching pools, and a proposed recharge basin at the northeast corner of the site.

Any future projects in the area that may be promoted by the development would be subject to Site Plan/Special Permit, Subdivision, environmental (SEQRA) assessments, community service provider concurrence, public hearings, and other essential permit reviews as applicable to ensure that significant impacts do not occur.

It is expected that the Proposed Action will create demand for, and lead to the extension of certain community services onsite. The cost to meet this increased demand will be offset by property tax revenues and user fees from the development including additional funds for the costliest community service, public education, without increasing district enrollment, as well as reduced energy costs through the contribution of on-site solar generated electricity to local public schools and the adjoining residential communities. All proposed warehouse/office buildings will be constructed to support the weight/load of solar panels.

In balancing the assessment of growth and its associated impacts, the “triple bottom line” of responsible growth through social, economic and environmental factors is critical. The factors noted above suggest that impacts from the proposed development can be implemented in accordance with applicable standards, without resulting in significant impacts from any possible minor incremental growth, while providing benefits to the community in the form of construction and long-term jobs, local investment, economic growth, and an increase in property tax revenues without significantly increasing service demands, particularly public schools.

4.4 Energy Use, Energy Conservation, and Greenhouse Gas Emissions

4.4.1 Energy Use and Energy Conservation

An energy estimate was prepared to determine the potential effect of the project on energy supplies and demands. The City of New York’s CEQR (“City Environmental Quality Review”) Technical Manual² can be a useful tool for assessment of environmental impacts based on the quantified and formulaic approach used in this manual. The approach used in this manual is based on years of assessment experience and a large volume of project reviews. Using this resource, an estimate of energy use was prepared. As noted, the CEQR Technical Manual is often used as a reference in similar SEQRA energy reviews, but states that “[i]n most cases, a

² New York City Office of Environmental Coordination. (2021). City Environmental Quality Review (CEQR) Technical Manual. Retrieved from https://www.nyc.gov/assets/oec/technical-manual/2021_CEQR_Technical_Manual.pdf

project does not need a detailed energy assessment, but its operational energy consumption is often calculated.”

Based on the CEQR Technical Manual multipliers for industrial and commercial land uses the following estimate of energy use:

**TABLE 4-1:
PROPOSED ENERGY USE CALCULATIONS**

Use Type	Area Dedicated to Use (SF)	Energy Use Rate (MBtu/year/SF)	Total Energy Use (MBtu/year)
Industrial (Warehouse)	1,513,741	554.3	839,066,636
Commercial (Office)	104,000	216.3	22,495,200
Total	1,617,471	-	861,561,836

ALTERNATE

Use Type	Area Dedicated to Use (SF)	Energy Use Rate (MBtu/year/SF)	Total Energy Use (MBtu/year)
Industrial (Warehouse)	1,513,741	32.3	48,893,843
Commercial (Office)	104,000	65.6	6,822,400
Total	1,617,471	-	55,716,243

See LEAF Part 1 in **Appendix A-1**.

The Applicant has no plans to install any generators on site as part of the business park development. However, future tenants may request the installation of a back-up generator as part of their tenant improvement package. The type, quantity, and location of these back-up generators unknown at this time but would be subject to Town approvals as part of the permitting process.

HVAC for the office suites will be powered using electricity. The warehouse space will be equipped with ceiling-mounted gas-fired space heaters to be used only during the winter months. Summertime cooling is not proposed for warehouse spaces at this time.

An increase in the consumption of energy resources, is always expected from development, especially development on a relatively large (100.11-acre) vacant property (proposed Lot 1), regardless of whether the site is proposed for residential, commercial, light industry or mixed-land uses. Increased energy use and demand will undoubtedly result from the Proposed Action and site development and any alternative buildout of the site under existing zoning. This increase, however, is part of incremental growth on a vacant privately owned property that has certain inherent development rights. Even though the property is quite large, its energy demands are minimal compared to total regional supply and demand and is further offset by significant solar energy collection and EV-ready charging facilities, therefore having a relatively small impact on local utility companies’ energy delivery, subject to final utility service outreach,

agreements and site connections. Moreover, the subject project must comply with applicable land use, zoning, building, lighting, and environmental and energy regulations, therefore, providing a development that is sustainable to the extent practicable considering the size of the vacant property.

Electric and natural gas services, as with water and sewer, are available or can be provided through nearby service connections and extensions. Future buildings will be constructed consistent with current State building codes, and new building construction in the State of New York must conform to applicable statewide energy codes. The New York State Energy Conservation Construction Code is promulgated by the State Fire Prevention and Building Code Council pursuant to Article 11 of the New York State Energy Law. The New York Energy Code is contained in Title 19 of the New York Codes, Rules and Regulations (“NYCRR”), Part 1240, and in the publications incorporated by reference in 19 NYCRR Part 1240. The 2020 Energy Conservation Construction Code of New York State (“ECCC”) is currently in effect. The ECCC addresses the design and construction of energy-efficient building envelopes and the installation of energy-efficient mechanical, lighting and power systems through requirements emphasizing performance. The ECCC establishes minimum requirements for energy-efficient buildings using prescriptive as well as performance-related provisions.

Development in accordance with current building and energy standards typically rely on more energy-efficient building materials (e.g., insulations, windows, weather stripping, door seals, etc.) than in the past as well as the installation of more modern and efficient mechanical systems (e.g., Energy Star or other energy conserving air conditioners, heating systems, HVAC systems, water heaters, heat pumps, etc.) is anticipated, which would minimize the amount of energy resources required compared to the less efficient materials and systems used in the past. Incorporation of such energy-conserving measures is not only called for by the State of New York through its Building and Energy Conservation codes but is a sensible building construction and site occupation practice, particularly in light of the increasing costs and declining supplies of nonrenewable energy resources. Each proposed building will be designed with the structural capacity to support future roof top solar installations and a total of 10 EV-ready electric vehicle charging station locations, including curbed islands and installed electrical conduits, to support the potential future installation of charging stations. Loading dock seals will be installed in all truck bays to reduce mixing of indoor air with outdoor air thereby reducing the need for wasteful heating in warehouse spaces. Also, as noted in **Section 3.4** of this DEIS, exterior lighting must conform to the requirements of Town Code, which include Dark Sky Compliant. These standards and regulations not only address potential visual and nuisance impacts that can sometimes be associated with outdoor lighting, including site, parking lot, and private street lighting, but also to reduce energy demand through the use of energy efficient light bulbs, conformance to maximum illumination standards, encouraging the use of photocells, light sensors and timers to limit the period that outdoor lighting is on and various policies to prevent over-lighting, light trespass, skyglow and glare, which can occur in part by excessive lighting.

It is expected that necessary utilities will be extended onto the site to meet the final anticipated energy demand of the project. Initial contact has been made to area utility providers, PSEG LI and National Grid, and the Applicant will continue to collaborate with these providers throughout the approval process and beyond to ensure service.

Finally, it should be noted that there will be an increase in the use of nonrenewable energy resources, such as gasoline and diesel fuel during the site preparation and construction phases of the proposed project to power heavy vehicles, equipment and power tools, as well as ongoing yard and building site maintenance. These impacts are expected to be of short and/or intermittent duration and are largely unavoidable impacts. Trucks used in daily operations will also consume nonrenewable fuels but will perhaps be further reduced in the future by more efficient alternative energy using vehicles as these technologies become more viable and cost effective.

Based on the foregoing, nonrenewable energy resources will be consumed as part of this project; however, the overall impact on regional supplies will be negligible. Modern vehicles are becoming increasingly more efficient, and some vehicles now utilize alternative fuels to reduce the consumption of nonrenewable resources. The Applicant will continue to work with applicable utilities during the Town review and permitting processes to secure necessary services.

4.4.2 Greenhouse Gas Emissions

Additional energy demands are expected from the proposed project including the use of nonrenewable fossil fuels that generate emissions from the operation of heavy vehicles, single-occupant and multi-occupant passenger vehicles, use of natural gas, and generation of electricity offsite. These emissions are a scientifically established contributor to global climate impacts through a mechanism known as “the greenhouse effect,” and are termed “greenhouse gases.” The following description and discussion of greenhouse gasses (“GHG”) is taken from the document, “Guide to Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements” (**NYSDEC, 2009**).

Global climate change is emerging as one of the most important environmental challenges of our time. There is scientific consensus that human activity is increasing the concentration of GHGs in the atmosphere and that this, in turn, is leading to serious climate changes. Climate change will continue to adversely affect the environment and natural resources of New York State, the nation, and the world.

There are six main GHGs: carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Evaluation of the emissions of each of these GHGs could potentially be included in the scope of an EIS.

Emissions of CO₂ account for an estimated 89% of the total annual GHG emissions in New York State. The overwhelming majority of these emissions - estimated at 250 million tons of CO₂ equivalent per year – are from fuel combustion. Overall, fuel combustion accounts for approximately 89% of total GHG emissions. (N₂O and CH₄ also result from fuel combustion.) Additional GHG sources include electricity distribution (SF₆); refrigerant substitutes (HFCs); the management of municipal waste, municipal wastewater, and agriculture (CH₄ & N₂O); natural gas leakage (CH₄); and others.

SEQRA requires that lead agencies identify and assess adverse environmental impacts, and then mitigate or reduce such impacts to the extent they are found to be significant. Consistent with this requirement, SEQRA can be used to identify and assess climate change impacts, as well as the steps to minimize the emissions of GHGs that cause climate change. Many measures that will minimize emissions of GHGs will also advance other long-established State policy goals, such as energy efficiency and conservation; the use of renewable energy technologies; waste reduction and recycling; and smart and sustainable economic growth. This policy is not the only state policy or initiative to promote these goals; instead, it furthers these goals by providing for consideration of energy conservation and GHG emissions within EIS reviews.

In general, it is critical that new development proposals consider designs and practices that reduce emission of greenhouse gases to a practicable extent. Greenhouse gas emissions result from combustion of fossil fuels, including direct/ indirect emissions and stationary and mobile sources. The area surrounding the Subject Property is occupied by mostly single-family homes and their occupants have one or more motor vehicles that utilize nonrenewable energy resources and contribute to greenhouse gas emissions.

The Proposed Action and **Overall Site Plan** will incorporate mandatory NYS Energy Code features and is located 1.25± miles from Amityville Station and 1.0± from Pinelawn Station as measured from the intersection of Little East Neck Road and Long Island Avenue. The area is also served by Suffolk Transit Bus Routes 3, 4 and 12 with the closest stops being Bus Route 12's to the north along Colonial Springs Road. Three ride share/shuttle stops are proposed on the Subject Property and bike racks will be provided for every building built onsite. Again, initially 18 EV-ready electric vehicle charging stations will be made available to support the needs of people with EV vehicles and to assist in the transition from gasoline powered vehicles to cleaner and more energy efficient electric vehicles and designated preferred parking for carpooling will be provided. Shade trees and the enhanced landscape design will help to reduce the urban heat island effect. Also, as previously discussed, the Proposed Action includes the installation of solar panels on warehouse roofs in accordance with the County's solar program to generate electricity for the school district and potentially reduce energy costs for area residents.

These factors are expected to ultimately reduce inefficiencies associated with more conventional development patterns under the existing zoning and will promote sustainability

that minimizes the impact of energy generation/consumption and generation of greenhouse gases.

4.5 Construction-Related Impacts

4.5.1 Existing Conditions

Construction-related activities are an inevitable part of all development actions including future development of the 100.11-acre development site (Lot 1) as long as the land is vacant and held in private ownership. Future development of the property under the proposed PIP-2 zoning will result in clearing, grading, soil excavation, construction of foundations/slabs, buildings, parking lots, internal streets or driveways, and installation of and connection to necessary drainage, drinking water, and sewage collection and disposal infrastructure, and energy service lines (See **Chapter 5, "Alternatives,"** for an assessment of future single-family development (one home for every 12,500 SF lot) that would be permitted on the site under existing A Residential District zoning and potential impacts). Based on the February 5, 2021 Phase I Environmental Site Assessment ("ESA") prepared by NPV there were no recognized environmental conditions, controlled recognized environmental conditions, *de minimus* conditions, or historic recognized environmental conditions that would suggest that hazardous contamination is present onsite. Since the site does not involve any demolition or redevelopment and is considered to be free of any existing hazardous site conditions or past contamination, no cleanup of the subject property is necessary other than proper handling and recycling or disposal of construction debris during the construction process.

The subject property has 1,690 feet of frontage and direct access off of Little East Neck Road. As such, construction traffic, including large trucks, will utilize this road to access the site from the south. Access to the site will be provided via two access points and internal driveways: one near the northwest corner of the site and the second 960± feet south of that. The two access points will provide construction access as well as future truck and vehicle access once in operation and facilitate onsite traffic circulation, ensure traffic safety during emergency and non-emergency conditions and efficient distribution of traffic to and from the site.

As described in Section 1, the proposed construction activities are anticipated to occur in three main phases over the course of 5.5 years. Phase One is expected to take approximately 18 months to complete and Phases Two and Three are expected to take approximately 15 months each to complete. The commencement of each successive phase does not immediately coincide with the termination of the previous phase, so although it is expected to take 5.5± years for the site to be fully developed, the total construction time to complete the three phases of development is expected to be 48 months. Construction vehicles are anticipated to be limited to daily worker arrivals/departures, which are anticipated to occur during AM and PM peak hours of the roadway; however, the number of construction workers will be less than the operational employees anticipated once the Proposed Project is completed and operational. Similarly, while truck traffic is anticipated to be necessary during certain phases of construction (most notably for drainage/utility installation, overall site clearing/tree removal,

periodic delivery of supplies and initial mobilization of equipment on the site), trucks anticipated during construction activities are anticipated to be below the number of anticipated trucks once the site is operational. Significant adverse traffic impacts are not expected to result from the proposed project during operations based on the proposed access locations, access design, and the projections and findings of the Traffic Impact Study (TIS) prepared by Nelson + Pope, dated October 2024 (see **Appendix D** for full TIS). Therefore, no significant traffic impacts are anticipated during construction activities, which would generate fewer cars and trucks than anticipated during operations. The project team has worked in coordination with applicable involved and interested agencies, local service providers, the Town's engineering and traffic safety divisions and outside traffic consultants, the Town Fire Marshal's office, the New York Metropolitan Transportation Authority (MTA), and others to address their comments and concerns and the Applicant and project team are committed to work with these agencies, departments, and organizations throughout the review process (see **Appendix J** for correspondence to and from the referenced agencies and organizations).

4.5.2 Impacts

The property is privately owned, and construction/use of the property will eventually occur on the property with or without the Proposed Action; however, it is recognized that the plans being advanced are for an essential viable land use that is consistent with the standards and restrictions of the proposed PIP-2 zoning code that will stimulate beneficial economic growth on a large and undeveloped industrially zoned property. Site preparation and construction is a short-term or temporary impact; however, given the size of the property, proposed development, and the timeframe it will take for completion (48 months), increased activity onsite in the form of clearing, soil disturbance, dust generation, erosion, increased construction traffic, and daytime noise can be expected. These factors would occur whether the site was developed for as an industrial park, warehouse facility, or pursuant to its current zoning but can be managed and minimized through compliance with Town and other applicable laws, the project's redesign based on community input, and the many mitigative strategies identified by this DEIS.

Soil on-site is clean, deep, well-drained and has very few limitations for development. Topography is generally flat to gently sloping with only one small area of gentle-to-moderately steep slopes in the northwest corner. The site is also quite large, allowing for soil that is excavated to construct or install subsurface improvements (slabs, a recharge basin, subsurface drainage structures, underground utilities and services, etc.) to be easily reincorporated back into the site by backfilling and integrative grading, without the need or significant need for the import or export of large volumes of soil. The property is also large enough that it can easily accommodate needed temporary parking and staging areas for trucks and equipment to help reduce construction-related trips to and from the site where possible. Nevertheless, construction traffic can easily and directly access the site from local highways, thereby further reducing any potential disturbance to residential neighborhoods. Use of required drainage, erosion, sedimentation and dust controls, including:

- installation of a construction fence with windscreen around the perimeter of proposed work areas;
- silt fencing;
- designated onsite stockpile areas surrounded by silt fencing;
- curb and drain inlet protection;
- concrete washout areas;
- stabilized construction accesses;
- wetting bare soil (as needed) to control dust;
- staging all construction and worker vehicles on-site when practical; and
- implementing standard construction best management practices and complying with permissible construction hours pursuant to Chapter 50 of the Town Code to control noise will reduce potential impacts from site preparation and on-site construction activities.

The attached Grading and Drainage Plans and Soil and Erosion Control Plans will be reviewed by the Town's Stormwater Management Officer and/or the Town Engineer. An NYSDEC State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activity (GP 0-15-002) is needed.

4.5.3 Mitigation

Site preparation and construction activity mitigation identified by this DEIS includes the following actions:

- Clearing and rough grading of the site will be conducted in accordance with the approved Site Plan and under the supervision of the Town Building Department.
- Concrete washout areas will be provided near all construction exits to wash dust and sediment from trucks and equipment.
- Stabilized construction exits will be installed to reduce the potential for tracking soil on to public streets.
- Erosion and sediment controls including work perimeter silt fencing and drainage inlet protection around all grated drainage inlets will be installed to prevent sediments from being deposited in catch basins and subsurface drainage structures. Areas to remain undisturbed including buffer areas and Lot 2 will be identified in the field to prevent accidental encroachment.
- Dust control in the form of soil wetting will be conducted if and as needed based on weather and other factors.
- Reseeding, landscaping, paving and construction will be implemented as soon as possible after ground disturbance to stabilize exposed soils.
- Drainage infrastructure will be installed to meet the requirements of the Town and will be designed to the satisfaction of the Planning Board and Town Engineer.

- Project developers will strictly abide by the requirements of a SPDES General Permit for Stormwater Discharges from Construction Activity and Stormwater Pollution Prevention Plan (SWPPP) to minimize adverse effects from erosion, sedimentation, and stormwater runoff.
- Clean soil that is excavated from the site that has suitable texture shall be reincorporated (backfilled or regraded) back into the site to the extent practicable to prevent unnecessary shipments of soil off site.
- Construction debris and excess soil shall be responsibly managed onsite and removed as soon as possible and disposed, recycled or reused at approved licensed or registered facilities.
- Vehicle, equipment and material staging areas and designated stockpile locations will be provided on-site and stockpiles will be stabilized if they are to remain for more than a few days.
- Construction activities will be restricted to permissible hours of the day and days of the week as prescribed by Chapter 156, "Noise," of the Town Code (8:00 AM through 7:00 PM Monday through Friday, except for major holidays).
- A recommendation for the tenants to develop and implement waste reduction and recycling policies and programs.

4.6 Cumulative Impacts

Cumulative impacts result when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action are added to or exacerbated by other recently approved, pending or reasonably foreseeable future actions.

Regarding traffic, Nelson + Pope (N+P) reached out to the Town to request information on any planned, pending or recently approved projects in the immediate area that might have an additive impact on the area and its environmental resources. The Town indicated that there were no significant other planned projects. Any minor projects in the area will be accounted for by the background growth rate.

SECTION 5.0 ALTERNATIVES

5.0 ALTERNATIVES

5.1 Introduction

The State Environmental Quality Review Act (SEQRA) requires that every Draft Environmental Impact Statement (DEIS) include an assessment of project or action alternatives. This stage of environmental review provides the context and analytical framework for identifying, describing, comparing, and assessing alternatives to a proposed course of action that may, after review and assessment, be found to reduce impacts, provide greater benefits and potentially become the preferred course of action. It also provides for a broader examination of overall site, project design and construction issues and creates the foundation for more informed decision-making by the Lead Agency and other involved agencies. Alternatives may include changes to an action's location, size, scale, design, layout, density, intensity, alignment, orientation, methods and technologies, phasing, and/or other reasonable modifications, considering the objectives and capabilities of the project sponsor.

SEQRA specifically requires that each DEIS contain a comparative assessment of what it refers to as the "No Action Alternative." The No Action Alternative provides a basis from which to identify, characterize and assess future conditions and potential environmental impacts and benefits that are likely to result in the future in the absence of a particular action. SEQRA requires that analyses of project alternatives be conducted at a level of detail sufficient to facilitate a comparison of impacts and mitigations by the Lead Agency and all involved agencies as defined by SEQRA.

The alternatives considered for the Subject Action are as follows:

Alternative 1: ("No Action Alternative")

Alternative 1 is the "No Action Alternative." The No Action Alternative for the subject action is intended to identify the conditions that may be expected in the future if the project, including the proposed two-lot subdivision, zoning code amendments, rezoning and site plan for the proposed warehouse facility is not undertaken. The No Action Alternative provides a baseline for an assessment of future impacts and benefits under existing conditions and a foundation for comparing and contrasting the effects of a Proposed Action with *status quo* conditions or in the case of a change of zone as in this instance, a development that is consistent with existing zoning. As the subject property is currently zoned A Residence, redevelopment of proposed Lot 1 (100.11 acres) under the existing zoning would permit approximately 279 new single-family homes, if the homes are connected to sewers,¹ and associated residential roadways and other

¹ The estimate yield is based on a standard yield assumption of approximately 20 percent of the property required for access roadways and stormwater management and the remaining 80 percent would be available for residential lots with a minimum lot size of 12,500 SF per lot per A Residence area requirements and homes are connected to sewers per SCDHS requirements.

improvements. It is clear that such a development could not conceivably be converted back to a cemetery use in the future as is required by the land owner Pinelawn Cemetery d/b/a Pinelawn Memorial Park and Arboretum ("Pinelawn") with all lots being singly and separately owned. Therefore, the No Action buildout under current A Residence zoning is not feasible for the land owner considering its long-range objectives and mission. As a result, the No Action Alternative for this review includes an assessment of conditions if the subject property remained in its current state with no changes until such time as it is needed for use as a cemetery — a hundred or more years from now.

Alternative 2: ("Preferred Alternative")

This alternative (Alternative 2) involves a very similar project and approval process as the Proposed Action but would be modified to address key issues raised by the public and involved and interested agencies during preliminary public outreach. This includes providing deeper building setbacks opposite residential uses, a greater amount of preserved green space, enhanced perimeter buffers and screening, and relocation of the proposed recharge basin farther to the west away from North 28th Street from the currently proposed 25 feet to more than 120 feet. These changes would also require a reduction in total building coverage from 1,617,471 SF to 1,596,921 SF or -20,550 SF; although, the total number of buildings (nine) would stay the same. The north ends of warehouse buildings 3 and 4 would be reduced in length by 112± feet and the section of the north access road adjacent to these buildings would be realigned farther to the south providing an additional 108 and 110 feet of building setback for the adjacent residential neighborhood to the north. This would bring the total Building 3 and 4 setbacks to 303'6" and 316'8" from the northerly property boundary and over 400 feet from the closest home. It also would offer greater separation between the north access road and northerly property line and homes in the Circle Drive neighborhood. With these adjustments, the total number of proposed parking spaces would increase by 60 from 1,880 to 1,940, including 57 ADA accessible spaces and 90 landbanked spaces. Total truck loading spaces, however, would decrease by 19 from 403 to 384. See **Preferred Alternative Plan (Attachment 2)**.

Alternative 3: Future Cemetery Use

Alternative 3 examines the potential impacts from using the entire 111.39-acre property as a cemetery much like the existing cemetery to the west pursuant to Pinelawn's mission and long-range planning at some time in the distant future. This would first involve the removal of the currently proposed warehouses, parking lots and loading areas while retaining some of the existing onsite infrastructure (water, sewer, site accesses, etc.) for the future cemetery uses and construction of mausoleums, maintenance building(s), outdoor storage areas, and possible office and restrooms) after the conclusion of the lease. Overall building and impervious site coverage would be significantly reduced. A network of cemetery roads will be constructed to facilitate

convenient access to interment areas and individual gravesites, but some of the currently proposed roads and parking areas may be retained for this purpose. Additional vegetative clearing may also be needed over time to provide space for burials while retaining a suitable 50+ foot vegetative perimeter buffer and screening. Most of the site would be planted with ornamental grasses and intermittent ornamental and/or native trees to enhance aesthetic qualities, provide shade and screening where needed. **Figure 5-1** provides a conceptual plan of what a future cemetery use on the Subject Property may look like including 50-foot wooded perimeter buffers, mausoleums and other minor buildings or structures as needed, grid or curvilinear cemetery roads, and extensive lawn interment areas.

The Subject Property is expected to accommodate tens of thousands if not more burial plots marked by monuments and grave stones. Burials and site maintenance activities would be periodic and ongoing, including operation of backhoes and small dump trucks during interments, possible temporary stockpiling of soil at an onsite stockpiling area with periodic off-site shipments for use elsewhere. During the late spring, summer and early fall, operation of lawn mowers, string trimmers, hedge trimmers, and fertilization and irrigation of the grounds is expected.

Traffic would be generally light-to-moderate and intermittent considering the size of the property, with increased activity during funerals/funeral processions, weekends when weather is fair, and some holidays such as Mother's Day and Father's Day and no traffic activities between dusk and dawn. Access would likely be provided at the same or similarly located access points as the currently Proposed Action and Preferred Alternative (i.e., off Little East Neck Road, near the northwest corner and south-central end of the west side of the Subject Property). Finally, it should be noted that tax revenues generated by the currently proposed Suffolk Technology Park would be lost once the lease ended and the site reverted to a tax-exempt cemetery in the future.

5.2 Alternative 1: No Action

The No Action alternative assumes that the 111.39 property will remain vacant except for the existing 11.28 cemetery interment area at the southeast corner of the property which will be retained as an existing and possible additional cemetery interment area in the future. The 100.11-acre portion of the property (currently proposed Lot 1) would be left in its existing natural undeveloped condition for more than 200 years when additional space could be needed for burial plots. This alternative is essentially consistent with the Subject Property's existing conditions outlined in **Sections 2.0 and 3.0**; therefore, the pros and cons of the No-Action (Status Quo) alternative are summarized below.

There would be no new clearing, ground or site disturbance, no construction, and no other activities on the subject 100.11-acre site under this alternative for more than two centuries. There would be no modifications or impacts on the land or its natural resources, no removal of

habitat, no building construction or paving, and no changes, positive or negative to the property or community, and no additional demand for community services.

The privately owned property, which is owned by Pinelawn, is intended to eventually be used as a cemetery sometime in the future, pursuant to Pinelawn's mission. As such, the property would remain vacant and undeveloped with no economic or beneficial land use of the site for more than 200 years until such time as it was needed for burials.

The revenues that would be generated for Pinelawn from the proposed subdivision, PIP-2 rezoning, and lease of the property as the Suffolk Technology Park would be lost. This would result in a substantial loss of permanent maintenance funds that the land owner would otherwise use for cemetery projects and renovations. The permanent maintenance fund is used when a cemetery runs out of available interment space to maintain the cemetery's appearance and to avoid abandonment that could become a financial burden on the Town in such case pursuant to Town Law Section 291, "Burial grounds."

The community and local taxing districts would also not receive the benefit of future property tax revenues at full assessment that would help support local community services, especially the school district, if the property is not developed under the proposed PIP-2 zoning as a technology park.² Holding the 111.39-acre property as a vacant unused site without any economic use, whatsoever, also places an unreasonable economic loss and strain on the land owner and its facilities for an extended period of time. This is the case since use of the land "temporarily" for single-family development, as a school, university or college, or other similar A Residence use is not practical if the use is to be converted to a cemetery in the future. This is also not consistent with the Applicant's goals and objectives.

Leaving the site in its current, natural condition, has many environmental, ecological and traffic benefits as there would be no additional clearing, no loss of habitat, no demand for potable water, energy, wastewater treatment or solid waste pickup and disposal and no increase in traffic activity. However, leaving the site in its current, natural condition would also subject it to further destructive and dangerous activities. In the recent past, the site has been subject to vandalism, illegal dumping, as well as trespass involving ATVs. Pinelawn has tried to secure the area but fencing and other measures were frequently destroyed or breached.

The vacant property under the No Action Alternative would also not generate additional stormwater runoff that must be captured and recharged into the ground or require the use of energy resources or additional public services and would not require sewer services and likely less fire, police and ambulance services. At the same time, the No Action Alternative would eliminate the possibility of establishing this much-needed warehousing/storage facility to provide essential storage space to help meet the area's growth demands and the changing economy which is increasingly relying on this type of land use. Industrial land uses are an

² Note: The cemetery use is currently tax exempt but uses at the future Suffolk Technical Park would be taxed subject to any future PILOTS that a future lessee might seek.

essential component of economically sustainable communities, particularly when they are relatively clean light industrial uses such as a warehousing facility, but are in short supply in the region, due to land and operational costs, land area requirements, limited or restricted access to major highways, and insufficient zoning for industrial uses.

In addition, opportunities for new job creation (e.g., construction jobs, truck drivers, forklift drivers, warehouse workers, management personnel, administrative assistants, accountants, building and site maintenance workers, etc.) and increased local spending at area businesses would be lost and the potential for free, clean and renewable energy for nearby residents from the facility's proposed acres of rooftop solar would not be possible.

5.2.1 No Action Summary

Table 5-1 provides a quantitative comparison of the No Action/No Build Alternative (Alternative 1) with the proposed project and summarizes the potential impacts and benefits of this alternative. Although there are numerous environmental benefits from the No Action Alternative, this scenario is not in keeping with the goals of the land owner, Pinelawn, and the applicant and developer, Bristol Suffolk, LLC, and is impractical, untenable, and unreasonable for privately owned land that must remain vacant until needed more than 200 years from now. This, as previously noted, would place an economic hardship on the property owner in terms of generating maintenance and capital improvements funds for the adjacent cemetery and potential costs to the Town for the same.

Foregoing development of the site also would result in the loss of various community benefits such as new construction jobs and subsequent facility operational jobs, fiscal benefits upon full property tax assessment that would serve the local school district without increasing the number of school age children in the district, and additional tax revenues for area emergency service providers, especially at full assessment should lessees seek PILOTs from the IDA. This alternative would also preclude the possibility of greatly needed warehousing facilities to serve the area and region and would help to stimulate economic activity at local businesses (restaurants; fueling stations; businesses providing equipment, supplies and materials needed to operate and maintain the warehouses and their office spaces, etc.). Since this property is quite large, must be made available for cemetery use in the future per the land owner, and is currently undeveloped, continued pressure for some type of land use that can be eventually removed in the future is expected (not the estimated 279 single-family homes that might be possible under the existing A Residence zoning if connected to sewers).

TABLE 5-1
SITE AND PROJECT CHARACTERISTICS

Existing No Action Alternative Conditions vs. Conditions under the Proposed Plan

Parameter	Existing Conditions	Proposed Project
Land Use	Vacant/Wooded	Warehouse and Warehouse-Office (Suffolk Technology Park)
Total Number of Buildings Proposed	0	9
Warehouse Storage Space (SF of Gross Floor Area) ⁽¹⁾	N/A	1,516,071±
Warehouse Office Space (SF of Gross Floor Area) ⁽¹⁾	N/A	101,400±
Total Building Area	0	1,617,471
Site Coverages (acres):	---	---
Buildings	0	37.13
Paved Parking Lots, Internal Streets, Driveways, Walkways	0	40.1
Forest, Field or Naturally Vegetated	98.86	6.33
Landscaping	1.25 ⁽²⁾	14.50 ^(2,3)
Existing Cemetery (Lot 2 of Proposed Action)	11.28	11.28
Stormwater Recharge Basin	0	1.81
Decorative Pond	0	0.24
Total	111.39	111.39
Water Resources:	---	---
Indoor Water Use (gpd)	0	67,157 ⁽⁴⁾
Irrigation Over 20-Week Season (gpd)	0	6,734 ⁽⁵⁾
Total Water Use (gpd)	0	73,891
Sanitary Waste Generation:	---	---
Total Sanitary Waste Generation	0	67,157 ⁽⁴⁾
Wastewater Treatment System	N/A	SCSD #3 - Bergen Point WWTP
Vehicle Trips Generated (vph):	---	---
Weekday AM Peak Hour	0	444 409 cars/35 trucks ⁽⁶⁾
Weekday Midday Peak Hour	0	395 351/44 trucks ⁽⁶⁾
Weekday PM Peak Hour	0	747 725 cars/22 trucks ⁽⁶⁾
Saturday Midday Peak Hour	0	241 234 cars/7 trucks ⁽⁶⁾
Miscellaneous:	---	---
Employees (FTE) (Construction/Post Construction)	0	767/1,957 ⁽⁷⁾
Total Taxes (\$/year)	\$0	\$5,617,898 ⁽⁸⁾
School Taxes (\$/year)	\$0	\$3,686,720 ⁽⁸⁾
Parking Spaces	0	1,880, including 57 ADA, 122 Land banked, plus 403 truck spaces ⁽⁹⁾

Parameter	Existing Conditions	Proposed Project
Loading Berths	0	403 ⁽¹⁰⁾
Solid Waste (Garbage) Generation (lbs./day)	0	16,174.71 ⁽¹¹⁾

Notes: gpd - gallons per day; vph-vehicles per hour

- (1) The final square footage of warehouse to warehouse office space will be contingent upon the needs of the company occupying the space.
- (2) Does not include the maintained lawn and landscaped portion of the existing onsite cemetery.
- (3) Includes 12.33± acres of proposed native well-adapted groundcover, plants, shrubs and trees that are not expected to require long-term maintenance including and routine summer irrigation and periodic fertilization, and 2.17± acres of ornamental species (mainly lawn) that will likely need long-term maintenance.
- (4) Conservative water and sewer estimates based on comparable land uses including Hillsboro Technology Center and Heartland Business Center and SCDHS sanitary flow multipliers. The proposed on-site sewage pump station and force main will have a capacity of 68,000 gallons per day.
- (5) Assumes 2.17± acres of lawn and non-native ornamental plants requiring long-term maintenance. Landscaping irrigated at 16.0 inches over the 20-week (140-day) irrigation season. An estimated 12.33± acres of native/suitably adapted plant species for this site would require only temporary irrigation, would be planted in phases as development occurs, and are not included in this calculation. Total irrigation including short-term and long-term lawn maintenance to ensure all plants' survival is 44,995± gpd during a 20-week irrigation season if all landscaping was planted at once and irrigated, increasing the total temporary water demand to a theoretical peak demand of 112,152± gpd based on 67,157± gpd indoor/domestic demand and theoretical 44,995± gpd of irrigation water. However, this number will not occur since the project will be built in three phases precluding the need for irrigation of all future landscaping simultaneously.
- (6) See Traffic Impact Study provided in **Appendix D-1** for methodology.
- (7) Includes direct, indirect and induced jobs
- (8) Based on full occupancy and full taxation (see **Appendix C**)
- (9) 1,618 spaces required based on proposed PIP-2 requirement of one space per 1,000 SF of floor area (1,880 provided, 262 additional spaces). Includes 122 landbanked parking spaces and 57 handicapped/ADA accessible spaces.
- (10) Maximum number of loading berths permitted is 405 based on the proposed PIP-2 requirement of one berth per 4,000 SF of floor area (403 provided)
- (11) Assumes 1 lb./100SF/day of warehouse space per: WasteCare Corporation, 2013. Waste Generated by Industry/Building Type: Industry Standards - Waste Generated by Industry/Building Type (Approximate). (Multiplier Source: National Solid Waste Management Association.)
https://www.wastecare.com/usefulinfo/Waste_Generated_by_Industry.htm

In consideration of the above factors, it may be concluded that the No Action Alternative is not practical nor preferable to the property owner as it prevents the productive and economic use of the property by the land owner for an extended period of time until it is needed for use as a cemetery perhaps a century or two from now.

5.3 Alternative 2: Preferred Alternative (Alternative Addressing Preliminary Community Design Recommendations)

This alternative involves a very similar project, process, and site layout and design as the Proposed Action, including a two-lot subdivision, change of zone on proposed Lot 1 from A Residence to PIP-2, a site plan with nine warehouse buildings, and retention of proposed Lot 2 as a cemetery. The warehouses would have a combined total gross floor area (GFA) of

1,596,921 SF, including 38± individual 2,600± SF warehouse office spaces totaling 98,800± SF³ and 1,498,121± SF of warehouse storage space. This compares to the currently Proposed Action's 1,617,471 SF of GFA, including 39 2,600 SF warehouse office spaces totaling 101,400± SF of office space and 1,516,071 SF of warehouse storage space. The total gross floor area would therefore be reduced by 20,550 SF including possible warehouse and office space.

The Preferred Alternative, however, has been modified to address key issues raised by the public and involved and interested agencies during initial public and agency outreach, including providing deeper building setbacks along the north and east property boundaries opposite existing residences, and deepening, and augmenting the vegetated perimeter buffers and visual screening. In order to increase the depth of the setback and vegetated buffer along the east property line and North 28th Street, the recharge basin currently proposed near the northeast corner of the site would be shifted an additional 95± feet to the west bringing the easterly setback and buffer area to 120± feet. To do this, Warehouse 8's GFA would have to be reduced from 125,680± SF to 108,330± SF or -17,350± SF. Warehouses 3 and 4 would be reduced in total length by 112± feet and shifted farther to the south, allowing for an additional 108± feet and 110± feet, respectively, of building setback and buffer opposite the adjacent homes to the north. As a result, these setbacks would be increased to 303'6" and 316'8", respectively, at this location. See **Preferred Alternative Plan (Attachment 2)**.

The reduction in GFA of Building 8 and a reduction in the length of Buildings 3 and 4 would be further adjusted by the widening of Buildings 3 and 4; however, as previously noted, the total GFA of the facility will be reduced by 20,550± SF from 1,617,471 SF to 1,596,921 SF. With these adjustments, the total number of standard sized parking spaces proposed would increase from 1,880 to 1,940 spaces (+60 spaces) including 90 landbanked spaces and 57 ADA accessible spaces, but the total number of truck loading berths would be reduced by 19 from 403 to 384.

With regard to sewer and water, the Preferred Alternative would include the currently proposed sewage pump station on the north side of the property (although farther to the west away from residential uses) and a new sewer force main that would extend south and then west along Long Island Avenue to Conklin Street and would connect to a manhole owned by SCSD No. 3 located 1.94± miles west of the site. Like the Proposed Action, the Preferred Alternative would also connect to public water north of the site near the SCWA wellfield. The total estimated domestic/indoor water demand (and sewage generation) under the Proposed Action is estimated to be 67,157± gpd based on 77.5% warehouse storage area and 22.5% office space with the combined indoor/domestic and irrigation water demand (average of 6,734 gpd over a 20-week irrigation season) for a total of 73,891 gpd,⁴ but under the Preferred

³ The actual breakdown between warehouse storage and warehouse office space will be contingent on the occupant of each space's needs.

⁴ Peak water demand over the first summer season if all 14.5± acres of proposed landscaping were planted at the same time during the first phase of construction and native suitably adapted species were included until established is estimated to be 112,152± gpd including 67,157± gpd of indoor/domestic water and 44,995± gpd of irrigation water. This peak demand, however, is not realistic since, the project will be constructed in three phases and there will never be a time when all proposed landscaping is being watered during. The estimates of water

Alternative the domestic/indoor water demand and sewage generation would be 67,070.7± gpd or 86.3± gpd less than the Proposed Action with 75% warehouse storage space and 25% office space.⁵ Total estimated water demand, including water for indoor use and irrigation is 67,071 gpd indoor, 5,951 gpd for irrigation during the peak season, for a total peak season estimated demand of 73,022 gpd for a difference of 869 gpd.

The Preferred Alternative would include very similar drainage infrastructure as the currently proposed Action including the above discussed stormwater recharge basin near the northeast corner of the site as well as a system of catch basins and subsurface leaching pools and some small bioretention areas. The internal onsite roadways between Buildings 2 and 4 would be modified from a north bound and south bound travel lane separated by a vegetated median or bioretention area to a two-lane adjacent north/south road with no vegetated median or bioretention area separating them under the Preferred Alternative. The proposed ±0.24-acre decorative pond shown on the site plan for the Proposed Action would also be included with the Preferred Alternative.

Traffic impacts would be slightly less under the Preferred Alternative due to the elimination of 20,550 SF of total gross floor area but the reduction in traffic activity is expected to be relatively small. This would translate into 5 fewer trips during the weekday AM peak hour, 5 fewer trips during the midday peak hour, 9 fewer trips during the weekday PM peak, and 3 fewer trips during the Saturday midday peak hour. It should be noted that the Preferred Alternative has less total storage and office space than the Proposed Action but includes 343 more vehicle parking spaces than is required (1,597 required and 1,940 provided). It also provides 60 more spaces than the Proposed Action; therefore, there may be some flexibility for the landbanking of some of the additional Preferred Alternative's vehicle parking spaces.

As with the Proposed Action, several twelve-foot-high soundwalls would be strategically located to address areas with higher potential sound levels, and a soundwall and enhanced vegetative buffering would be provided between Lots 1 and 2 to minimize impacts on the existing cemetery use on proposed Lot 2.

demand are based on full construction, occupation and operation of the facility and 2.17± acres of lawn and irrigation-dependent plants.

⁵ As previously discussed, SCDHS allows up to 15% of warehouse space to be included as accessory office space when applying its 0.04 gpd/SF general industrial use wastewater flow factor. For the *Proposed Action*, however, an additional 7.5% of the total building area was factored into the office space projection at 0.06 gpd/SF per SCDHS' non-medical office space factor to address some of the higher office demanding facilities. (Total office space for this assessment was 22.5%, including 15% at 0.04 gpd/SF and 7.5% at 0.06 gpd/SF). The amount of potential office space at the proposed facility was based in part on similar projects including the Hillsboro and Heartland projects examined by the spreadsheets provided in **Appendix E** which had less than 20% office space but included other uses such as a gym. For the *Preferred Alternative*, 25% office space was used (15% office space at 0.04 gpd/SF and 10 percent office space at 0.06 gpd/SF) to cover the maximum (25%) permitted by the proposed PIP-2 code and to provide a conservatively high estimate for assessment purposes. It should be noted that if the *Proposed Action* included a total of 25% office space like the *Preferred Alternative*, it would generate 67,950± gpd of sanitary waste which is 879± gpd more than the projected 67,070.7± gpd of flow from the *Preferred Alternative*.

5.4 Alternative 3: Future Cemetery Use

This alternative is feasible and practical and consistent with the landowner's long-range objectives for the full 111.39-acre property but is not preferable nor appropriate for the area comprising proposed Lot 1 at this time as the land owner owns and operates other nearby Pinelawn Cemetery property which has enough space for future burials for more than 200 years. Therefore, opening the Subject Property for interments at this time is not an efficient, wise or economically responsible step. As previously noted, once the existing Pinelawn Cemetery is full, warehouse buildings on the Subject Property will be removed, except for one or two that may be retained for cemetery use. The removal of buildings, paved loading areas and parking lots will significantly reduce the acreage of impervious surfaces and stormwater generation onsite; however, a network of onsite cemetery roads will be needed. Additional clearing and grubbing along the perimeter of the property might occur while retaining essential screening and buffering. Most of the site would be planted with ornamental grasses and dispersed majestic native and ornamental trees. The cemetery grounds would be highly maintained including irrigation, fertilization, weed removal, string trimming, hedge trimming and the like. Graves will be dug as needed and excess soil will either be shipped off site or stockpiled in a dedicated stockpile area for onsite use or eventual mass removal. Also expected onsite would be the construction of mausoleums, while uses such as cemetery office space, maintenance storage, restrooms, and other customary cemetery uses would likely be contained in one of the buildings retained from the Suffolk Technology Park use existing at the time. Removal of most of the large warehouses on the property would also necessitate the elimination of most of the proposed solar panels onsite. However, due to the extended term of the lease, it is likely that cleaner and more-advanced renewable energy systems and resources would be available, and HVAC, appliances and equipment would be cleaner and more energy efficient. Overall traffic would be expected to be of less impact since cemetery traffic is less likely to correspond with typical peak traffic hours and total truck traffic would be significantly less. Jobs associated with onsite maintenance, office work, and burials would help to off set some of the loss in jobs and property tax revenues that would be lost when the Suffolk Technology Park lease expires. Overall, based on the existing area cemeteries, it is expected that future use of the Subject Property as a cemetery is an acceptable and necessary land use for the site in the future with appropriate mitigations including methods to minimize irrigation and lawn maintenance chemicals and compliance with applicable laws and applicable NYS Cemetery Board approvals. Based on input from the land owner, use of the property as a cemetery at this time is not warranted as sufficient future burial space is currently available in Pinelawn's other cemetery property.

5.5 Comparison of Proposed Action versus the No Action (Alternative 1) and Preferred Alternative (Alternative 2)

Table 5-2 compares anticipated conditions under the Proposed Action versus the No Action Alternative (Alternative 1) and Preferred Alternative (Alternative 2). Alternative 3 Future Cemetery Use is not included as it is not needed or viable at this time. Alternative 3 is expected to be similar to the adjacent Pinelawn Cemetery and is expected to have similar benefits and

impacts, but overall, it will be a mitigated to passive use of the land and compatible with the adjacent cemeteries and residential uses and impacts will be mitigated the maximum extent practicable.

TABLE 5-2
COMPARISON OF THE PROPOSED ACTION and ALTERNATIVE 2
“PREFERRED ALTERNATIVE”

Parameter	No Action Alternative (Alternative 1)	Proposed Action	Preferred Alternative (Alternative 2)
Land Use	Vacant	PIP-2 Industrial Use, Warehouse, Technology Park	PIP-2 Industrial Use, Warehouse, Technology Park
Warehouse Storage Space (SF of Gross Floor Area) ⁽¹⁾	0	1,516,071±	1,498,121±
Warehouse Office Space (SF of Gross Floor Area) ⁽¹⁾	0	101,400±	98,800±
Total Space	0	1,617,471±	1,596,921±
Site Coverages (acres):	---	---	---
Buildings	0	37.13	36.6
Paved Parking Lots, Internal Streets, Driveways, Walkways	0	40.1	39.17
Forest or Naturally Vegetated	98.86	6.33	7.8
Landscaping	1.25 ⁽²⁾	14.50 ^(2,3)	14.50
Existing Cemetery (Lot 2 of Proposed Action)	11.28	11.28	11.28
Stormwater Recharge Basin	0	1.81	1.81
Decorative Pond	0	0.24	0.24
Total (includes area of Lots 1 and 2)	111.39	111.39	111.39
Water Resources:	---	---	---
Domestic/Indoor Water Use (gpd)	0	67,157 ⁽⁴⁾	67,071 ⁽⁵⁾
Irrigation 20-Week Season (gpd)	0	6,734 ⁽⁶⁾	5,951 ⁽⁶⁾
Total Water Use (gpd)	0	73,891	73,022
Sanitary Waste (Sewer) Generation:	---	---	---
Total Sanitary Waste Generated (gpd)	0	67,157 ⁽⁴⁾	67,071 ⁽⁵⁾
Wastewater Treatment	N/A	SCSD No. 3 Bergen Point WWTP	SCSD No. 3 Bergen Point WWTP
Vehicle Trips Generated:	---	---	---
Weekday AM Peak Hour	0	444 409 cars/35 trucks ⁽⁷⁾	439 404 cars/35 trucks ⁽⁷⁾
Weekday Midday Peak Hour	0	395 351/44 trucks ⁽⁷⁾	390 347 cars/43 trucks ⁽⁷⁾
Weekday PM Peak Hour	0	747 725 cars/22 trucks ⁽⁷⁾	738 716 cars/22 trucks ⁽⁷⁾
Saturday Midday Peak Hour	0	241 234 cars/7 trucks ⁽⁷⁾	238 231 cars/7 trucks ⁽⁷⁾

Parameter	No Action Alternative (Alternative 1)	Proposed Action	Preferred Alternative (Alternative 2)
Parking and Loading:	---	---	---
Parking Spaces	0	1,880 ⁽⁸⁾	1,940 ⁽⁹⁾
Loading Berths	0	403 ⁽⁸⁾	384 ⁽¹¹⁾
Miscellaneous:	---	---	---
Solid Waste (Garbage) Generation	0	16,174.7 ⁽¹²⁾	15,969.2 ⁽¹²⁾

Notes: gpd- gallons per day; vph-vehicles per hour

- (1) The final square footage and proportion of warehouse storage space to warehouse office space will be contingent upon individual leasee needs.
- (2) Does not include the maintained lawn and landscaped portion of the the existing onsite cemetery.
- (3) Total proposed landscaping or planting is 14.5± acres of which 2.17± acres will be lawn or non-native ornamental species requiring long-term maintenance and 12.33± acres will be of native well-adpated groundcover, plants, shrubs and trees that are not expected to require long-term maintenance including periodic fertilization and routine summer irrigation.
- (4) Conservative indoor/domestic water demand and sewage generation estimates based on 0.04 gpd/SF for industrial/ warehouse space and 0.06 gpd/SF of non-medical office space per SCDHS Standards for "Approval of Plans and Construction for Sewage Disposal Systems for Other Than Single-Family Residences (2020). On-site sewage pump station and force main will have a capacity of 68,000 gallons per day. Also based on comparable land uses including Hillsboro Technology Center and Heartland Business Center.
- (5) SCDHS allows up to 15% of warehouse space to be included as accessory office space when applying its 0.04 gpd/SF general industrial use wastewater flow factor. For the Proposed Action, however, an additional 7.5% of the total building area was factored into the office space projection at 0.06 gpd/SF per SCDHS' non-medical office space factor to address some of the higher office demanding facilities. (Total office space for this assessment was 22.5%, including 15% at 0.04 gpd/SF and 7.5% at 0.06 gpd/SF). The amount of potential office space at the proposed facility was based in part on similar projects including the Hillsboro and Heartland projects examined by the spreadsheets provided in **Appendix E** which had less than 20% office space but included other uses such as a gym. For the Preferred Alternative, 25% office space was used (15% office space at 0.04 gpd/SF and 10 percent office space at 0.06 gpd/SF) to cover the maximum (25%) permitted by the proposed PIP-2 code and to provide a conservatively high estimate for assessment purposes. It should be noted that if the Proposed Action included a total of 25% office space like the Preferred Alternative, it would generate 67,950 gpd of sanitary waste which is 879 gpd more than the projected 67,070.7 gpd of flow from the Preferred Alternative.
- (6) Proposed Plan: Assumes 2.17± acres of lawn and long-term maintenance plants are irrigated at 16.0 inches per 20-week (140-day) irrigation season. An estimated 12.33± acres of native/ suitably adapted plant species for this site would require only temporary irrigation and are not included in this calculation. Total irrigation would be 44,995 gpd during the 20-week irrigation season if all landscaping were planted at once and irrigated, increasing the total temporary water demand to a peak demand of 112,152 gpd based on 67,157 gpd indoor/domestic demand and 44,995 gpd of irrigation water. Preferred Plan: The landscaped area to receive ongoing seasonal irrigation for the Preferred Plan is 83,527± SF or 1.92± acres.
- (7) See Traffic Impact Study provided in **Appendix D-1** for methodology.
- (8) 1,618 spaces based on proposed PIP-2 requirement of one space per 1,000 SF of floor area (1,880 spaces provided indicating a surplus of 262 spaces). Includes 122 landbanked parking spaces and 57 handicapped/ADA spaces.
- (9) A total of 1,597 parking spaces are required based on the proposed PIP-2 requirement based on one space per 1,000 SF of floor area (1,940 spaces proposed under the Preferred Alternative indicating a surplus of 343 spaces). Includes 90 landbanked parking spaces and 57 handicapped/ADA spaces.
- (10) The maximum number of berths permitted is 405 based on the PIP-2 requirement of one berth per 4,000 SF (403 berths are provided).
- (11) The maximum number of berths permitted is 400 based on the PIP-2 requirement of one berth per 4,000 SF (384 berths are provided).

- (12) Assumes 1 lb./100 SF of warehouse space Based on 1 lb./100 SF of warehouse per: WasteCare Corporation, 2013. Waste Generated by Industry/Building Type: Industry Standards - Waste Generated by Industry/Building Type (Approximate). (Multiplier Source: National Solid Waste Management Association.)
https://www.wastecare.com/usefulinfo/Waste_Generated_by_Industry.htm

5.5.1 Topography and Soils

It is impossible to develop a property without disturbing soils and topography. However, an analysis of site conditions revealed no significant soil or topographic issues or limitations and no significant soil and topographic impacts that could not be easily resolved or suitably mitigated by incorporating the various standard design and engineering methods and techniques identified in **Section 2.0** (i.e., dust control, erosion and sedimentation controls, stormwater management, retaining as much soil onsite as possible by reincorporating excess soil back into the site), minor slope stabilization, compliance to an approved SWPPP and SPDES General Permit for Stormwater Discharges from Construction Permit. In both cases, overall landscaping onsite would be the same and drainage systems are designed to comply with applicable requirement.

5.5.2 Water Resources

There are no natural regulated surface waters or wetlands on or immediately adjacent to the subject property. All sewage generated onsite under the Proposed Action and Preferred Alternative will be pumped to the SCSD No. 3 sewage collection/conveyance system located 1.94± miles west of the site and treatment will be provided at the Bergen Point WWTP for offshore disposal. The anticipated sewer demand from both the Proposed Action and Preferred Alternative is expected to be easily accommodated by the collection system and WWTP. It is expected that the Preferred Alternative would generate 86.3 gpd less sewage than the Proposed Action, even though the proportion of office space to warehouse space will be greater under the Preferred Alternative. In addition, both the Proposed Action and Preferred Alternative would connect to the adjacent SCWA supply and provide an easement to the SCWA to allow a water main extension that will help the SCWA improve local service by increasing water pressure in the local supply.

Both plans will also include the planting of native and suitably adapted vegetation to reduce the need for long-term fertilization and irrigation and proposed drainage systems will be designed in accordance with applicable requirements to ensure that the runoff from the required design storm is retained and recharged into the ground onsite. The proposed stormwater recharge basin is not adjacent to or near surface waters or wetlands and is located 627± feet from the closest SCWA well. The water table in the area is also expected to slope to the south-southeast, away from the wellfield and sensitive wetlands located to the north, on the north side of Colonial Springs Road. The headwaters of the Carlls River and closest associated NYSDEC freshwater wetlands are approximately 5,100± feet (0.966± miles) southeast of the subject property. As a result, significant impacts on surface waters, wetlands or groundwater from the Proposed Action and the Preferred Alternative (Alternative 2) are not expected with the

identified project designs and mitigations. The Proposed Action and Alternative 2 will attain the greatest possible level for groundwater protection for a light industrial development by connecting the project to the Southwest Sewer District 3 and also the prohibition of the use, storage or generation of any hazardous liquids or materials on the site. As indicated in **Table 5-2**, the Proposed Action would have a total potable water demand (indoor use and irrigation) of 73,891 gpd, whereas the Preferred Alternative (Alternative 2) would require 73,022 gpd.

Regarding potable and irrigation water, the Proposed Action is projected to require 67,157 gpd for indoor/domestic purposes and an additional 6,734 gpd during the 20-week irrigation season to ensure the survival of $2.17\pm$ acres of non-native ornamental landscaping; whereas the Preferred Alternative will require 67,070.7 gpd for indoor/domestic water and 5,951 gpd of irrigation demand during the summer. Both the Proposed Action and Preferred Alternative will connect to the adjacent SCWA water system via a water main proposed along the unopened portion of Nicoll's Road adjacent to the north side of the site. Based on preliminary discussions with SCWA, it is expected that total water demand can be fully accommodated by the existing water supply and the water quality in the area is good.

5.5.3 Ecology

As noted above, the Proposed Action would require that $93.78\pm$ acres or 93.7 percent of the 100.11-acre development site (proposed Lot 1) would be cleared for proposed warehouse buildings, sewage pump station, access driveways, parking lots, loading berths, sidewalks, stormwater recharge basin, decorative pond and areas to be landscaped, leaving $6.33\pm$ acres of natural forest habitat. The total area of impervious surfaces (buildings and paving) is $77.23\pm$ acres and a total of $14.50\pm$ acres would be landscaped with $12.33\pm$ acres of native plant species to help support some native wildlife, and $2.17\pm$ acres of ornamental maintenance-dependent species. A total of $1.81\pm$ acres would be needed to construct the proposed vegetated stormwater recharge basin, providing a combined total of $22.64\pm$ acres of pervious vegetated land covering $22.6\pm$ percent of proposed Lot 1. The decorative pond shown on the proposed **Overall Site Plan** is $0.24\pm$ acres.

The Preferred Alternative (Alternative 2) would retain an additional 1.47 acres of woodlands (total of 7.8 acres) due to the relocation of the recharge basin farther west and adjustments to the building footprints.

5.5.4 Land Use, Zoning and Plans

The Proposed Action and Preferred Alternative's request for a change of zone on Lot 1 to PIP-2 and approval of a warehousing facility. Both actions are consistent with the proposed PIP-2 Planned Industrial Park's land use restrictions (warehouse facility) and other land uses permitted in the PIP-2 zone. The only difference in the two plans from a land use perspective is that the Preferred Alternative would have 20,550 fewer square feet of space than the currently Proposed Action, including warehouse storage space and possibly office space depending on tenant needs. The proposed land use (warehouse and warehouse office not to exceed 25% of

the total floor space per the proposed PIP-2 code) and the total number of buildings (nine) would stay the same. In addition, both project designs fully comply with all proposed PIP-2 area and dimensional zoning requirements.

Finally, both the Proposed Action and Preferred Alternative (as well as all permitted uses under the PIP-2 zoning except cemeteries) would be expected to benefit the local school district immediately upon operation or once the project reached full assessment if future tenants pursue a PILOT. The differences between the two in future tax generation depend on the types and scale of improvements proposed. As such, the Proposed Action might generate slightly more tax revenue for the school district than the Preferred Action due to the additional square footage, but overall, this is expected to be minimal. All Permitted and Special Exception land uses listed in the proposed PIP-2 code, including the possible warehousing facility proposed under the Proposed Action and Preferred Alternative would create jobs.

It should be noted, if the site was developed in accordance with existing zoning and was developed as a residential development (not proposed and not an option for the land owner and proposed developer) significant additional strain would be placed on the school district by the introduction of as many as 279 new single-family homes⁶ and the estimated 176 school age children that might attend Wyandanch Union Free School District from these homes (**Rutgers University, 2006**).⁷

Zoning

Each of the development scenarios reviewed herein and others under PIP-2 zoning would have buffers and screening and must comply with standard Town requirements such as drainage, outdoor lighting, and parking, as well as specified dimensional zoning requirements unless there were sufficient grounds to grant a requested variance.

Table 5-3 shows a comparison of the setbacks, floor area ratio, building heights and other zoning and spatial conditions upon development of the currently Proposed Action Plan and Preferred Alternative Plan.

⁶ The number of homes that could be built on the site is based on an estimate based on 12,500 SF lots as permitted by the A Residence zoning district on 80 percent of proposed Lot 1 and using 20 percent of the site for new streets and recharge areas and a connection to sewers for wastewater treatment.

⁷ Based on 0.63 school age children attending public schools per household from 279 three-bedroom detached single-family homes of average value.

TABLE 5-3
SUFFOLK TECHNOLOGY PARK
PROPOSED ACTION AND PREFERRED ALTERNATIVE
Conformance To Proposed Planned Industrial Park District-II (PIP-2)
Dimensional Zoning and Parking Requirements

Dimension	Proposed PIP-2 Code Section	Requirement/ Standard	Proposed Project ⁽¹⁾	Preferred Alternative ⁽²⁾
Minimum Lot Area (acres/SF)	§213-575 (A)	90 Acres/ (3,920,400 SF)	100.11 Acres/ (4,360,949 SF)	100.11 Acres/ (4,360,949 SF)
Minimum Lot Width (feet)	N/A	---	1,440.90'	1,440.90'
Minimum Front Yard Setback (feet)	§213-575 (D)	75'	77.7'	77.7'
Minimum Side Yard Setback (feet)	§213-575 (E)	65'	97.9'	97.9'
Minimum Rear Yard Setback (feet)	§213-575 (F)	65'	65'	65'
Maximum Building Height (feet)	§213-574	50'	Less than 50'	Less than 50'
Minimum Separation Between Buildings (feet)	N/A	---	84'	84'
Maximum Building Coverage (Lot 1/PIP-2 Zone, percent/square feet)	§213-575 (B)	40% (1,744,379.6 SF)	37.09% (1,617,471 SF)	36.62% (1,596,921 SF)
Maximum Impervious Lot Coverage (percent)	§213-575 (C)	80% (3,488,759.2 SF)	77.87% (3,395,829 SF)	75.9% (3,305,090 SF)
Minimum Landscaping Coverage (square feet)	§213-580 (B)	20% (872,189.8 SF)	22.13% (965,120 SF)	22.13% (965,120 SF)
Minimum Side Yard to Residential Zone (feet)	§213-575 (E)	100'	122.4'	122.4'
Minimum Landscape Buffer to Residential Use (feet)	§213-575 (E)	50'	52.4' (50' to pump station)	52.4'
Minimum Side Yard Landscape Depth (feet)	§213-575 (E)	10'	24.2'	23.4'
Minimum Rear Yard Landscape Depth (feet)	§213-575 (F)	10'	10'	10'
Minimum Ride Share/Shuttle Dropoff Locations	§213-585	2	3	2
Minimum Number of Bicycle Racks	§213-585	1 per building (9 Total)	Complies	Complies
Parking Standards	---	---	---	---
Minimum Front Yard Setback from curb to Parking	§213-575 (D)	50'	50'	50'
Minimum Front Yard Setback from curb to Drive Aisles	§213-575 (D)	30' for Maximum 10% of Property Road	30'	30' (less than 10% of frontage)

Dimension	Proposed PIP-2 Code Section	Requirement/ Standard	Proposed Project ⁽¹⁾	Preferred Alternative ⁽²⁾
		Frontage		
Minimum Number of Parking Spaces <i>(Required)</i> / Provided	§213-577 (A)	1 Space/1,000 SF of Building Area	(1,618) 1,880	(1,597) 1,940
Maximum Percentage of land Banked Parking	§213-577 (B)	10%	6.5%	4.5%
Proposed Parking Location	§213-578 (A)	Not to be Located Along Internal Roadways	Complies	Complies
Minimum Parking Space Size	§213-578 (B)	9'x19'	9'x19'	9'x19'
Maximum Loading Berths <i>(Required)</i> /Provided	§213-579 (A)	1 Berth/4,000 SF of Building Area	(405) 403	(400) 384
Minimum Loading Berth Size	§213-579 (B)	12'(w) x 55' (L) x 14.5' (H)	13'(w) x 60'(L) x 14.5'(H)	13'(w) x 60'(L) x 14.5'(H)
Loading Berth and Overhead Door Locations	§213-579 (C&D)	Truck Loading Bays and Overhead Doors Shall Not Directly Face Any Public Street, Adjoining Residential Use or Park	Complies	Complies

1) Based on the **Overall Site Plan**

2) Based on the **Preferred Alternative Plan**

Land Use Plans

There are no adopted long-range community plans that contain specific recommendations for the subject property other than the site's existing A Residence zoning and applicable Town code standards and requirements discussed in detail in Sections **3.1.1**, **3.1.2** and **3.1.3** of this DEIS. Nevertheless, two long-range land use plans, the Town of Babylon's *Wyandanch Rising* and Suffolk County's *Comprehensive Master Plan 2035* both seek to address social and economic issues in the area by supporting economic development, area revitalization, and new employment opportunities in downtown Wyandanch. The focus of the Wyandanch Rising plan and associated sections of Suffolk County's Comprehensive Plan that address Wyandanch is the leveraging of public investments in wastewater infrastructure, roadway improvements, and transit-related parking amenities—at the “downtown” transit hub, to help galvanize the community, engender private investment, and foster public-private partnerships that tangibly demonstrate a commitment to revitalizing an economically and environmentally distressed area.

As previously discussed, the Subject Property is not located within the Wyandanch Rising planning area but is just one-half mile east of the downtown. Therefore, additional investment and economic growth on over 100 acres of vacant land in Wyandanch is expected to complement many of Wyandanch Rising's efforts. Both the Proposed Action and Preferred Alternative will help support new investment, economic growth and revitalization in the area by providing much needed warehousing, significant economic investment, numerous direct construction and operational jobs, as well as indirect and induced employment opportunities for the area. It will also help to generate significant property tax revenues once operating or upon full tax assessment (if any future tenants seek PILOT agreements with the IDA), thereby providing significant long-term financial support to the local school district to decrease local tax payer burdens. The Proposed Action and Preferred Alternative will both provide an essential service to the area, will include nearby road and intersection improvements, generate clean renewable solar energy for the benefit of some residents in the area, provide at least one bike rack for every proposed building and three (under the Proposed Action) or two (under the Preferred Alternative) ride share/shuttle drop off locations, and are expected to increase local business activity including at those currently operating in the downtown.

Like the Proposed Action, the Preferred Alternative requires a change of zone for Proposed Lot 1 from A Residence to PIP-2. The uses are the same, however, there is a slight reduction in total building GFA, an increase in the yard setbacks and depth of vegetated buffers directly opposite adjacent residential land uses, the relocation of the proposed recharge basin farther to the west away from the residential neighborhood to the east providing a deeper easterly buffer, an increase in total parking spaces and a reduction in the total number of truck loading berths.

5.5.5 Community Character, Noise, Landscaping, Outdoor Lighting, and Environmental Justice

As previously discussed, the Preferred Alternative (Alternative 2) involves a very similar project and approval process as the Proposed Action but is modified to address key issues raised by the public and involved and interested agencies during preliminary public outreach. These issues relate primarily to community character and quality of life concerns including the need for deeper building setbacks opposite residential land uses and enhanced perimeter buffers and screening. It also includes and relocation of the proposed recharge basin farther to the west away from North 28th Street which has resulted in an overall reduction of 20,550 SF in total warehouse space. Otherwise, the Proposed Action and Preferred Alternative are subject to the same regulatory standards and procedures contained in the proposed PIP-2 code and other applicable laws and policies to prevent or mitigate community character impacts associated with noise, aesthetics (landscaping and architecture), outdoor lighting, signage, property maintenance, solid waste management, and public health and safety, and appropriate public and Environmental Justice outreach and input. More specifically, these include but are not limited to:

- Restrictions or prohibitions on certain land uses that are considered inappropriate for the site (PIP-2 §213-573).

- Compliance with proposed PIP-2 and dimensional zoning standards to ensure a suitable project scale, density, pattern, bulk, height, and design (PIP-2 §213-574 and §213-575).
- Standards to prevent the property from being used in any manner that may be dangerous, injurious, noxious or otherwise objectionable; that might cause fire, explosion, radioactive release or other hazardous conditions; that generates excessive noise, vibration, smoke, dust, fumes, odors or other forms of air pollution; that might cause electrical or other disturbances or unusual glare or heat; or the disposal of liquid or solid wastes or refuse contrary to the environmental regulations of the Town of Babylon; to prevent the breeding of rodents or insects; or other dangerous or objectionable elements in an amount or manner so as to adversely affect the surrounding area.
- Minimum standards for building exteriors (§213-584) to ensure suitable building appearance by requiring Planning Board review and approval of the proposed building design, materials and finishes and ensuring that the architecture of the buildings incorporate quality materials, has compatible elements for a professional industrial/business park, and the creation of a cohesive visual relationship between buildings.
- Minimum landscaping and screening requirements as detailed by proposed PIP-2 §213-580 in support of visual quality, shade and vegetative screening.
- Retention of naturally vegetated perimeter buffers as proposed by both project designs to retain some of the existing character of the site and that is consistent with natural conditions in the area.
- Compliance with the PIP-2 §213-582 “Outdoor lighting” which states in part that all outdoor lighting must be compliant with Town Code Article XVIII Supplementary Regulations §213-245 “Exterior lighting standards” and must be consistent with “Dark-Sky” goals including that exterior lighting be designed, located, and lamped in a way that prevents excessive lighting, energy waste, glare, light trespass, skyglow, interference with pedestrian or vehicular travel on streets, roadways and highways, and the creation of public hazards or nuisance conditions.
- Signage standards as per proposed PIP-2 §213-581 to prevent sign clutter and visual impacts.
- Providing a vegetated buffers to enhance visual screening and further attenuate noise and visual impacts.
- Installation of 12-foot-high sound walls at key locations onsite, providing deep setbacks and buffers.
- Locating loading berths toward the center of the property between buildings to block sound, locate more intensive activities farther from property lines, and reduce noise impacts on adjoining properties.
- Requiring that construction activities comply with Town Code Chapter 156 Noise including §156-9D.(1)(2)(3) and (4) which prohibit construction between 7:00 PM and 8:00 AM Monday through Friday and anytime on Sundays and major holidays, as well as restrictions on maximum permissible sound levels.

- Adherence to restrictions on loading and unloading per §156-9F. of the Town's noise ordinance as follows: "Loading and unloading. No person shall engage in, cause, permit or suffer the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials or any other objects between the hours of 8:00 p.m. and 7:00 a.m. the following day, in such a manner as to cause unreasonable noise across a residential real property boundary."
- In order to reduce noise levels from trucking that may impact the residential community on the east side of Little East Neck Road between Colonial Springs Road and the southwest corner of Kevin Ver Pault Memorial Park, the Lead Agency will cause truck traffic to be prohibited along this section of Little East Neck Road. The specific standard for the prohibition will be developed by the Town of Babylon Traffic Safety Committee.
- In the event any issues arise in terms of truck backup noise the lessee of the development shall mandate operational changes for tenant's vehicles to address in accordance with OSHA requirements.
- Connection to public sewers to ensure proper treatment and disposal of wastes and prevent public health and groundwater impacts.
- Salt storage (if any) on the site for snow removal must meet the requirements of Suffolk County Article 12.
- Requiring pedestrian and multi-modal transportation amenities per PIP-2 §213-585 and traffic improvements in support of public health and safety, and to reduce community character impacts from traffic. See **Section 5.5.7** below.
- Conduct the same public outreach process and procedures to ensure consistency with Environmental Justice standards, including extensive public outreach and ensuring that applicable plans and documents are readily available for public review so that they are aware of project details, are engaged and can provide meaningful input as needed.
- Minimum property maintenance requirements (§213-592) and adherence to Town of Babylon Solid Waste Management Plan to ensure that the site is well maintained, solid waste is properly managed, and the site is kept clean and neat.
- All tenants will be required to utilize the Town of Babylon Commercial Garbage District. As such the Town of Babylon will encourage recycling and reuse and a tenant may opt-out to utilize these types of recycling services.

5.5.6 Community Services

Community service and utility demands are expected to be quite similar for the Proposed Action and Preferred Alternative, except that the Preferred Alternative would have 20,550 SF less warehouse space than the Proposed Action which might translate into slightly less demand for services such as total indoor/domestic water demand; total sewage generation; solid waste generation; and heating, cooling and electricity use. With regard to utilities, both projects would include warehouse/office buildings constructed to support the weight/load of proposed solar panels on the roof, ride share/shuttle stops, bike racks, although the Preferred Alternative would have 20,550 SF less roof space for solar and at the same time use less energy for heating, cooling and electricity. Fire, police and ambulance service demands would be essentially the

same with possible very minor differences due to the slightly smaller space (20,550 SF), likely fewer employees, less trip generation, and slightly less onsite activity under the Preferred Alternative. The Preferred Alternative would at the same time likely generate slightly less tax revenue for local taxing districts due to a slightly smaller footprint and overall size of the assessed physical improvements which could reduce the overall allocations to emergency services and the school district. Water demand, including water for indoor plumbing and outdoor irrigation needs, would be 869± gpd less under the Preferred Alternative. See **Table 5-2** above for a quantitative summary of project differences.

5.5.7 Transportation/Traffic

The Proposed Action and Preferred Alternative would be similar in many respects as it relates to transportation and traffic issues. Both projects would include the same road and intersection improvements to facilitate traffic flow and minimize traffic related impacts. They each would include a minimum of three ride share/shuttle drop off locations, bike racks for every proposed building, sidewalks to facilitate onsite pedestrian activity and building connectivity, and are in close proximity to the LIRR's Pinelawn Station (1.0± miles west of the site) and Wyandanch Station (1.25± miles east of the site) to facilitate alternative, multi-modal and mass transit transportation opportunities. The northerly site access for both designs would be controlled by a traffic light to further mitigate traffic impacts. In addition, as indicated in **Table 5-3**, the Proposed Action and Preferred Alternative would also generate very similar levels of traffic and trip generation; however, the Preferred Alternative is proposed to have 20,550 SF less GFA than the Proposed Action and therefore will generate fewer trips as follows: 5 fewer trips during the weekday AM peak hour, 5 fewer trips during the midday peak hour, 9 fewer trips during the weekday PM peak, and 3 fewer trips during the Saturday midday peak hour.

5.6 Summary and Conclusions

In summary, the proposed PIP-2 zoning, subdivision and site plan for new warehouses will provide an economically and commercially beneficial land use to operate until such time that the property owner, Pinelawn, needs the land for cemetery purposes which is estimated to be more than 200 years from now.

The Proposed Action and Preferred Alternative are both expected to generate significant revenues for Pinelawn that may be placed in its permanent maintenance fund and used for cemetery projects, renovations and long-term maintenance. The permanent maintenance fund is used when a cemetery runs out of available interment space to maintain the cemetery's appearance and avoid abandonment to, and becoming a financial burden on, the Town pursuant to Town Law Section 291, "Burial grounds." Pinelawn also anticipates retaining some buildings for cemetery purposes at the conclusion of the lease. Finally, Pinelawn has indicated that it may seek Cemetery Board approval to use a portion of lease proceeds for capital projects, the cost of which, it asserts, exceeds its available unrestricted funds.

The fiscal and economic benefits and job creation of this project under either the Proposed Action or Preferred Alternative far outweigh that of the current vacant no-use condition but as with any development, associated unavoidable environmental impacts will result. The Preferred Alternative, with its identified modifications such as deep setbacks and natural and landscaped vegetated buffers; relocation of the recharge basin farther west from North 28th Street; a reduction in overall warehouse storage and facility office space; as well as construction of soundwalls; idling and onsite activity restrictions to reduce unnecessary noise and air emissions; public sewer and water connections; truck loading areas that are oriented inward toward the center of the site and behind buildings; road and intersection improvements to facilitate the anticipate traffic flow; proposed landscaping and outdoor lighting plans; installation of solar panels on warehouse roofs to generate power for nearby homes; new job creation and tax benefits; and other benefits identified during the SEQRA process will help to mitigate environmental impacts to the maximum extent practicable, while still providing various benefits to the community and meeting land owner and developer objectives.

The Proposed Action and Preferred Alternative would both utilize local police, fire and ambulance services and be served by SCWA, SCSD No. 3 and the Bergen Point WWTP, PSEG LI and National Grid.

It is noted that the No-Action Alternative is not feasible as it is inconsistent with the goals, objectives and capabilities of the land owner and developer. Alternative 3 (full site Cemetery Use) is, however, feasible and appropriate for the site but only when the additional space is needed for burials in the future. Given the comparison of relative impacts, the need to utilize the property for an economic land use rather than letting it sit vacant for more than 200 years from now, the inability to develop the site as a residential community consistent with the existing A Residence zoning as it will be impossible to utilize the site as a cemetery in the future, the No Action is not feasible. The Proposed Action and Preferred Alternative meet land owner and developer objectives but the Preferred Alternative has additional environmental mitigation and would be more consistent and compatible with adjacent landowner's recommendations. Based on this review, it is believed that the Preferred Alternative is more protective of the environment and is still consistent with property owner and developer objectives.

SECTION 6.0

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6.0 REFERENCES

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FIGURES

APPENDICES
