

A. INTRODUCTION

This chapter addresses the potential for the presence of hazardous materials resulting from previous or existing uses on areas that would be affected by the Project, and potential risks from any such materials that could arise during or following construction of the proposed Project. The Project will entail demolition of all existing buildings on the Project Site (except for the LIRR Wyandanch station) and subsequent excavation to construct the proposed parking facility. It will also involve ground disturbance where the new roadway network will be created near the Project Site.

AKRF performed a Phase I Environmental Site Assessment (ESA) of the Project Site and area of the new roadway network in August 2009 (see **Appendix 10**) in accordance with ASTM Standard E1527-05, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Practice*. The ESA included a visual inspection; a review of historical aerial photographs, topographic maps and local records; and a review of State and federal regulatory databases relating to use, generation, storage, treatment and/or disposal of hazardous materials. The conclusions of the Phase I ESA are summarized in this chapter.¹

B. EXISTING CONDITIONS**EXISTING USES**

The Project Site, approximately 13.9 acres, includes three tax parcels in their entirety and a portion of one additional lot and is occupied by surface parking, a retail shopping center, a vehicle storage use, and the LIRR Wyandanch station:

- Section 40, Block 2, Lot 11 (Suffolk County Lot 40-2-11): The Wyandanch Shopping Center with adjacent surface parking.
- Suffolk County Lot 40-2-12: A municipal parking lot.
- Portion of Suffolk County Lot 40-2-13: LIRR surface parking and train station.
- Suffolk County Lot 40-2-14: Two concrete structures and partially paved parking areas, used for the storage of vehicles (Huntington Honda).

The area of the proposed new roadway network currently includes surface parking, commercial, and light industrial uses. Refer to **Appendix 10** for additional details related to existing uses in this area as well as on surrounding properties.

¹ The Phase I ESA evaluated a larger area that encompassed the Project Site. The area evaluated in the Phase I ESA did not include the LIRR Wyandanch station.

FINDINGS

The following potential hazardous materials issues were identified by the Phase I ESA (see **Appendix 10** for additional details, in particular Figure 2 in the Phase 1 ESA for approximate locations of various contaminants found in the area):

- The Project Site and area of new roadway network included former and current industrial and automotive uses including: a laminates manufacturer on Lot 14 (currently Huntington Honda); automotive repair/auto body facilities on Lots 15.3 (currently a vacant auto repair shop) and 10.3 (currently a vacant automotive/commercial structure); a scrap metal recycling facility on Lot 33 (currently Arrow Scrap); a meat rendering facility on Lot 15.8 (Crescent Packing); and potential historical dry cleaner on Lot 11 (currently Wyandanch Shopping Center).
- The Project Site and area of new street network included two 1,000-gallon fuel oil underground storage tanks (USTs) removed from Lot 11 (Wyandanch Shopping Center); one 4,000-gallon gasoline UST removed from Lot 14 (Huntington Honda); one 350-gallon diesel aboveground storage tank (AST) removed from Lot 33 (Arrow Scrap); and two 275-gallon waste oil ASTs removed from Lot 15.3 (former auto repair shop). Additional tank listings were cited for Lots 10.3, 11, 14, 15.3 and 33; however, no specific information was provided in the regulatory listings.
- Closed-status spill listings (indicating the spill case was investigated and addressed to the satisfaction of the State—in accordance with all applicable laws and regulations) were identified for the Project Site and area of new street network including: Spill Number 9206403 listed for Lilco at 1621 Straight Path from a leaking pad-mounted transformer in December 1992; Spill Number 9416503 at Straight Path and Acorn Street (Wyandanch Shopping Center/Lot 11) in March 1995 related to solidified cooking grease that was found in an on-site drywell; Spill Number 0108109 at Wyandanch Shop/Nessian at 1589–1605 Straight Path (Lot 11) in November 2001 due to a leaking 1,000-gallon No. 2 fuel oil UST. These releases and potentially other undocumented spills at or nearby the Project Site (surrounding properties historically included gas stations) may have affected subsurface conditions.
- Hazardous waste generation at the Project Site and area of new street network included: spent halogenated solvents in 1988 at Suffolk Complete Auto Body Inc, located at 1623 Straight Path (Lot 15.3); halogenated solvents in 1996, 1997, and 2003 and ignitable solid wastes in 1988 and 1995 at Collision Solutions, located at 1621 Straight Path (Lot 10.3); spent halogenated solvents in 1996, 1997, and 2003 and ignitable solid wastes in 1988 and 1995 at Prestige Auto, located at 1617 Straight Path (Lot 14); spent halogenated solvents in 1991 and 1995, ignitable wastes in 1994, and corrosive and reactive wastes in 1994, at Lunn Industries, located at Washington Avenue and Straight Path (Lot 14). Lunn Industries was also listed as a Toxic Release Inventory System (TRIS) facility for the release of acetone in 1990 and 1992. Releases from these or potentially other undocumented facilities may have affected subsurface conditions.
- The drainage and sewage disposal systems on the Project Site and in the surrounding area include drywells, cesspools, and septic tanks with leaching basins. Releases or spills from on-site operations into these systems could have affected subsurface conditions beneath the Project Site.
- The majority of the structures on the Project Site and area of new street network may contain asbestos-containing materials (ACMs) and lead-based paint based on their age.

- Electrical equipment (including fluorescent lighting fixtures and transformers) and hydraulic equipment may include polychlorinated biphenyls (PCB). Mercury containing switches or other devices may also be present.

C. NO ACTION ALTERNATIVE

In the No Action Alternative, buildings on the Project Site and in the surrounding area will continue to operate as they do today. No environmental investigation will be undertaken, and any undocumented and/or ongoing releases of hazardous or regulated substances will continue.

D. THE PROJECT

Construction of the Project could increase pathways for human exposure during demolition of existing structures on the Project Site and during excavation (e.g., subsurface contaminants related to petroleum tanks). However, based on the findings of the Phase I ESA and the potential construction activities for the Project, with the mitigation measures outlined below, no adverse impacts related to hazardous materials are expected to occur during the construction of the Project. Following construction, there will be no potential for significant adverse impacts related to hazardous materials.

- A subsurface (Phase II) investigation will be conducted to determine whether the historical uses at the Project Site or on surrounding properties have affected subsurface conditions. The Work Plan for this investigation is subject to approval by the Suffolk County Department of Health Services (SCDHS) and/or the New York State Department of Environmental Conservation (NYSDEC).
- Based on the results of the subsurface (Phase II) investigation, a Remedial Action Plan (RAP) will be prepared to address both identified and unanticipated conditions that may be encountered during Project construction. This will include measures for managing contaminated on-site soil and groundwater, removing underground petroleum storage tanks, and procedures for stockpiling and off-site transportation and disposal in accordance with applicable Federal, State and local regulatory requirements. To minimize the potential for impacts to the community and construction workers, all work involving soil disturbance will also be performed under an Environmental Construction Health and Safety Plan (CHASP) that will specify dust control, air monitoring and other appropriate actions including testing and/or monitoring if underground storage tanks, contaminated soil or groundwater, or unforeseen environmental conditions are encountered. Both the RAP and CHASP will be subject to approval by SCDHS and/or NYSDEC.
- All petroleum storage tanks encountered will be closed-in-place or removed, with spill reporting and registration, as necessary, in accordance with applicable regulatory requirements, permits and approvals, including NYSDEC Division of Spills Management Spill Prevention Operations Technology Series (SPOTS) Memo No. 14 "Site Assessments at Bulk Storage Facilities"; NYSDEC Bureau of Spill Response STARS Memo No. 1, "Petroleum-Contaminated Soil Guidance Policy," August 1992; SCDHS; and Suffolk County Sanitary Code.
- Prior to site development, all underground drainage and sewage disposal systems such as cesspools, dry wells, septic tanks and leach fields (and any associated soil contamination) will be removed and disposed of in accordance with all applicable regulations, including SCDHS and Suffolk County Sanitary Code.

Wyandanch Intermodal Transit Facility

- Prior to demolition, a comprehensive asbestos survey will be conducted in accordance with NYSDOL Industrial Code 56 and USEPA requirements, including sampling of all suspect asbestos-containing materials (ACM). Based on the findings of the survey, all identified ACMs will be removed and disposed of in accordance with Federal, State, and local requirements; depending on the types and quantities of ACMs to be removed, the NYSDOL, USEPA and the local building department will be notified.
- Demolition activities with the potential to disturb lead-based paint will be performed in accordance with the applicable Occupational Safety and Health Administration regulation (OSHA 29 CFR 1926.62 - Lead Exposure in Construction).
- Disposal of suspect mercury-containing or suspect PCB-containing equipment will be performed in accordance with applicable regulatory requirements, including NYSDEC Standards for Universal Wastes and USEPA Toxics Substances Control Act (TSCA). If the waste meets USEPA/NYSDEC hazardous waste criteria, an EPA Identification Number will be obtained
- All excavated soil (including fill material) will be handled and disposed of in accordance with all local, State and federal regulatory requirements. If the waste meets the USEPA/NYSDEC hazardous waste criteria, an EPA Identification Number will be obtained.
- If dewatering is required during construction, testing will be performed to ensure compliance with applicable sewer discharge permit/approval requirements including those under the State Pollution Discharge Elimination System and local sewer district requirements. If necessary, pre-treatment will be conducted prior to discharge to the sewer.

With these measures, no significant adverse impacts related to hazardous materials will be associated with the Project. *