



Engineering, Surveying and Landscape Architecture, P.C.

**DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT FOR THE
COMPREHENSIVE PLAN FOR THE DEVELOPMENT (REUSE & REVITALIZATION PLAN),
INCLUDING AMENDMENT TO THE TOWN OF RIVERHEAD COMPREHENSIVE PLAN,
AMENDMENT TO ZONING CODE AND MAP, AND SUBDIVISION OF EPCAL PROPERTY
AT CALVERTON**

**SOUTH OF NEW YORK STATE ROUTE 25 (MIDDLE COUNTRY ROAD)
EAST OF WADING RIVER MANOR ROAD
CALVERTON, TOWN OF RIVERHEAD, SUFFOLK COUNTY**

PROJECT LOCATION: 2,323.9± acres at Former Calverton Naval Weapons Industrial Reserve Plant (NWIRP), south of Middle Country Road (New York State Route 25), North of Grumman Boulevard, west of Wading River Manor Road, and approximately 5,900± feet west of Edwards Avenue, Hamlet of Calverton, Town of Riverhead, Suffolk County

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**AVAILABILITY OF
DOCUMENT:**

This document is a Draft Supplemental Generic Environmental Impact Statement (DSGEIS) prepared by the Town of Riverhead. Copies are available for public review and comment at the offices of the Lead Agency, and on the Town of Riverhead website at www.townofriverheadny.gov

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DEADLINE FOR COMMENTS: September 15, 2014, at 12:00 Noon



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1.0

Executive Summary

1.1 Introduction

This Executive Summary is designed solely to provide an overview of the proposed action, a brief summary of the potential adverse impacts identified and mitigation measures proposed as well as alternatives considered. Review of the Executive Summary is not a substitute for the full evaluation of the proposed action performed in Sections 2.0 through 10.0 of this DSGEIS.

The United States Department of the Navy (U.S. Navy) prepared a Draft Environmental Impact Statement, dated February 1997 (hereinafter "1997 DEIS") and Final Environmental Impact Statement, dated December 1997 (hereinafter "1997 FEIS" or collectively the "1997 EIS"), pursuant to the National Environmental Policy Act (and as a Generic Environmental Impact Statement [GEIS] for the purposes of the State Environmental Quality Review Act [SEQRA]), that dealt with the disposition and potential future use of the former Naval Weapons Industrial Reserve Plant (NWIRP) at Calverton (hereinafter "NWIRP Calverton property"), which includes the 2,323.9-acre EPCAL Property (the subject of this DSGEIS).

This document supplements that original 1997 DEIS (discussed below) and is a Draft Supplemental Generic Environmental Impact Statement (DSGEIS), prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617 for the action contemplated herein and is based upon the Positive Declaration that was adopted by the Town Board of the Town of Riverhead (hereinafter "Town Board") on June 18, 2013. The DSGEIS evaluates the potential adverse impacts associated with the proposed action, which is described in Section 1.2.

In 2013, the New York State Senate and Assembly passed a bill establishing the Enterprise Park at Calverton (EPCAL) Reuse and Revitalization District. The bill was ultimately signed into law by Governor Andrew Cuomo on October 23, 2013. The purpose of the legislation was to, among other things, provide for the expeditious and orderly conversion and redevelopment of the remaining portions of the overall NWIRP Calverton property (also known as the "subject property" or "EPCAL Property") in order to prevent further blight, economic dislocation, unemployment and aid in strengthening the local, regional, and state economy. In anticipation of the redevelopment of the EPCAL Property, and in acknowledgement of some of the



subject property's environmental conditions, the Town of Riverhead coordinated closely for over a year with the New York State Department of Environmental Conservation (NYSDEC) to establish a framework for redevelopment that is protective of the environmental resources of the site, while allowing for significant economic development.

Overall, the proposed action has been developed to address the need for redevelopment of the EPCAL Property, such that it becomes an economic engine for growth and development within the Town of Riverhead, Suffolk County and State of New York

1.2 Description of the Proposed Action

The EPCAL Property is located in the hamlet of Calverton, Town of Riverhead, Suffolk County and is bounded on the north by New York State Route 25 (also known as Middle Country Road), industrial, agricultural and undeveloped/wooded parcels to the east, Grumman Boulevard/Swan Pond Road to the south and Wading River Manor Road and residential and undeveloped/wooded properties to the west. The subject property surrounds the off-site Calverton Camelot industrial subdivision (hereinafter "Calverton Camelot") to the west, north and east, which is owned and operated by a private entity. Calverton Camelot was originally included in the NWIRP Calverton property, but was subsequently subdivided and sold for development.

Aside from Calverton Camelot, the subject property excludes the acreage associated with the Stony Brook University Business Incubator at Calverton, the Island Water Park Corp. property, the Town Riverhead Water District property and the 0.5-acre Wells Family Cemetery, which were part of the overall NWIRP Calverton Property.

Grumman leased the NWIRP Calverton property from the US Navy for more than 40 years. By the middle of 1992, only one aircraft remained in production and NWIRP Calverton officially closed in February 1996. In 1994, subsequent to Grumman's announcement of its intention to vacate the property, the United States Congress authorized the Secretary of the U.S. Navy to convey approximately 2,900 acres "inside the fence" to the Town CDA for the purpose of economic development. Based upon this decision, the U.S. Navy prepared the 1997 DEIS, which addressed and evaluated the disposition and potential future use of the overall Calverton property, a portion of which is included as part of the extant subject property, now known as the EPCAL Property. Based upon the decision to dispose of the land and the preliminary choice of a preferred alternative, as previously mentioned, the U.S. Navy prepared a DEIS and FEIS in 1997 that dealt with the disposition and reuse of the EPCAL Property. The *Calverton Enterprise Park Reuse Plan*, along with another alternative, was the subject of the 1997 EIS. The aforesaid DEIS and FEIS prepared by the U.S. Navy are the SEQRA documents that this DSGEIS is a supplement to.

Subsequent to the U.S. Navy's environmental review process, approximately 492 acres of the property were conveyed to a private developer for the development of

▼
¹ This is the portion of the overall U.S. Navy site that was the central contiguous area leased and operated by Grumman.



Calverton Camelot. A separate environmental review was conducted for the development of the subdivision, and development of Calverton Camelot began subsequent to that review and approval. The proposed action does not include any property within Calverton Camelot nor will it affect the environmental review process that was conducted therefor.

In May 1998, the Town CDA contracted with a property management firm to assume the responsibility for operations and maintenance upon the property conveyance. The Town CDA Board then authorized the creation of the Riverhead Development Corporation, a local development corporation, to market the site for redevelopment. Subsequent to this, in September 1998, the CDA prepared an urban renewal plan for the property. As will be discussed below, since 1998, additional environmental reviews have been performed for proposed developments on various portions of the original NWIRP Calverton property, most of which have not proceeded.

There have been a number of documents that evaluated the development of the EPCAL Property. Below is a list of each document:

- *A Comprehensive Reuse Strategy for the NWIRP at Calverton, Riverhead, Long Island, March 1996*
- *Department of the Navy DEIS and FEIS for the Disposal and Reuse of Naval Weapons Industrial Reserve Plant, Calverton, New York (February 1997 and December 1997)*²
- *Town of Riverhead Community Development Agency Calverton Enterprise Park Urban Renewal Plan (September 1998)*
- *Final Supplemental Environmental Impact Statement for Calverton Enterprise Park Reuse Plan Zoning Change (2005)*
- *Riverhead Resorts, LLC – various documents, including brochure from <http://ledointl.com/rh/Index.html>*
- *Draft Scope for Draft Supplemental Environmental Impact Statement – Rechler Center for Business and Technology (September 2008)*

One of the unique elements of the proposed action is regarding the legislation that supports it and the review and approval process that the legislation establishes. In anticipation of ultimate approvals for redevelopment of the EPCAL Property, on October 23, 2013, Governor Cuomo signed a new law that was passed by both the New York State Senate and Assembly, entitled “An Act in relation to a plan for the development of the Enterprise Park at Calverton,” which allows for the streamlining of the development process for the EPCAL Property and eliminates inconsistent and redundant land use controls. This act establishes the Enterprise Park at Calverton Reuse and Revitalization Area to promote the redevelopment of the EPCAL site in the Town of Riverhead. The law creates an expedited review process of 90 days for projects consistent with the Reuse and Revitalization Plan, as set forth in this DSGEIS. Note that the law indicates that if the project is not consistent with the Reuse and Revitalization Plan (i.e., eligible for expedited review), the project may continue through the regular review and permitting process. The Town has prepared a draft Reuse and Revitalization Plan, a draft of a new zoning district, entitled Planned Development (PD) District to ultimately implement the Town’s vision for redevelopment of the EPCAL Property, and a draft Subdivision Plan.

▼
²As previously noted, this extant DSGEIS supplements the U.S. Navy 1997 EIS.



Proposed Action and Development Concept

The proposed action consists of a number of components, including the following:

- Creation and adoption of the Reuse and Revitalization Plan
- Amendment to the Town of Riverhead Comprehensive Master Plan
- Amendment to the Calverton Urban Renewal Plan
- Creation and adoption of a Planned Development (PD) Zoning District
- Amendment to the zoning map of the Town of Riverhead to rezone the subject property to the PD Zoning District
- Subdivision of the EPCAL Property into 50 lots, of which 42 lots would be for ultimate redevelopment with a mix of uses (e.g., business [commercial and retail], industrial, government, energy park, recreation, utilities, residential).

Reuse and Revitalization Plan

As the subject property is anticipated to be redeveloped over a multi-decade horizon, it is not possible to determine the precise uses or the precise square footage of each use that may be redeveloped and in what specific locations. Accordingly, a Reuse and Revitalization Plan was developed for the EPCAL Property. As described herein, the Reuse and Revitalization Plan was, in part, developed from the information provided in two market analyses performed by RKG Associates, Inc.

The Reuse and Revitalization Plan sets forth various development areas as listed below:

- **Limited Development:** This area is shown as limited business park. It is located along Route 25.
- **Mixed Use - Business/Light Industrial/Distribution:** The larger of these two areas is located along Route 25 and the smaller area is located south the open space parcel located in the eastern portion of the site.
- **Light Industrial:** This area is shown as light industrial/distribution and energy park. It is located in the south-central portion of the site along Grumman Boulevard
- **Mixed Use - Business Park/Recreation/Sports:** This area has access from Middle Country Road, but the majority of the land is located southwest of the Limited Development area.

The Reuse and Revitalization Plan serves as the comprehensive development plan for the subject property and provides the basis for the subdivision plan.

In order to ultimately implement the proposed action, the Town Board will be required to adopt the Reuse and Redevelopment Plan, which will serve as the amendment to the Town of Riverhead Comprehensive Master Plan, and will be the basis for the amendment of the Calverton Urban Renewal Plan.



Creation and Adoption of Planned Development (PD) Zoning District

A new Planned Development (PD) zoning district has been proposed that will guide development within the subject property. The PD District has been designed as a hybrid form-based zoning code, which will allow the Town flexibility over the multi-decade redevelopment horizon. The PD District establishes objectives, policies, and standards to promote orderly development and redevelopment within the PD District area for purposes of recapturing potential investment, growth, and employment opportunities for the region through a wide variety of uses, including industrial, institutional, manufacturing, commercial, and energy. The overall intent of the PD District is to promote the expeditious and orderly conversion and redevelopment of EPCAL by allowing for flexibility in providing a mix of uses in order to prevent further blight, economic dislocation, and additional unemployment, and to aid in strengthening the New York State economy, the regional economy, and the economy of the Town of Riverhead.

Development within EPCAL would be governed by various documents, including the amended Town of Riverhead Comprehensive Master Plan, the Town of Riverhead Zoning Code and the updated Calverton Urban Renewal Plan, as well as the Reuse and Revitalization Plan and the Subdivision Map. This Reuse and Revitalization Plan and the Subdivision Map, together specify, among other things, representative types and general locations of land uses in the proposed PD District, and the general scale, and intensity of development within the PD District. With respect to approvals, the Town Board would determine whether proposed development within EPCAL complies with the Reuse and Revitalization Plan and with the bulk requirements design considerations, and other requirements defined in the PD District.

The PD District, upon adoption by the Town Board, would be applied to the individual tax parcels located within the subject property. These parcels include Suffolk County Tax Map Nos.: District 600-Section 135-Block 1 – Lots 7.1, 7.2, 7.33 and 7.4.

Proposed Subdivision and Theoretical Mixed-Use Development Program

In order to ensure a comprehensive evaluation of the entire action (including the impacts of redevelopment in accordance with the proposed subdivision) in accordance with the SEQRA and its implementing regulations at 6 NYCRR Part 617, a Subdivision Plan and Theoretical Mixed-Use Development Program have been prepared. The Subdivision Plan and Theoretical Mixed-Use Development Program are based upon over a year of coordination with NYSDEC to ensure that development would occur in a manner that is respectful of the environment to the extent practicable, while still allowing for significant economic development. During this period, the Town also consulted with the NYSDOT and various environmental groups.

Based upon consultations with representatives of the NYSDEC and other involved and interested parties, a subdivision map has been developed. The Subdivision Map



contains a total of 50 lots. The proposed development would occur on Lots 1 through 42, which comprise a total of 654.3± acres, including roadways (34.5 acres) and drainage reserve areas (51.3± acres). The other eight lots are comprised of the following:

- Lot 43 - STP Recharge Parcel: 23.2± acres
- Lot 44 - Open Space (East): 880.4± acres
- Lot 45 - STP Expansion Area: 2.9± acres
- Lot 46 - Town of Riverhead Parcel: 40.2± acres
- Lot 47 - Open Space (West): 265.9± acres
- Lot 48 - Open Space: 356.0±³ acres
- Lot 49 – Veterans Memorial Park: 96.7± acres
- Lot 50 – Community Center: 4.0± acres

Based upon the market assessment prepared for this DSGEIS by RKG Associates, there are a variety of different uses that could be feasible over the multi-decade redevelopment horizon.

For purposes of this analysis, a theoretical mixed-use development occurring over two time horizons is evaluated: 1) a near-term build-out in 2025; and 2) the full build-out in 2035.

Projected Development in 2025

The following interim mixed-use theoretical development program with a horizon year of 2025 is being analyzed in this DSGEIS. This development program is generally consistent with that included in RKG’s *Absorption Analysis for NWIRP/EPCAL*, although it examines less residential development than considered in that study:

- 289,606 SF of industrial/research and development (R&D)/flex space
- 1,330,305 SF of office/medical office/flex or institutional space
- 358,785 SF of commercial/retail space
- 150 Residential Units (supportive of commercial/industrial development at the EPCAL Property).

Potential Maximum Development Full Build-Out

In order to ensure comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, a theoretical mixed-use, full build-out development program has been identified, which reflects the potential ultimate development of the subject property in accordance with the Reuse and Redevelopment Plan, the PD District and the Subdivision Plan. The Theoretical Mixed-Use Development Program would occur on Lots 1 through 42 and would consist of the following components:

- 6,886,836 SF of industrial/research and development (R&D)/flex space
- 2,927,232 SF of office/flex and 740,520 SF of medical office space (3,667,752 SF total)

▼
³ Including approximately 320 acres of CPB Core Area.



- 805,860 SF commercial/retail space
- 300 Residential Units (supportive of commercial/industrial development at the EPCAL Property).

This development program is evaluated in this DSGEIS to ensure that all potential significant adverse environmental impacts are analyzed in accordance with 6 NYCRR Part 617.

As is demonstrated in this DSGEIS, the mix of uses set forth in the Theoretical Mixed-Use Development Program would result in significant adverse traffic impacts that likely cannot be fully mitigated. It must be understood, however, that no one can predict, over a multi-year development period, what specific uses would be developed and at what levels. For example, if a significant portion of the site is developed for warehouse uses, minimal traffic would result. Moreover, if a significant area was used as a solar field, virtually no traffic would result from that area. Accordingly, the maximum development limit will be a function of the actual trip generation associated with the uses developed. The maximum number of trips that can be generated and reasonably mitigated at this site in the a.m. peak hour (the critical time period) is 5,000. Section 3.4.3 of the DSGEIS provides the various levels of trip generation and the mitigation required to be in place for each level of trip generation.

In order to ensure that the traffic generated by the permitted development can be adequately mitigated, as each use is approved, constructed and occupied, traffic counts must be taken at each access point to the site to document the total number of trips actually generated. Once the total number of trips generated reaches 5,000, no further development can be approved unless additional evaluation and mitigation (as necessary based on the evaluation) is conducted.

With respect to open space on the EPCAL Property, the open space to be retained/created is as follows:

- Existing woodland to remain: 787.3± acres
- Existing grassland to remain: 458.1± acres
- Grassland to be created: 138.3± acres (includes 59.5± acres of runway/taxiway to be converted to grassland)
- Other meadow/brushland to remain: 104.2 acres
- Wetlands: 16.4±
- McKay Lake: 9.3± acres

As the EPCAL Property includes regulated wetlands, land within the Wild, Scenic and Recreational River System for the Peconic River, and habitat for endangered species, the subdivision provides for maintenance of buffers of a minimum of 1,000 feet around designated wetlands (to accommodate tiger salamander habitat), and also provides for approximately 596.4 acres of maintained grassland (458.1 acres of existing grassland, and 138.3 acres of grassland to be created) as habitat for the short-eared owl, northern harrier and upland sandpiper. The proposed subdivision provides for a minimum preservation of 59 percent of natural area, including wetlands and water bodies. An additional six percent of the EPCAL Property is proposed to comprise newly-created grassland.



In addition, a continuous walkway/bikeway trail is proposed to be maintained around the perimeter of the site to consist of portions of existing paved and unpaved trails. These trails will be supplemented, as necessary, and maintained by individual lot owners as part of the site plan approval process. Development lots containing the trail will be subject to restrictive covenants requiring construction and/or maintenance of the trail.

Proposed Traffic Access

Three access points would be provided on Middle Country Road -- one existing and two newly developed. The westerly site access will be signalized and located opposite the existing access to Calverton National Cemetery. The central access will use the existing Burman Boulevard, a signalized T-intersection. The easterly access will be aligned opposite NY 25A, forming the fourth leg of a currently signalized T-intersection. Thus, three signalized access points will be provided on Middle Country Road along the site frontage. Two access points would be provided on Grumman Boulevard and River Road, along the south of the site. One of these will be the existing Burman Boulevard T-intersection with River Road, which would be signalized. A second access point would be developed to the west of Burman Boulevard, forming a new T-intersection with Grumman Boulevard which would be signalized by 2035.

Purpose, Need and Benefits

The purpose, needs and benefits of the proposed action have remained the same since the time of the 1997 EIS and the conveyance of property to the Town CDA. Since the Town embarked on this planning initiative, the overall goals were and remain to serve the public need by attracting private investment, maximizing job creation, increasing the tax base and enhancing the regional quality of life. The various actions that comprise the proposed action, which are contemplated herein, are consistent with these goals. The proposed action would also enhance the tax base through redevelopment of existing vacant/unoccupied parcels and new development by increasing the area's marketability.

The Town CDA received title to approximately 2,900 acres, which includes the EPCAL Property, from the U.S. Navy in 1998 for economic development purposes. The objective of the Town, since the time of the property transfer, has been to redevelop the NWIRP Calverton property in a manner that would maintain its environmental integrity, while creating a significant engine to drive the local and regional economy, as confirmed in the 2013 New York State legislation signed by Governor Cuomo as law creating the Enterprise Park at Calverton Reuse and Revitalization.

As indicated above, both the Town of Riverhead and New York State have recognized the redevelopment of EPCAL Property as an action that would constitute a transformative regional development. Such redevelopment would have wide-ranging positive economic impacts on the local area, Town, County, and the entire State of New York.

The specific benefits associated with the subdivision and future development of the EPCAL Property include the following:



The property would be returned to the tax rolls, and development of would generate significant tax revenues to the Town and other taxing jurisdictions (generating a total of approximately \$42,738,735, annually to all taxing jurisdictions at ultimate build-out)

- Development of the property would create the opportunity for construction jobs (9,635± jobs over the course of the total construction period)
- Development of the property would create additional permanent jobs (25,562± jobs at ultimate build-out)
- The development of the EPCAL Property would also allow for the preservation of 1,487.9 acres of natural vegetation, including 458.1 acres of grasslands.
- The legislation, described above, benefits the development community by allowing for a streamlined approval process for applications that are consistent with the EPCAL reuse plan. This will give EPCAL and the Town of Riverhead the kind of competitive edge needed to compete in today's market since it will allow businesses more certainty due to the 90-day approval process.

Required Permits and Approvals

The following table identifies permits and approvals required for implementation of the proposed action. The approvals noted with an asterisk (*) in the table below would be required for actual development that would occur in accordance with the PD District. These approvals are not needed for adoption of the Reuse and Revitalization Plan, amendment to the Comprehensive Plan, amendment to the Urban Renewal Plan, adoption of the PD District and rezoning of the subject property, which are all Town Board actions.



Required Permits and Approvals

Agency	Approval
Town of Riverhead Town Board	<ul style="list-style-type: none"> • Adoption of Reuse and Revitalization Plan • Amendment to Comprehensive Master Plan • Adoption of Updated Urban Renewal Plan • Creation of Planned Development (PD) Zoning District • Rezoning of EPCAL Property to PD Zoning District • Potential Modification to Buffer along Grumman Boulevard • Resolution Approving Alteration of Boundaries of Adjoining Fire District
Town of Riverhead Planning Board	Preliminary and Final Subdivision Approval*
Town of Riverhead Sewer District	Sewer Availability*
Town of Riverhead Water District	Water Supply (Potential)*
Town of Riverhead CDA	Revision of Urban Renewal Plan
Town of Riverhead Highway Department	Road Opening Permit (Town Roads)*
Wading River Fire District and Manorville Fire District	Joint Resolution of Boards of Fire Commissioners Approving Alteration of Adjoining Fire Districts*
Suffolk County Department of Health Services	<ul style="list-style-type: none"> • Subdivision Approval* • Water Supply* • Sanitary Sewerage Disposal*
Suffolk County Department of Public Works	Highway Work Permit (County Roads)*
Suffolk County Planning Commission	Referrals*
Suffolk County Water Authority	Water Supply (Potential)*
New York State Department of Transportation	Highway Work Permit (State Roads)*
New York State Department of Environmental Conservation ¹	<ul style="list-style-type: none"> • General Permit for Stormwater Discharges * • Modification to SPDES Permit for discharge to McKay Lake • Potential Public Water Supply Permit* • ECL Article 11 Incidental Take Permit* • Freshwater Wetlands Permit* • Wild, Scenic and Recreational Rivers Permit (for Subdivision of Land)* • Modification of Wild, Scenic and Recreational Rivers System Corridor Boundary*

Note: ¹ Per the 2013 New York State legislation for the EPCAL Property and per the regulations within the PD District, NYSDEC will issue said permits for the subdivision of the property, thus subsequent permits for the development of individual lots would not be required.



1.3 Potential Impacts and Proposed Mitigation

Land Use and Zoning

Potential Impact

The current zoning of the site consists of Calverton Office, Light Industrial, Planned Industrial Park, and Planned Recreation Park. The proposed action calls for the adoption of a new PD zoning district, application of the PD District to the Project Site, the subdivision of the property and the ultimate development with a mix of uses. The PD District was designed to allow for flexibility and would permit a wide variety of uses, including industrial, institutional, manufacturing, commercial, and energy. Although the proposed action would only involve legislative action and infrastructural improvements to the subject property, it is evaluated here for its potential impacts on land use based upon the Theoretical Mixed-Use Development Program, the Subdivision Map, and the Reuse and Revitalization Plan.

The study area contains a well-established mix of uses, residential, commercial, institutional, recreational, and cemetery uses dominating. The development of the subject property with industrial, R&D, energy, flex space, office, and supportive retail and residential uses would introduce a new land use to the EPCAL Property, especially since the subject site is currently vacant. That said, although the land use pattern would change:

- The new industrial, R&D, medical office, and office uses would be compatible with some of the R&D and industrial uses that occur east of the subject property (including the Stony Brook University Incubator)
- The potential for an energy park in the area along Grumman Boulevard would complement other light industrial uses
- The open spaces to be preserved on the subject property would enhance other open space and recreational uses that surround and are included adjacent to the EPCAL Property (including Swan Pond, Water Island Park, Inc., Swan Lake Golf Club, Grumman Memorial Park, Calverton National Cemetery, the various other park and open spaces in the area, and the various wooded and agricultural areas). Therefore, it is not anticipated that the proposed development of the subject property, overall, would have a significant adverse impact on adjacent and area land uses. Rather, it would alter the land use pattern of the area to achieve the economic development goals of the EPCAL Property, which were established when the property was transferred from the federal government to the Town of Riverhead and would introduce compatible uses to the existing adjacent properties.

The PD District, upon adoption by the Town Board, would be applied to the individual tax parcels located within the subject property. These parcels include Suffolk County Tax Map Nos.: District 600-Section 135-Block 1 – Lots 7.1, 7.2, 7.33 and 7.4. The application of the PD District to the subject property would unify the property under one zoning district and allow for it to be developed in a unified



manner, consistent with the vision put forth in the Reuse and Revitalization Plan and Subdivision Map.

As previously indicated, the Town has for almost 20 years been studying redevelopment of the subject property. The proposed action would be consistent with these the following studies:

- A Comprehensive Reuse Strategy for the NWIRP at Calverton, Riverhead, Long Island, March 1996 (1996 Reuse Strategy) by attracting private investment, increasing the tax base, maximizing job creation and enhancing the regional quality of life.
- The revised *Calverton Enterprise Park Urban Renewal Plan* by the attraction of private investment in the site, the maximization of the real property tax ratable base, the maximization of skilled, high paying employment opportunities and the protection of the natural environment and the sustaining of the regional quality of life.
- Town of Riverhead Comprehensive Plan (2003) by providing “a dynamic office/industrial center in and around Enterprise Park at Calverton,” regional recreational facilities at Enterprise Park at Calverton, preservation of open spaces on and off of the subject property, additional recreational facilities, protection of sensitive environmental areas, and enhancing Riverhead “...as a place that has the best of both the past and the present, and the best of both natural and built environments.”

With respect to the Long Island Central Pine Barrens Comprehensive Land Use Plan (CLUP), while the Town of Riverhead’s position that development of the EPCAL Property is not subject to the standards for development set forth in the CLUP, the Town has designed the subdivision to comply with the standards.

In addition to being consistent with each of these standards, one of the unique elements of the proposed action is regarding the legislation that supports it and the review and approval process that the legislation establishes. This expedited permitting will be very important in terms of ensuring that development of the EPCAL Property remains consistent with CLUP.

Proposed Mitigation

While the land use and zoning within the EPCAL Property would change, no significant adverse environmental impacts with respect to land use and zoning were identified. The proposed action is consistent with all of the relevant land use plans for the subject property and surrounding area and has been designed to have a positive impact on land use within study area through the creation and application of the PD District, which would allow for the development of the EPCAL Property in a comprehensive manner.

Moreover, mitigation measures have been incorporated into the design of the site, as follows:



- The PD District has been designed with the flexibility to allow for development to respond to changes in market conditions, which will provide for economic development.
- The PD District has been designed to highlight the natural landscape and promote open spaces. The proposed subdivision plan includes over 1,500 acres of open space, wetlands and other water bodies that includes the preservation and/or creation of approximately 600 acres of grassland.
- The PD District contains requirements related to the provision of roadway buffers along New York State Route 25 (Middle Country Road). The proposed subdivision plan provides this buffer.
- The PD District has been designed to reflect any permitting from the New York State Department of Environmental Conservation related to freshwater wetlands, Wild, Scenic, and Recreation River Systems, and endangered species. The proposed subdivision plan contains buffers related to the tiger salamander pond on the northeastern portion of the subject property, the WSRR Boundary, on-site and off-site wetlands, and the Peconic Headwaters.
- As part of the subdivision plan, all sewer discharge will be to the north, outside of the Peconic Headwaters.

Socioeconomics

Potential Impact

The overall socioeconomic impacts of the redevelopment of this area in accordance with the proposed PD District to the Town of Riverhead and Suffolk County as a whole are expected to be positive, including:

- 482± FTE construction jobs annually (9,635± FTE construction jobs over the projected construction period).
- 25,562± permanent jobs in the full build-out of the property in 2035.

In addition, the total projected property taxes based upon future development in accordance with the 2025 Theoretical Mixed-Use Development Program is \$8,564,230±, which is an increase of \$8,564,230± over the existing condition, since no property taxes are currently generated. The total projected property taxes based upon future development in accordance with the 2035 Theoretical Mixed-Use Development Program is \$42,738,759.61±.

Proposed Mitigation

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



Community Facilities and Services

Potential Impact

As the site plan design progresses, consultations will continue with the Fire Districts regarding access, fire hydrants and internal roadway design and turning radii for emergency vehicles. In furtherance of fire protection, the EPCAL Property will not be gated, and there would be multiple access points for entry into the site should emergency situations arise. In addition, all of the buildings constructed as part of the EPCAL development would be built in accordance with the current New York State Building and Fire Codes, thereby incorporating the latest techniques and technology for optimizing fire protection.

While the number of calls cannot be estimated, since the type of tenants on the site can vary widely, the proposed action will increase the number of emergency calls to the EPCAL Property, since currently there are only a limited number of uses/activities that occur on the site. However, as noted in the 1997 EIS, the plan envisions project components (e.g., industrial, office, energy park) that would usually provide for their own internal safety and security operations (including fire protection). Moreover, in order to help meet the demand for fire protection services, the EPCAL Property, which currently does not generate any property taxes for the three fire districts, would be put back on the tax rolls. Once the properties are redeveloped and placed onto the tax rolls, a portion of the newly-generated property taxes would be paid to the three fire districts that serve the site.

With respect to ambulance/EMS services, RVAC indicated that there is little margin to accommodate an increase in call volume. The stations have insufficient space and facilities to meet current staffing and call volume. According to Assistant Chief Corwin, any significant increase in call volume, especially in the western half of the Ambulance District would require the addition of a substation in that area, at least one additional ambulance and one additional first response vehicle.

The RVAC is expected to receive approximately \$99,000 per year in property taxes from the EPCAL development, whereas it currently receives no property tax revenue from this site. In addition, Lot 21, which is approximately 10 acres in size, would, in the future, contain the existing one-acre Grumman Memorial Park. Due to the size of the overall parcel (approximately 10 acres), it would also be available to community service providers (e.g., ambulance, fire, police) for establishment of satellite facilities.

Police protection is provided by the Town of Riverhead Police Department. With the construction of new buildings on the site, which brings with it both permanent employment and permanent on-site population, there will be an increase in the number of calls to the Riverhead Police Department. It is anticipated that future tenants (e.g., industrial, office, energy park) would usually provide for their own internal safety and security operations. This may assist in reducing the number of calls to the Riverhead Police Department. While the EPCAL Property is currently not generating any property taxes, the site and surrounding area are currently patrolled by the Town of Riverhead Police Department. Upon redevelopment, the property will be placed back onto the tax rolls and future tenants will be generating property taxes.



The Town contemplates that future residential units would support the non-residential development that would take place at EPCAL. As the project is in the environmental analysis stage and no specific development is proposed, the residential units have not been designed. However, based upon the assumption of Townhouse-type residences, such residences would be expected to generate 0.22 school-aged children per unit. Therefore, for 2025, the 150 residential units would be expected to generate approximately 33 school-aged children. The additional 150 units at ultimate build-out would also generate approximately 33 school-aged children, for a total of 66 school-aged children at full build-out in 2035.

The per pupil expenditure in the Riverhead Central School District (CSD) is projected to be \$23,450±. Therefore, while the total cost to the Riverhead CSD for the ultimate build-out total of 66 additional children would be \$1,547,700 (based upon current expenditure per pupil), development in 2035 (ultimate build-out) could generate over \$25.7 million in annual property taxes to the school district. Based upon the tax analysis and the generation of only 66 school-aged children, the impact to the Riverhead CSD is not expected to be significant, and the increased tax revenue would be expected to exceed the cost of education of students that may be generated at EPCAL.

With respect to solid waste generation, by 2025, the theoretical mixed-use development program would generate approximately 23,156 pounds of solid waste per day (352 tons per month). At ultimate build-out, development would generate a total of approximately 145,837 pounds of solid waste per day (2,218 tons per month). The collection and disposal of all solid waste generated by the future development would be in conformance with Chapter 103, Solid Waste Management Law of the Town of Riverhead, of the Town of Riverhead Town Code.

The collection and disposal of solid waste generated would be performed by licensed, private carters. Recycling at EPCAL would also be in conformance with §§ 103-10 and 103-14 of the Town Code.

While the projected permanent population is low, the number of employees is expected to be close to 5,700 by 2025 and over 25,000 by 2035, the ultimate build-out. Although this is a sizable increase of people at the site, the kinds of health services needed for employees would differ from permanent population, and would focus more on emergency/trauma. The advent of walk-in emergency/ urgent care facilities has replaced some of the traditional hospital emergency room functions. Therefore, these facilities, several of which have opened in the area in the last few years, may be more suitable for the types of medical care required by employees working at the EPCAL Property. While there will be a need for hospital beds to serve the permanent population, as residential development would be a relatively small portion of overall development at EPCAL, the need is not expected to be great. Based upon the foregoing, it is not anticipated that the proposed development would adversely impact health care services in the area.

Proposed Mitigation

Based upon the analyses provided herein several potential impacts to community services have been identified. The following measures would assist in the provision of community services:



- The EPCAL property would be put back onto the tax rolls. Overall property taxes anticipated to be generated by the future development of the EPCAL Property are estimated to be \$8.6± million by 2025 and \$42.7± million at ultimate build-out. These property taxes would be distributed to the relevant taxing jurisdictions, including the Riverhead School District, the Riverhead Town Police Department, and several fire and ambulance districts, among others for their use in addressing increased service demands. These property taxes would assist in minimizing the fiscal impacts to community service providers.
- With respect to educational facilities, the annual property taxes to be paid to the Riverhead CSD would more than off-set the cost to educate the students projected at ultimate build-out.
- With respect to fire protection, future development would include the following: state-of-the-art building construction in accordance with the latest fire and building code regulations (which would incorporate the latest techniques and technology for optimizing fire protection); proper hydrant and standpipe placement; installation of fire control panels; and proper internal roadway design to accommodate emergency vehicles).
- It is likely that many of the future tenants would provide private security, thus minimizing the impact on the Riverhead Police Department.
- With regard to solid waste management, recycling would be encouraged and provision would be made for appropriate recycling containers.

Transportation

Potential Impact

A comprehensive Traffic Impact Study was performed for the proposed action and is included as an appendix to this DSGEIS. The principal roadways are Middle Country Road (NY 25), Wading River Manor Road, Edwards Avenue, Grumman Boulevard, River Road, and Burman Boulevard. Five signalized and six unsignalized intersections in the vicinity of the EPCAL Property were analyzed.

Based upon the proposed level of development, by 2025 the project would be expected to generate 2,741 trips (2,375 entering and 366 exiting) during the weekday a.m. peak hour, 2,481 trips (406 entering and 2,075 exiting) during the weekday p.m. peak hour and 408 trips (245 entering and 163 exiting) during Saturday midday peak hour. By 2035 the project would generate 12,032 trips (10,218 entering and 1,814 exiting) during the weekday a.m. peak hour, 11,564 trips (2,112 entering and 9,452 exiting) during the weekday p.m. peak hour and 3,177 trips (1,310 entering and 1,867 exiting) during the Saturday midday peak hour.

However, through the course of the analysis it was determined that the existing roadway network in the study area cannot support the level of traffic projected with the Theoretical Mixed Use Development Program Full Build-Out in 2035, even with the implementation of all roadway mitigations that, at this time, are reasonable to implement given the configuration of the area roadways, available rights-of-way, and other factors (such as Pine Barrens Core Preservation Area land). There are a limited number of routes to and from the site, and these routes have limits on the



extent of potential improvements able to be implemented. Geometric and environmental considerations limit the extent of improvements that could be made to the roadway system and construction of additional, new roadways is not necessarily feasible at this time. Through an iterative analysis process, the level of traffic that can be mitigated was established as 5,000 total trips (combined entering and exiting) during the critical weekday a.m. peak hour.

It must be understood that no one can predict, over a multi-year development period, what specific uses would be developed and at what levels. Therefore, the trip generation could vary significantly based upon the actual uses established at the site. For example, if a significant portion of the site is developed for warehouse uses, minimal traffic would result. Moreover, if a significant area was used as a solar field, virtually no traffic would result from that area. Accordingly, the maximum development limit will be a function of the actual trip generation associated with the uses developed. The mitigation phasing section provides the various levels of trip generation and the mitigation required to be in place for each level of trip generation. The following is one example of a development mix possible that the roadway network could support when reasonable mitigation is considered:

Potential Program Mix for Full Build 2035 Mitigated Traffic Level:

- Office/Institutional Space - 2,474,367 square feet
- Retail Uses - 667,340 square feet
- Industrial Park - 538,667 square feet
- Residential Condos - 300 units

This mix of uses would result in 5,002 trips (4,325 entering and 677 exiting) during the weekday a.m. peak hour, 4,543 trips (751 entering and 3,543 exiting) during the weekday p.m. peak hour and 770 trips (462 entering and 308 exiting) during the Saturday midday peak hour. The Saturday peak hour of site traffic is not the limiting case in developing a “ceiling” on trip generation. Rather it is the a.m. and p.m. peak commuting hours where the issue occurs.

Based upon the level of service analysis, during the Build 2025 condition only the newly- created site access operates satisfactorily with an overall LOS C or better. The other intersections were found to be operating poorly during one or more of the time periods analyzed. Furthermore, at 2035 almost all the study intersections were found to be operating poorly during one or more of the time periods analyzed. Therefore, mitigation has been proposed.

Proposed Mitigation

The future roadway conditions in 2025 were simulated and the roadway segments/study intersections that require mitigation were identified. These measures of mitigation are necessary to ensure that the roadway network operates well with the volumes anticipated during the Build 2025 condition as a result of increases due to the proposed project, other developments and normal background growth. The identified mitigation includes roadway widening to increase capacity as well as changes to traffic control. Specific mitigation measures for each intersection are described in the Table of Mitigation 2025 in the Section herein entitled *Conditions/Criteria Under Which Future Actions Will Be Undertaken or Approved Including Requirements for Subsequent SEQRA Compliance (“Conditions/Criteria”).*



Based on the through volumes anticipated, Middle Country Road should be improved to provide additional capacity between CR 46 (William Floyd Parkway) and the existing four lane section near the LIE. This is a total length of approximately seven and one-half miles and includes the approximately three and one-quarter mile section that abuts the subject property. Based on the anticipated volumes, Middle Country Road should be reconstructed to a five-lane section over this distance. This pavement section includes two through lanes in each direction, safety shoulders and a median which could serve as an area for left-turn lanes (either dedicated or two-way left-turn lanes) in appropriate areas. It is recommended that the posted speed limit on this section of the roadway be set to 45 mph.

The Full Build 2035 analysis reveals that mitigation is necessary at the various key intersections in order to accommodate the volumes generated by the scaled down program mix. Therefore, various measures of mitigation were applied to the network and study intersections. These are capacity mitigations and/or signal improvements. The specific mitigation measures for each intersection are described in the Table of Mitigation 2035 in the Conditions/Criteria section.

The impact analysis performed for the proposed subdivision focused on two build years, 2025 and 2035, to gauge the potential impacts of the project and develop reasonable improvements to the roadway system to maintain good traffic service in the study area. Therefore, mitigation phasing has been developed and identifies trip generation thresholds at which certain mitigation must be in place. It is noted that these thresholds are based on the trip generation associated with the development lots within the subdivision. This phasing discussion is also included in the Conditions/Criteria section.

In order to ensure that the traffic generated by the permitted development can be adequately mitigated, as each use is approved, constructed and occupied, traffic counts must be taken to document the total number of trips actually being generated. Once the total number of trips generated reaches 5,000 trips per hour (combined entering and exiting) during the critical weekday a.m. peak hour, no further development can be approved unless additional evaluation and mitigation (as necessary based on the evaluation) is conducted.

The proposed access plan contains five points of access which will allow traffic to and from the subdivision to enter and exit at various locations, reducing the additional traffic at any one point. The access plan proposed is more than adequate to serve the subdivision and will provide good traffic service. All access points to the adjacent roadway network are proposed to be signalized, in accordance with the mitigation phasing schedule set forth in this study.

The analysis performed in this study concludes that the development of the proposed subdivision can be accommodated by the surrounding roadway network given the implementation of the identified roadway mitigation and the limiting of the critical site trip generation during the weekday a.m. peak hour to 5,000 trips (combined entering and exiting).



Air Quality

Potential Impact

The air quality evaluation has demonstrated that the development of the proposed project would not result in adverse air quality impacts. The air quality analysis evaluates existing conditions, the local air quality impacts from the proposed action, construction activity, and air toxics.

The microscale analysis evaluated site-specific impacts from the vehicles traveling through congested intersections in the study area. This analysis demonstrates that all existing and future carbon monoxide concentrations are below the NAAQS. Specifically,

- All the one-hour CO concentrations ranged from 3.3 to 3.6 ppm and are well below the CO NAAQS of 35 ppm.
- All the eight-hour CO concentrations ranged from 2.3 to 2.6 ppm and are below the CO NAAQS of 9 ppm.

The air quality study demonstrates that the proposed project conforms to the CAAA and the SIP because:

- No violation of the NAAQS would be expected to be created.
- No increase in the frequency or severity of any existing violations (none of which are related to this development) would be anticipated to occur.
- No delay in attainment of any NAAQS would be expected to result due to the implementation of the proposed action.

Based upon the analysis presented herein and the conclusions summarized above, no significant adverse air quality impacts from the proposed development are anticipated.

Proposed Mitigation

The proposed mitigation with respect to air quality impacts during the construction period are as follows:

- During construction, emission controls for construction vehicles emissions will include, as appropriate, proper maintenance of all motor vehicles, machinery, and equipment associated with construction activities, such as, the maintenance of manufacturer's muffler equipment or other regulatory-required emissions control devices.
- Ensure that construction vehicles and equipment will include and properly maintain their emission control equipment and, where appropriate, vehicles will reduce idling on-site.
- Appropriate methods of dust control would be determined by the surfaces affected (i.e. roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction entrances and roads, and temporary and permanent vegetative cover.



The proposed project is being designed to minimize air quality impacts. The following measures will assist in minimizing such impacts.

- The incorporation of the proposed operational and physical roadway improvements, as detailed in Section 3.4.3 of this DSGEIS, will assist in reducing air quality impacts associated with mobile sources.
- Future development will be designed to meet or exceed the New York State Energy Conservation Construction Code, which requires the use of energy efficient products in all new and renovated construction.
- As indicated above, with respect to stationary sources, during the proposed project's design phase, the following greenhouse gas mitigation measures will be considered:
 - Use of highly-reflective (high albedo) roofing materials
 - Use of green roofs
 - Maximization of interior daylighting
 - Glazing of windows
 - Installation of high-efficiency heating, ventilation and air conditioning systems
 - Incorporating additional insulation for the roves and walls
 - Incorporating motion sensors and lighting and climate control
 - Use of efficient, directed exterior lighting
 - Reducing overall energy demand through appropriate design and sizing of systems
 - Supplementation with self-generated energy (e.g., on-site renewable energy sources)
 - Tracking of energy performance of building and developing a strategy to maintain efficiency.

Noise

Potential Impact

The noise study evaluated the mobile and stationary source sound levels associated with the proposed project to determine the potential change in sound levels at receptor locations on and in the vicinity of the EPCAL Property. The future sound levels included cumulative impacts from traffic growth over time and increases in traffic from the proposed project and other significant projects in the study area. The future sound levels were calculated following procedures and guidance of the FHWA and NYSDOT. The results demonstrate that the proposed project complies the NYSDOT's and Town of Riverhead's (Town's) noise policies

Under the 2013 Existing Condition, sound levels at the receptor locations during weekday daytime ranged from approximately 38 dB(A) to 71 dB(A). Under the existing conditions, 21 receptor locations currently experience sound levels that exceed or equal the NYSDOT highway Overall Sound Level criterion. Under the 2035 Build Condition, an additional eight receptor locations would be expected to exceed this criterion. The sound levels would range from 44 dB(A) to 74 dB(A) in the 2035 Build Condition. In addition, 33 receptor locations would experience sound level increases exceeding the NYSDOT allowable increase of six dB(A), with the impacted receptor locations experiencing between a six decibel and seven decibel



increase. There would be no increase of over seven decibels between the existing condition and the 2035 Build Condition.

It is important to understand, however, that this analysis includes the Theoretical Mixed-Use Development Program with the uses identified therein. As explained in that section, it is not possible to determine the actual uses that will be developed or the specific magnitude of same. Accordingly, if less intensive uses are developed (and less traffic generated), there would be lesser noise impacts.

The noise analysis also evaluated the potential noise impacts to the proposed sensitive receptor locations (residential land uses) on the EPCAL Property. FHWA's traffic noise model was used to assess the potential impacts associated with the changes in the roadway system surrounding the subject property. Based on the traffic conditions on each of the roadways adjacent to the subject site, TNM was used to develop the 66 dB(A) impact contour lines. The 66 dB(A) contour lines corresponds to NYSDOT's noise impact criteria for residential land uses. The following are distances from the center of each travel lane closest to the subject site:

- Approximately 125 feet from centerline of closest Middle Country Road (NYS 25) east bound lane.
- Approximately 50 feet from centerline of Wading River/Manorville Road southbound lane.
- Approximately 25 feet from centerline of Grumman Boulevard westbound lane.

Although no uses (including residential uses) have been located on the site, any proposed sensitive receptor locations, such as residential land uses, situated beyond the 66 dB(A) contour lines will not be impacted by traffic noise from the adjacent roadways.

Impacts on community sound levels during construction of the proposed Project would include noise from construction equipment operating at the. Every reasonable attempt will be made to minimize construction noise impacts. Construction noise control can be accomplished by the use of equipment with their original noise controls and procedures.

Proposed Mitigation

As indicated in Section 3.6.2, there are a number of receptors that would be impacted by the noise associated with the future traffic on area roadways, assuming that the subject site is built out as set forth in Section 2.5 of this DSGEIS,. However, as previously explained, if the uses that are ultimately developed on the site are less noise intensive and/or generate less traffic, the number of receptor experiencing noise impacts would be reduced (and, consequently, less mitigation than that described herein would be appropriate).

- A five-mile-per-hour speed limit reduction on Route 25 would be employed if necessary (the NYSDOT will make the final determination regarding the speed limit of the roadway), resulting in fewer impacted receptor locations.



- Future development on the EPCAL Property will be designed to minimize its sound levels to the surrounding areas. Moreover, specific development would include necessary mitigation measures, such as:
 - For potential noise-generating equipment on the exterior of buildings, equipment meeting applicable acoustic standards would be required
 - Acoustic enclosures and exhaust silencers would be required if equipment is expected to generate excessive noise
 - Equipment to be located on the roof of a building would be situated away from residential areas or in a penthouse.

Infrastructure

Potential Impact

The sewage treatment plant (STP) is proposed to be upgraded from a secondary to a tertiary treatment plant, which will support the future development that is proposed under Theoretical Mixed Use Development Programs for 2025 and the ultimate build-out. The proposed upgrade and expansion of the existing Calverton SD sanitary collection, conveyance and treatment facilities will be phased to accommodate the amount and type of development anticipated by the Theoretical Mixed Use Development Program. Specifically, upgrade and expansion will be phased so that the STP will be able to achieve groundwater discharge standards at a design flow of at least matching the 2025 development flow.

At this time, the second phase of the upgrade would be for the ultimate build-out. However, the approach being taken is that the STP expansion would occur in modules so that as additional flow is added, a corresponding module is added. In the future, a cost and benefit analysis will be required as development within the subdivision progresses in order to determine the exact phasing of the next modular expansion.

The sewage flow density allotment has been calculated using 2,000 gpd per acre of development in order to account for unknown variations associated with the assumed percent breakdowns and specific uses. Assuming that the 2,000 gpd per acre will be the restriction placed on the development of the lots, it is estimated that development at the year 2025 would generate approximately 252,000 gpd of sewage effluent, based upon the anticipated development of 126 acres of land within the subdivision, as noted above. Again, due to the potential wide variation in uses and assumed percentage breakdown, based upon a total of 568.5 acres, using the 2,000 gpd per acre calculation, ultimate development at the EPCAL Property would be expected to generate up to 1,137,000 gpd at full build-out. The results of using the 2,000 gpd/acre figure are similar to those of the SCDHS sewage flow factors, and actually provide a more conservative flow estimate.

Since the existing infrastructure serving the Calverton SD does not provide nutrient removal and effluent wastewater is discharged directly to surface waters in the Peconic Estuary; any increases in future wastewater flow, prior to the STP upgrade would require the existing surface water outfall to be replaced with a groundwater discharge located outside of the Peconic Estuary watershed. The diversion of the



discharge would take place as part of the project to upgrade the STP. The discharge location has to be moved to north of the groundwater divide.

The water use demand projections have been calculated based on SCDHS sanitary flow design criteria. With an estimated peak water use of 350,000 gallons per day (243 GPM), the Riverhead Water District (RWD) should have sufficient supply well pumping capacity to meet the demands of the proposed development. However, since the Water District must be concerned with the increase in demand of all development throughout the District, the Water District will be proposing to construct an additional water supply well with an estimated capacity of 2.0 mgd or 1,380 GPM within the near future (next several years).

With an estimated peak water use of 1,990,000 gpd (1,382 GPM), the RWD does not have sufficient excess capacity at this time to meet this demand. The District would need to construct one additional supply well somewhere in the District to meet this need. The District routinely evaluates the demand of the District and the proposed developments that will increase the demand to ensure that sufficient capacity is available before the demand is in place. The District projects that the well needed for the ultimate build-out will be in addition to the well discussed under the 2025 scenario for District-wide growth.

An overall Stormwater Pollution Prevention Plan will be prepared for the subdivision incorporating measures to control erosion and sedimentation. Each individual lot (at the time of development) will be required to conform to the overall SWPPP and provide site-specific details regarding erosion and sedimentation control. Implementation of the sequenced construction process and other best management practices would assist in ensuring that the proposed development would minimize the stormwater runoff impact to groundwater and surface water resources.

Drainage reserve areas will be created in topographically appropriate places throughout the subdivision for the purpose of providing storm drainage for the public road network. The roadway infrastructure will include a system of catch basins and piping designed to convey stormwater runoff to the drainage reserve areas. The individual lots will be required to collect and store all runoff created by those lots on site using drywells, on-site drainage reserve areas, etc., in accordance with current Town site plan regulations.

Overall, all stormwater would be handled on-site and in accordance with Town of Riverhead requirements. Therefore, no significant adverse impacts are expected to result from the anticipated stormwater generation and runoff.

There is a natural gas line that serves the site. Natural gas is provided to the area by National Grid. As the individual lots are sold for development, the individual owners will be in contact with National Grid with respect to their specific natural gas load requirements.

Electric service is currently provided to the site by PSEG Long Island. PSEG Long Island responded that it will provide service to the proposed project in accordance with their filed tariff and schedules in effect at the time the service is required. As with PSEG Long Island with respect to their specific electric load requirements.



Proposed Mitigation

Several mitigation measures have been incorporated into the design of the proposed infrastructure associated with the EPCAL Property. Such measures will minimize impact to groundwater and surface water. In addition, measures proposed to upgrade the sewer and water infrastructure proposed by their associated entities will also assist in protecting groundwater and surface water resources.

- Whereas currently sewage effluent generated by the STP is discharged into McKay Lake, in the future, such sewage effluent will be piped to an area north of the groundwater divide (Lot 43 on the Subdivision Map) and will be disposed of in an area that would not impact the Peconic Riverhead watershed to the south.
- The Calverton SD is in the process of preparing a plan to upgrade its STP and associated facilities. According to the Town's sewer consultant, the STP will be capable of treating the 2,000 gpd/acre of sewage effluent generated by development both at 2025 and at ultimate build-out.
- The RWD should have sufficient supply well pumping capacity to meet the demands of the proposed development at 2025. However, since the Water District must be concerned with the increase in demand of all development throughout the District, the Water District will be proposing to construct an additional water supply well with an estimated capacity of 2.0 mgd or 1,380 GPM within the next several years.
- The District projects that a water supply well will be needed for the ultimate build-out and will be in addition to the well discussed under the 2025 scenario for District-wide growth.
- Water conservation measures, which may include low-flow fixtures, low-flow toilets, and/or drip irrigation, will be implemented.
- There is little formal recharge currently occurring on the site, as runoff is directed to McKay Lake, and other areas collect within the runways or flow off-site to the south. The proposed drainage system, including the incorporation of drainage reserve areas (to handle runoff from the proposed subdivision infrastructure) and potential additional drainage reserve areas and drywells/leaching pools on individual sites, will ensure that runoff from the developed is recharged on-site.
- The majority of the proposed drainage reserve areas will be restored to grassland, once reshaped, to contain the appropriate volume from an eight-inch runoff.
- As part of the proposed action, certain areas that are currently impervious (i.e., some portions of the existing runways) will be used to create new grassland, thus reducing the amount of runoff generated from these areas. Runoff from new impervious areas (created through the construction of interior roadways and the development of the lots) will be contained and recharged on-site.



Cultural Resources

Potential Impact

The U.S. Navy, SHPO and the Advisory Council on Historic Preservation (ACHP) agreed to a Memorandum of Agreement (MOA) for the protection of all National Register-eligible properties. Pursuant to the MOA, the conveyance document was to contain covenants to ensure the protection of such properties. This satisfied the requirements of 36 CFR 800.9[b] and mitigated the adverse effects on the transfer on the eligible historic properties.

Based upon the foregoing, upon conveyance of the subject property from the U.S. Navy to the Town CDA, an agreement between the Town CDA and SHPO was executed on August 27, 1998 to establish specific covenants on the subject property related to historic and archaeological resources, known as the *Agreement Between The Community Development Agency and Riverhead, New York and the New York State Historic Preservation Office Regarding Historic and Archaeological Resources at the Former Naval Weapons Industrial Reserve Plant, Calverton New York* (hereinafter the "1998 Historic and Archaeological Covenants"). The OPRHP can request additional information to determine if any proposed activities would have an impact on cultural resources, including the preparation of a Stage 2 or Stage 3 Cultural Resource Survey and "preservation of any extant cultural resources including their recovery, archiving and curation, or preservation in-situ."

According to OPRHP, the majority of the NWIRP Calverton property, including the EPCAL Property, is not considered archaeologically sensitive. The only segment of the site that is still considered to be sensitive is located in the northeastern portion of the EPCAL Property.

The proposed action will comply with covenants that were previously executed between the Town CDA and SHPO as part of the MOA, and with the requirements of Section 106 of the National Historic Preservation Act of 1966 with respect to the potential impact of development of the subject property on historic resources.

It should be noted that the subject property, including the developable lots shown on the Subdivision Map, do not contain any buildings that are either on or eligible for inclusion on the National Register. Therefore, covenants related to historic buildings are not applicable to the proposed action. According to maps included in the 1997 EIS, as well as those prepared subsequent to that document, none of the developable lots are located within portions of the site designated as prehistorically or historically sensitivity, based upon the 2010 correspondence from the OPRHP, discussed above.

Based upon OPRHP's latest correspondence, there is no overlap between any areas proposed as development lots and areas of historic sensitivity or archaeological sensitivity. However, if cultural resources are encountered during demolition and/or construction, OPRHP will be notified in accordance with the MOA.



Proposed Mitigation

As no potential significant adverse impacts to cultural resources on the subject property have been identified, no mitigation, beyond adherence to the MOA and any remaining applicable restrictive covenants that were previously agreed upon by the Town CDA, are proposed.

If any cultural resources are encountered during demolition and/or construction, OPRHP will be notified in accordance with the MOA, and mitigation, as identified by OPRHP and the Town based on the specific circumstance, will be employed.

Geology, Soils and Topography

Potential Impact

Since 1) bedrock is estimated to be located approximately 1200 feet beneath the EPCAL Property, 2) there are no geologic features at the subject property, and 3) no extensive excavation or filling of the property is anticipated, implementation of the proposed action would have no impact on the geological resources underlying the property.

A portion of the EPCAL Property has been previously disturbed by various earth-moving activities. While additional soils will be disturbed in order to implement the proposed action, the soils located in areas designated for preservation or open space, which comprise approximately 1,500 acres (65± percent of the site), would not be disturbed or altered.

Development of individual lots within the EPCAL Property would result in the disturbance of soils for foundation excavation, utility installation, grading, paving, and landscaping. The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. However, all development within the EPCAL Property would be required to employ proper erosion and sedimentation controls.

A comprehensive Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented, which will detail conformance with water quality and quantity criteria, as well as specific structural measures to be implemented during construction. The Town of Riverhead requires the preparation of a SWPPP in accordance with Chapter 110, Stormwater Management and Erosion and Sediment Control, of the Town Code. Therefore, no significant adverse impacts to native soils are anticipated as a result of the implementation of the proposed action.

As with any typical development project, the disturbance of soil (as described above) and the grading of land would be expected. However, since the topography is relatively flat with moderate slopes, the topographic conditions would not be expected to limit the potential development/redevelopment of the site. Furthermore, as part of the site plan approval, applications for development would be required to comply with Chapter 63, Grading, of the Town Code.



Based upon anticipated future development of the EPCAL Property in accordance with the Subdivision Map, the cut and fill of the subdivision infrastructure (including roads and stormwater facilities) is expected to be balanced.

As the proposed development on individual lots occurs during the expected build-out period, site engineering plans for each of the parcels will be developed based on detailed and accurate topographic information and detailed architectural design for the buildings. There would be opportunity during the development of the various lots to design grading plans so as to ensure earthwork will be balanced as development proceeds. As such, no significant adverse impacts to topographic features would be anticipated.

Proposed Mitigation

In order to ensure that there will be no significant adverse impacts to soils or topography upon implementation of the proposed action, the following mitigation measures will be employed:

- During the course of construction (both for the subdivision infrastructure and the individual lots), there is a potential for soil erosion, as is the case with any construction project that includes disturbance of the existing ground surface. Erosion and sedimentation control measures would be undertaken prior to and during construction, in accordance with construction's best management practices and town regulations, specifically Chapter 110 of the Town Code, to minimize potential erosion and sedimentation.
- Site-specific applications for redevelopment would require on-site borings in order to determine specific soil conditions, and to ensure that appropriate construction measures are implemented.
- Parcels to be developed or redeveloped would implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, spray adhesives, the use of stone in construction roads, and vegetative cover.
- As more detailed topographic and architectural plans are developed throughout the build-out period, grading plans would be refined to bring the earthwork more into balance as development proceeds.
- Phasing of the project over a number of years would minimize the impact of excavation, as it would spread out the number of truck trips associated with soil removal.

Water Quality and Hydrology

Potential Impact

The proposed action would be in compliance with the recommendations of the 208 Study and the *Final Long Island Groundwater Management Plan*.



Since the Long Island Pine Barrens Protection Act was adopted subsequent to the *SGPA Plan*, a consistency analysis with the recommendations of this plan is not relevant. However, the proposed action, which includes the protection of large contiguous areas of open space within the EPCAL Property, would be protective of groundwater resources, particularly in deep aquifer recharge areas, which is the intent of both the *SGPA Plan* and the Long Island Pine Barrens Protection Act.

The redevelopment of the EPCAL Property was considered to be an economic development activity and, therefore, "considered a public improvement pursuant to Section 57-0107(13)(i) of the Pine Barrens Protection Act and therefore does not constitute 'development' within the meaning of all sections of the Pine Barrens Protection Act." Nevertheless, the Town has designed the proposed EPCAL subdivision to comply with the standards of the Central Pine Barrens Comprehensive Land Use Plan, and as such, the proposed action would be protective of groundwater resources.

A portion of the subject property is within the boundaries of the Peconic River's Wild Scenic and Recreational River System boundary (scenic portion). Therefore, project activities will be implemented in accordance with Article 15 of the Environmental Conservation Law. However, it is proposed that the WSRRS boundary be relocated. The EPCAL Property currently contains approximately 455.8 acres of Peconic River WSRRS Corridor. The re-delineation of the boundary line would add 46.4± acres to the Corridor, increasing the total to 502.2 acres. The boundary re-delineation would not remove any acreage from the Corridor. This net increase of 46.4± acres would have a positive impact on the scenic and ecological resources within Corridor, since no development would occur within this area.

None of the wetlands on the site is proposed to be disturbed or impacted by future development of the EPCAL Property. As shown on the Subdivision Map, there would no development with 1,000 feet of either the northeastern or southernmost tiger salamander ponds. Therefore, there would be no significant adverse impacts to these ecological resources associated with the proposed action.

With implementation of the proposed action, sewage effluent would be disposed into the groundwater, and this disposal will occur north of the groundwater divide in the northeastern portion of the property (away from the Peconic River). Furthermore, stormwater would be collected on-site through the use of drainage reserve areas and drywells. Therefore, implementation of the proposed action would have a positive impact by removing sewage effluent and stormwater runoff from entering McKay Lake. This positive impact on McKay Lake would extend to both Swan Lake and the Peconic River, since, as indicated above, McKay Lake discharges to Swan Pond and then into the Peconic River.

Portions of the Peconic River Significant Coastal Fish and Wildlife Habitat coastal plain pond complexes extend onto the EPCAL property at two locations -- the North Pond wetland complex, located within the CPB Core Preservation Area at the southwestern portion of the subject property, and an unnamed pond/wetland complex located at the southern portion of the EPCAL property that also extends onto the Calverton Camelot subdivision property. The lots proposed for future development are all situated within upland areas and located a minimum of 1,000 feet from the Peconic River Significant Coastal Fish and Wildlife Habitat, including the two locations where this habitat extends onto the EPCAL property. No



significant adverse impacts to the Peconic River Significant Coastal Fish and Wildlife Habitat are anticipated as a result of the proposed action.

According to the FEMA Flood Insurance Rate Map, no portion of the property is located within the 100-year floodplain and the property is not located within any special flood hazard areas. Therefore, such resources would not be affected by project development.

Proposed Mitigation

The following are the mitigation measures that are proposed with respect to potential impacts to water resources:

- The future development of the EPCAL Property would be connected to the Calverton STP, which would be upgraded to tertiary treatment, expanded and the discharge from which would be relocated north of the groundwater divide. As such, project implementation will be in accordance with the requirements of the Suffolk County Sanitary Code, Article 6.
- To the extent practicable, low maintenance vegetation would be installed as part of individual lot development. This would reduce both fertilizer use and irrigation requirements, thereby reducing potential impacts to groundwater resources.
- In accordance with the *208 Study*, project implementation would be in conformance with the “highest priority areawide alternatives” to minimize risk to the water resources on the site and the surrounding area.
- The EPCAL Property will become part of an existing water district and future development will connect to the existing water distribution system, thereby minimizing impacts to groundwater resources.
- In order to minimize impacts to water resources, the site would be developed using best management practices regarding construction and the use and containment of materials/chemicals.
- The proposed subdivision would store the runoff from an eight-inch storm for the areas from which stormwater is collected. Furthermore, individual lots will be required to collect and store all runoff created by those lots on site using drywells, on-site drainage reserve areas, etc. for an eight-inch storm, in accordance with current Town site plan regulations.
- An overall SWPPP will be prepared for the subdivision incorporating measures to control erosion and sedimentation, as indicated in Chapter 110, *Stormwater Management and Erosion and Sediment Control*, of the Town Code. Each individual lot (at the time of development) will be required to conform to the overall SWPPP and provide site-specific details regarding erosion and sedimentation control.

In addition, implementation of the sequenced construction process and other BMPs, as discussed in the publication entitled *New York Standards and Specifications for Erosion and Sediment Controls*, and as shown on the SWPPP,



would assist in ensuring that the proposed development would minimize the stormwater runoff impact to groundwater and surface water resources.

- The proposed subdivision has been designed to maintain the scenic and undeveloped nature of the Peconic River headwaters and the WSRRS Corridor, with the re-delineation of the WSRRS and the implementation of buffers within the areas adjacent to these features. Re-delineation of the WSRRS boundary would add approximately 46.4 acres to the Peconic River WSRRS Corridor.
- There will be no disturbance to any wetland located either wholly or partially on the EPCAL Property due to implementation of the proposed action.
- A 1,000-foot buffer shall be provided around each on-site water body that is identified as a tiger salamander pond on the Subdivision Map.

Terrestrial and Aquatic Environment

Potential Impact

The subject property contains the following ecological communities: Pitch Pine-Oak Forest, Pitch Pine-Oak-Heath Woodland, Pine/Spruce/Conifer Plantation, Successional Old Field/Grasslands, Successional Shrubland, and Paved Road/Path. A Comprehensive Habitat Protection Plan (CHPP) has been prepared to summarize the existing ecological resources at the site (e.g., existing ecological communities and rare species), to detail the expected impacts to these resources as a result of the proposed action, and to set forth those measures to be implemented to protect identified habitats on the subject property. Based upon consultations with the NYSDEC, the CHPP details the habitat protection measures developed to mitigate impacts, through the preservation, creation and management of key habitat areas for resident plant and wildlife species. The CHPP provides for protection of significant habitat area for 23 rare wildlife and plant species through the preservation of large, contiguous blocks of existing upland and wetland/aquatic habitats at the subject property. It further provides for the management of much of the site as a habitat preserve for grassland bird species.

Implementation of the proposed action would result in the removal of 188.1 acres of the existing 646.2 acres of grassland habitat at the subject property, primarily in the area to the north of the runways. However, as detailed in the CHPP, the proposed action includes the preservation of the remaining 458.1 acres of existing grassland habitat, representing over 70 percent of the existing grasslands at the subject property. Furthermore, the proposed action would also result in the creation of an additional 138.3 acres of on-site grassland habitat, through the conversion of existing paved runway/taxiway areas and wooded habitat to grasslands. As further detailed in the CHPP, the total proposed grassland acreage of 596.4 acres would be actively maintained as habitat for grassland bird species in accordance with Best Management Practices developed by New York Audubon and the NYSDEC⁴ for

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⁴ New York State Department of Environmental Conservation. 2014. *Best Management Practices for Grassland Birds*. Available online at: <http://www.dec.ny.gov/pubs/86582.html> Accessed March 27, 2014.



grassland bird habitat. In total, a net loss of 49.8 acres of grassland habitat would occur as a result of the proposed action.

While the proposed action would result in the gradual loss of forested habitat, primarily at the northern and western portions of the subject property as the lots proposed for development are cleared over time, this loss would be mitigated by the preservation of existing forested habitat at other portions of the subject property, particularly within the Pitch Pine-Oak Forest-dominated, CPB Core Preservation Area lands at the western portion of the subject property. Additional forested habitat is expected to develop over time within successional habitat areas that would be preserved as a result of the proposed action.

Over the long-term, clearing and development of existing forested and successional areas will result in a reduction of available habitat for wildlife species on the subject property. However, given that development within the proposed land use plan area would likely occur in incremental stages over the course of multiple years, the displacement or wildlife to surrounding habitat and resulting increased competition for available resources would also occur incrementally as well. Furthermore, as detailed in the CHPP, the proposed action includes the preservation of significant portions of all existing vegetated community types, including large contiguous blocks of forested and grassland habitats. As such, it is anticipated that habitat area for all existing resident wildlife species would remain and be preserved (and enhanced) as a result of the proposed action.

The chief impact of the proposed action with respect to avian species would be the preservation of existing grasslands, the creation of additional grasslands and the existence of an actively managed grassland bird refuge.

The subject property provides habitat for various rare plant and wildlife species. Accordingly, the CHPP has been specifically developed based upon consultations with the NYSDEC to avoid or minimize impacts to rare plants and wildlife, and to preserve and create habitat areas utilized by these species. The CHPP provides for the preservation of large contiguous blocks of habitat known to support rare species, including forest habitat, grasslands and successional habitats.

Various wetland and aquatic resources are located within or partially within the subject property boundaries, including ten NWI habitats and six NYSDEC-regulated wetland areas. The proposed action and the CHPP have been specifically developed to avoid the loss of wetland and aquatic habitats, and to minimize development-related disturbance to these resources. As such, the lots proposed for future development are all situated within upland areas and located a minimum of 1,000 feet from the nearest wetland or aquatic resource feature. These features include the two known eastern tiger salamander breeding ponds identified at and proximate to the subject property by the NYSDEC, as well as the ECNYS Coastal Plain Pond community listed in NYNHP records. No significant adverse impacts to wetland and aquatic resources are anticipated as a result of the proposed action.

Proposed Mitigation

The design of the subdivision (including the preservation of the most ecologically-sensitive areas of the site), and the implementation of the CHPP would minimize and mitigate, to the extent possible, impacts to terrestrial and aquatic habitat due to the



implementation of the proposed action. Based upon consultations with the NYSDEC, the CHPP has been designed to mitigate the impacts of the proposed action on the existing ecological habitats identified at the subject property through the preservation, creation and management of key habitat areas for resident plant and wildlife species. The various habitat protection mitigation measures for the subject property are described in detail in the CHPP and illustrated on the *Habitat Protection for Enterprise Park at Calverton*. The mitigation measures are summarized below.

- Through the preservation of existing habitat and creation of new habitat, the CHPP provides for 596.4 acres of grassland within the EPCAL Property. These grasslands would be actively maintained as habitat for grassland bird species in accordance with BMPs developed by New York Audubon⁵ and the NYSDEC⁶ for grassland bird habitat, as detailed in the CHPP.
- Large contiguous blocks of Pitch Pine-Oak Forest habitat would be preserved at the subject property to the north of the eastern runway, to the south of both runways and particularly within the lands comprising the CPB Core Preservation Area at the western portion of the site. These woodlands represent significant upland habitat area for herpetofauna, including eastern tiger salamander and the five NYS-Special Concern species that have been documented at the site.
- The scattered pockets Pitch Pine-Oak-Heath Woodland located at the southeastern portion of the site would be preserved as open space under the CHPP. The preservation of this community would also preserve the optimal on-site breeding, larval and adult habitat for the NYS-Special Concern coastal barrens buckmoth, as well as potential habitat for slender pinweed.
- Significant blocks of the remaining terrestrial community types at the subject property, including Pine/Spruce/Conifer Plantation and successional Shrubland would be preserved under the CHPP.
- A key element of the CHPP is the preservation of all onsite wetland and aquatic habitats and avoidance of development within 1,000 feet of any of these resources.
- Extension of the Peconic WSRRS boundary farther north into the EPCAL Property and the additional of 46.4 acres to the WSRRS corridor would have a positive impact on ecological resources of the Peconic Headwaters and Peconic WSRRS corridor.
- Relocation of the sewage disposal area to north of the groundwater divide (and away from the Peconic River) would have a positive impact on the ecological resources of this habitat.



⁵ Morgan, M. and Burger, M. 2008. *A Plan for Conserving Grassland Birds in New York: Final Report to the New York State Department of Environmental Conservation under Contract No. C005137*. Audubon New York.

⁶ New York State Department of Environmental Conservation. 2014. *Best Management Practices for Grassland Birds*. Available online at: <http://www.dec.ny.gov/pubs/86582.html> Accessed March 27, 2014.



Petroleum and Hazardous Materials

Potential Impact

The U.S. Navy-owned parcels include Parcel A (Site 2 – Fire Training Area), Parcel B1 (Site 6A – Fuel Calibration Area and Site 10B – Engine Test House), Parcel B2 (the Southern Area, southeast of Sites 6A and 10B) and Parcel C (Site 7 – Fuel Depot).

Site 2 continues to undergo investigation and remediation of both environmental contaminants and unexploded ordnance, and further remedial actions are expected to occur over the next several years. Contaminant sources have been removed from Sites 6A and 10B through various remedial actions, as described above, and a groundwater treatment system began operation in the Southern Area in October 2013 to address residual contamination that continues to migrate into groundwater. The effectiveness of this system will be monitored to determine whether additional remedial actions are needed at Sites 6A or 10B, or the Southern Area.

Removal actions and operation of a groundwater treatment system appear to have largely addressed contamination at Site 7 (adjacent), although further remediation of limited areas may be required. Monitoring will continue at Site 7 in order to determine whether additional remediation is needed. All four parcels (including Sites 2, 6A, 7 [adjacent] and 10B, as well as the Southern Area), which total approximately 209 acres, are expected to remain under US Navy ownership for the foreseeable future, while the need for further remedial actions is evaluated

None of the areas that are still undergoing remediation (approximately 209 acres), and are thus not currently owned by the Town of Riverhead, are proposed for development.

The U.S. Navy will not transfer the remaining 209± acres to the Town of Riverhead until all remediation is complete. A finding of suitability to transfer (FOST) must be issued prior to transfer of property. The purpose of the FOST is to report the environmental suitability of a parcel for transfer to nonfederal agencies or to the public by disclosing that one of the following is true:

- No hazardous substances were known to have been released or disposed of on the parcel. Section 120(h) of Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- The requirements of CERCLA 120(h)(3) have been met for the parcel being transferred, which specifies that where the condition above does not apply (which is the condition in this case), deeds to transfer must disclose/contain:
 - Information on the type, quantity, and time of release of hazardous substances, and a description of the remedial action (RA) taken, if any, and
 - A covenant warranting that all remedial action necessary to protect human health and the environment with respect to any such substance has been taken before the date of transfer and any additional remedial action found to be necessary after the date of such transfer shall be conducted by the federal government.



Property transfer of contaminated areas would not occur prior to the construction, installation, and successful operation of an approved remedial design, thus, no adverse impacts related to hazardous waste are anticipated. Therefore, by the time end users would be purchasing and/or leasing property from the Town, there would be no significant adverse impact to the proposed development from previous contamination of the property.

In addition to historical uses of the property, it should be noted that any hazardous substance user or generator that may choose to locate within the EPCAL property would be subject to prevailing local, County, and State agencies having jurisdiction.

Overall, it is not expected that development of the subject property, in accordance with the permitted uses in the proposed PD District, would have a significant adverse impact on petroleum and hazardous materials generation or management.

Proposed Mitigation

- The U.S. Navy is in the process of remediating several areas of the EPCAL property, as described in Section 4.12 of this DSGEIS. Once these areas are remediated to the satisfaction of the U.S. Navy a FOST will be prepared and the last remaining portions of the EPCAL property turned over to the Town CDA.
- While no other petroleum or hazardous materials impacts associated with the former use of the EPCAL Property have been identified, should such impacts occur during site development, they would be addressed in conformance with prevailing regulations and appropriate mitigation would be required.
- With respect to the potential for future impacts associated with petroleum or hazardous materials, as no specific tenants have been identified, no specific impacts can be identified at this time. Should impacts be identified during site plan approval for individual lots within the EPCAL Property, they would be addressed in conformance with prevailing regulations and appropriate mitigation would be required.

Visual Resources

Potential Impact

In order to maintain the visual character of the area, and to preserve ecological resources located on the EPCAL Property, the Subdivision Plan includes a 50-foot-wide buffer along Route 25. Should vegetation exist within this buffer area, it will be retained. However, if vegetation does not exist, or is insufficient, landscaping/supplemental vegetation would be required to be installed to enhance this buffer as part of site plan approval for the individual lots. This will ensure that proposed development lots located in this area (Lots 1 to 9 and 17 to 22, as shown on the Subdivision Map) are visually screened from the roadway. In addition, the WSRRS boundary/buffer located along Grumman Boulevard is proposed to be extended 200 feet north onto the subject property in the area containing proposed development Lots 30 and 31 (west of Burman Boulevard). (This boundary is also proposed to be extended to the north, east of Burman Boulevard; however, this area is proposed to



be preserved.) A benefit to moving this buffer to the north is that it will assist in visually screening development occurring in this area from public views along Grumman Boulevard.

In conformance with the Town Comprehensive Plan's goal of allowing pedestrians and bicyclists to experience the Town's visual and natural resources, a continuous walkway/bike path will be maintained around the perimeter of the site and would consist of currently paved and unpaved areas. This trail is proposed to be paved and would be supplemented, as necessary, as part of the site plan approval process. Lots containing the trail will be subject to covenants and restrictions requiring construction and maintenance of the trail. This trail will not only provide recreation and open space opportunities on the site, it will assist in preserving and enhancing the visual character of the site.

With the exception of approximately 7,800 linear feet along Route 25 (which contains the proposed access points, Lots 1 to 9 and 17 to 22, and represents only one-half the property's site frontage on this roadway) and approximately 2,300 linear feet along Grumman Boulevard (which contains an access driveway, Lots 30 and 31, and represents less than 15 percent of the property's frontage along this roadway), much of the visible area of the site will remain unchanged/undisturbed since large stretches of woodlands are proposed to be maintained, based upon extensive discussions with the NYSDEC. In addition, no disturbance would occur along Wading River Manor Road. Thus, while the visual character of portions of the EPCAL Property will change upon implementation of the proposed action and future development of the proposed subdivision, this change will be mitigated by the installation of buffers along the roadway, and the design of individual buildings and landscaping will be controlled by the proposed PD District.

The proposed PD District recognizes that the quality of the built environment and its relationship to the natural landscape is a key indicator of quality of life. Thus, the objective of the design considerations for the PD District is to provide high quality design of buildings, landscaping, parking, and other site and building design characteristics, as expressed in the legislative intent. These standards emphasize methods that reduce the large-scale visual impact of buildings and encourage innovative design.

While development/redevelopment of the EPCAL property will alter some of the visual characteristics thereof, 787 acres of woodland would be maintained and 596 acres of grassland would be either maintained or created, (much of which is visible from neighboring properties).

The Town views the preservation of its scenic characteristics and visual resources as vital to its long-term economic stability and its ability to attract visitors and businesses. The proposed action echoes this sentiment based upon the design guidelines that have been incorporated into the proposed PD District and the design of entire subdivision layout that has been proposed.



Proposed Mitigation

In order to ensure that there would be positive impacts to the visual character of the EPCAL property, and that the potential for significant adverse impacts would be minimized, the following specific mitigation measures have been incorporated into the proposed project:

- Preservation of approximately 787 of woodlands and wetlands, much of which is located along the most visible portions of the site (along Route 25 at the westernmost and easternmost extents of the property, including 3,630 linear feet and 2,530 linear feet, respectively).
- Preservation of over 4,550 linear feet of woodland along the western extent of Grumman Boulevard, east of Wading River Manor Road, and over 8,500 linear feet, east of Burman Boulevard.
- No disturbance of any vegetation along Wading River Manor Road, thus preserving the existing visual character of the site frontage along this roadway.
- Establishment of a 50-foot-wide vegetated buffer along Route 25 in the area of proposed development (Lots 1 through 9 and 17 through 22), and a 200-foot-wide vegetated buffer (WSSRS boundary) along Grumman Boulevard in the area adjacent to proposed Lots 30 and 31 to visually screen and soften views of future development on these lots.
- Preservation/creation of 596 acres of grasslands, which would enhance the appearance of the site.
- Extension of the WSRRS boundary north onto the EPCAL Property to provide additional protection for the Peconic River, which, in turn will assist in preserving visual resources on the southern portion of the site.
- Preservation and expansion of the pedestrian and bicycle trail around the perimeter of the site. The trail will be enhanced where necessary, and future lot owners will be required to either maintain, if existing, or construct and maintain that portion of the trail that is situated on their lots. The trail would traverse much of the wooded area of the site, offering scenic views to pedestrians and bicyclists using the site for recreational purpose.
- Creation of a new zoning district (the PD District) that is sensitive to site and building design. The PD District incorporates specific design measures with regard to building setback and height, use of building materials, varied rooflines, and landscaping and buffering among other items, all which will affect the visual character in a positive way.
- Assurance that the future development that occurs within the EPCAL subdivision is subject to the Town's regulations regarding exterior lighting.



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

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

“(c) Generic EISs...should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance...”

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

- (1) No further SEQRA compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;*
- (2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;*
- (3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;*
- (4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts.”*

Moreover, in 2013, the New York State Senate and Assembly passed legislation establishing the Enterprise Park at Calverton Reuse and Revitalization District. This legislation creates, among other things, an expedited review process of 90 days for projects consistent with the Reuse and Revitalization Plan, as set forth in this DSGEIS, including the conditions and criteria presented herein. Accordingly, if a subsequent site-specific project conforms to the conditions and criteria, it would be eligible for expedited review.

Based upon the analyses contained in this DSGEIS, the following represent the proposed conditions and thresholds, which, if met, would allow full development of specific parcels within EPCAL without the need for further SEQRA compliance, and thus would be eligible for the 90-day review process, described above:

- Construct only those uses set forth in the PD District as either permitted and/or supportive.
- All development must conform to the applicable provisions of permits issued to the Town of Riverhead by the New York State Department of Environmental Conservation with respect to freshwater wetlands; the Wild, Scenic and Recreational Rivers Systems; and endangered species.



- Provide a 1,000-foot buffer around each wetland that is identified as a tiger salamander pond on the Subdivision Map.
- Each lot must capture and store the runoff from a two-inch storm.
- Sanitary discharge to the Calverton STP associated with development of all parcels within the EPCAL Property shall not exceed 1,137,000 gpd (which represents an average of 2,000 gpd per developable acre in the subdivision). In the event that development/ redevelopment is proposed that would cause this capacity to be exceeded, additional evaluation must be conducted and additional sewage capacity must be secured from the Calverton Sewer District to support the additional development.
- Development at the EPCAL Property cannot collectively demand more than 1,990,000 gpd (1,382 gpm) of water until additional well capacity is developed with the water purveyor.
- Based on the analyses conducted, traffic is the most significant potential adverse impact, and it requires the most mitigation. The mitigation identified is based upon the Theoretical Mixed-Use Development Program. However, as previously explained, the actual uses developed will determine the actual traffic generation and the mitigation required (i.e., the traffic generated by a solar farm is negligible, but the traffic generated by a large-scale manufacturing facility could be substantial). In order to ensure that the traffic generated by the permitted development is adequately mitigated, as each use is approved, constructed and occupied, traffic counts must be taken to document the total number of trips actually being generated.
- Mitigation measures identified for the interim Build Year of 2025 and the Full Build 2035 are set forth below.



Table of Mitigation 2025... 1 of 4

Location	Capacity Improvements		Signal Improvements	
	Existing Conditions	Proposed in 2025	Existing Conditions	Proposed in 2025
1 NY 25 & Wading River Manor Road	<p>Eastbound - One exclusive left turn lane, one through lane and shoulder being used as a right turn lane</p> <p>Westbound - One exclusive left turn lane, one through lane and shoulder being used as a right turn lane</p> <p>Northbound - One shared left turn and through lane and one exclusive right turn lane</p> <p>Southbound - One shared left turn and through lane and one exclusive right turn lane</p>	<p>Eastbound - One exclusive left turn lane, two through lanes and one exclusive right turn lane</p> <p>Westbound - One exclusive left turn lane, two through lanes and one exclusive right turn lane</p> <p>Northbound - One exclusive left turn lane, one through lane and one exclusive right turn lane</p> <p>Southbound - One exclusive left turn lane, one through lane and one exclusive right turn lane</p>	<p>Two-phase semi-actuated signal with permitted left turns</p> <p>80 Second cycle all time periods</p>	<p>Multi-phase Actuated-Coordinated signal</p> <p>East-West left turns fully protected</p> <p>North-South left turns protected/permitted</p> <p>AM/PM Cycle length: 100 seconds</p> <p>Saturday Cycle length : 90 Seconds</p> <p>Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals</p> <p>Multi-phase Actuated-Coordinated signal</p>
2 NY 25 & Burman Boulevard (Site Access)	<p>Eastbound - One through lane and one exclusive right turn lane</p> <p>Westbound - One exclusive left turn lane and one through lane</p> <p>Northbound - One exclusive left turn lane and one exclusive right turn lane</p>	<p>Eastbound - Two through lanes and one exclusive right turn lane</p> <p>Westbound - Two exclusive left turn lanes and two through lanes</p> <p>Northbound - Two exclusive left turn lanes and two exclusive right turn lanes</p>	<p>Two-phase semi-actuated signal with permitted left turns</p> <p>95 Second cycle all time periods</p>	<p>Westbound Lefts turns fully protected</p> <p>EB right turn overlaps NBL</p> <p>NB right turn overlaps WBL</p> <p>AM/PM Cycle length: 100 seconds</p> <p>Saturday Cycle length : 90 Seconds</p> <p>Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals</p> <p>Multi-phase Actuated-Coordinated signal</p>
3 NY 25 & NY 25A / East Site Access	<p>Eastbound - One shared left turn and through lane</p> <p>Westbound - One through lane and one channelized right turn lane</p> <p>Southbound - One exclusive left turn lane and one channelized right turn lane</p>	<p>Eastbound - One exclusive left turn lane, two through lanes and one exclusive right turn lane</p> <p>Westbound - Two exclusive left turn lanes, two through lanes and one channelized right turn lane</p> <p>Northbound - Two exclusive left turn lanes, one through and one exclusive right turn lane</p> <p>Southbound - Two exclusive left turn lanes, one through, and one channelized right turn lane</p>	<p>Two-phase semi-actuated signal with permitted left turns</p> <p>95 Second cycle all time periods</p>	<p>Multi-phase Actuated-Coordinated signal</p> <p>Westbound Lefts turns fully protected</p> <p>Northbound Lefts turns fully protected</p> <p>Other left turns protected,/permitted</p> <p>WB right turn overlaps SBL</p> <p>NB right turn overlaps WBL</p> <p>AM/PM Cycle length: 100 seconds</p> <p>Saturday Cycle length : 90 Seconds</p> <p>Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals</p>



Table of Mitigation 2025... Continued 2 of 4

Location	Capacity		Signal Improvements	
	Existing Conditions	Proposed in 2025	Existing Conditions	Proposed in 2025
4 NY 25 & Edwards Avenue	<p>Eastbound - Single shared left turn/ through and right turn lane</p> <p>Westbound - Single shared left turn/ through and right turn lane (shoulder being used to go around turning vehicles and to make a right turn)</p> <p>Northbound - Single shared left turn/ through and right turn lane</p> <p>Southbound - Single shared left turn/ through and right turn lane</p>	<p>Eastbound - One exclusive left turn lane, two through lanes and an exclusive right turn lane</p> <p>Westbound - One exclusive left turn lane, one through lane and a shared through/ right turn lane</p> <p>Northbound - One exclusive left turn lane, one shared through /right turn lane</p> <p>Southbound - One exclusive left turn lane, one through lane and one exclusive right turn lane</p>	<p>Two-phase semi-actuated signal with permitted left turns</p> <p>90 Second cycle all time periods</p>	<p>Multi-phase Actuated-Coordinated signal</p> <p>All left turns protected/ permitted</p> <p>AM/PM Cycle length: 100 seconds</p> <p>Saturday Cycle length : 90 Seconds</p> <p>Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals</p>
5 NY 25 & Manor Road/ Splash Drive	<p>Eastbound - One exclusive left turn lane, a shared through / right turn lane</p> <p>Westbound - One exclusive left turn lane, one through, and an exclusive right turn lane</p> <p>Northbound - One shared left turn/ through lane and the approach flares to provide a right turn lane</p> <p>Southbound - Single shared left turn/ through and right turn lane</p>	<p>Eastbound - One exclusive left turn lane, one through lane and shared through/ right turn lane</p> <p>Westbound - One exclusive left turn lane, one through lane and a shared through/ right turn lane</p> <p>Northbound - No Change Proposed</p> <p>Southbound - No Change Proposed</p>	<p>Semi-actuated signal with protected permitted westbound left turns</p> <p>115 Second cycle all time periods</p>	<p>Multi-phase Actuated-Coordinated signal</p> <p>AM/PM Cycle length: 100 seconds</p> <p>Saturday Cycle length : 90 Seconds</p> <p>Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals</p>
6 NY 25 & Calverton National Cemetery/ West Site Access	<p>Eastbound - One exclusive left turn lane, and one through lane</p> <p>Westbound - One through lane and one exclusive right turn lane</p> <p>Southbound - One exclusive left turn lane and one exclusive right turn lane</p>	<p>Eastbound - One exclusive left turn lane, two through lanes and an exclusive right turn lane</p> <p>Westbound - Two exclusive left turn lanes and two through lanes and one exclusive right turn lane</p> <p>Northbound - One exclusive left turn lane, a shared left turn / through lane and one exclusive right turn lane</p> <p>Southbound - No change proposed</p>	<p>Unsignalized T-intersection</p> <p>Southbound Approach Stop Controlled</p>	<p>Signalize</p> <p>Multi-phase Actuated-Coordinated signal</p> <p>Westbound Lefts turns fully protected</p> <p>Eastbound left turns protected/ permitted</p> <p>North-south split phasing</p> <p>AM/PM Cycle length: 100 seconds</p> <p>Saturday Cycle length : 90 Seconds</p> <p>Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals</p>



Table of Mitigation 2025... Continued 3 of 4

Location	Capacity		Signal Improvements	
	Existing Conditions	Proposed in 2025	Existing Conditions	Proposed in 2025
7 Edwards Avenue & River Road	<p>Eastbound - One shared left turn / through lane, and the approach flares to provide a right turn lane</p> <p>Westbound - Single shared left turn / through and right turn lane</p> <p>Northbound - One shared left turn / through lane and one channelized right turn lane</p> <p>Southbound - Single shared left turn / through / right turn lane</p>	<p>No Change Proposed</p>	<p>Unsignalized Intersection</p> <p>Eastbound & Westbound approaches stop controlled</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with permitted left turns</p> <p>Northbound approach leading</p> <p>AM/PM Cycle length: 80 seconds</p> <p>Saturday Cycle length : 70 Seconds</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>
8 Grumman Boulevard & Burnan Boulevard (Site Access)	<p>Eastbound - Single shared left turn / through lane</p> <p>Westbound - Single shared through / right turn lane</p> <p>Southbound - Single shared left turn / right turn lane</p>	<p>Eastbound - One exclusive left turn lane and one through lane</p> <p>Westbound - Single shared through / right turn lane</p> <p>Southbound - One exclusive left turn lane and one exclusive right turn lane</p>	<p>Unsignalized Intersection</p> <p>Southbound Approach Stop Controlled</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with permitted left turns</p> <p>70 Second cycle all time periods</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>
9 New Intersection Grumman Boulevard & West Site Access		<p>Eastbound - One exclusive left turn lane, one through lane</p> <p>Westbound - Single shared through / right turn lane</p> <p>Southbound - One exclusive left turn lane and one exclusive right turn lane</p>		<p>Unsignalized Intersection</p> <p>Southbound Approach Stop Controlled</p>
10 Wading River Manor Road & Grumman Boulevard	<p>Westbound - One exclusive left turn lane and one exclusive right turn lane</p> <p>Northbound - Single shared through / right turn lane</p> <p>Southbound - Single shared left turn / through lane</p>	<p>Westbound - Two exclusive left turn lanes and one free channelized right turn lane</p> <p>Northbound - One through lane and a free channelized right turn lane</p> <p>Southbound - One exclusive left turn lane and a through lane</p>	<p>Unsignalized Intersection</p> <p>Westbound Approach Stop Controlled</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with permitted Southbound left turns</p> <p>70 Second cycle all time periods</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>



Table of Mitigation 2025... Continued 4 of 4

Location	Capacity		Signal Improvements	
	Existing Conditions	Proposed in 2025	Existing Conditions	Proposed in 2025
11 Wading River Manor Road & North Street	<p>Eastbound - One shared left turn / through lane, and the approach flares to provide a right turn lane</p> <p>Westbound - Single shared left turn / through and right turn lane</p> <p>Northbound - Single shared left turn / through and right turn lane</p> <p>Southbound - Single shared left turn / through and right turn lane</p>	<p>Eastbound - Single shared left turn / through and right turn lane</p> <p>Westbound - No change proposed</p> <p>Northbound - No change proposed</p> <p>Southbound - No change proposed</p>	<p>All-way Stop</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with permitted left turns</p> <p>70 Second cycle all time periods</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>
12 Wading River Manor Road & LIE North Service Road	<p>Westbound - Stop Controlled with One shared left turn / through lane, and one right turn lane</p> <p>Northbound - One exclusive left turn lane and one through lane</p> <p>Southbound - One through lane and a channelized right turn lane</p>	<p>Westbound - No change proposed</p> <p>Northbound - One exclusive left turn lane and two through lanes</p> <p>Southbound - No change proposed</p>	<p>Unsignalized Intersection</p> <p>Westbound Approach Stop Controlled</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with protected / permitted Northbound left turns</p> <p>AM/PM Cycle length: 80 seconds</p> <p>Saturday Cycle length : 70 Seconds</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>
13 Wading River Manor Road & LIE South Service Road	<p>Unsignalized</p> <p>Eastbound - Stop Controlled with One shared left turn / through lane, and one right turn lane</p> <p>Northbound - One through lane and a channelized right turn lane</p> <p>Southbound - One exclusive left turn lane and one through lane</p>	<p>Signalized</p> <p>Eastbound - One exclusive left turn lane, one shared left turn / through lane, and one right turn lane</p> <p>Northbound - No change proposed</p> <p>Southbound - No change proposed</p>	<p>Unsignalized Intersection</p> <p>Eastbound Approach Stop Controlled</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with protected / permitted Southbound left turns</p> <p>AM/PM Cycle length: 80 seconds</p> <p>Saturday Cycle length : 70 Seconds</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>



Table of Mitigation 2035... 1 of 4

Location	Capacity		Signal Improvements	
	Proposed in 2025	Additional Changes Proposed in 2035	Proposed in 2025	Additional Changes Proposed in 2035
1 NY 25 & Wading River Manor Road	Eastbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane	Eastbound – No Change Proposed	Multi-phase Actuated-Coordinated signal	AM/PM Cycle length: 120 seconds Saturday Cycle length : 100 Seconds
	Westbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane	Westbound – Two exclusive left turn lanes, two through lanes and one exclusive right turn lane	East-West Lefts turns fully protected North-South Left turns protected/ permitted	SB right turn overlaps EBL NB right turn overlaps WBL
	Northbound - One exclusive left turn lane, one through lane and one exclusive right turn lane	Northbound - One exclusive left turn lane, one through lane and two exclusive right turn lane	Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds
2 NY 25 & Burman Boulevard (Site Access)	Southbound - One exclusive left turn lane, one through lane and one exclusive right turn lane	Southbound - Two exclusive left turn lanes, one through lane and one exclusive right turn lane	Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals
	Eastbound – Two through lanes and one exclusive right turn lane	Eastbound – Two through lanes and two exclusive right turn lane	Multi-phase Actuated-Coordinated signal	AM/PM Cycle length: 120 seconds Saturday Cycle length : 100 Seconds
	Westbound – Two exclusive left turn lanes and two through lanes	Westbound – No Change Proposed	Westbound Lefts turns fully protected EB right turn overlaps NBL NB right turn overlaps WBL	Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals
3 NY 25 & NY 25A / East Site Access	Northbound - Two exclusive left turn lanes and two exclusive right turn lanes	Northbound - No Change Proposed	AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds	Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals
	Eastbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane	Eastbound – No Change Proposed	Multi-phase Actuated-Coordinated signal	AM/PM Cycle length: 120 seconds Saturday Cycle length : 100 Seconds
	Westbound - Two exclusive left turn lanes, two through lanes and one channelized right turn lane	Westbound - No Change Proposed	Westbound Lefts turns fully protected Northbound Lefts turns fully protected Other left turns protected/ permitted WB right turn overlaps SBL NB right turn overlaps WBL	Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals
	Northbound - Two exclusive left turn lanes, one through and one exclusive right turn lane	Northbound - Two exclusive left turn lanes, one through and two exclusive right turn lanes	AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds	Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals
	Southbound - Two exclusive left turn lanes, one through and one channelized right turn lane	Southbound - No Change Proposed	Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	



Table of Mitigation 2035... Continued 2 of 4

Location	Capacity		Signal Improvements	
	Proposed in 2025	Additional Changes Proposed in 2035	Proposed in 2025	Additional Changes Proposed in 2035
4 NY 25 & Edwards Avenue	Eastbound - One exclusive left turn lane, two through lanes and an exclusive right turn lane Westbound - One exclusive left turn lane, one through lane and a shared through/right turn lane	No change proposed	Multi-phase Actuated-Coordinated signal All left turns protected/permitted AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Cycle length: 120 seconds Saturday Cycle length : 100 Seconds SB right turn overlaps EBL Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals
	Northbound - One exclusive left turn lane, one shared through /right turn lane Southbound - One exclusive left turn lane, one through lane and one exclusive right turn lane Eastbound - One exclusive left turn lane, one through lane and shared through/right turn lane Westbound - One exclusive left turn lane, one through lane and a shared through/right turn lane Northbound - No Change Proposed Southbound - No Change Proposed		Multi-phase Actuated-Coordinated signal AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Cycle length: 120 seconds Saturday Cycle length : 100 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals
5 NY 25 & Manor Road/Splash Splash Drive	Eastbound - One exclusive left turn lane, two through lanes and an exclusive right turn lane Westbound - Two exclusive left turn lanes and two through lanes and one exclusive right turn lane Northbound - One exclusive left turn lane, a shared left turn / through lane and one exclusive right turn lane Southbound - No change proposed		Multi-phase Actuated-Coordinated signal Signalize Multi-phase Actuated-Coordinated signal Westbound Lefts turns fully protected Eastbound left turns protected/permitted North-south Split phasing AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Cycle length: 120 seconds Saturday Cycle length : 100 Seconds NB right turn overlaps WBL EB right turn overlaps NBL Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals
	Eastbound - One exclusive left turn lane, two through lanes and an exclusive right turn lane Westbound - Two exclusive left turn lanes and two through lanes and one exclusive right turn lane Northbound - One exclusive left turn lane, a shared left turn / through lane and one exclusive right turn lane Southbound - No change proposed		Eastbound - No change proposed Westbound - No change proposed Northbound - One exclusive left turn lane, a shared left turn / through lane and two exclusive right turn lanes Southbound - No change proposed	
6 NY 25 & Calverton National Cemetery/Site Access				



Table of Mitigation 2035... Continued 3 of 4

Location	Capacity		Signal Improvements	
	Proposed in 2025	Additional Changes Proposed in 2035	Proposed in 2025	Additional Changes Proposed in 2035
7 Edwards Avenue & River Road	No Change Proposed	Eastbound - No change proposed Westbound - No change proposed Northbound - One exclusive left turn lane, a shared left turn / through lane and one channelized right turn lane Southbound - No change proposed	Signalize Two-phase semi-actuated signal with permitted left turns Northbound approach leading 80 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	North-south split phasing EB right turn overlaps NBL 90 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes
8 Grumman Boulevard & Burman Boulevard (Site Access)	Eastbound - One exclusive left turn lane and one through lane Westbound - Single shared through / right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane	Eastbound - Two exclusive left turn lanes and one through lane Westbound - No change proposed Southbound - No change proposed	Signalize Two-phase semi-actuated signal with permitted left turns 70 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	80 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes
9 New Intersection Grumman Boulevard & West Site Access	Eastbound - One exclusive left turn lane, one through lane Westbound - Single shared through / right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane	Eastbound - One exclusive left turn lane, one through lane Westbound - One through lane and an exclusive right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane	Unsignalized Intersection Southbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with permitted Southbound left turns 80 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes
10 Wading River Manor Road & Grumman Boulevard	Westbound - Two exclusive left turn lanes and one free channelized right turn lane Northbound - One through lane and a free channelized right turn lane Southbound - One exclusive left turn lane and a through lane	No change proposed	Signalize Two-phase semi-actuated signal with permitted Southbound left turns 70 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	Optimize phase splits, vary with time period to correlate to future volumes



Table of Mitigation 2035... Continued 4 of 4

Location	Capacity		Signal Improvements	
	Proposed in 2025	Additional Changes Proposed in 2035	Proposed in 2025	Additional Changes Proposed in 2035
11 Wading River Manor Road & North Street	<p>Eastbound – Single shared left turn / through and right turn lane</p> <p>Westbound – No change proposed</p> <p>Northbound - No change proposed</p> <p>Southbound - No change proposed</p>	<p>Eastbound – One exclusive left turn lane and a shared through and right turn lane</p> <p>Westbound – No change proposed</p> <p>Northbound - No change proposed</p> <p>Southbound - No change proposed</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with permitted left turns</p> <p>70 Second cycle all time periods</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>	<p>EB left turn protected /permitted</p> <p>AM/PM Cycle length: 100 seconds</p> <p>Saturday Cycle length : 80 Seconds</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>
12 Wading River Manor Road & LIE North Service Road	<p>Westbound – No change proposed</p> <p>Northbound - One exclusive left turn lane and two through lanes</p> <p>Southbound - No change proposed</p>	<p>Westbound - No change proposed</p> <p>No change proposed</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with protected /permitted Northbound left turns</p> <p>AM/PM Cycle length: 80 seconds</p> <p>Saturday Cycle length : 70 Seconds</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>	<p>No Change Proposed</p>
13 Wading River Manor Road & LIE South Service Road	<p>Signalized</p> <p>Eastbound – One exclusive left turn lane, one shared left turn / through lane, and one right turn lane</p> <p>Northbound - No change proposed</p> <p>Southbound - No change proposed</p>	<p>No change proposed</p>	<p>Signalize</p> <p>Two-phase semi-actuated signal with protected /permitted Southbound left turns</p> <p>AM/PM Cycle length: 80 seconds</p> <p>Saturday Cycle length : 70 Seconds</p> <p>Optimize phase splits, vary with time period to correlate to future volumes</p>	<p>No Change Proposed</p>



As, given the size of development, and the anticipated multi-decade build-out period, it is not possible to determine at what specific time (i.e., year) mitigation must be in place. Accordingly, with respect to off-site mitigation, the following discussion provides the required off-site mitigation phasing, and identifies trip generation thresholds at which certain mitigation must be in place. As lots are developed, traffic counts must be collected to determine actual traffic being generated to ensure that the mitigation set forth below is in place when the specific level of traffic generation set forth for each of the mitigation levels below are reached. As counting of the subdivision access points to the external road network would capture traffic not associated with the subdivided lots, these counts should be performed at the individual lot access points. These counts should capture the weekday a.m. peak period of activity as this has been determined to be the critical time period.

- *Initial Construction (Mitigation Level One)* – Prior to the occupancy of any significant developed space within the subdivision, the proposed access roadways should be constructed. The intersection configurations for locations 2, 3, 6, 8 and 9 (as indicated Table of Mitigation 2025) should be constructed as described in Table of Mitigation 2025. In addition, given the conditions expected to prevail at the intersection of Middle Country Road and Edwards Avenue, the improvements detailed in Table of Mitigation 2025 for location 4 should be in place. It is noted that this improvement requires additional right-of-way. However, this location is currently the worst performing location in the study area currently and will deteriorate further by 2025.
- *Mitigation Level Two* – Prior to occupancy of buildings in the subdivision that increase trip generation of the development during the weekday a.m. peak period above 750 vehicles per hour (combined entering and exiting), the mitigation detailed in Table of Mitigation 2025 for locations 1, 5, 7, 10, 12 and 13 shall be completed.
- *Mitigation Level Three* -- Prior to occupancy of buildings in the subdivision that increase trip generation of the development during the weekday a.m. peak period above 1,500 vehicles per hour (combined entering and exiting), the mitigation detailed in Table of Mitigation 2025 for location 11 shall be completed.
- *Mitigation Level Four* - Prior to occupancy of buildings in the subdivision that increase trip generation of the development during the weekday a.m. peak period above 2,000 vehicles per hour (combined entering and exiting), Middle Country Road should be improved to a five lane section from just east of CR 46 (William Floyd Parkway) through just east of Manor Road /Splish Splash Drive.
- *Mitigation Level Five* – Prior to occupancy of buildings in the subdivision that increase trip generation of the development during the weekday a.m. peak period above 3,000 vehicles per hour (combined entering and exiting), the mitigation detailed in Table of Mitigation 2035 for locations 1, 3, 4, 6, 7 and 8 shall be completed.
- *Mitigation Level Six* – Prior to occupancy of buildings in the subdivision that increase trip generation of the development during the weekday a.m. peak



period above 4,000 vehicles per hour (combined entering and exiting), the mitigation detailed in Table of Mitigation 2035 for locations 2, 5, 9, 10 and 11 shall be completed.

Below the level of 5,000 trips per hour (combined entering and exiting) during the critical weekday a.m. peak hour, the impacted intersections can be mitigated with physical changes such as widening, additional lanes and changes to lane designations, changes in signal timing parameters, such as cycle, phase-splits and signal progression. Once the total number of trips generated reaches 5,000 trips per hour (combined entering and exiting) during the critical weekday a.m. peak hour, no further development can be approved unless additional traffic evaluation is conducted, and as necessary based on actual conditions, additional mitigation that can be implemented is identified (e.g., currently unavailable right-of-way is available to accommodate the necessary mitigation)

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

Furthermore, with respect to future development approvals (i.e., after the Town Board adopts the PD District, applies the zoning to the EPCAL Property, and approves the subdivision, as described above), applicants will be required to obtain site plan approval from the Town Board for proposed development. In addition to the standard site plan application requirements and those specific requirements set forth in the PD District, at the time a site plan is submitted to the Town, an applicant must comply with the following.

- Prepare and submit a construction traffic management and logistics plan. This plan, at a minimum, should indicate the following:
 - Days/hours of proposed construction activity
 - Designated routes of heavy vehicles to and from the site
 - Parking areas for workers and heavy vehicles
 - Construction staging areas
 - Measures to ensure protection of land within the EPCAL Property that is proposed to be preserved.
- Provide on-site borings in order to determine specific soil conditions, and to ensure that appropriate construction measures are implemented.
- Submit confirmation that dust will be controlled during construction (and how same will be controlled), that there will be emission controls for construction vehicles, and that construction vehicles and equipment will be properly maintained to minimize air emissions during construction.
- Demonstrate that the proposed plan meets or exceeds the New York State Energy Conservation Construction Code, which requires the use of energy efficient products in all new and renovated construction.
- Provide greenhouse gas mitigation measures, which may include:
 - Use of highly-reflective (high albedo) roofing materials



- Use of green roofs
 - Maximization of interior daylighting
 - Glazing of windows
 - Installation of high-efficiency heating, ventilation and air conditioning systems
 - Incorporating additional insulation for the roves and walls
 - Incorporating motion sensors and lighting and climate control
 - Use of efficient, directed exterior lighting
 - Reducing overall energy demand through appropriate design and sizing of systems
 - Supplementation with self-generated energy (e.g., on-site renewable energy sources)
 - Tracking of energy performance of building and developing a strategy to maintain efficiency.
-
- If rooftop (or outdoor not on the rooftop) mechanical equipment is proposed, in order to mitigate potential noise impacts, appropriate mitigation measures must be provided (e.g., screening, setbacks) to ensure that the sound levels from such equipment will not exceed the Town's noise impact criteria.
 - For Lots 1 through 9 and 17 through 22, each site plan must depict a 50-foot vegetated buffer along Route 25 (Middle Country Road), and a covenant for its maintenance and preservation, acceptable to the Town, must be submitted and filed.
 - For Lots 30 and 31, each site plan must depict a 200-foot vegetated buffer along Grumman Boulevard, and a covenant for its maintenance and preservation, acceptable to the Town, must be submitted and filed.
 - Lots fronting on New York State Route 25 may be granted temporary access to New York State Route 25 by the NYSDOT, if the interior subdivision access road is not completed at the time such lot(s) are developed. In such situation where NYSDOT has granted such temporary access, a covenant that confirms that such temporary access will be abandoned as soon as access to the interior subdivision road is available, must be submitted and filed, in a form acceptable to the Town and the NYSDOT.
 - Demonstrate that water conservation measures, which may include low-flow fixtures, low-flow toilets, and/or drip irrigation, will be implemented.
 - Demonstrate that runoff from an eight-inch storm will be collected and stored in using drywells, on-site drainage reserve areas, or other drainage features acceptable to the Town.
 - Demonstrate that the overall SWPPP will be complied with and provide site-specific details regarding erosion and sedimentation control for each lot, in conformance with the SWPPP and Town regulations.
 - Demonstrate conformance to the Town's regulations regarding exterior lighting.



- Demonstrate that low-maintenance vegetation is being incorporated into landscape design.
- If any petroleum products, chemicals, hazardous materials or the like are proposed to be handled or stored, approval must be submitted from the appropriate regulatory agency (e.g., SCDHS, NYSDEC).
- Provide a letter of sewer availability upon application to the Suffolk County Department of Health Services.
- As there will be a continuous pedestrian walking/biking trail around the perimeter of the EPCAL Property, any lots that are to contain such trail, as shown on the Subdivision Map, must construct (if not already constructed) and maintain such trail. A covenant, acceptable to the Town, must be prepared and filed with respect to this requirement.
- Although not a site plan approval item, if any cultural resources are encountered during site development, the applicant must notify the Town of Riverhead CDA, which must notify OPRHP, in accordance with the MOA, and mitigation must be undertaken by the developer as identified by OPRHP and the Town, based upon the specific circumstance.

1.5 Alternatives

The following alternatives are examined in this section of the DSGEIS.

SEQRA-Mandated No-Action Alternative (Site Remains as it Currently Exists)

The SEQRA-mandated, no-action alternative would leave the site as it currently exists. Existing uses contained on the site are discussed in Section 3.1.2 of this DSGEIS. The current uses on the subject property are quasi-public spaces, recreational-related fields and facilities, and open space. The majority of the site is comprised of former runways, taxi-ways and grassland.

The no-action alternative is inconsistent with the Town's right and obligation to develop the property, as was required when the U.S. Navy transferred the property to the Town CDA (which is empowered to foster local economic development under the New York State General Municipal Law), does not meet the objectives of the Town to develop the property as part of its overall economic development strategy, and is not viewed to be a feasible alternative.

Mixed Use and Polo Alternative

The DSGEIS includes a mixed-use and polo alternative, based upon a prior offer to the Town to purchase a portion of the property for development of a Polo and Mixed Use Complex scenario. This alternative would commit most of the central portion of the EPCAL Property for the development of a major polo and mixed complex. The conceptual plan shows approximately 416 acres encompassing the polo fields and equestrian complex (including a 10,000±-seat stadium), a 51±-acre area for market or polo-related residential, two mixed-use areas of approximately 64 acres and 37 acres



and a separate mixed-use area (residential, business and light industrial) comprising 185 acres. The remainder of the property would consist of the Town Park (Veteran's Memorial Park), a two-to-three-acre future sewage treatment plant expansion area, roadways, drainage facilities, and over 1,400 acres of open space in the western, eastern, northeastern and most of the southern portions of the site. These open space areas generally correspond to those that the Town, with extensive input from NYSDEC, proposed to maintain in their present condition.

The mixed use/polo alternative would be expected to generate fewer impacts (e.g., traffic, sewage generation, water use) than the proposed action, as polo is a seasonal sport. There would be peak usage periods for the polo facilities (as well as the polo-related residences and some of the associated business uses), especially in the Spring and Summer, when the impacts noted above would be more concentrated. Also, a 10,000±- seat stadium would be expected as part of the polo facility. During polo season, there may be events that draw thousands (or tens of thousands) of people to the area in a concentrated time period. During these periods, traffic on the road network around the site would increase significantly, water use and sewage generation would increase and there may be an increased demand for community services, such as police protection. The other mixed uses shown on the site (including residential business and light industrial) are expected to function year-round. Thus, the impacts associated with these facilities would also occur year-round. However, since the acreage associated with the mixed uses is less than that of the developable lots in the proposed action, overall impacts are expected to be less than those of the proposed action.

On an overall basis, the impacts associated with the development of the EPCAL property as a polo and mixed-use facility are anticipated to be less than those associated with the proposed action. The exception to this is that job creation, property and sales tax generation and overall economic benefits are expected to be significantly less than those associated with the proposed action.

Alternative Subdivision Design, Prepared by Representatives of the Environmental Community

An alternative subdivision design was prepared by representatives of the environmental community (known in this case The Coalition for Open Space at EPCAL). Over the course of several years, the Town met numerous times with environmental groups to listen to and address their concerns regarding the preservation of open space. The Town took these concerns and the areas of requested preservation to the NYSDEC. The open space areas, as shown on this alternative plan, do not entirely conform to those shown on the proposed Subdivision Map. However, the environmental groups' comments regarding open space were seriously considered in the creation of the Re-Use and Revitalization Plan and the Subdivision Map.

The development area shown at the eastern extent of the property (east of the eastern runway) would not be accessible from any public roadway. In order to access this area, a roadway would have to be established either through forested area (that is proposed to be preserved under the proposed action) along Grumman Boulevard or from a roadway that would have to be established along the extreme eastern edge of the parcel in the northeastern portion of the property (noted on the plan as Town of Riverhead +/- 145 acres), which contains a tiger salamander pond.



From an environmental standpoint, this alternative preserves all of the grassland on the site, as well as tiger salamander ponds and other wetland features. It preserves some of the forested land, but shows development on other forested areas, including development on the more valuable forested land along Route 25, northwest of the western runway. With respect to the WSRRS corridor (both existing and proposed), this alternative preserves more land within the corridor than the proposed action.

The overall zoning and development concept that is proposed is similar to that of the proposed action. There would be large contiguous areas of vegetation/open space that would be preserved, and large areas of land that would be developable. The differences between the proposed action and this alternative are not substantial. However, since this alternative includes 140 additional acres of open space than the proposed action, it would likely result in somewhat less development. Less development would result in somewhat fewer environmental impacts such as less traffic, less water use, less sewage generation, lower demand for community services, etc.

Alternative Subdivision Design, Which “Reverses” Areas to be Developed and Areas to be Preserved

This alternative contemplates reversing the areas to be developed and the areas to be preserved on the EPCAL Property. It should be understood that the Town of Riverhead engaged with the NYSDEC in extensive discussions regarding which areas of the site were most in need of preservation. The Reuse & Revitalization Plan, which led directly to the proposed Subdivision Map, was a result of these extensive discussions with the NYSDEC. Reversing the areas to be developed with the area to be preserved would not conform to the discussions with/representations made to the NYSDEC, and would not maintain the most ecologically sensitive areas of the site (Pine Barrens and Grasslands).

From an ecological standpoint, this alternative would have more impact on the grassland habitat and less impact on the pitch pine-oak forest. From a development perspective, much of the development would occur on the runways areas and in the eastern, interior portion of the site, far from Route 25. The property along Route 25 is viewed by the Town to be some of the most valuable for economic development purposes, as it has direct access to a major public roadway. It is expected that the level of development under this alternative would be similar to that of the proposed action. Therefore, the impacts of this alternative with respect to, for example, traffic and sewage generation would also be similar.

Grassland Creation Alternative

Based upon additional investigation and analysis conducted by the Town of Riverhead, an alternative grassland creation concept to that shown in the in the Habitat Protection Plan. Based upon this alternative, there would be a total of 583.3 acres of grassland on the EPCAL Property, 13.1 acres fewer than the 596.4 acres of grassland in the proposed action. However, all of the 583.3 acres of grassland in this alternative would be native, while 536.9 acres in the proposed action would be native grassland (with the remaining 59.5 acres proposed to be created).

In this alternative, the runways would be preserved for future use and/or development (which could occur on previously-developed, already impervious land



instead of on native grassland). If the runways are proposed to remain undisturbed (or used for their intended purpose), the level of development under this alternative would be somewhat (but not significantly) less than under the proposed action, as 46.4 acres of development shown in the proposed action would be eliminated in favor of allowing native grassland to remain. Consequently, the environmental impacts would be somewhat less than those of the proposed action. However, if the runways are converted to development areas, the amount of the development area would increase by net 13.1 acres, and, theoretically, the level of development could increase, but would not exceed the level of development of the proposed action.



2.0

Description of the Proposed Action

2.1 Introduction

The United States Department of the Navy (U.S. Navy) prepared a Draft Environmental Impact Statement, dated February 1997 (hereinafter “1997 DEIS”) and Final Environmental Impact Statement, dated December 1997 (hereinafter “1997 FEIS” or collectively the “1997 EIS”), pursuant to the National Environmental Policy Act (and as a Generic Environmental Impact Statement [GEIS] for the purposes of the State Environmental Quality Review Act [SEQRA]), that dealt with the disposition and potential future use of the former Naval Weapons Industrial Reserve Plant (NWIRP) at Calverton (hereinafter “NWIRP Calverton property”), which includes the 2,323.9-acre EPCAL Property (the subject of this DSGEIS). In 2013, the New York State Senate and Assembly passed a bill establishing the Enterprise Park at Calverton (EPCAL) Reuse and Revitalization District. The bill was ultimately signed into law by Governor Andrew Cuomo on October 23, 2013. The purpose of the legislation was to, among other things, provide for the expeditious and orderly conversion and redevelopment of the remaining portions of the overall NWIRP Calverton property (also known as the “subject property” or “EPCAL Property”) in order to prevent further blight, economic dislocation, unemployment and aid in strengthening the local, regional, and state economy. In anticipation of the redevelopment of the EPCAL Property, and in acknowledgement of some of the subject property’s environmental conditions, the Town of Riverhead coordinated closely for over a year with the New York State Department of Environmental Conservation (NYSDEC) to establish a framework for redevelopment that is protective of the environmental resources of the site, while allowing for significant economic development.



This document supplements that original 1997 DEIS and is a Draft Supplemental Generic Environmental Impact Statement (DSGEIS), prepared in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617 for the action contemplated herein. The DSGEIS evaluates the potential adverse impacts associated with the proposed action, which consists of the following:

- Creation and adoption of the Reuse and Revitalization Plan
- Amendment to the Town of Riverhead Comprehensive Master Plan
- Amendment to the Calverton Urban Renewal Plan
- Creation and adoption of a Planned Development (PD) zoning district
- Amendment of the zoning map of the Town of Riverhead to rezone the 2,323.9-acre⁷ Enterprise Park at Calverton (EPCAL) Property to that PD zoning district
- Subdivision of the EPCAL Property into 50 lots, of which 42 lots would be for ultimate redevelopment with a mix of uses (e.g., business [commercial and retail], industrial, government, energy park, recreation, utilities, residential).

The proposed action has been developed to address the need for redevelopment of the EPCAL Property, such that it becomes an economic engine for growth and development within the Town of Riverhead, Suffolk County and State of New York.

To ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Riverhead is preparing this DSGEIS to identify and evaluate potential significant adverse environmental impacts.

Pursuant to 6 NYCRR §617.9(a):

“(7) Supplemental EISs.

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

(a) changes proposed for the project; or

(b) newly discovered information; or

(c) a change in circumstances related to the project.

▼
⁷ While there are several “total” acreages discussed in this DSGEIS, the surveyed acreage is 2,323.9. This figure will be the one cited as the total acreage of the subject property throughout this DSGEIS.



(ii) The decision to require preparation of a supplemental EIS, in the case of newly discovered information, must be based upon the following criteria:

(a) the importance and relevance of the information; and

(b) the present state of the information in the EIS.

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

As the proposed action being considered for the EPCAL Property includes changes to the action evaluated in the U.S. Navy's 1997 EIS, as well as changes in circumstances (as nearly 17 years have elapsed since the Navy's EIS), this DSGEIS is being prepared to address potential environmental impacts that would result from the modification of the reuse plan, urban renewal plan, update to the Comprehensive Master Plan, subdivision, and zoning (hereinafter described and referred to as "Proposed Action" and the change in area conditions.

To ensure that the DSGEIS addresses all significant issues, the Town of Riverhead Town Board (Town Board), as lead agency, issued a Positive Declaration on June 18, 2013, prepared a Draft Scope, based upon the environmental issues examined by the U.S. Navy in the 1997 DEIS, and conducted formal scoping on July 16, 2013, pursuant to 6 NYCRR §617.8. As part of the coordination effort with NYSDEC noted above, NYSDEC provided input into the project Scope. These impact issues are outlined in the Final Scope dated October 1, 2013 (see Appendix A of this DSGEIS for all SEQRA documentation). Based upon the 1997 EIS and the Final Scope promulgated by the Town Board, the issues to be examined in the DSGEIS are as follows:

- land use and zoning;
- socioeconomics
- community facilities and services
- transportation
- air quality
- noise
- infrastructure
- cultural resources
- geology, soils and topography
- water quality and hydrology
- terrestrial and aquatic environment
- petroleum and hazardous materials
- visual resources.

The DSGEIS is divided into eleven sections, the first of which is the Executive Summary. This section, Section 2.0, provides a discussion of existing site and



surrounding area conditions, and provides a description of the components of the proposed action including: an explanation of the proposed zoning district and the conceptual plan for the subject property, a brief history of the site, the project's purpose, needs and benefits, proposed construction, and the required permits and approvals.

Section 3.0 of this DSGEIS provides a discussion of the environmental setting for the project, by topic. Existing conditions are then superimposed with post-development conditions. Potential beneficial and adverse environmental impacts are presented, and there is a corresponding impact analysis section for each of the existing conditions sections. Proposed mitigation measures that reduce or eliminate those impacts that were identified in the analyses are presented at the end of each topic discussion.

Section 4.0 presents the cumulative impacts, examining the impacts of other planned developments in the area relative to the proposed action. Section 5.0 enumerates those short-term and long-term impacts described within Section 3.0 that cannot be mitigated.

Section 6.0 discusses the conditions and criteria under which future actions associated with the development of the subject property will be approved. Alternatives and their impacts are discussed in Section 7.0 of the DSGEIS. Among the alternatives is the "no action" alternative that is required to be discussed pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617. Section 8.0 presents a brief discussion of natural resources consumed as a result of project implementation, and Section 9.0 includes an analysis of potential growth-inducing aspects of the proposed action. Section 10.0 of the DSGEIS presents a discussion of the energy sources to be used and proposed conservation measures, and references are presented in Section 11.0 of this DSGEIS.



2.2 Project Site and Location

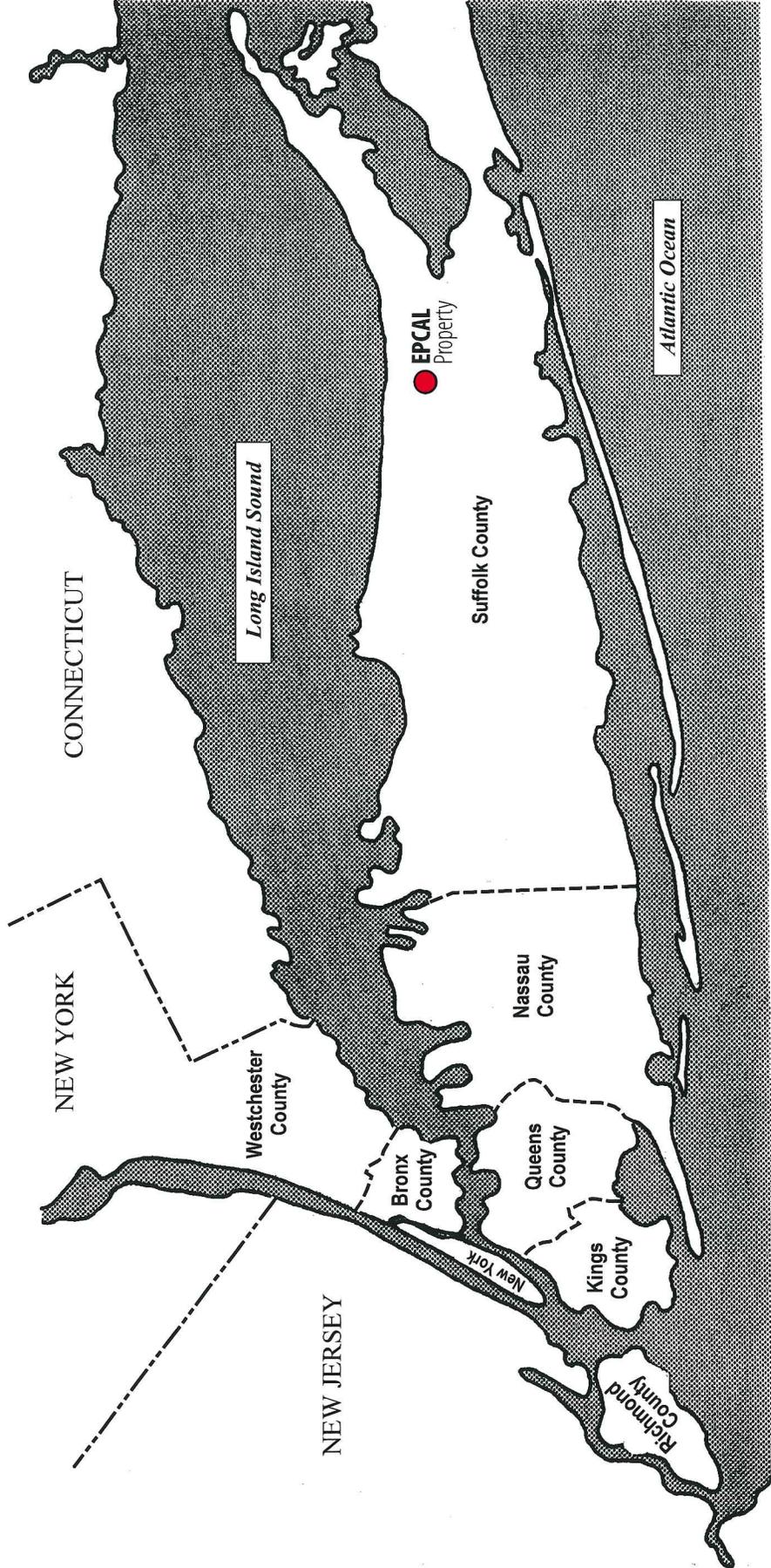
The EPCAL Property (as described below) is located in the hamlet of Calverton, Town of Riverhead, Suffolk County (see Figure 1), and is bounded on the north by New York State Route 25 (also known as Middle Country Road), industrial, agricultural and undeveloped/wooded parcels to the east, Grumman Boulevard⁸ to the south and Wading River Manor Road and residential and undeveloped/wooded properties to the west (see Figure 2). As indicated in Figure 2, the subject property surrounds the off-site Calverton Camelot industrial subdivision (hereinafter “Calverton Camelot”) to the west, north and east, which is owned and operated by a private entity. Calverton Camelot was originally included in the NWIRP Calverton property, but was subsequently subdivided and sold for development.

The subject property is designated on the Suffolk County Tax Map as: District 600-Section 135-Block 1 – Lots 7.1, 7.2, 7.33 and 7.4 (see Figure 3). For the purposes of this DSGEIS, the subject property consists of 2,329.9± acres⁹, based upon a survey prepared by L.K. McLean Associates, P.C., dated October 21, 2011 (see Appendix B).

The majority of the subject property includes the two runways and associated taxiways, the Town of Riverhead Community Center property, McKay Lake, Grumman Memorial Park, Town of Riverhead Calverton athletic fields, a sewage treatment plant and a portion of the rail spur. Wooded and grassland areas containing wetlands are also found in this area. The only buildings that are currently operating at the site are the community center and water treatment plant (see Figure 4).

▼
⁸ Also known as Swan Pond Road and River Road.

⁹ Approximately 209 acres have not yet been transferred by the U.S. Navy to the Riverhead CDA due to on-going environmental remediation. However, these areas are included in the acreage studied as part of this DSGEIS to provide a comprehensive environmental review of the subject property and proposed action.



Source: VHB

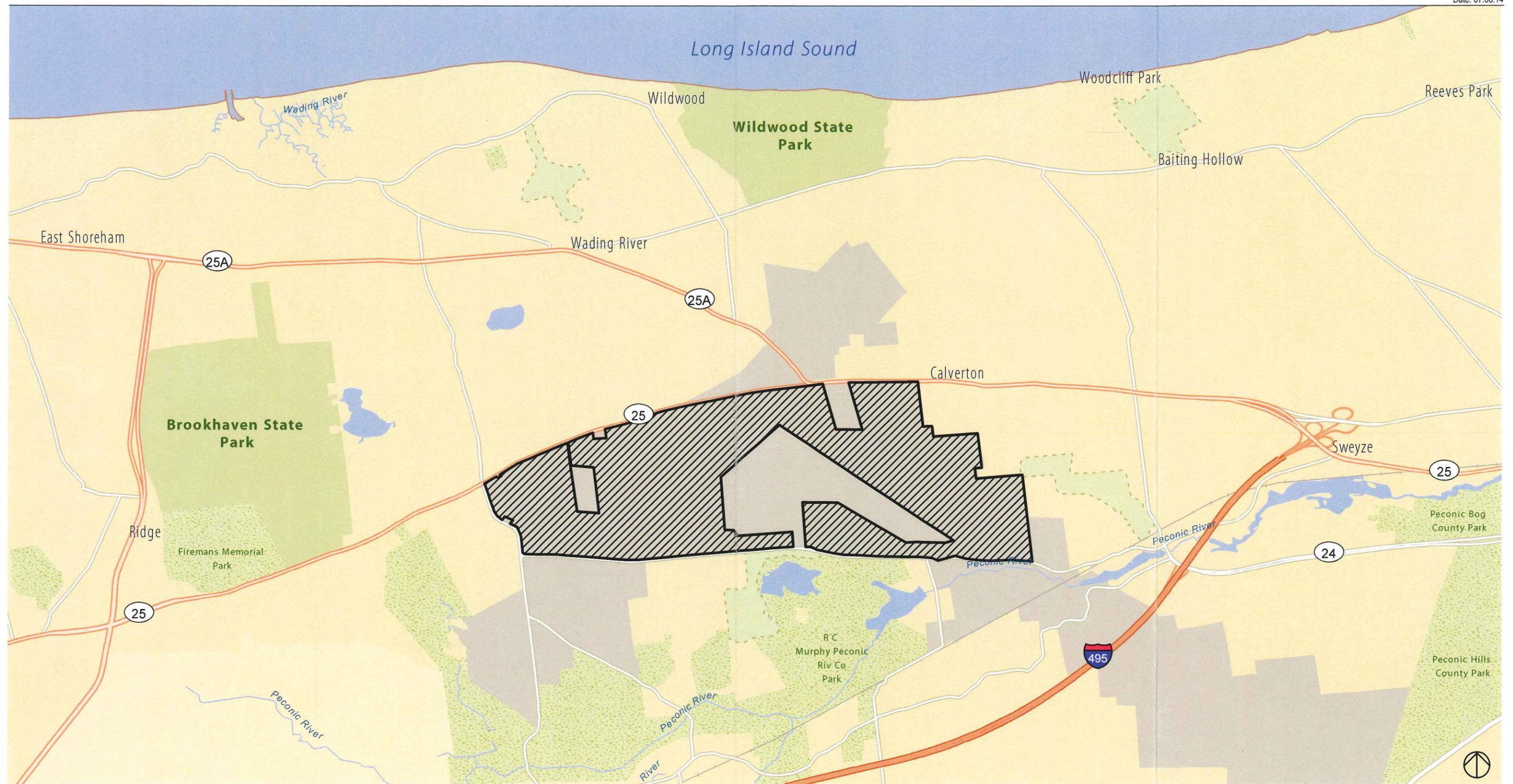


PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
Calverton, New York

Regional Location

Figure
1





LEGEND
 EPCAL Property



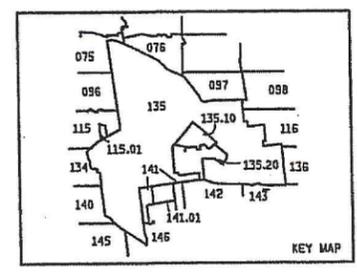
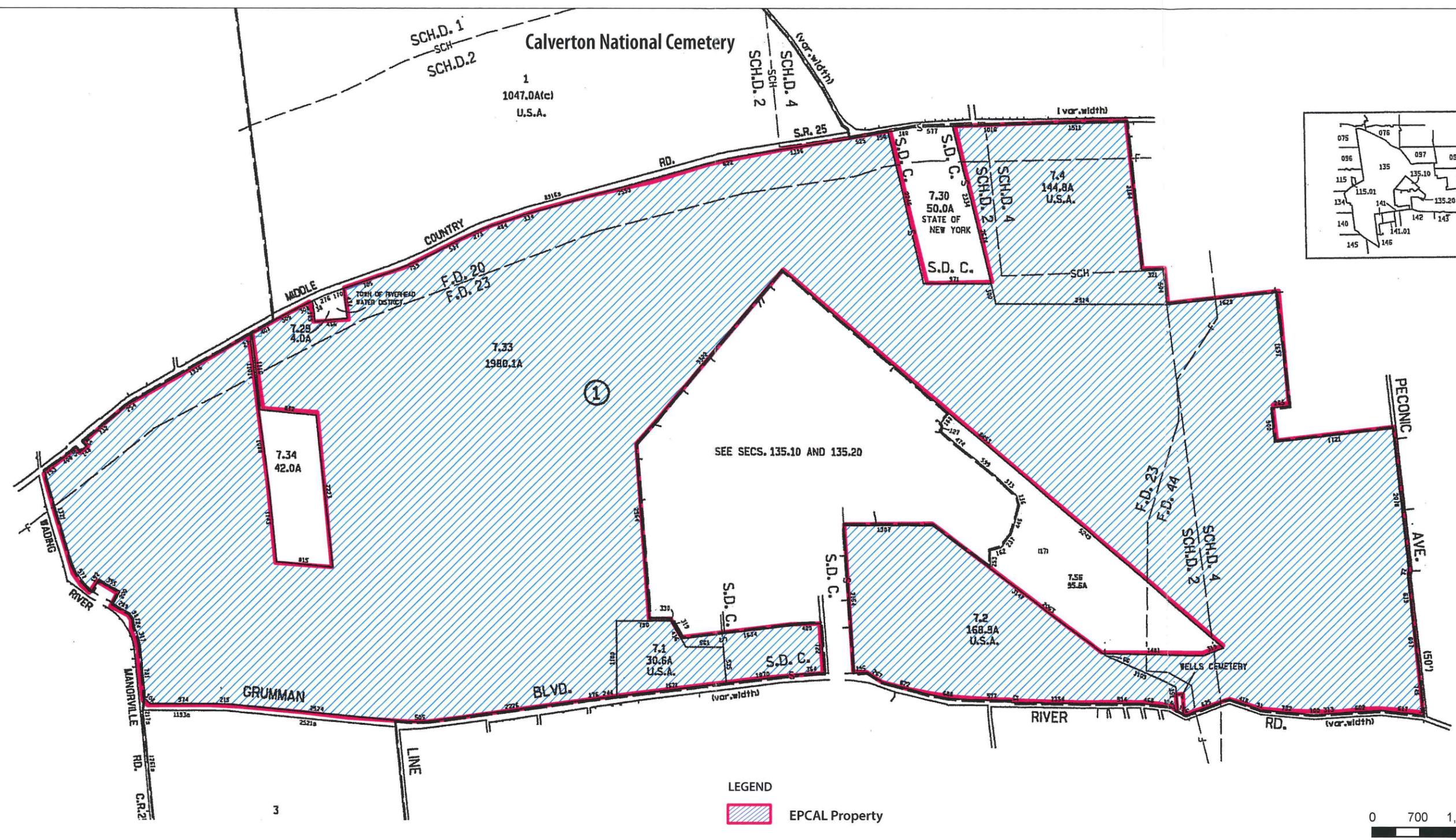
Source: Town of Riverhead GIS



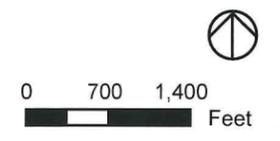
PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
 Calverton, New York

Site Location

Figure 2



LEGEND
 EPICAL Property



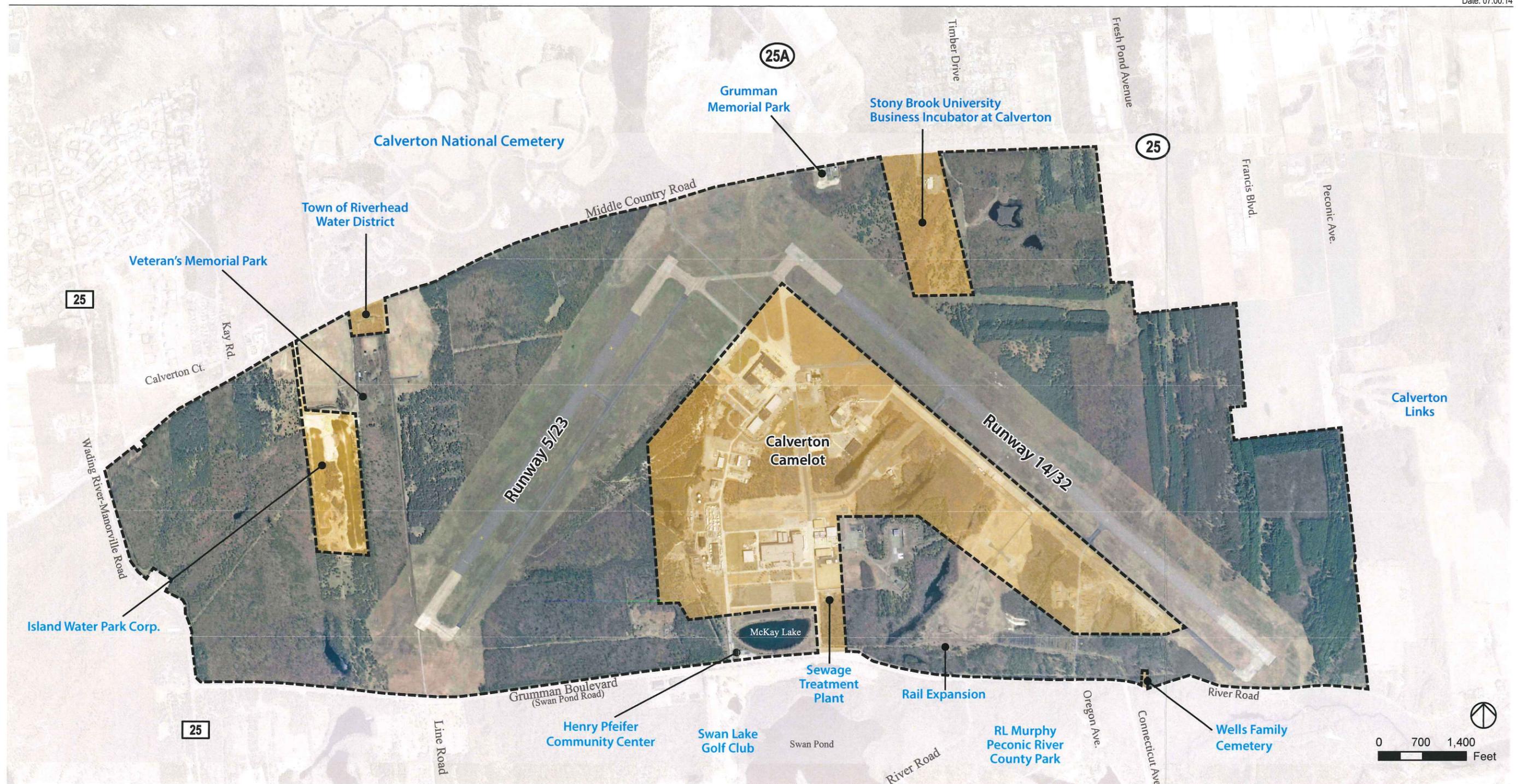
Source: Tax Map District 0600, Section 135.00, Suffolk County Real Property Tax Service Agency.



PROPOSED SUBDIVISION OF EPICAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
 Calverton, New York



Tax Parcels Figure 3



LEGEND
 - - - - - EPCAL Property
 Yellow Fill Additional Parcels Comprising Former NWIRP Calverton Property

Source: Esri, DigitalGlobe, GeoEye, i-cube, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP,swisstopo, and the GIS Use Community



PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
 Calverton, New York

Aerial Photograph

Figure
4





2.3 Summary of Existing Conditions and Physical Characteristics of the Site

The following is a discussion of the physical characteristics of the subject property and the existing land use and transportation conditions in the surrounding area.

2.3.1 Site Conditions

Existing conditions of the subject property are discussed throughout Section 3.0 of this DSGEIS entitled "Existing Environmental Conditions." Existing land uses found on the subject property are described in detail in Section 3.1 in this DSGEIS. The 2,323.9 acres are currently divided into four separate tax lots. The subject property excludes the acreage associated with Calverton Camelot, the Stony Brook University Business Incubator at Calverton, the Island Water Park Corp. property, the Town Riverhead Water District property and the 0.5-acre Wells Family Cemetery, which were part of the overall NWIRP Calverton Property (see Figure 4).

In terms of physical improvements on the subject property, with the exception of the recently-completed rail spur along the southern property line that serves the Calverton Camelot, there has been little notable change since the property was transferred from the U.S. Navy to the Town of Riverhead Community Development Agency (hereinafter "Town CDA") in 1998. Approximately 209 acres of the overall 2,323.9-acre subject property has not yet been transferred to the Town CDA by the U.S. Navy as contamination has been documented and remediation is not yet completed. Once the U.S. Navy has remediated this acreage, it will prepare a Finding of Suitability of Transfer (FOST) and can then officially transfer the property to the Town CDA. See Section 4.12 of this DSGEIS for additional information. Two existing runways (and associated taxiways) of 10,000 feet and 7,000 feet, remain and the Grumman Memorial Park and Town of Riverhead Calverton athletic fields (known as Veterans Memorial Park) have been constructed in the northwestern portion of the property.

Segments of the southern portion of the subject property are currently undeveloped and largely comprised of woodland. The area to the south of Calverton Camelot and east of Burman Boulevard is partially developed with a portion of the rail spur that currently serves industrial uses within Calverton Camelot. Wooded and grassland areas containing wetlands are also present in this area.



The Town of Riverhead Community Center and McKay Lake are situated on the north side of Swan Pond Road, approximately equidistant from the southern termini of the two runways. McKay Lake, located on the subject property, is a man-made water body that serves as a stormwater recharge area for the industrial development that exists between the two runways, as part of Calverton Camelot. The Town of Riverhead Community Center is developed with a building, playground area and parking area.

Grumman Memorial Park is situated on the south side of Route 25 west of the Stony Brook University Business Incubator, and Veterans Memorial Park is situated on the south side of Route 25 surrounding the Riverhead Water District parcel (see Figure 4).

The northeastern portion of the subject property consists of woodland and wetlands.

The subject property is located within the Long Island Central Pine Barrens (CPB). The Long Island Central Pine Barrens is a 100,000-acre area located in central and eastern Long Island that encompasses a portion of the towns of Brookhaven, Riverhead and Southampton. Approximately 320 acres located in the western portion of the EPCAL Property are located within the Central Pine Barrens Core Preservation Area (Core). The remainder of the EPCAL Property is located within the Central Pine Barrens Compatible Growth Area (CGA). A more detailed discussion of the CPB is included in Sections 3.1 and 3.11 of this DSGEIS.

2.3.2 Surrounding Land Use

The land uses located in the immediate vicinity of the subject property are listed below. See Section 3.1 for a detailed discussion of land use with accompanying map and photographs.

North: Middle Country Road is directly north of the subject site. Land uses to the north of the subject property and north of Middle Country Road include cemetery, residential, commercial and agricultural uses, with areas of undeveloped woodlands scattered throughout. More specifically, the residential development consists of one-family residences. The commercial development includes scattered uses such as J&R Steakhouse, a gift shop, the Wading River Motel and a gas station. Calverton Commons, a small shopping center, exists north of the subject property on the north side of Middle Country Road and contains a restaurant, day spa, Jiu Jitsu academy, pet grooming facility and others. Calverton National Cemetery is located to the north of the EPCAL



Property, north of Middle Country Road. Industrial facilities exist northeast of the subject property along the south side of Middle Country Road. Views along the north side of Middle Country Road north of the subject property include wooded and undeveloped land.

West: Traveling north from Swan Pond Road along Wading River Manor Road, wooded portions of the subject property are visible to the east. To the west, areas are primarily wooded, with single-family residences located throughout.

While the western subject property boundary primarily adjoins Wading River Manor Road, a few out-parcels, which are developed with single-family residences, are located on the east side of Wading River Manor Road.

South: Areas south of the subject property and south of Swan Pond Road are largely wooded and undeveloped. As mentioned above, a few residences are located along Swan Pond Road, southeast of the subject property. Continuing west, areas south of Swan Pond Road remain wooded with some unpaved trails and water bodies present throughout. South of the subject property lies Swan Lake Golf Club, Swan Pond and other recreational uses. West of this golf course, abandoned Northrop Grumman Corporation (hereinafter "Grumman") Building Numbers 08 and 78 exist. Continuing west along Swan Pond Road, undeveloped wooded areas are prevalent. There are houses located intermittently along Swan Pond Road around Connecticut Avenue.

Additionally, within one-quarter mile south of the southeastern portion of the subject site is the town line between the Town of Riverhead and the Town of Brookhaven. The land uses within include undeveloped and forested land.

East: Areas east of the subject property, include agricultural uses, transportation uses (Hampton Jitney Bus Terminal and pre-existing terminal), Federal Express, and the Calverton Links Golf Course. With the exception of a few residences along Middle Country Road and Swan Pond Road, the remaining properties east of the subject property are wooded and undeveloped.



A more detailed discussion of the existing land uses within one-quarter mile of the site is included in Section 3.1.1 of this DSGEIS. However, as seen by the discussion above, the area in the immediate vicinity of the subject property contains a broad range of uses from institutional uses to light industrial facilities uses to single-family residential development.

2.3.3 Existing Transportation Network

The major roadways within the existing transportation network in the area of the subject property include New York State Routes 25 and 25A to the north, Wading River Manor Road and William Floyd Parkway to the west, Grumman Boulevard and the Long Island Expressway (LIE) to the south and Edwards Avenue to the east.

See Section 3.4.1 of this DSGEIS for a complete discussion of the existing transportation network.

2.3.4 Existing Utilities and Infrastructure

Currently the subject property is served by the following utilities:

- **Electricity:** PSEG Long Island – There is a fairly extensive electrical distribution network that appears to be fed from Grumman Boulevard and New York State Route 25, supplying the existing buildings (off-site), runway lighting and other facilities throughout the site. There are a number of dedicated electric easements throughout the site.
- **Natural Gas:** National Grid – A gas main was installed on Grumman Boulevard after 1995, and a main has been extended north on Burman Road into Calverton Camelot (at least partially).
- **Water:** Riverhead Water District – The site was originally served by three on-site wells, but these wells were taken out of service due to contamination. The Riverhead Water District (RWD) boundary does not currently encompass the overall EPCAL Property, however, in anticipation of and in preparation for the need and demand for water service, the Riverhead Water District spent considerable sums of money to provide improve systems to meet anticipated water demand for the subject property, including extension of a water main west along New York State Route 25 from the district and construction of two new wells (RWD Plant No. 11) at



the northwest corner of the property.¹⁰ In addition, portions of the existing water distribution system have been incorporated into a new overall distribution system supplied by the new wells and designed to service Calverton Camelot.

- **Sewer/Sewage Treatment Plant (STP):** On-site STP – An existing network of gravity sewers, pump stations and force mains has been supplemented in conjunction with the ongoing development of Calverton Camelot to include extension of gravity sewers generally concurrent with the proposed roadways. Two existing pump stations have been upgraded and a third has been completed to service existing lots within the subdivision; a fourth pump station location has been identified to serve future development of the southeast portion of the subdivision. The existing STP is located in the southern portion of the site, north of Grumman Boulevard, near McKay Lake. This STP currently serves the EPCAL Property.
- **Stormwater:** On-site Piping and Natural Swales – The existing storm drainage systems consist of a combination of subsurface piping (with inlet structures) and open/natural swales within numerous watersheds. All of these watersheds discharge to McKay Lake (under the current SPDES Permit held by the Calverton Sewer District) or through localized swales that discharge off-site to the south toward Swan Pond, adjacent wetlands and the Peconic River. The components of the existing overall drainage systems remain in place, contained in easements where necessary. The existing storm drainage systems provide no formal treatment or conformance with current water quality and quantity regulations.

2.3.5 Existing Covenants, Restrictions, and/or Encumbrances

The subject property is currently encumbered by the following (see Figure 4):

- A protective covenant to the New York State Department of Environmental Conservation (NYSDEC) in the southwestern portion of the subject property
- A 20-foot wide sewer easement on the northeastern portion of the subject property
- An Agreement between the Town CDA and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) entered into on or about August 27, 1998 and an ultimate covenant that provided OPRHP the

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¹⁰ The Riverhead Water District has made application to the NYSDEC consistent with the expenditure, planning and improvements constructed by the RWD to provide water service to the subject property.



right to review, comment, and approve certain activities deemed to have potential effect on various areas of potential archaeological sensitivity. After completion of the Phase B Archaeological Study, -investigation of portions of sensitive areas likely to be impacted by the Town's Reuse Plan (often referred to as "Preferred Reuse Plan"), the area of archaeological sensitivity was reduced. On or about June 2001 and in anticipation of the transfer of property between the Town CDA and M-GBC LLC (an area now commonly referred to as "Calverton Camelot"), Cameron Engineering performed a study and modified the map referenced above and labeled same as "Overlay Showing Archaeological Areas on Project Site"(see Appendix C). On or about May of 2010, after inquiry from the Town Planning Department, OPRHP, via written communication, advised that only one area located in the northeast portion of the property (proximity of "northeastern" pond) was considered to be archaeologically sensitive (see electronic mail correspondence in Appendix O).

With the exception of some utility easements, there currently are no other easements, restrictions, and/or other conditions that would affect the future development and use of the subject property.



2.4 Site and Project History

2.4.1 Introduction

In 1952, the U.S. Navy acquired approximately 4,500 acres within the Town of Riverhead for construction of airfield runways and associated facilities known as the NWIRP. According to the 1997 DEIS for the disposal of the U.S. Navy property, the original site of NWIRP Calverton, located approximately seven miles west of the Riverhead downtown, consisted of approximately 4,500 acres. At the time, the property was used mainly for farming and contained some residential development. It was chosen for its large size and its proximity to Bethpage, in Nassau County, where Grumman was already performing sub-assembly of airplanes. As noted on Page 2-1 of the 1997 DEIS:

“By the time Grumman signed the Navy lease in 1954, the acquisition of a buffer zone was anticipated. In 1960, after two years of condemnation proceedings and litigation with the surrounding community, additional property was condemned for buffer zone acquisition.”

The 4,500 acres were leased to Grumman for airfield operations, including final airplane assembly and testing, while the balance of the acreage that was subsequently acquired was designated as aviation buffer zone (most of which is located in the Long Island Central Pine Barrens). Additional parcels were acquired over the years from individual property owners, which increased the U.S. Navy’s holdings to over 6,000 acres. In 1976, approximately 900 acres of the northwest buffer zone (north of Middle Country Road) was transferred to the Veterans Administration for construction of the Calverton National Cemetery. This reduced the NWIRP Calverton property to approximately 5,900 acres.

Grumman leased the NWIRP Calverton property for more than 40 years. While in 1987, Grumman had a total of approximately 23,000 employees on Long Island (including those at Bethpage), by 1994 that number declined to approximately 9,500, with approximately 1,500 employed at Calverton. At that time, Grumman was still the largest employer in Riverhead, and annual tax revenues were approximately \$1.5 million. By the middle of 1992, only one aircraft remained in production and NWIRP Calverton officially closed in February 1996.

In 1994, subsequent to Grumman’s announcement of its intention to vacate the property, the United States Congress authorized the Secretary of the U.S. Navy



to convey approximately 2,900 acres "inside the fence"¹¹ to the Town CDA for the purpose of economic development. Based upon this decision, the U.S. Navy prepared the 1997 DEIS, which addressed and evaluated the disposition and potential future use of the overall Calverton property, a portion of which is included as part of the extant subject property, now known as the EPCAL Property. The 1997 FEIS noted (on pages S-2 and 1-2), that:

"this FEIS has been developed as a Generic EIS under SEQRA since the town of Riverhead will use it to implement zoning for the site. A Generic EIS is appropriate where the effects of projects are to be developed in phases over time; where separate actions have generic or common impacts; and/or where there is a sequence of actions contemplated by an agency. A Generic EIS is appropriate because details concerning future phases of the reuse plan are available only in general terms. The Generic EIS analysis is used to identify constraints in the natural and man-made environment that should be considered in determining appropriate conditions to be placed on the individual land uses as they are developed. Supplemental EIS would be prepared by applicants for future development components assuming that the individual actions trigger SEQRA requirements."

According to the 1997 DEIS:

"the Town of Riverhead CDA was given the authority to receive title to the NWIRP Calverton from the Navy via Public Law 103-c337. The CDA is empowered to foster local economic development under the New York State General Municipal law. The Riverhead Town Board created the Calverton Air Facility Joint Planning and Redevelopment Commission (Planning Commission) to assist and advise the Town Board on the reuse of NWIRP Calverton. The Planning Commission includes representatives from the Town of Riverhead, surrounding Towns, Suffolk County, New York State, the First Congressional District, and the US Navy."

Reuse alternatives were then developed for the Planning Commission, as authorized by the Town CDA. The process of preparing these reuse scenarios began in 1995. With extensive public input, preliminary plans were presented in November 1995 and by February/March 1996, the alternative reuse plans were presented to the Planning Commission for review. The Town Board unofficially chose the Calverton Enterprise Park Reuse Plan as the preferred reuse alternative. This plan included the development of the site with an industrial business park, theme park, aircraft and aviation, commercial, hotel and conference center, golf course, and open space uses.



¹¹ This is the portion of the overall U.S. Navy site that was the central contiguous area leased and operated by Grumman.



Based upon the decision to dispose of the land and the preliminary choice of a preferred alternative, as previously mentioned, the U.S. Navy prepared a DEIS and FEIS in 1997 that dealt with the disposition and reuse of the EPCAL Property. The *Calverton Enterprise Park Reuse Plan*, along with another alternative, was the subject of the 1997 EIS. The aforesaid DEIS and FEIS prepared by the U.S. Navy are the SEQRA documents that this DSGEIS is a supplement to.

Subsequent to the U.S. Navy's environmental review process, approximately 492 acres of the property were conveyed to a private developer for the development of Calverton Camelot. A separate environmental review was conducted for the development of the subdivision, and development of Calverton Camelot began subsequent to that review and approval. The proposed action does not include any property within Calverton Camelot nor will it affect the environmental review process that was conducted therefor.

In May 1998, the Town CDA contracted with a property management firm to assume the responsibility for operations and maintenance upon the property conveyance. The Town CDA Board then authorized the creation of the Riverhead Development Corporation, a local development corporation, to market the site for redevelopment. Subsequent to this, in September 1998, the CDA prepared an urban renewal plan for the property. As will be discussed below, since 1998, additional environmental reviews have been performed for proposed developments on various portions of the original NWIRP Calverton property, most of which have not proceeded.

It is evident from the foregoing discussion that there have been a number of documents that evaluated the development of the EPCAL Property. Below is a list followed by a description of each document:

- *A Comprehensive Reuse Strategy for the NWIRP at Calverton, Riverhead, Long Island, March 1996*
- *Department of the Navy DEIS and FEIS for the Disposal and Reuse of Naval Weapons Industrial Reserve Plant, Calverton, New York (February 1997 and December 1997)¹²*
- *Town of Riverhead Community Development Agency Calverton Enterprise Park Urban Renewal Plan (September 1998)*
- *Final Supplemental Environmental Impact Statement for Calverton Enterprise Park Reuse Plan Zoning Change (2005)*



¹² As previously noted, this extant DSGEIS supplements the U.S. Navy 1997 EIS.



- Riverhead Resorts, LLC – various documents, including brochure from <http://ledointl.com/rh/Index.html>
- Draft Scope for Draft Supplemental Environmental Impact Statement – Rechler Center for Business and Technology (September 2008)

A summary of the relevant information included in each of these documents follows.

2.4.2 A Comprehensive Reuse Strategy for the NWIRP at Calverton, Riverhead, Long Island (March 1996)

As previously noted, in 1994, ownership of the NWIRP Calverton property was conveyed from the U.S. Navy to the Town CDA (with the exception of acreage that had not yet been remediated of contamination found on the property). As part of the legislation transferring the property to the Town CDA, it was required that the Town CDA formulate an economic development-based reuse strategy for the subject property.

The Town of Riverhead proceeded to form the “Calverton Air Facility Joint Planning and Redevelopment Commission” (hereinafter the “Reuse Commission”), composed of various officials from the Town of Riverhead, surrounding towns, Suffolk County, New York State, the Federal government, and civic organizations, to articulate a vision for the future reuse of the property. The Reuse Commission identified four primary goals for reuse of the NWIRP Calverton property, which were:

- *Attract private investment*
- *Increase the tax base*
- *Maximize job creation*
- *Enhance regional quality of life. (Page 5)*

In order to achieve these goals, the Reuse Commission envisioned an eight-part mission, as follows:

1. *To provide for industrial land use in conformance with the Town of Riverhead Master Plan and its amendments.*
2. *To provide for a new zoning use district regulating the site which will encourage the highest and best adaptive reuse of the property with the greatest potential for economic development while respecting the ecology of the area.*



3. *To encourage appropriate industrial and commercial development in order to accommodate regional growth influences.*
4. *To encourage specifically those types of industrial, commercial and recreational uses which are integrated with the overall economic development policy of the Town of Riverhead.*
5. *To attract industrial development to an area which is economically and environmentally feasible for development due to existing infrastructure and other improvements.*
6. *To provide for infrastructure improvements designed to mitigate against the degradation of the Peconic Estuary and the Central Suffolk Pine Barrens*
7. *To examine continued aviation uses in support of on-site commercial/industrial development.*
8. *To identify and attract those enterprises and technologies which will generate employment of high skill levels, apprenticeship programs, and lower skill support employment in order to replace the economic activity previously existing at the site.*
(Page 5).

Based on the aforementioned goals and eight-part mission formulated by the Reuse Commission, a reuse strategy was developed. In 1996, a Comprehensive Reuse Strategy for the NWIRP at Calverton (hereinafter the "1996 Reuse Strategy") was issued by the Town CDA. The 1996 Reuse Strategy included a Calverton master development plan for the subject property that was intended to create a marketable tool to attract private development and that:

"As a blueprint for future growth, it provides a basis for all land use decision making and for the adoption of zoning regulations"

The 1996 Reuse Strategy identified goals in redeveloping the NWIRP Calverton property, developed a reuse strategy containing three phases, and established a Master Plan for the property. The Calverton master plan envisioned a multi-use enterprise park that has a major industrial complex as its focus, but was intended to be flexible depending on the market and economic conditions.



The Town of Riverhead Resolution No. 572, executed July 16, 1996 through a vote by the Town of Riverhead Town Board (Town Board), established that the "Calverton Enterprise Park Reuse Plan" (i.e., the 1996 Reuse Strategy) was the preferred reuse alternative for the NWIRP Calverton property for the purposes of environmental review under Article 8 of the Environmental Conservation Law and NEPA.

Additional information regarding this study is included in Appendix H.

2.4.3 Department of the Navy - Draft and Final Environmental Impact Statements: Disposal and Reuse of the NWIRP, Calverton, New York (1997)

Pursuant to federal legislation enacted in 1994, when Grumman ceased operations at and vacated the NWIRP Calverton property, the U.S. Navy was required to convey ownership of the property to the Town of Riverhead CDA. As this conveyance was considered a major federal action, it was required that the U.S. Navy prepare an EIS pursuant to NEPA and SEQRA, in order to assess the potential environmental impacts associated with the transfer and reuse of the NWIRP Calverton property after the aforementioned conveyance. This document was prepared to satisfy NEPA requirements and as a Generic EIS under SEQRA since the Town of Riverhead will use it to implement zoning for the site. In February 1997, the U.S. Navy released the 1997 DEIS, and in December of that year it released the 1997 FEIS.

According to the 1997 EIS, the Town of Riverhead created the Calverton Air Facility Joint Planning and Redevelopment Commission to develop likely re-use scenarios. The goals were to attract private investment, maximize job creation, increase base taxes and enhance the regional quality of life.

Based upon the general themes of industrial reuse, commercial tourism and residential development, the 1997 DEIS and 1997 FEIS evaluated the following three reuse alternatives (plus the no-action alternative) for the NWIRP Calverton property:¹³

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¹³ It should be noted that the 1997 FEIS also evaluated approximately 3,137± acres of land "outside of the fence," (i.e., not part of the NWIRP Calverton property), which represented buffer areas for activities that were part of the Grumman operation.



1. **Calverton Enterprise Park Reuse Plan (i.e., Preferred Reuse Plan) –**
This is the Master Plan discussed in the *1996 Reuse Strategy* as previously detailed, and included an industrial business park, theme park, aircraft and aviation, commercial, hotel and conference center, golf course, and open space uses (see Figure 5). As previously indicated, this was the preferred reuse alternative of the Town Board.
2. **Calverton Enterprise Park/Raceway Alternative (Raceway Alternative)**
– This alternative is similar to the Preferred Reuse Plan, with the primary exception that approximately 808± acres would be utilized as an automobile raceway instead of the proposed aviation and aircraft uses of the Preferred Reuse Plan.
3. **Peconic Village Alternative** – This alternative was “designed as a planned mixed-use community,” including an industrial business park; hotel/conference center; commercial/retail uses; residential uses; public golf course; civic facilities; open space; and infrastructure” (Page S-5).
4. **No-Action Alternative** – This alternative is described as “the retention of NWIRP Calverton by the US government in a caretaker status. No reuse or redevelopment would occur at the facility” (Page S-5).



The 1997 EIS evaluated these four reuse scenarios in the context of the following environmental considerations:

- Land Use and Zoning
- Socioeconomics
- Community Facilities and Services
- Transportation
- Air Quality
- Noise
- Infrastructure
- Cultural Resources
- Topography, Geology, and Soils
- Water Quality and Hydrology
- Terrestrial and Aquatic Environment
- Petroleum and Hazardous Materials.

As the Calverton Enterprise Park Reuse Plan was the preferred alternative in the 1996 *Reuse Strategy*, the 1997 EIS evaluated the major overall benefits and potential adverse impacts associated with same. The 1997 EIS identified the following major overall benefits and potential adverse impacts associated with the preferred alternative:

- Significant economic and fiscal benefits
- Preservation of considerable amounts of open space (proposed for active and passive recreation use and areas of natural undisturbed lands)
- Significant increases in vehicular trips would be mitigated through widening of streets, installation of turning lanes, and adjustment of traffic signals
- Development of land at the NWIRP Calverton property, resulting in the loss of species' habitat.

The 1997 EIS found that, with the exception of a conflict with the Peconic River Scenic Corridor, the Preferred Reuse Plan was consistent with applicable local, state, and federal requirements and regulations, assuming recommended mitigation measures were followed. With regard to the Peconic River Scenic Corridor (regulated under the NYSDEC WSRRS program), approximately 526 acres of the NWIRP Calverton property was identified as located within said scenic corridor, which would prevent its development. Under the Preferred Reuse Plan, this area was proposed to be developed. However, the 1997 FEIS stated that the Pine Barrens Commission would support a re-delineation of the Peconic River Scenic Corridor boundary in order to allow for the development proposed under Preferred Reuse Plan, provided that the following conditions are met:



- *adherence to the Pine Barrens standards and guidelines through adoption of a planned development district (PDD) or, in other words, a Planned Unit Development (PUD) that is consistent with the Pine Barrens.*
- *incorporation of plans for wastewater treatment plant infrastructure improvements for the Calverton STP. (Page 6-8).*

Relevant federal acts reviewed in the 1997 EIS included:

- NEPA
- Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), and the Superfund Amendments and Reauthorization Act (SARA)
- Clean Water Act
- Clean Air Act
- Endangered Species Act
- National Historic Preservation Act
- Coastal Zone Management Act
- Toxic Substances Control Act
- Executive Order 11990, Protection of Wetlands
- Executive Order 11988, Floodplain Management
- Executive Order 12898, Environmental Justice.

Identified unavoidable adverse impacts associated with the Preferred Reuse Plan included the following:

- Increases in vehicular traffic and substantial impacts at several study area intersections.
- Reduction of potential habitat for certain wildlife species on the site.

2.4.4 Calverton Enterprise Park Urban Renewal Plan (1998)

The New York State (NYS) Urban Renewal Law was established in order to address areas that are characterized by conditions such as:

- *Deteriorated or deteriorating owing to obsolete and dilapidated buildings and structures*
- *Physical deterioration*
- *Buildings abandoned or not utilized in whole or substantial part*
- *Unsuitable topography, subsoil and other physical conditions all of which hamper or impede proper economic development of such areas and that impair or arrest sound growth and development of the area, community or municipality. (p. 1)*



The NYS Urban Renewal Law further establishes that proper incentives be established in order to encourage development of areas in order to “eliminate slums and blight and to promote...community growth and development in a manner consistent with the furtherance of the public welfare. It has also been found that it is necessary to encourage and stimulate private investment and the participation of owners and other responsible persons in sound and comprehensive programs of urban renewal for such areas.” (pp. 1-2)

The Town of Riverhead established an urban renewal agency in 1982 (pursuant to the NYS Urban Renewal Law), which is administered by the Town CDA, in order to address areas within the Town marked by such conditions.

The *Calverton Urban Renewal Plan* notes that the abandonment of the Calverton NWIRP property by Grumman has caused significant economic distress in the region and that redevelopment with appropriate manufacturing, industrial, and high-technology facilities is warranted given existing infrastructure. The closure of the Calverton NWIRP operation, at the time, resulted in the loss of approximately 4,000 jobs and \$1.1 million in tax revenues to the Town of Riverhead, Suffolk County, and the Riverhead Central School District. The primary goals of such redevelopment would be to encourage job generation, generate tax revenue, and improve quality of life. Specifically,

“The creation of an Urban Renewal Area enables the Town of Riverhead CDA to continue its efforts to promote and generate economic growth and provides for appropriate use of real property within the Calverton Enterprise Park. The [NYS] Urban Renewal Law provides the Town of Riverhead with the creative legal mechanism to accomplish many of the development, economic development and beautification goals of the community.” (p. 4)

The primary aim of the *Calverton Urban Renewal Plan* is to achieve the following:

- *The attraction of private investment in the site*
- *The maximization of the real property tax ratable base*
- *The maximization of skilled, high paying employment opportunities*
- *The protection of the natural environment and the sustaining of the regional quality of life.* (p. 5)

The general goals of the *Calverton Urban Renewal Plan* are:

- *To provide for industrial land use in conformance with the Town of Riverhead Master Plan and its amendments*
- *To create a regulatory environment that will encourage the highest and best adaptive reuse of the property with the greatest potential for economic development while respecting existing natural features and the local ecology*



- To encourage appropriate industrial and commercial development to accommodate regional growth influences
- To encourage the development of those industrial, commercial and recreational land uses that integrate with the overall land use policy of the Riverhead Town Board
- To attract industrial development to an area that is economically and environmentally feasible for development due to existing infrastructure and other improvements
- Extension and improvement of infrastructure within the Calverton Enterprise Park to support the reuse of existing buildings and new developments and to mitigate the degradation of the Peconic Estuary and the Central Suffolk Pine Barrens ecosystem
- Designation of up to 1,280 acres as an EDZ [economic development zone] pursuant to New York State Law to encourage development of the Calverton Enterprise Park to enhance the reuse and physical appearance of the facility
- Encouragement of development and rehabilitation of structures within the Calverton Enterprise Park to enhance the reuse and physical appearance of the facility
- Improvement and development of public facilities supporting new land uses consisted with the adopted Plan. (p. 5)

Among other things, the *Calverton Urban Renewal Plan* addresses proposed land uses under the 1996 *Reuse Strategy*, including an industrial business park, theme park district, sports park, and open space area.

The *Calverton Urban Renewal Plan* concludes that significant redevelopment activities at the Calverton NWIRP property would require water and sewer system upgrades. Such upgrades would include the replacement of the private well water supply with a connection to a municipal water district, and upgrades to the existing sewage treatment system located on-site to expand its capacity (as well as the creation of an associated municipal sewer district to service the Calverton NWIRP property).

The *Calverton Urban Renewal Plan* notes that a number of measures would need to be implemented in order to achieve the planned redevelopment of the Calverton NWIRP property, including:

- Adoption of the PDD zoning districts to permit a multi-use development
- Extension of the Riverhead Water District into presently developed areas of the site to support existing and new development at the Calverton NWIRP property
- Upgrades to the existing on-site sewage treatment plant and establishment of a municipal sewer district
- Improvements to existing roadways and intersections in the vicinity of the Calverton NWIRP property.



An aggressive marketing plan was recommended in order to achieve the previously listed goals and objectives of the *Calverton Urban Renewal Plan*, with an emphasis on the establishment of an Economic Development Zone.

In order to achieve the goals of the urban renewal at the subject site, the following methods and techniques were proposed:

- **Standards and Controls for Redevelopment** – appropriate zoning controls should be implemented to achieve desired development.
- **Obligations of Sponsors** – sponsors (i.e., purchasers/redevelopers) should be required to redevelop the property in adherence to the uses prescribed within the *Calverton Urban Renewal Plan*, adhere to applicable federal, state, and local laws regarding land disposition/redevelopment agreements, and to cooperate with local officials in implementing development that is consistent with the overall vision for the Calverton NWIRP property.
- **Overall Development Strategy** – the redevelopment strategy should include rehabilitation, demolition and clearance, acquisition, disposition and redevelopment strategies, where appropriate.
- **Code Enforcement** – all applicable New York State building codes should be enforced.

2.4.5 Town Resolutions and Additional Environmental Studies

Since the 1997 *FEIS*, the Town of Riverhead has adopted several resolutions (see Appendix D for copies of type resolutions). The substance of these resolutions is summarized herein.

- The *Town of Riverhead Resolution No. 849*, executed October 6, 1998 by the Town Board, adopted the Preferred Reuse Plan, as evaluated in the 1997 *FEIS*, as an amendment to the *Comprehensive Master Plan of the Town of Riverhead*, dated 1973, for the reuse of the NWIRP Calverton property.
- The *Town of Riverhead Resolution No. 830*, executed September 7, 1999 by the Town Board, established an amendment to the Town Code which rezoned the NWIRP Calverton property to the Planned Recreation Park (PRP) and Planned Industrial Park (PIP) zoning districts of the Town of Riverhead. The rezonings were undertaken in order to facilitate the reuse goals associated with the adopted Preferred Reuse Plan.



- In 2001, the acreage identified as “within the fence” was subdivided into four lots. Three lots were sold to M-GBC, LLC and totaled approximately 492 acres. The fourth lot (approximately 2,400 acres) remained under Town CDA ownership. The 492± acres are currently developed with Calverton Camelot, situated to the south of the intersection of the two runways.

2.4.6 Final Supplemental Environmental Impact Statement for Calverton Enterprise Park Reuse Plan Zoning Change (2005)

In 2005, the Town Board considered rezoning approximately 590 acres of land within the NWIRP Calverton property, located east of the 10,000-foot runway, from the PRP District to the PIP District. This rezoning was proposed in order to facilitate the development of industrial uses in this undeveloped portion of the Calverton NWIRP property. This represented a modification to the intended reuse of that portion of the NWIRP Calverton property, as evaluated in the 1997 *FEIS*, which recommended a hotel/conference center, industrial park, and recreation area in this portion of the NWIRP Calverton property. The *Town of Riverhead Final Supplemental Environmental Impact Statement for Calverton Enterprise Park Reuse Plan Zoning Change, September 2005* (hereinafter the “2005 *FSEIS*”) evaluated potential environmental impacts associated with the proposed rezoning versus the potential environmental impact of the 1996 *Reuse Strategy* (i.e., Preferred Reuse Plan) evaluated in the 1997 *FEIS* and undertook an industrial market assessment to assess the viability of additional industrially-zoned land at the NWIRP Calverton property.

The industrial market assessment included “research to determine existing industrial supply in the region, absorption rates, demand for industrial uses on Long Island, and more specifically, on the [NWIRP Calverton] property” (Page 2-1). Through this research, the industrial market assessment concluded that NWIRP Calverton property was strategically located to capture industrial growth on Long Island from new industrial operations as well as expansion and relocation of existing industrial facilities. It also concluded that warehouse and distribution facilities constituted the types of industrial uses with the highest development potential. Overall, the 2005 *FSEIS* industrial market assessment found that the Town of Riverhead could support over 10 million square feet of industrial space by 2012.

The 2005 *FSEIS* evaluated the proposed rezoning’s potential impacts to selected environmental categories including: water supply; wastewater; traffic; visual; socioeconomics; transfer of development rights implications; aviation use; wildlife-related issues; fire protection; stormwater drainage; and other utilities.



The 2005 FSEIS concluded that the potential impacts to the aforementioned environmental categories that would result from development facilitated by the rezoning of 590 acres of the NWIRP Calverton property from PRP to PIP would be less than that of the potential impacts associated with the Preferred Reuse Plan evaluated in the 1997 FEIS. Specifically, impacts associated with water supply demand, wastewater generation, traffic generation, socioeconomic benefits, and aesthetics would all be less, as the intensity of the development within the proposed PIP District would be less than that associated with the proposed uses for that portion of the NWIRP Calverton property under the Preferred Reuse Plan, which included aircraft and aviation uses, a sports stadium, and a family entertainment center.

The 2005 FSEIS noted that, unlike the aircraft and aviation uses proposed in the Preferred Reuse Plan, the industrial uses most likely to be developed under the proposed PIP rezoning, including warehouse and distribution facility uses, would not facilitate the reuse of the 10,000-foot runway. Thus, these warehouse and distribution facility uses would be less intense than aircraft and aviation uses. The 2005 FSEIS also concluded that there was no evidence of protected species inhabiting the 590 acres proposed to be rezoned to the PIP. Thus, there would be no impacts to protected wildlife associated with the proposed action evaluated in the 2005 FSEIS.

The 2005 FEIS found that, overall, “the potential environmental impacts of the proposed zoning change, with respect to the impact categories identified during the public scoping, are expected to be less than originally anticipated in the 1997 FEIS for the proposed EPCAL project” (Page 5-1).

2.4.7 Riverhead Resorts Proposal (2007-2010)

In 2007, the Town of Riverhead entered into negotiations to sell approximately 750 acres of the Calverton NWIRP property to a consortium of developers, in order to redevelop the 750 acres into a resort featuring an indoor ski mountain and water park, convention center and hotel, a winery, equestrian trails, campgrounds, lake, spa, and botanical gardens. The deal called for Riverhead Resorts to pay \$163 million for the property, although the price was later renegotiated to \$108 million.

The proposal included seven separate resorts, joined together by common infrastructure and transit services (six acres) and open space, as follows: Mountain Resort (56 acres), Water Adventure Resort (60 acres plus four-acre watercraft services area), Equine Resort (63 acres), Wilderness Resort (56 acres), Rejuvenation Resort (46 acres), Heritage Village Resort (129 acres) and Convention and Event Resort (45 acres). It was also proposed to contain a back-



of-house operations center (13 acres) and support facilities/utilities, including co-generation plant, wastewater treatment plan and central chilled water plant (19 acres). There would be a 50-acre lake, a 120-acre environmental area and buffer and 73 acres of roads, parkway and service accesses.

Riverhead Resorts' application to build this multi-faceted resort on the EPCAL Property ended in 2010, as the Riverhead Town Board voted 4-1 to formally terminate its contract with the company in November of that year. The decision came after the developer failed to deliver on a required payment.

2.4.8 Draft Scope for Draft Supplemental Impact Statement – Rechler Center for Business and Technology (September 2008)

In 2008, the “Rechler Center for Business and Technology” was proposed, which consisted of the subdivision and development of 300 acres of light industrial uses in the northeastern portion of the Calverton NWIRP property. A Positive Declaration issued by the Town Board on August 5, 2008 for that project, which indicated that there was potential for significant adverse impacts to land, water, air, aesthetics, transportation resources, critical environmental areas, plants and animals, public health, growth, and community character. Thus, the Town Board required that a DSEIS be prepared to evaluate potential environmental impacts associated with this proposed development. A draft scope for the DSEIS was prepared, known as the *Draft Scope for Draft Supplemental Impact Statement: “Rechler Center for Business and Technology” Subdivision and Urban Renewal Site Plan, Riverhead, New York, September 5, 2008* (hereinafter the “2008 Draft Scope”).

The project proposed, which was the subject of the *2008 Draft Scope*, was canceled due to disagreements between the Town and the developer over the proposed addition of a residential component to the development.¹⁴

2.4.9 EPCAL Review Status

One of the unique elements of the proposed action is regarding the legislation that supports it and the review and approval process that the legislation establishes. In anticipation of ultimate approvals for redevelopment of the EPCAL Property, on October 23, 2013, Governor Cuomo signed a new law that was passed by both the New York State Senate and Assembly, entitled “An Act

▼
¹⁴ <http://riverhead.patch.com/articles/rechler-pulls-plug-on-epcal-deal>



in relation to a plan for the development of the Enterprise Park at Calverton," which allows for the streamlining of the development process for the EPCAL Property and eliminates inconsistent and redundant land use controls (see Appendix E). This act establishes the Enterprise Park at Calverton Reuse and Revitalization Area to promote the redevelopment of the EPCAL site in the Town of Riverhead. The law creates an expedited review process of 90 days for projects consistent with the Reuse and Revitalization Plan, as set forth in this DSGEIS. Note that the law indicates that if the project is not consistent with the Reuse and Revitalization Plan (i.e., eligible for expedited review), the project may continue through the regular review and permitting process.

The Town has prepared a draft Reuse and Revitalization Plan, a draft of a new zoning district, entitled Planned Development (PD) District to ultimately implement the Town's vision for redevelopment of the EPCAL Property, and a Subdivision Map. This DSGEIS evaluates the potential significant adverse impacts of implementing this vision, in accordance with the Final Scope (see Appendix A).



2.5 Description of the Proposed Action and Development Concept

The proposed action consists of a number of components, including the following:

- Creation and adoption of the Reuse and Revitalization Plan
- Amendment to the Town of Riverhead Comprehensive Master Plan
- Amendment to the Calverton Urban Renewal Plan
- Creation and adoption of a Planned Development (PD) Zoning District
- Amendment to the zoning map of the Town of Riverhead to rezone the subject property to the PD Zoning District
- Subdivision of the EPCAL Property into 50 lots, of which 42 lots would be for ultimate redevelopment with a mix of uses (e.g., business [commercial and retail], industrial, government, energy park, recreation, utilities, residential).

These actions are described in more detail below.

2.5.1 Reuse and Revitalization Plan

As the subject property is anticipated to be redeveloped over a multi-decade horizon, it is not possible to determine the precise uses or the precise square footage of each use that may be redeveloped and in what specific locations. Accordingly, a Reuse and Revitalization Plan was developed for the EPCAL Property (see Figure 6). As described herein, the Reuse and Revitalization Plan was, in part, developed from the information provided in two market analyses performed by RKG Associates, Inc.

The Reuse and Revitalization Plan sets forth various development areas, as seen on Figure 6 and listed below:

- **Limited Development:** This area is shown as limited business park. It is located along Route 25.
- **Mixed Use - Business/Light Industrial/Distribution:** The larger of these two areas is located along Route 25 and the smaller area is located south the open space parcel located in the eastern portion of the site.



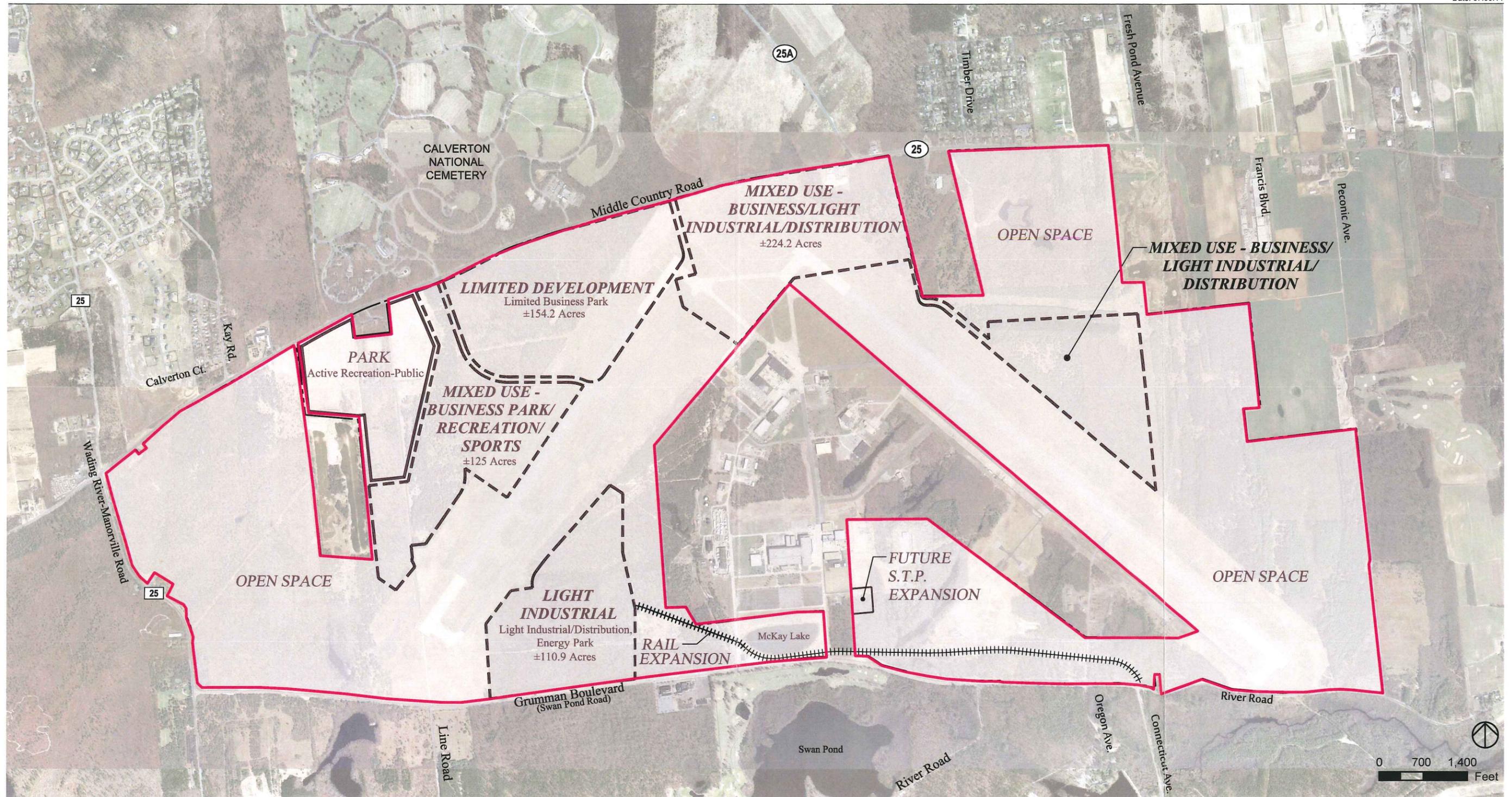
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- **Light Industrial:** This area is shown as light industrial/distribution and energy park. It is located in the south-central portion of the site along Grumman Boulevard

- **Mixed Use - Business Park/Recreation/Sports:** This area has access from Middle Country Road, but the majority of the land is located southwest of the Limited Development area.

The Reuse and Revitalization Plan serves as the comprehensive development plan for the subject property and provides the basis for the Subdivision Map that is described below in Section 3.1.2.

In order to ultimately implement the proposed action, the Town Board will be required to adopt the Reuse and Redevelopment Plan, which will serve as the amendment to the Town of Riverhead Comprehensive Master Plan, and will be the basis for the amendment of the *Calverton Urban Renewal Plan*.



LEGEND
 EPCAL Property

Source: Esri, DigitalGlobe, GeoEye, i-cube, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP,swisstopo, and the GIS Use Community



PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
 Calverton, New York

Reuse and Revitalization Plan

Figure
6





2.5.2 Creation and Adoption of Planned Development (PD) Zoning District

A new Planned Development (PD) zoning district has been proposed that will guide development within the subject property. A copy of the proposed PD District is included in Appendix F of this DSGEIS, and a complete summary is included in Section 3.1.2 of this DSGEIS. The proposed PD District is briefly described below.

The PD District has been designed as a hybrid form-based zoning code, which will allow the Town flexibility over the multi-decade redevelopment horizon. The PD District establishes objectives, policies, and standards to promote orderly development and redevelopment within the PD District area for purposes of recapturing potential investment, growth, and employment opportunities for the region through a wide variety of uses, including industrial, institutional, manufacturing, commercial, and energy. The overall intent of the PD District is to promote the expeditious and orderly conversion and redevelopment of EPCAL by allowing for flexibility in providing a mix of uses in order to prevent further blight, economic dislocation, and additional unemployment, and to aid in strengthening the New York State economy, the regional economy, and the economy of the Town of Riverhead.

Development within EPCAL would be governed by various documents, including the amended Town of Riverhead Comprehensive Master Plan, the Town of Riverhead Zoning Code and the updated Calverton Urban Renewal Plan, as well as the Reuse and Revitalization Plan and the Subdivision Map (see Appendix G). This Reuse and Revitalization Plan and the Subdivision Map, together specify, among other things, representative types and general locations of land uses in the proposed PD District, and the general scale, and intensity of development within the PD District. With respect to approvals, the Town Board would determine whether proposed development within EPCAL complies with the Reuse and Revitalization Plan and with the bulk requirements design considerations, and other requirements defined in the PD District.

The PD District, upon adoption by the Town Board, would be applied to the individual tax parcels located within the subject property. These parcels include Suffolk County Tax Map Nos.: District 600-Section 135-Block 1 – Lots 7.1, 7.2, 7.33 and 7.4 (see Figure 3).



2.5.3 Proposed Subdivision Map and Theoretical Mixed-Use Development Program

In order to ensure a comprehensive evaluation of the entire action (including the impacts of redevelopment in accordance with the proposed subdivision) in accordance with the SEQRA and its implementing regulations at 6 NYCRR Part 617, a Subdivision Map and Theoretical Mixed-Use Development Program have been prepared. The Subdivision Map and Theoretical Mixed-Use Development Program are based upon over a year of coordination with NYSDEC to ensure that development would occur in a manner that is respectful of the environment to the extent practicable, while still allowing for significant economic development. During this period, the Town also consulted with the NYSDOT and various environmental groups.

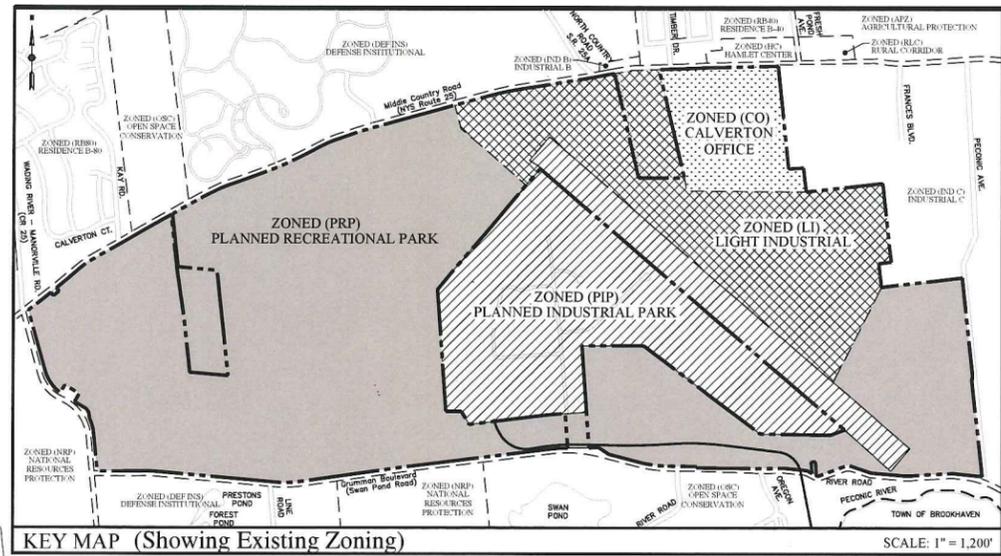
Proposed Subdivision

Based upon consultations with representatives of the NYSDEC and other involved and interested parties, a subdivision map has been developed (see Figure 7). The Subdivision Map contains a total of 50 lots. The proposed development would occur on Lots 1 through 42, which comprise a total of 654.3± acres, including roadways (34.5 acres) and drainage reserve areas (51.3± acres). The other eight lots are comprised of the following:¹⁵

- Lot 43 - STP Recharge Parcel: 23.2± acres
- Lot 44 - Open Space (East): 880.4± acres
- Lot 45 - STP Expansion Area: 2.9± acres
- Lot 46 - Town of Riverhead Parcel: 40.2± acres
- Lot 47 - Open Space (West): 265.9± acres
- Lot 48 - Open Space: 356.0±¹⁶ acres
- Lot 49 – Veterans Memorial Park: 96.7± acres
- Lot 50 – Community Center: 4.0± acres

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¹⁵ All acreages have been rounded to the nearest tenth.

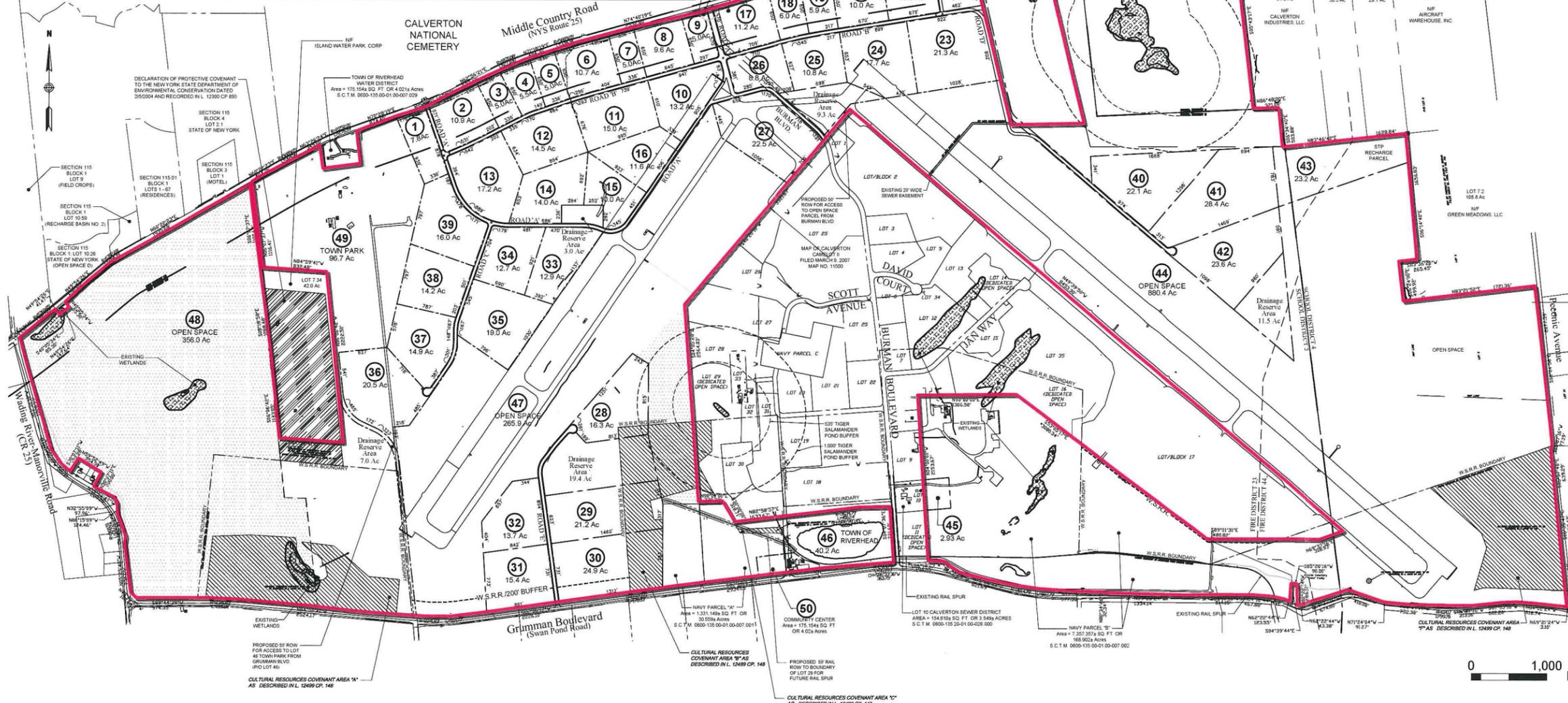
¹⁶ Including approximately 320 acres of CPB Core Area.



Legend	
	Overall Property Boundary
	Fire District Boundary
	School District Boundary
	Existing W.S.R.R. Boundary as Annotated from NYSDEC Sketch
	Proposed W.S.R.R. Boundary
	Lot number
	Existing Monument Locations
	Proposed Monument Locations
	Existing Rail Spur
	Future Rail Spur in 50' ROW
	Wetland Area

Legend	
	Declaration of Protective Covenant to the New York State Department of Environmental Conservation Dated 2/5/2004 and Recorded in L. 12300 CP 850
	Cultural Resources Covenant Areas as Described in L. 12499 CP. 148
	Pine Barrens Core Preservation Area / Add'l wooded area to remain

EPCAL Property



Source: VHB



PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
 Calverton, New York

Subdivision Map





Theoretical Mixed-Use Development Program

A Real Estate Market Assessment Calverton Enterprise Park (EPCAL) Riverhead, New York (hereinafter "Market Assessment") was prepared by RKG Associates, Inc. (RKG) in association with Jeffrey Donohoe Associates LLC, dated December 8, 2011 (hereinafter the "Market Study") (see Appendix I). According to this report, there are a variety of different uses that could be feasible over the multi-decade redevelopment horizon, including, but not necessarily limited to:

- Multi-Modal Freight Village
- Agri-Business/Food Processing
- High-Tech Business/Green Technology/Research Park
- Mixed Use Planned Development
- Specialty Uses.

For purposes of this analysis, a theoretical mixed-use development occurring over two time horizons is evaluated: 1) a near-term build-out in 2025; and 2) the full build-out in 2035.

Projected Development in 2025

The following interim mixed-use theoretical development program with a horizon year of 2025 is being analyzed in this DSGEIS. This development program is generally consistent with that included in RKG's *Absorption Analysis for NWIRP/EPCAL* (hereinafter "Absorption Analysis"), dated April 25, 2012, although it examines less residential development than considered in that study:

- 289,606 SF of industrial/research and development (R&D)/flex space
- 1,330,305 SF of office/medical office/flex or institutional space
- 358,785 SF of commercial/retail space
- 150 Residential Units (supportive of commercial/industrial development at the EPCAL Property).



Potential Maximum Development Full Build-Out

In order to ensure comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, a theoretical mixed-use, full build-out development program has been identified, which reflects the potential ultimate development of the subject property in accordance with the Reuse and Redevelopment Plan, the PD District and the Subdivision Map. The Theoretical Mixed-Use Development Program would occur on Lots 1 through 42 and would consist of the following components:

- 6,886,836 SF of industrial/research and development (R&D)/flex space
- 2,927,232 SF of office/flex and 740,520 SF of medical office space (3,667,752 SF total)
- 805,860 SF commercial/retail space
- 300 Residential Units (supportive of commercial/industrial development at the EPCAL Property).

This development program is evaluated in this DSGEIS to ensure that all potential significant adverse environmental impacts are analyzed in accordance with 6 NYCRR Part 617.

As will be demonstrated later in this DSGEIS, the mix of uses set forth in the Theoretical Mixed-Use Development Program would result in significant adverse traffic impacts that likely cannot be fully mitigated. It must be understood, however, that no one can predict, over a multi-year development period, what specific uses would be developed and at what levels. For example, if a significant portion of the site is developed for warehouse uses, minimal traffic would result. Moreover, if a significant area was used as a solar field, virtually no traffic would result from that area. Accordingly, the maximum development limit will be a function of the actual trip generation associated with the uses developed. As explained in Section 3.4.2 of the DSGEIS, the maximum number of trips that can be generated and reasonably mitigated at this site in the a.m. peak hour (the critical time period) is 5,000. Section 3.4.3 of the DSGEIS provides the various levels of trip generation and the mitigation required to be in place for each level of trip generation.



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In order to ensure that the traffic generated by the permitted development can be adequately mitigated, as each use is approved, constructed and occupied, traffic counts must be taken at each access point to the site to document the total number of trips actually generated. Once the total number of trips generated reaches 5,000, no further development can be approved unless additional evaluation and mitigation (as necessary based on the evaluation) is conducted.

Based upon the Theoretical Mixed-Use Development Program (at full build-out), the following table contains a breakdown of the existing and projected site data.



Table 1 – Existing and Proposed Site Data (in Acres)

Type of Coverage	Presently* (in acres)	Projected Ultimate Build-Out (in acres)
Meadow or Brushland (non-agricultural)	750.4±	700.6±**
Forested/Wooded	1,401.9±	787.3±
Wetland (Freshwater or Tidal)	16.4±	16.4±
Water Surface Area (McKay Lake)	9.3±	9.3±
Unvegetated (rock, earth, fill)	1.7±	24.4±***
Roads, Buildings and Other Paved Surfaces	132.7±	418.5±
Lawn/Landscaping (fertilizer-dependent)	11.5±	121.1±
Other Landscaping (non-fertilizer dependent)	0.0	246.3±
TOTAL	2,323.9±	2,323.9±

Notes: *Based upon a survey prepared by Louis K. McLean, dated October 21, 2011

**Includes 596.4± acres of grassland

***Includes 23.2± acres of STP recharge area

2.5.4 Open Space

More specifically, based upon the table above, the open space to be retained/created is as follows:

- Existing woodland to remain: 787.3± acres
- Existing grassland to remain: 458.1± acres
- Grassland to be created: 138.3± acres (includes 59.5± acres of runway/taxiway to be converted to grassland)
- Other meadow/brushland to remain: 104.2 acres
- Wetlands: 16.4±
- McKay Lake: 9.3± acres

As the EPCAL Property includes regulated wetlands, land within the WSRRS for the Peconic River, and habitat for endangered species, the subdivision provides for maintenance of buffers of a minimum of 1,000 feet around designated wetlands (to accommodate tiger salamander habitat), and also provides for approximately 596.4 acres of maintained grassland (458.1 acres of existing grassland, and 138.3 acres of grassland to be created) as habitat for the short-eared owl, northern harrier and upland sandpiper. The proposed subdivision provides for a minimum preservation of 59 percent of natural area, including wetlands and water bodies. An additional six percent of the EPCAL Property is proposed to comprise newly-created grassland. This is evaluated in detail in Section 3.11 of this DSGEIS.

In addition, a continuous walkway/bikeway trail is proposed to be maintained around the perimeter of the site to consist of portions of existing paved and



unpaved trails. These trails will be supplemented, as necessary, and maintained by individual lot owners as part of the site plan approval process. Development lots containing the trail will be subject to restrictive covenants requiring construction and/or maintenance of the trail.

2.5.5 Proposed Infrastructure and Utilities

With respect to on-site utilities, the following are proposed:

- **Electricity:** PSEG Long Island – The electric distribution system would be expanded on the site to connect future development.
- **Natural Gas:** National Grid – The gas lines would be expanded to allow the connection of future development.
- **Water:** Water would be supplied to the EPCAL Property by the Riverhead Water District (which currently serves a portion of the site). **Sewer:** On-site STP – The on-site STP will be expanded and upgraded, which would allow connection of the future development within the EPCAL subdivision. The outfall would be relocated to the northern portion of the property as part of the plan to expand the Calverton Sewer District. This relocation would take the outfall out of the Peconic Estuary, which would be a significant positive environmental benefit.
- **Stormwater:** On-site stormwater management system – The intent is to create drainage reserve areas in topographically appropriate places throughout the subdivision for the purpose of providing storm drainage for the public road network. The roadway infrastructure will include a system of catch basins and piping designed to convey storm water runoff to the drainage reserve areas.

A complete discussion of the proposed infrastructure is included in Section 3.7.2 of this DSGEIS.

2.5.6 Proposed Traffic Access and Circulation

The proposed subdivision has been designed with multiple points of access and an internal roadway system appropriate to accommodate the needs of the future occupants of the site.

Three access points would be provided on Middle Country Road -- one existing and two newly developed. The westerly site access will be signalized and located opposite the existing access to Calverton National Cemetery. The central access will use the existing Burman Boulevard, a signalized T-intersection. The easterly access will be aligned opposite NY 25A, forming the fourth leg of a



currently signalized T-intersection. Thus, three signalized access points will be provided on Middle Country Road along the site frontage.

Two access points would be provided on Grumman Boulevard and River Road, along the south of the site. One of these will be the existing Burman Boulevard T-intersection with River Road, which would be signalized. A second access point would be developed to the west of Burman Boulevard, forming a new T-intersection with Grumman Boulevard which would be signalized by 2035.

The Subdivision Map includes a system of internal roadways designed to provide connections from the external access point to the proposed lots. These proposed internal roadways, with the exception of some of the roadways leading to the access points, provide a paved width of 37 feet and a 55-foot right-of-way. In addition, the existing Burman Boulevard, which bisects the site between Middle Country Road and River Road, will remain to serve the proposed development. These internal roadways will remain under the jurisdiction and maintenance of the Town of Riverhead. It is recommended that STOP control be installed on the minor legs of the internal intersections initially. As the subdivision occupancy increases, some of the internal intersections may be candidates for signalization. This situation would be monitored and traffic signals considered if and when they become appropriate. See the complete traffic impact analysis in Section 3.4.2 of this DSGEIS.



2.6 Purpose, Need and Benefits

The purpose, need and benefits of the proposed action have remained the same since the time of the 1997 EIS and the conveyance of property to the Town CDA. Since the Town embarked on this planning initiative, the overall goals were and remain to serve the public need by attracting private investment, maximizing job creation, increasing the tax base and enhancing the regional quality of life. The various actions that comprise the proposed action, which are contemplated herein, are consistent with these goals. The proposed action would also enhance the tax base through redevelopment of existing vacant/unoccupied parcels and new development by increasing the area's marketability.

2.6.1 Public Need/Town's Goals and Objectives

The Town CDA received title to approximately 2,900 acres, which includes the EPCAL Property, from the U.S. Navy in 1998 for economic development purposes. The objective of the Town, since the time of the property transfer, has been to redevelop the NWIRP Calverton property in a manner that would maintain its environmental integrity, while creating a significant engine to drive the local and regional economy, as confirmed in the 2013 New York State legislation signed by Governor Cuomo as law creating the Enterprise Park at Calverton Reuse and Revitalization District (see Appendix E).

2.6.2 Benefits of the Proposed Project

As indicated above, both the Town of Riverhead and New York State have recognized the redevelopment of EPCAL Property as an action that would constitute a transformative regional development. Such redevelopment would have wide-ranging positive economic impacts on the local area, Town, County, and the entire State of New York.

The specific benefits associated with the subdivision and future development of the EPCAL Property include the following:

- The property would be returned to the tax rolls, and development of would generate significant tax revenues to the Town and other taxing jurisdictions (generating a total of approximately \$42,738,735, annually to all taxing jurisdictions at ultimate build-out)



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- Development of the property would create the opportunity for construction jobs (9,635± jobs over the course of the total construction period)
- Development of the property would create additional permanent jobs (25,562± jobs at ultimate build-out)
- The development of the EPCAL Property would also allow for the preservation of 1,487.9 acres of natural vegetation, including 458.1 acres of grasslands.
- The legislation, described above, benefits the development community by allowing for a streamlined approval process for applications that are consistent with the EPCAL reuse plan. This will give EPCAL and the Town of Riverhead the kind of competitive edge needed to compete in today's market since it will allow businesses more certainty due to the 90-day approval process.



2.7 Demolition

With respect to demolition, since there are no existing buildings within the 42 lots proposed for development, no building demolition is proposed. It is expected that there would be removal of some asphalt areas associated with existing paved areas (e.g., small portions of the runways) within the 42 development lots. In addition, some demolition is expected to occur in conjunction with relocations of utilities and the outfall pipe associated with the STP. However, such demolition is expected to be minimal.



2.8 Project Schedule

A specific construction schedule cannot be determined at this time, as no specific tenants have been identified. However, as discussed above, for purposes of comprehensive environmental analysis, it is expected that approximately 1,978,696 square feet of non-residential (commercial/industrial) development as well as 150 residential units, supportive of such non-residential development would be constructed by 2025.

Furthermore, over a projected 15-to-25-year full build-out period, it is expected there would be an additional 150 residences, for a total of 300, and an additional 8,641,232 square feet of non-residential development, for a total of 10,619,928 square feet of non-residential development.



2.9 Required Permits and Approvals

The following table identifies permits and approvals required for implementation of the proposed action. The approvals noted with an asterisk (*) in the table below would be required for actual development that would occur in accordance with the PD District. These approvals are not needed for adoption of the Reuse and Revitalization Plan, amendment to the Comprehensive Plan, amendment to the Urban Renewal Plan, adoption of the PD District and rezoning of the subject property, which are all Town Board actions.



Table 2 – Required Permits and Approvals

Agency	Approval
Town of Riverhead Town Board	<ul style="list-style-type: none"> • Adoption of Reuse and Revitalization Plan • Amendment to Comprehensive Master Plan • Adoption of Updated Urban Renewal Plan • Creation of Planned Development (PD) Zoning District • Rezoning of EPCAL Property to PD Zoning District • Potential Modification to Buffer along Grumman Boulevard • Resolution Approving Alteration of Boundaries of Adjoining Fire District
Town of Riverhead Planning Board	Preliminary and Final Subdivision Approval*
Town of Riverhead Sewer District	Sewer Availability*
Town of Riverhead Water District	Water Supply (Potential)*
Town of Riverhead CDA	Revision of Urban Renewal Plan
Town of Riverhead Highway Department	Road Opening Permit (Town Roads)*
Wading River Fire District and Manorville Fire District	Joint Resolution of Boards of Fire Commissioners Approving Alteration of Adjoining Fire Districts*
Suffolk County Department of Health Services	<ul style="list-style-type: none"> • Subdivision Approval* • Water Supply* • Sanitary Sewerage Disposal*
Suffolk County Department of Public Works	Highway Work Permit (County Roads)*
Suffolk County Planning Commission	Referrals*
Suffolk County Water Authority	Water Supply (Potential)*
New York State Department of Transportation	Highway Work Permit (State Roads)*
New York State Department of Environmental Conservation ¹	<ul style="list-style-type: none"> • General Permit for Stormwater Discharges * • Modification to SPDES Permit for discharge to McKay Lake • Potential Public Water Supply Permit* • ECL Article 11 Incidental Take Permit* • Freshwater Wetlands Permit* • Wild, Scenic and Recreational Rivers Permit (for Subdivision of Land)* • Modification of Wild, Scenic and Recreational Rivers System Corridor Boundary*

Note: ¹ Per the 2013 New York State legislation for the EPCAL Property and per the regulations within the PD District, NYSDEC will issue said permits for the subdivision of the property, thus subsequent permits for the development of individual lots would not be required.



3.0

Existing Conditions, Potential Impacts and Proposed Mitigation

3.1 Land Use and Zoning

The following sections describe existing land use and zoning on the subject property and surrounding area, as well as relevant land use (comprehensive) plans.

3.1.1 Existing Conditions

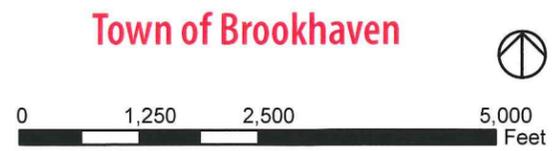
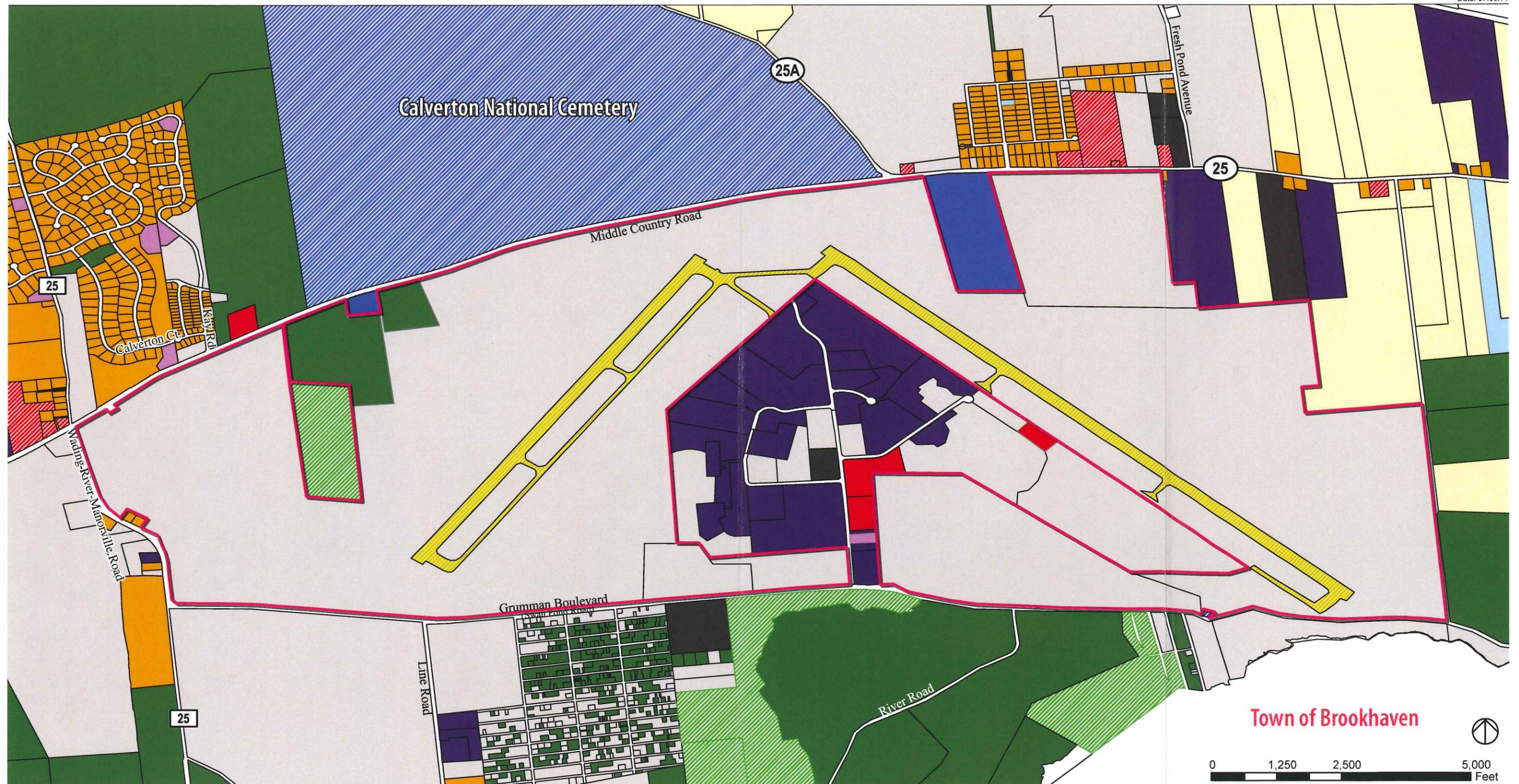
Land Use

Subject Property

As shown on the Suffolk County Tax Map (SCTM) (see Figure 3), the subject property is comprised of four separate tax parcels – District 600 - Section 135 - Block 1 - Lots 7.1, 7.2, 7.33 and 7.4. A description of the land uses on the subject property by tax parcel is provided below and depicted in Figure 8.

Photographs of the land uses described below are provided in this discussion, and their locations are depicted on Figure 9.

Lot 7.1 – Lot 7.1 is located at the southern portion of the subject property, south of the Calverton Camelot Industrial Subdivision and west of McKay Lake. It is currently undeveloped and largely comprised of woodland (Photograph No. 1 on Figure 9).



LEGEND

EPCAL Property	Agricultural	Cemetery	Undeveloped
Single-Family Residential	Public Open Space and Recreation	Institutional	Vacant Building
Commercial	Private Recreation	Religious	Runways
Retail	Industrial	Infrastructure	

Source: Town of Riverhead GIS; VHB Survey, June 2011;
 Long Island Index Interactive Map <<http://www.longislandindexmaps.org/>>





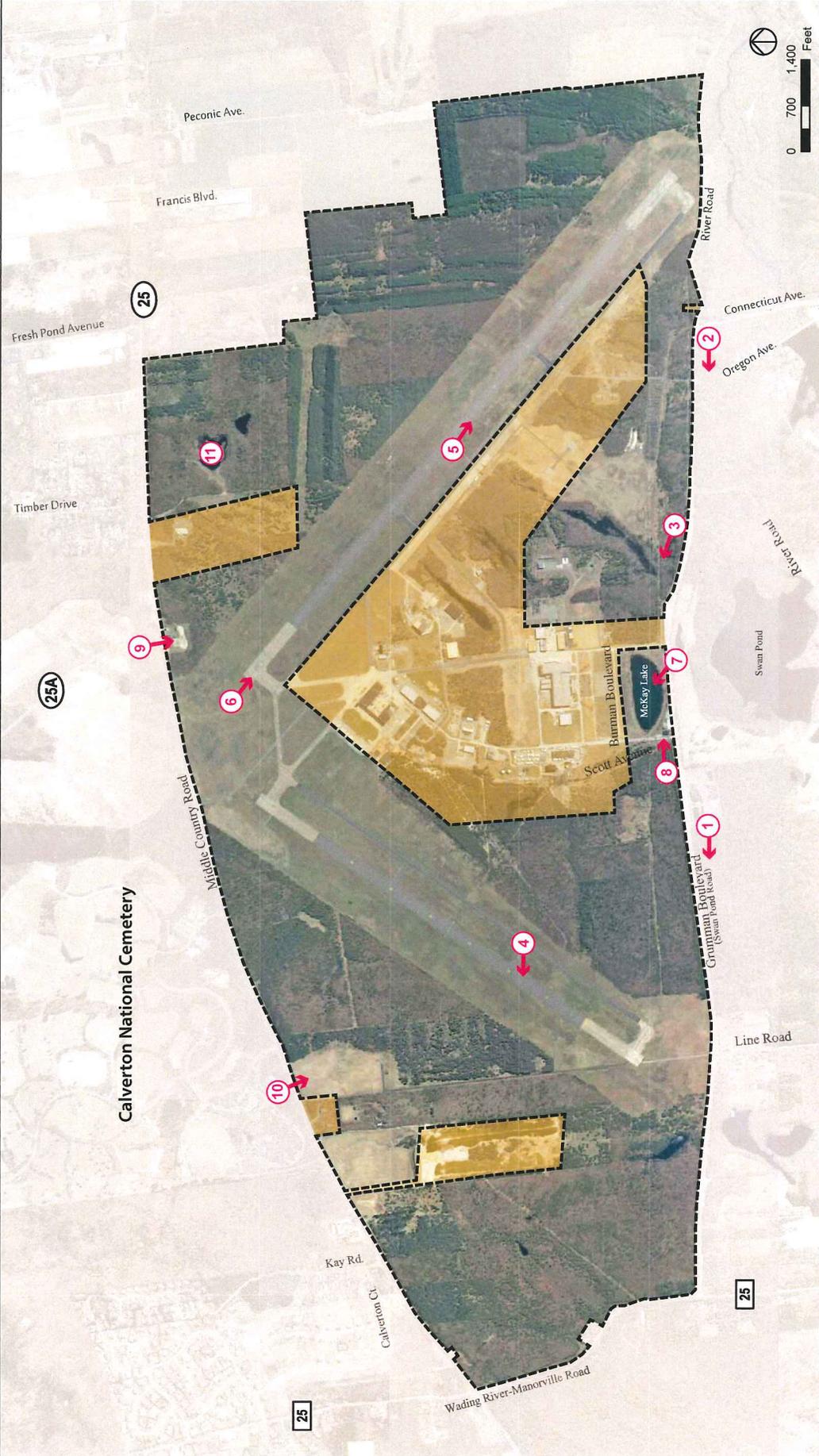
Lot 7.2 – Lot 7.2 is located at the southern portion of the subject property, to the south of the Calverton Camelot Industrial Subdivision and east of Burman Boulevard. It is partially developed with a portion of the rail spur that currently serves industrial uses within Calverton Camelot. Wooded and grassland areas, containing wetlands, exist on this tax lot (see Photograph Nos. 2 and 3 on Figure 9).

Lot 7.33 – Lot 7.33 comprises the bulk of the subject property and includes the two runways and associated taxiways, the Town of Riverhead Community Center property, McKay Lake, Grumman Memorial Park, Town of Riverhead athletic fields, and a portion of the rail spur. Wooded and grassland areas containing wetlands also occur on this tax lot.

The western of the two existing runways on the subject property extends southwest-to-northeast and is approximately 7,000± feet in length (see Photograph No. 4 on Figure 9). This runway is not currently active. The eastern runway is approximately 10,000± feet in length and extends southeast-to-northwest (see Photograph No. 5 on Figure 9). At present, this runway is utilized by Skydive Long Island, whose facility is located on the west side of the eastern runway. Undeveloped mowed buffer areas surround these runways (see Photograph No. 6 on Figure 9).

The Town of Riverhead Community Center and McKay Lake are situated on the north side of Swan Pond Road, approximately equidistant from the southern termini of the two runways (see Photograph Nos. 7 and 8 on Figure 9). McKay Lake is a man-made water body, which serves as a stormwater recharge area for the industrial development that exists between the two runways, as part of Calverton Camelot Industrial Subdivision. The Town of Riverhead Community Center is developed with a playground area, and parking area.

Grumman Memorial Park is situated at the northern portion of the subject property, on the south side of Middle Country Road, east of the eastern runway (see Photograph No. 9 on Figure 9). Veterans Memorial Park, located on the northwestern portion of lot 7.33, consists of ballfields, as well as wooded nature trails (see Photograph No. 10 on Figure 9). The remainder of this tax lot consists of undeveloped wooded or field areas and wetlands.



- LEGEND**
- EPCAL Property
 - Additional Parcels Comprising Former NWIRP Calverton Property
 - ④ Photo Location



Source: Town of Riverhead GIS; VHB Field Survey June 2011



**PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT**
Calverton, New York

**Photograph Key and
Photographs – Subject Property**

Figure **9**



Photo 1

Looking west along the north side of Swan Pond Road, west of Scott Avenue.



Photo 2

View of the wooded areas on the southern portion of the subject property along the north side of Swan Pond Road, and east of Burman Boulevard.





Photo 3

View of railroad spur in the southern portion of the subject property, facing west.



Photo 4

Looking northwest at the western runway and taxiway.





Photo 5

Looking southeast at the eastern runway.



Photo 6

View of maintained lawn areas adjacent to the runways and taxiways on the northern-central portion of the subject property.





Photo 7

View of McKay Lake located on the south-central portion of the subject property.



Photo 8

View of the Community Center located on the south-central portion of the subject property.



Photo 9

View of Grumman Memorial Park along the northern perimeter of the subject property, from Middle Country Road.



Photo 10

View of undeveloped portion of the Town of Riverhead parkland located along the northern perimeter of the subject property.



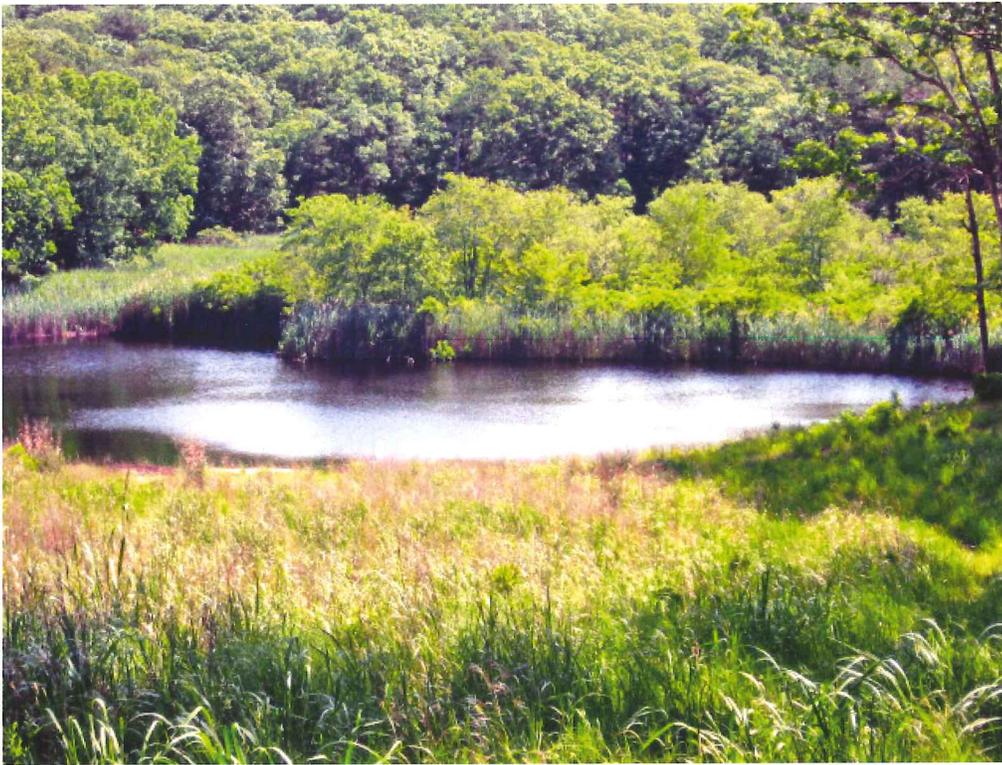


Photo 11

Looking east at the wetland and surrounding wooded areas located immediately east of the Stony Brook University Business Incubator facility.





Lot 7.4 – Lot 7.4 is located at the northeastern portion of the subject property and consists of wetlands and woodland (see Photograph No. 11 on Figure 9).

Adjacent Parcels on the NWIRP Calverton Property

As indicated above, there are several “out-parcels” from the original NWIRP site. These land uses are depicted on Figure 8 of this DSGEIS. As previously indicated, with the exclusion of these properties, the subject site is 2,323.9± acres. A description, and photographs, of these out-parcels follows (Figure 10 for the locations of the aforementioned photographs):

Calverton Camelot Industrial Subdivision – Calverton Camelot is situated between the two runways and north of McKay Lake. With the exception of the Skydive Long Island facility, located along Jan Way, and the South Bay Sports Complex located on the east side of Burman Boulevard (see Photograph Nos. 1 and 2 on Figure 10), the remainder of the developed properties within this subdivision are used for industrial purposes (see Photograph Nos. 3 and 4 on Figure 10). Riverhead Building Supply, Eastern Fence, Mivila Foods and F&M Mechanical Inc. represent some of the industrial uses within Calverton Camelot. Other parcels within this subdivision contain buildings that were formerly part of the U.S. Navy/Grumman operation and are currently vacant.

Island Water Park – The Island Water Park is a private recreation facility situated within the northwestern portion of the subject property and can be accessed from Route 25 (Middle Country Road) (see Photograph No. 5 on Figure 10).

Town of Riverhead Water District – The Town of Riverhead Water District parcel is approximately four acres in size and located along Route 25 (Middle Country Road), entirely surrounded by Veterans Memorial Park (see Photograph No. 6 on Figure 10).

Stony Brook University Business Incubator at Calverton – The Stony Brook University Business Incubator property is located to the north and east of the eastern runway. This facility provides fledgling businesses with the support, resources, and services to grow and be financially freestanding businesses that contribute to a healthy economy (see Photograph No. 7 on Figure 10).

Wells Family Cemetery – The Wells Family Cemetery is a small private cemetery located just to the west of the southern tip of the eastern runway (see Photograph No. 8 on Figure 10).



Surrounding Area

The land uses within approximately one-quarter mile surrounding the subject property include a mix of, commercial, institutional, recreational, residential, and cemetery uses.

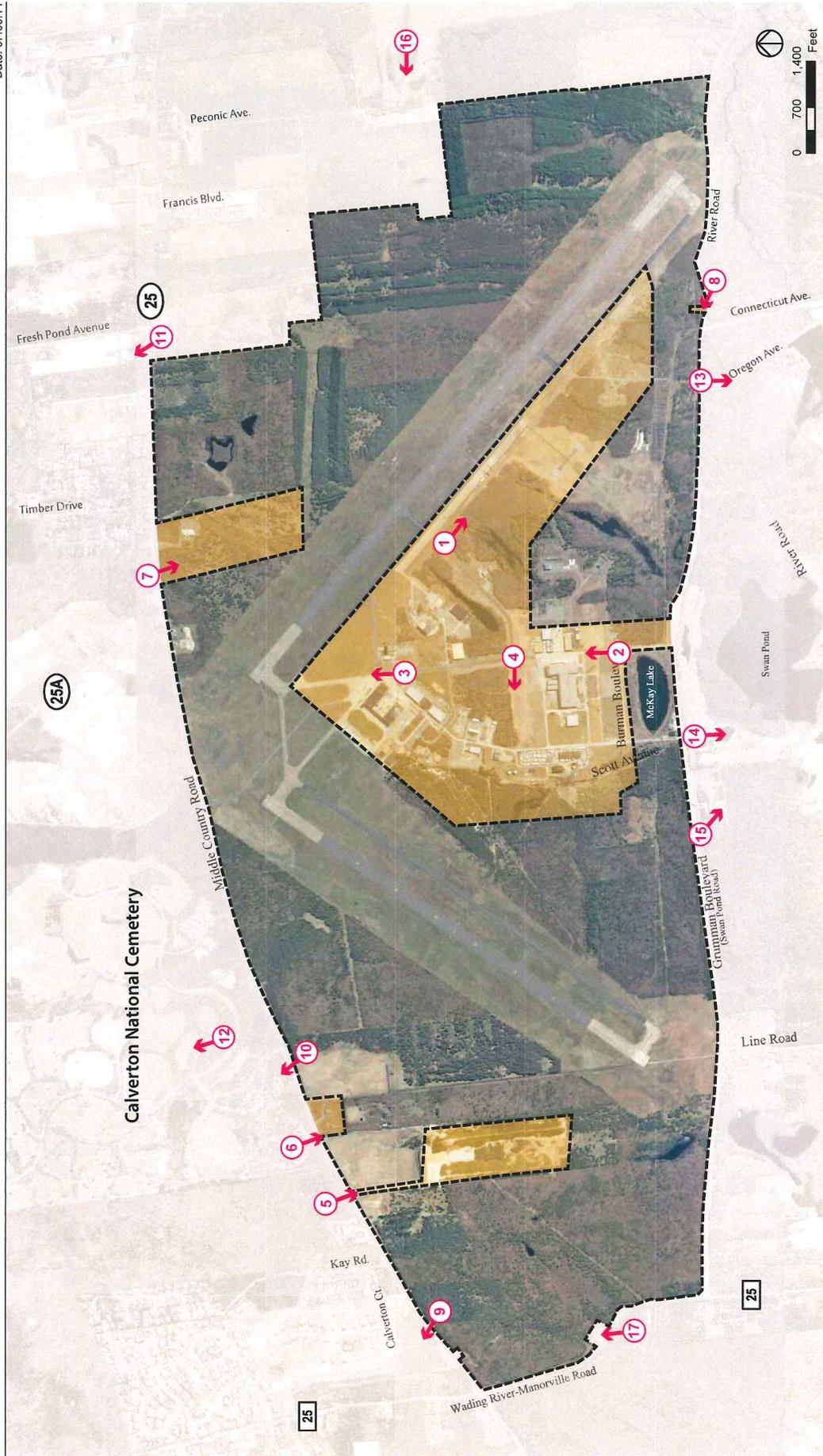
Photographs of the land uses, described below, are provided in this discussion, and their locations are depicted on Figure 10.

- **North:** Middle Country Road is directly north of the subject site. Land uses to the north of the subject property and north of Middle Country Road include Calverton National Cemetery, residential, commercial and agricultural uses, with areas of undeveloped woodlands scattered throughout. Residential development consists of one-family residences (see Photograph No. 9 on Figure 10).). The commercial development includes scattered uses such as the Wading River Motel, J&R Steakhouse, a gift shop, and a gas station (see Photograph Nos. 10 and 11 on Figure 10. Calverton National Cemetery consists of approximately 1,000 acres, and is located north of the subject property, north of Middle Country Road (see Photograph No. 12 on Figure 10).
- Calverton Commons, a small shopping center, exists north of the subject property, on the north side of Middle Country Road, and contains a restaurant, day spa, Jiu Jitsu academy, pet grooming facility and others. Industrial facilities exist northeast of the subject property along the south side of Middle Country Road.
- **South:** Areas south of the subject property and south of Swan Pond Road are largely wooded and undeveloped. As mentioned above, a few residences are located along Swan Pond Road, southeast of the subject property. Continuing west, areas south of Swan Pond Road remain wooded with some unpaved trails and water bodies present throughout. South of the subject property lies the Peconic River Sportsman's Club (see Photograph No. 13 on Figure 10), Swan Lake Golf Club (see Photograph No. 14 on figure 10), Swan Pond and other recreational uses. West of this golf course, abandoned Grumman Building Numbers 08 and 78 exist (see Photograph No. 15 on Figure 10).
- Continuing west along Swan Pond Road, undeveloped wooded areas are prevalent. There are houses located intermittently along Swan Pond Road around Connecticut Avenue. Much of the area to the south of the subject property is within the Peconic Headwaters Natural Resources Management Area (PHNRMA). Further discussion of the Peconic Headwaters is provided in Sections 3.10 and 3.11 of this DSGEIS.



East: Areas east of the subject property, include agricultural uses, transportation uses (Hampton Jitney Bus Terminal and pre-existing terminal), Federal Express, and the Calverton Links Golf Course (see Photograph No. 16 on Figure 10). With the exception of a few residences along Middle Country Road and Swan Pond Road, the remaining properties east of the subject property are wooded and undeveloped.

- **West:** Traveling north from Swan Pond Road along Wading River Manor Road, wooded portions of the subject property are visible to the east. To the west, areas are primarily wooded, with single-family residences located throughout. While the western subject property boundary primarily adjoins Wading River Manor Road, there are also two single-family residences located on the east side of Wading River Manor Road (see Photograph No. 17 on Figure 10).



- LEGEND**
- EPCAL Property
 - Additional Parcels Comprising Former NWIRP Calverton Property
 - ④ Photo Location



Source: Town of Riverhead GIS; VHB Field Survey June 2011



**PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
Calverton, New York**

**Photograph Key and Photographs –
Outparcels and Surrounding Area**



Photo 1

View of the Skydive Long Island facility located along Jan Way



Photo 2

View of the South Bay sports complex within the Calverton Camelot subdivision.





Photo 3

Representative view of industrial development at the northern portion of Burman Boulevard.



Photo 4

Representative view of industrial development along Scott Avenue.





Photo 5

View of the path leading to the Island Water Park out-parcel, accessible from Middle Country Road.



Photo 6

View of the Town of Riverhead Water District out-parcel located along the south side of Middle Country Road.





Photo 7

View of the Stony Brook University Incubator facility out-parcel, looking south from Middle Country Road.



Photo 8

View of the Wells Family Cemetery on the southeastern portion of the subject property, facing northwest.





Photo 9

Representative view of residential development from Middle Country Road, north of the subject property.



Photo 10

View of the Wading River Motel along the north side of Middle Country Road.





Photo 11

View of commercial and retail development along the north side of Middle Country Road.



Photo 12

View of the Calverton National Cemetery, north of the subject property and accessible from Middle Country Road.





Photo 13

View of the Peconic River Sportsman's Club, facing south from Swan Pond Road.



Photo 14

View of the Swan Lake Golf Club south of the subject property, facing south from Swan Pond Road.





Photo 15

View of abandoned Northrop Grumman buildings along the south side of Swan Pond Road, south of the subject property.



Photo 16

View of the Calverton Links Golf Course, adjoining the subject property to the east.





Photo 17

View of residential development along the east side of the Wading River Manor Road, adjoining the subject property to the west





Access

Access to the subject property is via two roadways that extend north from Grumman Boulevard. Scott Avenue, the westernmost of the two site access points, provides access to the Town of Riverhead Community Center. Burman Boulevard, the easternmost of the two site access points, provides access to Calverton Camelot and a network of roadways that offer access to different areas of the subject property, as well as McKay Lake. Burman Boulevard connects Grumman Boulevard on the south with Middle Country Road on the north. Grumman Memorial Park and Veterans Memorial Park are accessible via entrance points from Middle Country Road. While there currently are no direct connections between the subject property and the adjacent recreational uses and open spaces, such as Calverton Woods and the Calverton Mountain Bike Trail, such facilities are accessible to the public off Middle Country Road and surrounding roadways.

Zoning

Subject Property

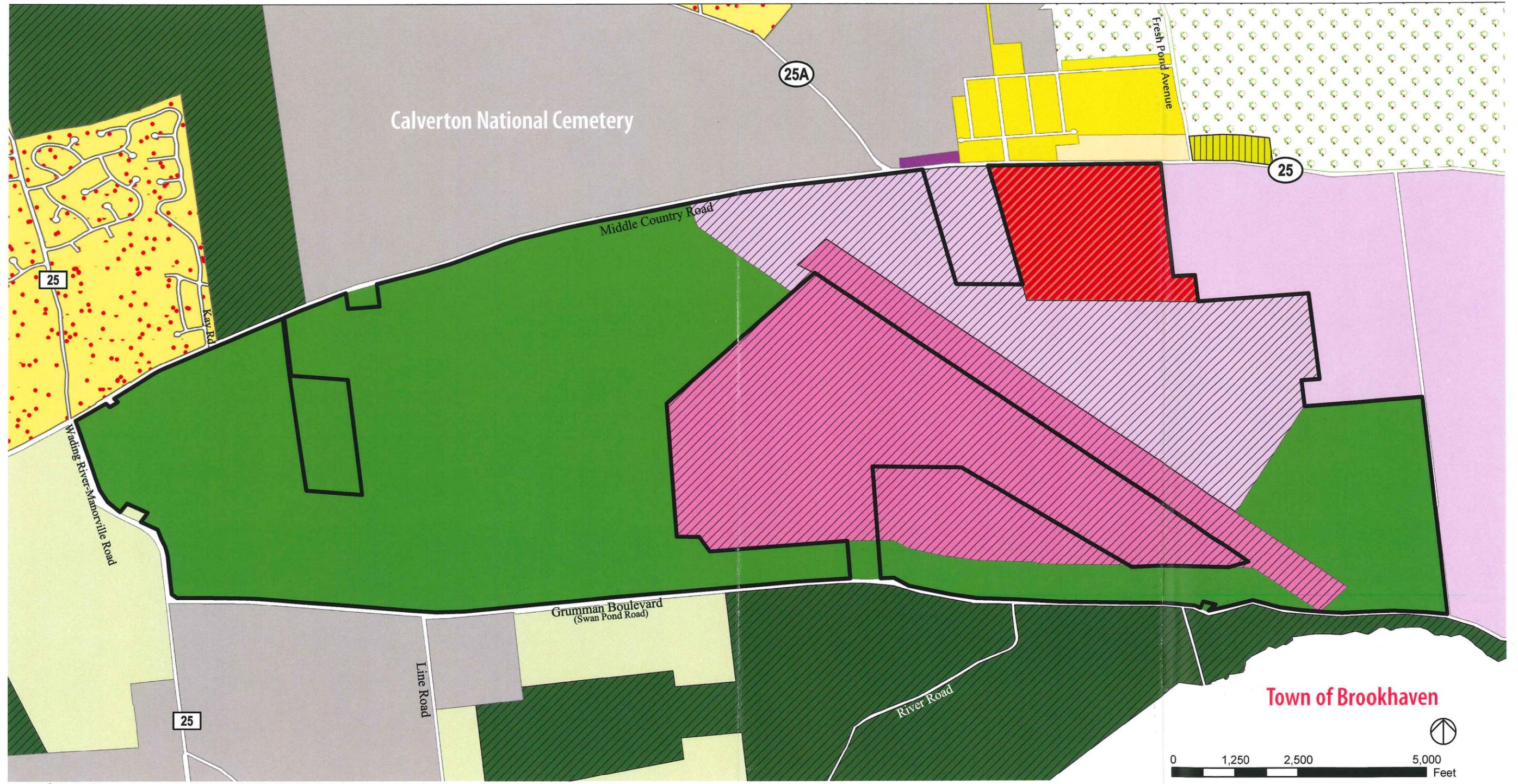
Current zoning of the EPCAL Property is reflective of the zoning adopted based upon the recommendations of the 1996 *Reuse Strategy* and subsequent amendments, and consists of the following (see Figure 11 and Table 3).

Table 3 – Zoning Districts at Subject Property

Existing Zoning	Acreage
Calverton Office (CO)	144.5± acres
Light Industrial (LI)	435.7± acres
Planned Industrial Park (PIP)	239.3± acres
Planned Recreational Park (PRP)	1,503.9± acres
Total Acreage:	2,323.4± acres

Source: Town of Riverhead GIS. The total does not add to 2,323.9± acres due to rounding.

The permitted uses within each of these zoning districts are summarized in Table 4, below.



Notes *
 The Def Ins District was repealed in 2004, but is still indicated on the Town of Riverhead Zoning Maps

LEGEND			
	EPCAL Property		(Ind B) Industrial B
	(APZ) Agricultural Protection		(LI) Light Industrial
	(BUS F) Business F		(NRP) Natural Resources Protection
	(CO) Calverton Office		(OSC) Open Space Conservation
	(Def Ins) Defense Institutional		(PIP) Planned Industrial Park
	(HC) Hamlet Center		(PRP) Planned Recreational Park
	(Ind C) Industrial C		(RB40) Residence B-40
			(RB80) Residence B-80
			(RLC) Rural Corridor

Source: Town of Riverhead GIS



PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
 Calverton, New York

Existing Zoning

Figure 11





Table 4 – Current Zoning and Summary of Permitted Uses within the EPCAL Property

Zoning District	Summary of Permitted Uses
Calverton Office (CO)	Office uses; libraries; financial uses; scientific research and development uses; and higher educational uses. Additionally, accessory uses incidental to the listed principal uses are permitted, such as retail and personal services
Light Industrial (LI)	Light manufacturing uses; research and development uses; warehouse and distributions uses; wireless communication facilities; public utility facilities; and day care facilities. Accessory uses incidental and subordinate to the listed principal uses are permitted as well, such as cafeterias, banks, and private garages
Planned Industrial Park (PIP)	Industrial uses; warehouse uses; research and development uses; office uses; public utility facilities; aircraft and aircraft component design, manufacturing, maintenance, and testing facilities; studio and broadcast facilities; recreational facilities; trade schools; food and agricultural processing facilities; and mail facilities. Accessory uses complementary to the listed principal uses of the PIP district, such as banks, cafeteria, retail, and personal service uses, are also permitted
Planned Recreational Park (PRP)*	Live performance and entertainment facilities; stadiums and arenas; concert facilities; movie theaters; theme parks; lodging facilities; sports facilities; sports instructional academies; exhibition facilities; and health-related facilities such as spas, gymnasiums, and wellness centers. Ancillary accessory uses to the listed principal uses, including eating establishments, open space facilities, and power-generating facilities, are also permitted

Source: Chapter 108 of the Town of Riverhead Town Code

Note: * Within the PRP District, the Town has established various sub-districts permitting various recreation-related uses including subdistricts for amusement parks, hotel/conference centers, family entertainment centers, golf courses, and open space.

Table 5 summarizes the lot and bulk regulations for each of the four zoning districts within the EPCAL Property.



Table 5 – Bulk and Dimensional Requirements for the Prevailing Zoning Districts

Dimensional Requirement	Required					
	CO	LI	PIP	PIP – Non Office Uses	PIP – Office Uses	PRP
Minimum Lot Area (square feet)	600,000	80,000	100 contiguous acres	5	3	NS
Minimum Lot Width (feet)	NS	NS	1,000	250	250	NS
Maximum Height (feet)	50	35	NS	40		120 ⁵
Minimum Front Yard (feet)	200	50	NS	75	50	NS
Minimum Side Yard (each) (feet)	100	20	NS	50	50	NS
Minimum Rear Yard (feet)	100	50	NS	50	50	NS
Maximum Floor-to-Area Ratio	0.60 ¹	0.25 ²	0.15	0.30 for multi-story buildings ³	0.35 for multi-story buildings ⁴	0.20

Source: Chapter 108 of the Town of Riverhead Town Code

Notes:

NS – Not Specified

¹Increases to 0.70 with Transfer of Development Rights (TDR)

²Increases to 0.60 with TDR

³0.22 for one-story buildings

⁴0.25 for one-story buildings

⁵This applies to theme rides, outdoor stadiums, and indoor sports arenas

Surrounding Area

Existing zoning surrounding the EPCAL Property is illustrated in Figure 11 and described below.

- **North:** To the north of the subject site (north of Middle Country Road), properties are situated within the Residence B-80 (RB80), Residence B-40 (RB40), Open Space Conservation (OSC), Defense Institutional (Def Ins),¹⁷ and Industrial B (Ind B) Zoning Districts.
- **West:** The areas to the west of the subject property are primarily within the Natural Resources Protection (NRP) Zoning District. Other parcels are zoned RB80 and Def Ins.
- **South:** The areas to the south, on the south side of Swan Pond Road, Grumman Boulevard, and River Road, land are Def Ins, OSC, and NRP. The

¹⁷ Note that the Defense Institutional (Def Ins) Zoning District was repealed in 2004. However, there are still lands adjacent to the subject property that are designated as such.



area to the south of the end of the eastern runway is located within the Town of Brookhaven. Those properties are zoned A Residence 5 and A Residence 10.

- **East:** The areas to the east of the subject property are primarily within the Industrial C (Ind C) Zoning District. Other parcels are zoned OSC, Rural Corridor (RLC), and Agricultural Protection (APZ).

The permitted uses within each of these zoning districts are summarized in Table 6, below.

Table 6 – Current Zoning and Summary of Permitted Uses in the Surrounding Area

Zoning District	Summary of Permitted Uses
Residence B-80 (RB80)	Agriculture; single-family dwellings; attached single-family dwelling units in a cluster subdivision; riding academy; greenhouse; Specially permitted uses by the Town Board include: Bed and breakfast, power transmission and distribution lines, educational institution, day-care in a residence, golf course, accessory dwelling units, professional offices, home occupations or professions in accessory buildings; Additionally, accessory uses incidental to listed permitted and specially permitted uses, including home occupations or professions, sale of homegrown or homemade products, agricultural worker housing
Residence B-40 (RB40)	Single-family dwellings; attached single-family dwelling units in a cluster subdivision; parks and playgrounds; Specially permitted uses by the Town Board include: two-family dwellings, day-care facilities, nursery schools, power transmission and distribution lines, home occupations or professions in accessory buildings; Additionally, accessory uses incidental to listed permitted and specially permitted uses, including home occupations or professions
Open Space Conservation (OSC)	Only special permit uses by the Town Board, including: golf clubhouse, tennis clubhouse, bath house, park administration buildings, camp houses, maintenance buildings, utility shops, central heating and power plants, fully enclosed storage facilities
Natural Resources Protection (NRP)	Agriculture; single-family dwellings, park and playground; Special permit uses by the Town Board, including: condominium housing developments and homeowners association developments, based on a number of conditions; Additionally, accessory uses, including: private garages, boathouses, greenhouses, temporary buildings or sheds,



Zoning District	Summary of Permitted Uses
	swimming pools, boats, trailers, airplanes, seaplanes
Agricultural Protection (APZ)	Agriculture; single-family dwellings; attached single-family dwelling units in a cluster subdivision; riding academy, greenhouse; Specially permitted uses by the Town Board include: Bed and breakfast, power transmission and distribution lines, kennel, educational institution, day-care in a residence; accessory dwelling units, professional offices, home occupations or professions in accessory buildings; Additionally, accessory uses incidental to listed permitted and specially permitted uses, including, the sale of homegrown or homemade products, agricultural worker housing, farm operations
Rural Corridor (RLC)	Agriculture; antique stores and craft stores; retail stores (with frontage on Route 25); nurseries; museums; libraries; schools; places of worship; parks and playgrounds; single-family and two-family homes; Special permit uses, including: professional offices (within ¼ mile of the HC and VC Districts), country inns (within ¼ mile of the HC and VC Districts), funeral homes (within ¼ mile of the HC and VC Districts), bistros and cafes, bed and breakfast, professional offices under certain conditions; Additionally, accessory uses incidental to listed permitted and specially permitted uses, farmstands and wine tasting rooms
Industrial B (Ind B)	Agriculture; automobile laundry, building contractor storage; dry-cleaning; greenhouse; ice-cream manufacture; newspaper office; offices; printing and publishing plant; repair shop; restaurant (non-drive-thru); storage yard; Special permit uses by the Town Board include: airport, a nonnuisance industry, loading/hauling/processing of sand/gravel/shale/topsoil, wholesale business, dog and horse training, gas service station, camps, other recreation, body and fender repair shop, motor vehicle repair, restaurants with drive-thru windows; Additionally, accessory uses incidental to listed permitted and specially permitted uses, including private garages and retail sales
Industrial C (Ind C)	Offices; warehouses; greenhouses; wholesale business; laboratories; vocational schools; golf courses; parks and playgrounds; equestrian facilities; commercial sports and recreation facilities; dog and horse training and boarding facilities; indoor manufacturing; Special permit uses, including: outdoor theaters, sports arena, motor coach terminal, agricultural production, single-family dwellings; Additionally, accessory uses incidental to listed permitted and specially permitted uses, including cafeterias, retail businesses, day care, outdoor recreation facilities, the sale of homegrown or homemade products; Finally, the following uses are prohibited: professional offices, municipal offices, outdoor storage, indoor theater, residential uses

Source: Chapter 108 of the Town of Riverhead Town Code



Relevant Land Use Plans

The redevelopment of the EPCAL Property has been a goal of the Town of Riverhead since the adoption of the *Comprehensive Reuse Strategy for the NWIRP at Calverton, Riverhead, Long Island, March 1996* (hereinafter the “1996 Reuse Strategy”). As discussed below in the summary of the planning documents that address the EPCAL Property, while recommended redevelopment of the subject property has evolved since the adoption of the *1996 Reuse Strategy*, the overall vision for the area has remained relatively consistent.

A Comprehensive Reuse Strategy for the NWIRP at Calverton, Riverhead, Long Island, March 1996 (1996 Reuse Strategy)

As detailed in Section 2.4 of this DSGEIS, the *1996 Reuse Strategy* was formulated in order to determine the best reuse of the NWIRP Calverton property after its conveyance from the US Navy to the Town CDA. Four primary goals were developed in regard to this reuse, which included:

- Attracting private investment
- Increasing the tax base
- Maximizing job creation
- Enhancing the regional quality of life.

The *1996 Reuse Strategy* developed a strategy that incorporated industrial, theme park, open space, recreational, and commercial uses, evaluated the economic and fiscal benefits of the reuse strategy, and laid out an implementation strategy to achieve the realization of the proposed reuse. A detailed summary of the *1996 Reuse Strategy* can be found in Section 2.4.3 and Appendix H.

Calverton Enterprise Park Urban Renewal Plan (1998)

As discussed in detail in Section 2.4.5, the primary aim of the *Calverton Enterprise Park Urban Renewal Plan* (hereinafter the “*Urban Renewal Plan*”) is to achieve the following:

- The attraction of private investment in the site
- The maximization of the real property tax ratable base
- The maximization of skilled, high paying employment opportunities
- The protection of the natural environment and the sustaining of the regional quality of life.



Based on the existing conditions of the site and land use and development trends, the *Urban Renewal Plan* concludes that redevelopment efforts should focus on utilizing existing infrastructure, respecting the natural environment, and encouraging redevelopment that reflects the existing character of the region.

The *Urban Renewal Plan* addresses proposed land uses under the 1996 *Reuse Strategy*, including an industrial business park, theme park district, sports park, and open space area. The *Urban Renewal Plan* concludes that significant redevelopment activities at the Calverton NWIRP property would require water and sewer system upgrades. Such upgrades would include the replacement of the private well water supply with a connection to a municipal water district, and upgrades to the existing sewage treatment system located on-site to expand its capacity (as well as the creation of an associated municipal sewer district to service the Calverton NWIRP property). Future redevelopment of the Calverton NWIRP property would necessitate transportation improvements and enhancements in order to mitigate traffic impacts.

Finally, the *Urban Renewal Plan* notes that a number of measures would need to be implemented in order to achieve the planned redevelopment of the Calverton NWIRP property, including:

- Adoption of a Planned Development (PD) Zoning District to permit a multi-use development
- Extension of the Riverhead Water District to the Calverton NWIRP property
- Upgrades to the existing on-site sewage treatment plant and establishment of a municipal sewer district
- Improvements to existing roadways and intersections in the vicinity of the Calverton NWIRP property.

An aggressive marketing plan was recommended in order to achieve the goals and objectives of the *Urban Renewal Plan*.

Town of Riverhead Comprehensive Plan (2003)

The *Town of Riverhead Comprehensive Plan, November 2003* (hereinafter, the “2003 *Comprehensive Plan*”), was prepared by the Town of Riverhead in order to “develop a plan that fully takes into account the concerns of the community and strives for fair, balanced solutions to complex problems” (Page 1-1). The 2003 *Comprehensive Plan* was formulated through an extensive community outreach process which included the creation of a Citizens Advisory Committee (CAC), two rounds of numerous community workshops, surveys and interviews, and “study circles” intended for brainstorming a long-range vision for the Town.



Based on this input, goals and recommendations were formulated for the following elements of the Town:

- Agriculture
- Natural Resource Conservation
- Scenic and Historic Resources Preservation
- Business Districts
- Economic Development
- Housing
- Transportation
- Utility Service
- Parking and Recreation
- Community Facilities.

Based on this, a land use plan was developed that “weaves together those goals and recommendations into a single, coherent plan for development and conservation, providing a snapshot of what the Town would be expected to look like in the future” (Page 1-5). Page 2-1 of the *2003 Comprehensive Plan* notes that, in part, the Town of Riverhead should have the following characteristics:

- *A dynamic office/industrial center in and around Enterprise Park at Calverton.*
- *Regional recreational and entertainment facilities at Enterprise Park at Calverton.*
- *A greenbelt of farmland and open space with a prosperous agricultural industry, where housing is clustered and open spaces is permanently preserved.*
- *A system of parks and greenways that provide abundant recreational opportunities for all age groups.*
- *Protected streambeds, wetlands, woodlands, bluffs, beaches, and other natural areas, including habitat areas for plant and animal species.*
- *A reputation as a place that has the best of both the past and the present, and the best of both natural and built environments.*

The *2003 Comprehensive Plan* indicates that the Defense Institutional (DI) zoning district, which covered the Calverton NWIRP property and open space areas north of the site, was eliminated in 2004 and rezoned for industrial, recreational and open space uses. The Proposed Land Use Plan within the *2003 Comprehensive Plan* shows the majority of the subject property as retaining the PIP and PRP zoning, as described above.

Under the Economic Development Element of the *2003 Comprehensive Plan*, one of the major goals is to concentrate major office and industrial development in EPCAL, since it is uniquely suited for such uses, contains existing infrastructure and it is conveniently accessible to the LIE. The *2003 Comprehensive Plan* notes that “because most of the site is publicly owned, the Town has a unique opportunity to effectuate appropriate development.” Furthermore,



“development of Enterprise Park can be made to fit into the Town’s rural landscape” with the use of side setbacks and densely vegetated buffers.

The 2003 *Comprehensive Plan* establishes goals a Town of Riverhead Recreational Park facility in the northwestern portion of the subject property, which was previously undeveloped (now Veterans Memorial Park). Based on a projected need for additional recreational facilities in the near future, the 2003 *Comprehensive Plan* recommends that the park be developed with “playing fields, courts, and other amenities.” These additional recreational facilities have recently been constructed.

As noted in the 2003 *Comprehensive Plan*, “Riverhead’s population is expected to increase dramatically over the next 10 to 20 years, fueled by ongoing employment growth and housing shortages elsewhere in Suffolk County. As the population grows, the pressure for retail development will grow in kind.” One of the key objectives of the 2003 *Comprehensive Plan* is to limit population growth. To that end, the 2003 *Comprehensive Plan* recommended a number of zoning changes to “reduce the potential population of the Town to between roughly 40,000 and 42,000 people.”

Central Pine Barrens Comprehensive Land Use Plan (CLUP)

The subject property is located within the Long Island CPB. The *Central Pine Barrens Comprehensive Land Use Plan (CLUP)* establishes a set of policies, programs, and standards to protect, preserve, and enhance the ecosystem and water quality of the CPB area. The CLUP distinguishes two areas within the CPB with different protection goals:

- *Core Preservation Area (Core)* – The Core is designed to protect and preserve the most sensitive ecologic and hydrologic areas of the Pine Barrens by minimizing impacts through prohibiting or re-directing new development.
- *Compatible Growth Area (CGA)* – The CGA is designed to discourage piecemeal and scattered development and to encourage appropriate patterns of compatible residential, commercial, industrial and agricultural development.



Approximately 320 acres of the western portion of the subject property are located in the Core, while the remainder of the property is located in the CGA.

Pursuant to Chapter 9 (Section 9.2) of the CLUP, *Volume 1: Policies, Programs and Standards*, the redevelopment of the EPCAL Property was considered to be an economic development activity and, therefore, “considered a public improvement pursuant to Section 57-0107(13)(i) of the Pine Barrens Protection Act and therefore does not constitute ‘development’ within the meaning of all sections of the Pine Barrens Protection Act.” As excerpted from Chapter 9, Section 9.2 of the CLUP,

“Pursuant to Public Law 103-c337, Section 2833, the Secretary of the Navy is authorized to convey to the Town of Riverhead Community Development Agency a 2,900 acre tract of real property at Calverton, more particularly described as the Calverton Naval Weapons Industrial Reserve Plant, subject to the condition that the real property is used for the economic redevelopment of the site and that the redevelopment authority be comprised of entities having an interest in the land use of the region.

The Pine Barrens Protection Act, Section 57-0107(13)(i), provides that public improvements undertaken for the public welfare do not constitute development within the meaning of the law. Based upon the above referenced Public Law, all economic development activity upon the lands of the Calverton Naval Weapons Industrial Reserve Plant conveyed by the Secretary of the Navy is considered a public improvement pursuant to Section 57-0107(13)(i) of the Pine Barrens Protection Act and therefore does not constitute ‘development’ within the meaning of all sections of the Pine Barrens Protection Act. Further, Public Law 103-c337 contemplates the development of a Comprehensive Master Plan and attending Generic Environmental Impact Statement to guide the location and intensity of economic development activity on the site; such plan and GEIS to be adopted prior to the conveyance of the property to the Town.”

It is further noted, as stated in footnote 1 to Section 9.2, “[t]his policy was approved unanimously by resolution of the Commission at its 1/11/95 meeting.”

Notwithstanding this, given that portions the subject property are within the boundaries of the CGA, the relevant standards and guidelines, as set forth in Chapter 5 (Section 5.3) of the CLUP, *Volume 1: Policies, Programs and Standards* are listed below:

- **Nitrate-nitrogen (5.3.3.1)**—Nitrate-nitrogen, a contaminant that emanates from numerous types of land uses, is a recognized indicator of groundwater quality. The Suffolk County Department of Health Services abides by the New York State nitrate-nitrogen standard for drinking water. The two standards for this are: 1) Suffolk County Sanitary Code Article 6 compliance



(5.3.3.1.1) and 2) Sewage treatment plant discharge (5.3.3.1.2). The guideline is: Nitrate-nitrogen goal (5.3.3.1.3).

- **Other chemical contaminants of concern (5.3.3.2)**—In addition to the specific standards for nitrate-nitrogen above, other contaminants of concern may be relevant in specific applications or in specific areas. This is particularly true for organic contaminants of anthropogenic origin. The standard for this is: Suffolk County Sanitary Code Articles 7 and 12 compliance (5.3.3.2.1).
- **Wellhead protection (5.3.3.3)**—The New York State Department of Health advocates the exclusion of potentially contaminating activities from an area extending for 200 feet in all directions from a well site. Although this may have been considered adequate to prevent the rapid drawdown of bacterial contamination or its entry into groundwater through poorly constructed wells, it does not necessarily ensure an adequate level of protection against the suite of organic and inorganic pollutants that may threaten community water supplies. The standard for this is: Significant discharges and public supply well locations (5.3.3.3.1). The guideline for this is: Private well protection (5.3.3.3.2).
- **Wetlands and surface waters (5.3.3.4)**—Freshwater wetlands that exist within the Central Pine Barrens are considered to be an important natural resource, providing flood and erosion control, the filtering of contaminants and sediments from stormwater runoff, and habitat for plants and wildlife. Tidal wetlands existing within the marine environment bordering portions of the Central Pine Barrens are equally valuable natural resources. These wetlands support the reproduction of finfish and shellfish, provide habitat for waterfowl, and contribute a scenic quality that supports recreational economies. Surface waters, including freshwater ponds, lakes, streams, rivers, and creeks, occur throughout the Central Pine Barrens. These are considered to be resources of significant value in economic, aesthetic and ecological terms. Their protection is judged to be vital to the dynamics of the pine barrens. The standards for this are: 1) Nondisturbance buffers (5.3.3.4.1), 2) Buffer delineations, covenants and conservation easements (5.3.3.4.2), and 3) Wild, Scenic and Recreational Rivers Act compliance (5.3.3.4.3). The guideline for this is: Additional nondisturbance buffers (5.3.3.4.4).
- **Stormwater runoff (5.3.3.5)**—Development of lands within the pine barrens inevitably results in an increase of runoff water following precipitation. Runoff water originating from the roofs of buildings and from driveways is usually discharged directly to subsurface dry wells situated on the building lot. However, the great volume of runoff water originating from paved streets and roads is usually discharged by pipes into large open recharge



basins or sumps. These basins may cover several acres and require the removal of considerable native vegetation to the detriment of the site's ecology and aesthetics. The standard for this is: Stormwater recharge (5.3.3.5.1). The guidelines for this are: 1) Natural recharge and drainage (5.3.3.5.2), 2) Ponds (5.3.3.5.3), 3) Natural topography in lieu of recharge basins (5.3.3.5.4), and 4) Soil erosion and stormwater runoff control during construction (5.3.3.5.5).

- **Natural vegetation and plant habitat (5.3.3.6)**—Clearing is defined, for the purposes of this standard, as the removal of any portion of the natural vegetation found on a site exclusive of any vegetation associated with active agricultural or horticultural activity or formalized landscape and turf areas. Excessive clearing of natural vegetation can result in severe soil erosion, excessive stormwater runoff, and the destruction or reduction of pine barrens plant and wildlife habitat. Further, the Long Island Comprehensive Waste Treatment Management Plan (the "208 Study"; Long Island Regional Planning Board, Hauppauge, NY, 1978) indicated that fertilizers are a significant source of nitrogen and phosphorous contamination to ground and surface waters. Due to the low fertility, soils common to the pine barrens (e.g., Carver, Haven, Plymouth and Riverhead) require both irrigation and fertilizer application for establishment and maintenance of turf and nonnative vegetation. As native pine barrens vegetation is replaced with turf through development, increased contamination and a general change in the ecosystem may be expected. The standards for this are: 1) Vegetation Clearance Limits (5.3.3.6.1) and 2) Unfragmented open space (5.3.3.6.2).
- **Species and communities of special concern (5.3.3.7)**—The pine barrens ecosystem hosts several species of rare, endangered or threatened animals and plants, as well as species of special concern. The State of New York has identified such species and has enacted laws to protect their number and habitat. The New York State Natural Heritage Program has also identified unique natural communities and habitats of special concern. The standard for this is: Special species and ecological communities (5.3.3.7.1).
- **Soils (5.3.3.8)**—Disturbance of, and construction on, steep slopes within the pine barrens involves considerable removal of native vegetation resulting in excessive surface water runoff and severe soil erosion. Steeply sloped areas are also subject to more rapid spread of wildfire than flat ground. The guidelines for this are: 1) Clearing envelopes (5.3.3.8.1), 2) Stabilization and erosion control (5.3.3.8.2), 3) Slope analyses (5.3.3.8.3), 4) Erosion and sediment control plans (5.3.3.8.4), 5) Placement of roadways (5.3.3.8.5), and 6) Retaining walls and control structures (5.3.3.8.6).



- **Coordinated design for open space management (5.3.3.9)**—Comprehensive, coordinated planning and design of development proposals within the pine barrens is essential to ensure maximum preservation of open space and habitat linkages. Developments should not be designed without adequate consideration of the existing development and known future plans for the adjacent parcels. Otherwise, inefficient road patterns may require unnecessary clearing and lot layout that may hinder or prevent the preservation of large, unbroken blocks of open space. The use of the clustering technique within the Central Pine Barrens preserves open space, preserves habitat, protects important resource areas, improves infrastructure efficiency and furthers the statute's goals of compact, efficient and orderly development in the Central Pine Barrens. Additionally, proper management of these areas is essential in order to protect open spaces from illegal dumping, clearing, motor vehicle trespass and other abuses. The standard for this is: Receiving entity for open space dedications (5.3.3.9.1). The guidelines for this are: 1) Clustering (5.3.3.9.2) and 2) Protection of dedicated open space (5.3.3.9.3).
- **Agriculture and horticulture (5.3.3.10)**—Scattered throughout the pine barrens are parcels devoted to agricultural and horticultural uses. The guideline for this is: Best management practices (5.3.3.10.1).
- **Scenic, historic and cultural resources (5.3.3.11)**--The Long Island Pine Barrens Protection Act specifies that the Plan shall consider and protect unique scenic, cultural or historic features. The Plan includes an inventory of many of these resources, and separate inventories for these items exist in local, state, county, federal or private inventories. The Commission's policy is to protect and enhance those landscape based features of a community which define it, provide for its distinction from neighboring communities, provide for natural areas among the communities which complement the protection of the pine barrens ecosystem, and contribute to a regional diversity, both natural and cultural. The guidelines for this are: 1) Cultural resource consideration (5.3.3.11.1), 2) Inclusion of cultural resources in applications (5.3.3.11.2), 3) Protection of scenic and recreational resources (5.3.3.11.3), and 4) Roadside design and management (5.3.3.11.4).
- **Commercial and industrial development (5.3.3.12)**—Throughout the Compatible Growth Area, there are parcels of land that are zoned for commercial or industrial use. Future development of these parcels should occur in a manner which is consistent with the goals and objectives of the Act. The standard for this is: 1) Commercial and industrial compliance with Suffolk County Sanitary Code (5.3.3.12.1).



3.1.2 Potential Impacts of the Proposed Action

Land Use

Introduction

The proposed action calls for the adoption of a new PD zoning district, application of the PD District to the Project Site, the subdivision of the property and the ultimate development with a mix of uses. As will be discussed in more detail below, the PD District was designed to allow for flexibility and would permit a wide variety of uses, including industrial, institutional, manufacturing, commercial, and energy. Although the proposed action would only involve legislative action and infrastructural improvements to the subject property, it is evaluated here for its potential impacts on land use based upon the Theoretical Mixed-Use Development Program, the Subdivision Map, and the Reuse and Revitalization Plan (see Section 2.5).

Proposed Subdivision

As noted in Section 2.5, based upon consultations with representatives of the NYSDEC and other involved and interested parties, a subdivision map has been developed (see Figure 6). The subdivision map contains a total of 50 lots. The proposed development would occur on Lots 1 through 42, which comprise a total of 654.3± acres, including roadways (34.5 acres) and drainage reserve areas (51.3± acres). The other eight lots are comprised of the following:¹⁸

- Lot 43 - STP Recharge Parcel: 23.2± acres
- Lot 44 - Open Space (East): 880.4± acres
- Lot 45 - STP Expansion Area: 2.9± acres
- Lot 46 - Town of Riverhead Parcel: 40.2± acres
- Lot 47 - Open Space (West): 265.9± acres
- Lot 48 - Open Space: 356.0±¹⁹ acres
- Lot 49 – Veterans Memorial Park: 96.7± acres
- Lot 50 – Community Center: 4.0± acres

Theoretical Mixed-Use Development Program

As noted in Section 3.2.1, below, based upon market analyses performed for the subject property and interest expressed to the Town of Riverhead by potential

▼
¹⁸ All acreages have been rounded to the nearest tenth.
¹⁹ Including approximately 320 acres of CPB Core Area.



users, a theoretical mixed-use development occurring over two time horizons was developed: 1) a near-term build-out in 2025; and 2) the full build-out in 2035. As described in Section 2.5, the full-build out in 2035 Theoretical Mixed-Use Development Program would occur on Lots 1 through 42 and would consist of the following components:

- 6,886,836 SF of industrial/research and development (R&D)/flex space, including a potential energy park
- 2,927,232 SF of office/flex and 740,520 SF of medical office space (3,667,752 SF total)
- 805,860 SF commercial/retail space
- 300 Residential Units (supportive of commercial/industrial development at the EPCAL Property).

Based upon the Theoretical Mixed-Use Development Program (at full build-out), the following is a breakdown of the existing and projected site data.

Table 7 – Existing and Proposed Site Data (in Acres)

Type of Coverage	Presently* (in acres)	Projected Ultimate Build-Out (in acres)
Meadow or Brushland (non-agricultural)	750.4±	700.6±**
Forested/Wooded	1,401.9±	787.3±
Wetland (Freshwater or Tidal)	16.4±	16.4±
Water Surface Area (McKay Lake)	9.3±	9.3±
Unvegetated (rock, earth, fill)	1.7±	24.4±***
Roads, Buildings and Other Paved Surfaces	132.7±	418.5±
Lawn/Landscaping (fertilizer-dependent)	11.5±	121.1±
Other Landscaping (non-fertilizer dependent)	0.0	246.3±
TOTAL	2,323.9±	2,323.9±

Notes: *Based upon a survey prepared by Louis K. McLean, dated October 21, 2011

**Includes 596.4± acres of grassland

***Includes 23.2± acres of STP recharge area



Reuse and Revitalization Plan

As the subject property is anticipated to be redeveloped over a multi-decade horizon, it is not possible to determine the precise uses or the precise square footage of each use that may be redeveloped and in what specific locations. The Reuse and Revitalization Plan sets forth various development areas, as seen on Figure 6 and listed below:

- **Limited Development:** This area is shown as limited business park. It is located along Route 25.
- **Mixed Use - Business/Light Industrial/Distribution:** The larger of these two areas is located along Route 25 and the smaller area is located south the open space parcel located in the eastern portion of the site.
- **Light Industrial:** This area is shown as light industrial/distribution and energy park. It is located in the south-central portion of the site along Grumman Boulevard.
- **Mixed Use - Business Park/Recreation/Sports:** This area has access from Middle Country Road, but the majority of the land is located southwest of the Limited Development area.

The Reuse and Revitalization Plan serves as the comprehensive development plan for the subject property and provides the basis for the Subdivision Map.

Natural areas and recreational areas would be maintained and created on the subject property on the eastern, western, and southern areas of the subject property, buffering the potential development with the uses to the east, west, and south. This would include a trail that would traverse the perimeter of the EPCAL Property and connect to other recreational uses in the surrounding area, as well as open spaces throughout the EPCAL Property, as follows:

More specifically, based upon the table above, the open space to be retained/created is as follows:

- Existing woodland to remain: 787.3± acres
- Existing grassland to remain: 458.1± acres
- Grassland to be created: 138.3± acres (includes 59.5± acres of runway/taxiway to be converted to grassland)
- Other meadow/brushland to remain: 104.2 acres
- Wetlands: 16.4±
- McKay Lake: 9.3± acres



As the EPCAL Property includes regulated wetlands, land within the WSRRS for the Peconic River, and habitat for endangered species, the subdivision provides for maintenance of buffers of 1,000 feet around designated wetlands (to accommodate tiger salamander habitat), and also provides for approximately 596.4 acres of maintained grassland (458.1 acres of existing grassland, and 138.3 acres of grassland to be created) as habitat for the short-eared owl, northern harrier and upland sandpiper.

In addition, as noted above, a continuous walkway/bikeway trail is proposed to be maintained around the perimeter of the site to consist of portions of existing paved and unpaved trails. These trails will be supplemented, as necessary, and maintained by individual lot owners as part of the site plan approval process. Development lots containing the trail will be subject to restrictive covenants requiring construction and/or maintenance of the trail.

Finally, the subdivision provides a 50-foot-wide vegetated buffer along Route 25 and a 200-foot-wide buffer along Grumman Boulevard to visually screen the property from the roadways, to accommodate potential future roadway expansions, as well as to accommodate portions of the continuous walkway/bicycle trail around the property.

Note that although there is the potential for some limited supportive residential in the PD District and within the Theoretical Mixed-Use Development Program, the potential locations for such residential have not been determined.

Consistency with Area Land Use Patterns

As noted earlier, the study area contains a well-established mix of uses, residential, commercial, institutional, recreational, and cemetery uses dominating.

The development of the subject property with industrial, R&D, energy, flex space, office, and supportive retail and residential uses would introduce a new land use to the EPCAL Property, especially since the subject site is currently vacant. That said, although the land use pattern would change:

- The new industrial, R&D, medical office, and office uses would be compatible with some of the R&D and industrial uses that occur east of the subject property (including the Stony Brook University Incubator)
- The potential for an energy park in the area along Grumman Boulevard would complement other light industrial uses



- The open spaces to be preserved on the subject property would enhance other open space and recreational uses that surround and are included adjacent to the EPCAL Property (including Swan Pond, Water Island Park, Inc., Swan Lake Golf Club, Grumman Memorial Park, Calverton National Cemetery, the various other park and open spaces in the area, and the various wooded and agricultural areas). These on-site open space and recreation uses, again, would also buffer the developed portions of the subject property from the uses to the east, west, and south. Finally, the Town of Riverhead coordinated with NYSDEC for over a year to establish the most appropriate framework for redevelopment of the subject property. A key component of this coordination are the open spaces on the subject property, which would address all of the various environmental concerns raised by NYSDEC and other interested parties. The subdivision provides for maintenance of buffers of a minimum of 1,000 feet around designated wetlands (to accommodate tiger salamander habitat), and also provides for approximately 596.4 acres of maintained grassland (458.1 acres of existing grassland, and 138.3 acres of grassland to be created) as habitat for the short-eared owl, northern harrier and upland sandpiper. In addition, the subdivision provides a minimum preservation of 59 percent of natural area, including wetlands and water bodies. An additional six percent of the EPCAL Property is proposed to comprise newly-created grassland, as indicated above. Finally, as noted above, and discussed in more detail in Section 4.13.2 of this DSGEIS, the subdivision provides buffers along Route 25 and Grumman Boulevard to visually screen future development from these roadways, to accommodate potential roadway expansions, as well as to accommodate portions of the continuous walkway/bicycle trail around the property. The supportive retail and residential uses would be compatible with the small-scale retail that exists and the existing, mostly single-family residential uses within the surrounding area.

Therefore, it is not anticipated that the proposed development of the subject property, overall, would have a significant adverse impact on adjacent and area land uses. Rather, it would alter the land use pattern of the area to achieve the economic development goals of the EPCAL Property, which were established when the property was transferred from the federal government to the Town of Riverhead and would introduce compatible uses to the existing adjacent properties.

Note that the proposed action's impact on area character is evaluated in Section 3.13.2.



Impacts to Peconic Headwaters

As noted in the discussion of existing conditions, much of the area to the south of the subject property is within the PHNRMA. Similar to the land use discussion of other open space and recreational resources within the surrounding area, the open spaces to be preserved on the subject property would serve to further protect the PHNRMA. The on-site open space and recreation uses (such as Veteran's Memorial Park), would help to buffer the developed portions of the subject property from the PHNRMA lands to the south. Relocation of the sewage disposal area to the north of the groundwater divide, outside of the Peconic Headwaters is intended to reduce nitrogen loading to the estuary and improve the environmental health of the area. Further discussion of the Peconic Headwaters is provided in Sections 3.10 and 3.11 of this DSGEIS.

Zoning

Description of the Planned Development (PD) Zoning District

As described in Section 2.5 and above, one component of the proposed action is the amendment of Chapter 180 of the Zoning Code of the Town of Riverhead to include a Planned Development (PD) Zoning District. See Appendix F of this DSGEIS for the complete text of the proposed zoning.

Intent and Objectives

The intent of the PD District is to promote the expeditious and orderly conversion and redevelopment of the EPCAL Property to achieve economic development goals by allowing for flexibility in providing a mix of uses in order to prevent further blight, economic dislocation, and additional unemployment, and to aid in strengthening the New York State economy, the regional economy, and the economy of the Town of Riverhead.

The purpose of PD District is to enable, encourage, and qualify the implementation of the following policies.

- 1) promoting economic development opportunities
- 2) encouraging the efficient use of land
- 3) encouraging flexibility and consistent high quality in site and architectural design



- 4) facilitating new development that increase the area's marketability and enhances the tax base.

Uses

Although the PD District was established to emphasize building form more than use, two categories of uses would be permitted in the PD District:

- "Principal Uses," which is defined as all uses that promote economic development. These would include, but would not be limited to: industrial, institutional, educational, governmental, recreational, conservation, manufacturing, commercial, or energy uses, and for the development of public facilities, utilities, and infrastructure necessary to support those uses.
- "Supportive Uses"-- In order to promote the EPCAL Property as a "smart-growth" planned development community, the following "Supportive Uses" would be permitted on a limited basis, targeted to the employees and tenants of the other principal uses within the EPCAL site and not designated for primary use by the general public:
 - Residential. The PD District would allow a limited number of attached housing units in support of other Principal Uses within the EPCAL Property.
 - Retail, Personal Service, or Restaurant. The PD District would allow retail, personal service, and restaurant uses that are specifically designed to support other uses within the EPCAL Property.

Bulk and Lot Requirements

In order to allow for maximum flexibility in design, only a limited number of bulk and lot requirements would guide the Town Board through the approval process:

- A. **Maximum impervious area coverage:** 90 percent of the site area.
- B. **Maximum height:** 50 feet except to 75 feet by special permit of the Town Board. Any proposed structure height over 50 feet would require a visual assessment to be performed and presented to the Town Board as part of the application.
- C. **Parking and loading:** Any application within the PD District would have to consider the Town's standard requirements for parking and loading, as prescribed in §108-60 and §108-61, respectively.

However, it should be noted that for all of these standards, an applicant could request relief from the Town Board.



Design Considerations

As a hybrid-form-based code, the PD District provides a special focus on the form and design of development. The objective of the design considerations for the PD District is to provide high quality and complementary design of buildings, landscaping, parking, and other site and building design characteristics. Special emphasis is placed upon methods that reduce the large-scale visual impact of buildings and encourage imaginative design for individual buildings. Further emphasis is placed upon the entrances to the EPCAL property along Route 25, as the gateways to the Enterprise Park. Areas of design focus include:

- Building mass and articulation
- Materials
- Color and texture
- Signage and lighting
- Pedestrian circulation.

Performance Criteria

Finally, any development within the EPCAL Property would have to conform to the following performance criteria:

- (1) To the extent applicable, development subject to the provisions of Article 6 of the Suffolk County Sanitary Code would have to meet the applicable requirements of the Suffolk County Department of Health.
- (2) All development would have to be connected to the appurtenances of the Calverton Sewer District.
- (3) To the extent applicable, development would have to comply with the provisions of Articles 7 and 12 of the Suffolk Sanitary Code.
- (4) To the extent applicable, development would have to comply with the permits issued to the Town of Riverhead by the New York State Department of Environmental Conservation with respect to freshwater wetlands; the Wild, Scenic and Recreational Rivers Systems; and endangered species.
- (5) All development fronting on New York State Route 25 (Middle Country Road) would have to provide a sufficient roadway buffer to accommodate future transportation improvements, as required by the New York State Department of Transportation.
- (6) All development involving significant discharges to groundwater and located proximate to public water supply wells would be required to consider measures to mitigate impacts upon water quality as required under Article 17 of the New York State Environmental Conservation Law.
- (7) Development within the PD District would have to comply with Chapter 81, Noise Control, of the Town of Riverhead.



Process

Redevelopment of the EPCAL property would be pursuant to the Subdivision Map and Reuse and Revitalization Plan. These plans, taken together, specify, among other things, representative types and general locations of land uses in the proposed PD District, and the general scale, sequencing, and intensity of development within the PD District.

Further, the development of any lands within the PD District would require the submission of a Site Plan Application that conforms to the requirements of the Subdivision Map and Reuse and Revitalization Plan and would be subject to Town Board site plan approval. As part of site plan approval by the Town Board, the Town may require a report and recommendation from the Planning Board. Any resolution of approval or conditional approval issued by the Town Board would be subject to the applicant obtaining all approvals, licenses, and/or permits required from other governmental agencies having jurisdiction over the proposed development.

Application of the PD District to the Subject Property

The PD District, upon adoption by the Town Board, would be applied to the individual tax parcels located within the subject property. These parcels include Suffolk County Tax Map Nos.: District 600-Section 135-Block 1 – Lots 7.1, 7.2, 7.33 and 7.4 (see Figure 3). The application of the PD District to the subject property would unify the property under one zoning district and allow for it to be developed in a unified manner, consistent with the vision put forth in the Reuse and Revitalization Plan and Subdivision Map (see Figure 6 and Figure 7, respectively).

Consistency with Relevant Land Use Plans

As previously indicated, the Town has for almost 20 years been studying redevelopment of the subject property. The proposed action would be consistent with these studies, as follows:



**A Comprehensive Reuse
Strategy for the NWIRP at
Calverton, Riverhead, Long
Island, March 1996 (1996
Reuse Strategy)**

The 1996 Reuse Strategy called for redevelopment of the subject property as a multi-use enterprise park that has at its major core a major industrial complex. Four primary goals were developed in regard to this reuse, which included:

- Attracting private investment
- Increasing the tax base
- Maximizing job creation
- Enhancing the regional quality of life.

Redevelopment of the subject property, as envisioned in the 1996 Reuse Strategy, included:

- Industrial Business Park
- Theme Park (including attractions, hotel/conference, service retail)
- Nature Park
- Sports Park
- Infrastructure.

Although the Theoretical Mixed-Use Development Program, as evaluated in this DSGEIS, does not contain the theme park or sports park elements noted in the 1996 Reuse Strategy, the other components are consistent. In addition, just like the Theoretical Mixed-Use Development Program is reflective of the current and projected market, so too, the 1996 Reuse Strategy uses were reflective of interest at that time. However, the uses in the 1996 Reuse Strategy were not fully reflective of market changes (particularly the recession that recently occurred and the sustained impact that it has had). The flexibility provided in the PD District would allow the Town to respond to market changes and would permit a variety of uses while maintaining the overall objectives of the redevelopment of the subject property, to wit: 1) attract investment, 2) increase the tax base, 3) maximize tax creation, and 4) enhance the regional quality of life.



Calverton Enterprise Park Urban Renewal Plan (1998)

Following Articles 15 and 15A of New York State General Municipal Law, Section V. Implementation, E. Plan Amendments, of the 1998 *Urban Renewal Plan* permits amendments to the *Urban Renewal Plan*. The amendments to the *Urban Renewal Plan* proposed as part of the proposed action in this DSGEIS would follow that procedure.

The proposed amendments to the *Urban Renewal Plan* would reflect the current site conditions, current land use and development trends, any policy changes that have occurred since the original 1998 *Urban Renewal Plan*, and the current thinking with regards to appropriate uses. The four goals of the *Urban Renewal Plan* would remain the same. Notably,

- The attraction of private investment in the site
- The maximization of the real property tax ratable base
- The maximization of skilled, high paying employment opportunities
- The protection of the natural environment and the sustaining of the regional quality of life.

In addition, the *Urban Renewal Plan* would continue to conclude that redevelopment efforts should focus on utilizing existing infrastructure, respecting the natural environment, and encouraging redevelopment that that reflects the existing character of the region.

Finally, the *Urban Renewal Plan* would continue to note that a number of measures would need to be implemented in order to achieve the planned redevelopment of the subject property, including:

- Adoption of a Planned Development (PD) Zoning District to permit a multi-use development
- Extension of the Riverhead Water District to the subject property
- Upgrades to the existing on-site sewage treatment plant and establishment of a municipal sewer district
- Improvements to existing roadways and intersections in the vicinity of the subject property.

All of these measures are included as components of the proposed action within this DSGEIS.



Therefore, the proposed action would be consistent with the updated *Urban Renewal Plan*. In addition, since the proposed amendments to the *Urban Renewal Plan* would follow the procedures set up in the 1998 *Urban Renewal Plan*, it can be stated that the proposed action is also consistent with the 1998 *Urban Renewal Plan*.

Town of Riverhead Comprehensive Plan (2003)

The proposed action would be consistent with the applicable elements of the Vision Statement for Riverhead's Future presented in the Land Use Element section of the 2003 Comprehensive Plan by providing:

- "A dynamic office/industrial center in and around Enterprise Park at Calverton"
- Regional recreational facilities at Enterprise Park at Calverton
- Preservation of open spaces on and off of the subject property
- Additional recreational facilities
- Protection of sensitive environmental areas
- Enhancing Riverhead "...as a place that has the best of both the past and the present, and the best of both natural and built environments."

The proposed action would replace the existing zoning that is in place and was recommended in the 2003 Comprehensive Plan (as presented in Figure 2-1 of the 2003 Comprehensive Plan – Proposed Land Use Plan) with the proposed PD District. However, such proposed PD District would be consistent with the zoning goals of the subject property in the 2003 Comprehensive Plan. Notably, the statement that the subject property should be "rezoned for industrial, recreational, and open spaces." The proposed PD District would provide for such uses.

The proposed action would be consistent with the vision and goals of the Economic Development Element section of the *2003 Comprehensive Plan*, including:

- Pursuing a diverse economic base by promoting office and industrial development
- Balancing economic development pursuits with conservation policies



- Concentrating major office and industrial development at the EPCAL Property, since it is uniquely suited for such uses, contains existing infrastructure, is conveniently accessible to the LIE, and is publicly owned. Further, the proposed action would implement this goal and its policies by continuing to implement the Reuse Plan and continuing to work with private developers and others to ensure that the development is compatible with the scale and character of surrounding areas.

Furthermore, the provision of open spaces and recreational uses (i.e., Veteran's Memorial Park) on the eastern, western, and southern portions of the EPCAL Property would be consistent with the goal of fitting "into the Town's rural landscape" with the use of side setbacks and densely vegetated buffers, the provision and preservation of open spaces, and the inclusion of design considerations within the PD District.

The proposed action would continue to meet the goal within the Park & Recreation Element of providing a Town of Riverhead Park facility in the northwestern portion of the subject property, through the inclusion of Veterans Memorial Park, which provides additional recreational activities with "playing fields, courts, and other amenities." In addition, implementation of the proposed action would continue to be consistent with the goal of concentrating commercial recreation facilities at the EPCAL Property and to the east, as such uses would remain and could be constructed under the proposed PD District.

The proposed action would be consistent with many aspects of the Utility Service Element, including providing an expanded STP. Similarly, the proposed action would be consistent with many aspects of the Community Facilities Element, including ensuring that the EPCAL Property has adequate firefighting services.

As discussed in Section 3.2.2, the proposed action could be anticipated to generate nearly 25,000 employees, many of whom would seek to live in the Town. The generation of these employees would likely conflict with the Town of Riverhead Comprehensive Plan's goals of limiting population growth to under 51,000 persons

Central Pine Barrens Comprehensive Land Use Plan (CLUP)

As indicated above, while the Town of Riverhead's position is that the standards for development set forth in the CLUP do not apply to the subject property, the Town has designed the subdivision to comply with the standards (as set forth at



Volume 1, Chapter 5, Section 5.3 of the CLUP), as follows (each standard is presented in *italics*, and the consistency with each follows):²⁰

Nitrate – Nitrogen (5.3.3.1)

Standard 5.3.3.1.1—All development proposals subject to Article 6 of the Suffolk County Sanitary Code shall meet all applicable requirements of the Suffolk County Department of Health Services. Projects which require variances from the provisions of Article 6 shall meet all requirements of the Suffolk County Department of Health Service’s [sic] Board of Review in order to be deemed to have met the requirements of this standard.

The PD District has been designed with a requirement that “All development subject to the provisions of Article 6 of the Suffolk County Sanitary Code shall meet the applicable requirements of the Suffolk County Department of Health.” Therefore, since the proposed action will be implemented in compliance with Article 6, it will conform to this Standard.

Standard 5.3.3.1.2—Where deemed practical by the County or State, sewage treatment plant discharge shall be outside and downgradient of the Central Pine Barrens. Denitrification systems that are approved by the New York State Department of Environmental Conservation or the Suffolk County Department of Health Services may be used in lieu of a sewage treatment plant.

As discussed in Section 3.7.2, the proposed action has been designed to direct effluent discharge to the northeast corner of the property, on the other side of the groundwater divide from the Peconic River and Peconic Estuary, on the north side of the subject property and, therefore, outside of the CPB. In addition, the Town of Riverhead has embraced this regulatory effort and adopted a “No Net Nitrogen” policy, according to H2M. This policy prevents any increase of existing wastewater treatment plant discharge to waters contributing to the Peconic Estuary. As such, the proposed action will conform to this Standard.

Other chemical contaminants of concern (5.3.3.2)

Standard 5.3.3.2.1—All development projects must comply with the provisions of Articles 7 and 12 of the Suffolk County Sanitary Code, including any provisions for variances or waivers if needed, and all applicable state laws and regulations in order to ensure that all necessary water resource and wastewater management infrastructure shall be in place prior to, or as part of, the commencement of construction.

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²⁰ Note that Soils (5.3.3.8), Agriculture and horticulture (5.3.3.10), and Scenic, historic and cultural resources (5.3.3.11) do not contain standards and, therefore, are not discussed herein.



The PD District has been designed with a requirement that “All development shall comply with the provisions of Articles 7 and 12 of the Suffolk County Sanitary Code.” Therefore, since the proposed action will be implemented in compliance with Articles 7 and 12, it will conform to this Standard.

Wellhead protection (5.3.3.3)

Standard 5.3.3.3.1—The location of nearby public supply wells shall be considered in all applications involving significant discharges to groundwater, as required under the New York State Environmental Conservation Law Article 17.

The PD District has been designed with a requirement that “All development involving significant discharges to groundwater and located proximate to public water supply wells shall require measures to mitigate impacts upon water quality as required under Article 17 of the New York State Environmental Conservation Law. The Suffolk County Department of Health Services’ guidelines for private wells should be used for private wellhead protection.” Therefore, since the proposed action will be implemented in compliance with New York State Environmental Conservation Law Article 17, it will conform to this Standard.

Wetlands and surface waters (5.3.3.4)

Standard 5.3.3.4.1—Development proposals for sites containing or abutting freshwater or tidal wetlands or surface waters must be separated by a nondisturbance buffer area which shall be no less than that required by the New York State Tidal Wetland, Freshwater Wetland, or Wild, Scenic and Recreational Rivers Act or local ordinance. Distances shall be measured horizontally from the wetland edge as mapped by the New York State Department of Environmental Conservation, field delineation or local ordinance. Projects which require variances or exceptions from these state laws, local ordinances and associated regulations, shall meet all requirements imposed in a permit by the New York State Department of Environmental Conservation or a municipality in order to be deemed to have met the requirements of this standard.

The PD District has been designed with a requirement that “All development shall comply with the permits issued to the Town of Riverhead by the New York State Department of Environmental Conservation with respect to freshwater wetlands; the Wild, Scenic and Recreational Rivers Systems; and endangered species.” Therefore, since the proposed action will be implemented in compliance with local and state wetlands provisions, it will conform to this Standard.

Standard 5.3.3.4.2—Buffer areas shall be delineated on the site plan, and covenants and/or conservation easements, pursuant to the New York State Environmental



Conservation Law and local ordinances, shall be imposed to protect these areas as deemed necessary.

The PD District has been designed with a requirement that “All development shall comply with the permits issued to the Town of Riverhead by the New York State Department of Environmental Conservation with respect to freshwater wetlands; the Wild, Scenic and Recreational Rivers Systems; and endangered species.” Such compliance includes provision of buffers of a minimum of 1,000 feet around designated wetlands (to accommodate tiger salamander habitat), and also provides for approximately 596.4 acres of maintained grassland (458.1 acres of existing grassland, and 138.3 acres of grassland to be created) as habitat for the short-eared owl, northern harrier and upland sandpiper. In addition, the subdivision provides a minimum preservation of 59 percent of natural area. Finally, the subdivision provides vegetated buffers along Route 25 (50-foot-wide) and Grumman Boulevard (200-foot-wide) to visually screen future development from the roadways, to accommodate potential roadway expansions, as well as to accommodate the continuous walkway/bicycle trail around the property. It should be noted that the 200-foot-wide buffer along Grumman Boulevard coincides with the WSRRS boundary, which, as part of the proposed action, is proposed to be extended farther north into the EPCAL Property. This extension of the boundary would afford greater protection to the Peconic River and associated corridor. Therefore, since the Subdivision Map includes the delineation of buffers, it will conform to this Standard.

Standard 5.3.3.4.3—Development shall conform to the provisions of the New York State Wild, Scenic and Recreational Rivers Act, where applicable. Projects which require variances or exceptions under the New York State Wild, Scenic and Recreational Rivers Act shall meet all requirements imposed by the New York State Department of Environmental Conservation in order to be deemed to have met the requirements of this standard.

The PD District has been designed with a requirement that “All development shall comply with the permits issued to the Town of Riverhead by the New York State Department of Environmental Conservation with respect to freshwater wetlands; the Wild, Scenic and Recreational Rivers Systems; and endangered species” Therefore, since the proposed action will be implemented in compliance with the WSRR Act, it will conform to this Standard.

Stormwater runoff (5.3.3.5)

Standard 5.3.3.5.1—Development projects must provide that all stormwater runoff originating from development on the property is recharged on site unless surplus capacity exists in an off site drainage system.



As indicated in Section 3.7.2, the integrated stormwater management system (i.e., the drywells drainage reserve areas) on the property would contain and recharge all stormwater on-site and would also serve to reduce pollutants that can be transported by stormwater runoff, from leaving the site as well. Thus, the proposed action complies with this Standard.

Natural vegetation and plant habitat (5.3.3.6)

Standard 5.3.3.6.1—The clearance of natural vegetation shall be strictly limited. Site plans, surveys and subdivision maps shall delineate the existing naturally vegetated areas and calculate those portions of the site that are already cleared due to previous activities. Areas of the site proposed to be cleared combined with previously cleared areas shall not exceed the percentages in Figure 5-1. These percentages shall be taken over the total site and shall include, but not be limited to, roads, building sites and drainage structures. The clearance standard that would be applied to a project site if developed under the existing residential zoning category may be applied if the proposal involves multi-family units, attached housing, clustering or modified lot designs. Site plans, surveys and subdivision maps shall be delineated with a clearing limit line and calculations for clearing to demonstrate compliance with this standard.

To the extent that a portion of a site includes Core property, and for the purpose of calculating the clearance limits, the site shall be construed to be the combined Core and CGA portions. However, the Core portion may not be cleared except in accordance with Section 5.2 of the Plan.

Pursuant to Figure 5-1 of the CLUP, the maximum site clearance applicable to the subject property is 65 percent. If this standard is applied to the 2,323.9-acre subject property, the maximum permitted site clearance that would be permitted (without a hardship waiver) would be 1,510.5 acres. Since the proposed action includes the preservation of over 1,500 acres of open space, wetlands and water bodies (not including undisturbed areas within each development lot), the total clearance would be lower than the maximum permitted. Therefore, the proposed action will conform to this Standard.

Standard 5.3.3.6.2—Subdivision and site design shall support preservation of natural vegetation in large unbroken blocks that allow contiguous open spaces to be established when adjacent parcels are developed. Subdivision and site designs should also be configured in such a way so as to prioritize the preservation of native pine barrens vegetation to the maximum extent practicable.



For the purpose of this paragraph, native pine barrens vegetation shall include pitch pines and various species of oak trees, understory and ground cover plants such as blueberry, wintergreen, bearberry and bracken fern, grasses and sedges such as little bluestem, Pennsylvania sedge and Indian grass as well as those ecological communities listed in sections 5.6 and 5.7 in Chapter 5, Volume 2 of the Plan.

It is recognized that the preservation of nonnative but ecologically important habitats may be consistent with the intent and goals of the plan when such action would result in the creation of large contiguous natural open space areas and or [sic] the protection of rare, threatened or endangered species or their habitat.

As discussed in Section 3.11.1, the subject site supports six distinct ecological communities, as defined in the New York Natural Heritage Program (NYNHP) publication, "Ecological Communities of New York State":²¹

- Pitch Pine-Oak Forest
- Pitch Pine-Oak-Heath Woodland
- Pine/Spruce/Conifer Plantation
- Successional Old Field
- Successional Shrubland
- Paved Road/Path.

The Pitch Pine-Oak Forest Community occupies the undeveloped portions of the subject site and is comprised of native pine barrens vegetation (as defined in Section 5.3.6.2), including such species as pitch pine (*Pinus rigida*), scarlet oak (*Quercus coccinea*), white oak (*Q.s alba*), scrub oak (*Q. illicifolia*) blueberries (*Vaccinium* spp.), huckleberry (*Gaylussacia baccata*), bracken fern (*Pteridium aquilinum*) and Pennsylvania sedge (*Carex pensylvanica*). The Pitch Pine-Oak Forest ecological community is listed and described as an upland pine barrens community in Volume 2, Chapter 5, Section 5.6.1 of the CLUP. As detailed in Section ___ and the Comprehensive Habitat Protection Plan (CHPP), large contiguous blocks of this habitat would be preserved at the subject property to the north of the eastern runway, to the south of both runways and particularly within the lands comprising the CPB Core Preservation Area at the western portion of the site. It is also anticipated that additional Pitch Pine-Oak Forest habitat will occupy the site over time, as preserved areas supporting Tree Plantation and Successional Shrubland communities located to the north of the eastern runway develop into forested communities through the process of ecological succession.

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²¹ Edinger, G.J., et al. (editors). 2002. Ecological Communities of New York State. Second Edition (Draft). New York Natural Heritage Program, New York State Department of Environmental Conservation.



Furthermore, the proposed subdivision has been designed such that areas proposed for development are concentrated within and adjacent to existing cleared portions of the subject site. Therefore, the proposed design minimizes the need for the clearing of existing vegetation. As a result, large unbroken blocks of existing Pitch Pine-Oak Forest habitat would be preserved at perimeter areas of the site, thus allowing for open space areas within the proposed lots to be contiguous with each other and with vegetated areas within adjacent parcels (consistent with the intent of Standard 5.3.3.6.2). The proposed residential lot layout has specifically been arranged such that areas of existing natural vegetation to remain are concentrated within the rear and side yards of the proposed lots, and contiguous to existing areas of natural vegetation on adjoining off-site properties. All interior limits of natural vegetation to remain will be delineated by split-rail fence to act as a reference for future homeowners, and would assist in clearing limit enforcement.

Limited scattered patches of the Pitch Pine-Oak-Heath Woodland have been identified at southeastern portion of the subject property, in the area to the north of the eastern runway. This Pitch Pine-Oak-Heath Woodland community supports native pine barrens vegetation, including pitch pine and white oak, black oak (*Q. velutina*) scarlet oak (*Q. coccinea*), scrub oaks (*Q. ilicifolia* and *Q. prinoides*), huckleberry and blueberry. This ecological community is listed and described as an upland pine barrens community in Volume 2, Chapter 5, Section 5.6.1 of the CLUP. As detailed in Section 3.11 and the CHPP, these areas are not within the lots proposed for redevelopment and therefore would be preserved.

Based on the foregoing, the proposed action would preserve large contiguous natural open space areas including habitat for resident rare species. Based on the foregoing, the proposed action complies with this Standard.

Standard 5.3.3.6.3— *No more than 15% of an entire development project site shall be established in fertilizer-dependant [sic] vegetation including formalized turf areas. Generally, nonnative species require fertilization therefore, planting of such nonnative species shall be limited to the maximum extent practicable. The use of the nonnative plants in Figure 5-2 is specifically not recommended.*

Under the proposed action, a maximum of 121.1± acres of fertilizer-dependent lawn and landscaping would be established at the overall 2,323.9-acre subject property, which complies with this Standard. In addition, planting of non-native species will be limited to the maximum extent practicable. As detailed in Section 3.11 and in the CHPP (see Appendix Q), only non-fertilizer-dependent grasses would be planted within the 138.3 of grassland habitat to be created, through the conversion of existing paved runway/taxiway areas and wooded habitat.



Standard 5.3.3.6.4—Development designs shall consider the native planting suggestions contained in Figure 5-2.

The native planting suggestions contained in Figure 5-2 of the CLUP will be selected to the maximum extent practicable for planting within existing or proposed areas of clearing, and those species listed in Figure 5-2 that are specifically not recommended for planting will not be planted in proposed landscaped areas. Based on the foregoing, the proposed action complies with this Standard.

Species and communities of special concern

Standard 5.3.3.7.1—Where a significant negative impact upon a habitat essential to those species identified by the New York State maintained lists as rare, endangered, threatened or of special concern, or upon natural communities classified by the New York State Natural Heritage Program as G1, G2, G3 or S1, S2 or S3, or on any federally listed endangered or threatened species is proposed, appropriate mitigation measures as determined by the appropriate state, county or local government agency shall be taken to protect these species.

As discussed in Section 3.11.1, based upon a review of New York Natural Heritage Program (NYNHP) records, filed inspections and various prior ecological investigations, 16 wildlife species and seven plant species listed by New York State as “Endangered,” “Threatened,” “Special Concern” or “Rare” have been documented as occurring at or in the vicinity of the subject property.

These species are summarized in the table below.

Common Name	Scientific Name	NYS Status
short-eared owl	<i>Asio flammeus</i>	Endangered
northern harrier	<i>Circus cyaneus</i>	Threatened
upland sandpiper	<i>Bartramia longicauda</i>	Threatened
common nighthawk	<i>Chordeiles minor</i>	Special Concern
grasshopper sparrow	<i>Ammodramus savannarum</i>	Special Concern
horned lark	<i>Eremophila alpestris</i>	Special Concern
vesper sparrow	<i>Poocetes gramineus</i>	Special Concern
whip-poor-will	<i>Caprimulgus vociferus</i>	Special Concern
eastern tiger salamander	<i>Ambystoma tigrinum</i>	Endangered



Common Name	Scientific Name	NYS Status
marbled salamander	<i>Ambystoma opacum</i>	Special Concern
eastern spadefoot toad	<i>Scaphiopus holbrookii</i>	Special Concern
spotted turtle	<i>Clemmys guttata</i>	Special Concern
eastern box turtle	<i>Terrapene carolina</i>	Special Concern
eastern hognose snake	<i>Heterodon platirhinos</i>	Special Concern
banded sunfish	<i>Enneacanthus obesus</i>	Threatened
coastal barrens buckmoth	<i>Hemileuca maia ssp.5</i>	Special Concern
coppery St. John's-wort	<i>Hypericum denticulatum</i>	Endangered
comb-leaved mermaid-weed	<i>Proserpinaca pectinata</i>	Threatened
small floating bladderwort	<i>Utricularia radiata</i>	Threatened
short-beaked beakrush	<i>Rhynchospora nitens</i>	Threatened
slender pinweed	<i>Lechea tenuifolia</i>	Threatened
rose coreopsis	<i>Coreopsis rosea</i>	Rare
Nuttall's lobelia	<i>Lobelia nuttallii</i>	Rare

As detailed in Section 3.11.3 and the CHPP, appropriate mitigation measures have been designed for all of the above NYS-listed species and their respective habitats. No records for federally-listed endangered or threatened species have been identified for the subject property

With respect to rare ecological communities, limited, scattered Pitch Pine-Oak-Heath Woodland community areas were identified at southeastern portion of the subject property, in the area to the north of the eastern runway. This community is ranked by the NYNHP as G3G4, S2S3. G3. As detailed in Section 3.11 and the CHPP, these areas are not within the lots proposed for redevelopment and therefore would be preserved.

Based on the foregoing, the proposed action would have no significant adverse impact upon a habitat essential to federally- or NYS-listed endangered, threatened or special concern species, or natural communities classified as G1,



G2, G3 or S1, S2 or S3. Accordingly, the proposed subdivision is consistent with this Standard.

Coordinated design for open space management

Standard 5.3.3.9.1—Applications must specify the entity to which dedicated open space will be transferred.

No open space dedications would occur as part of the proposed action, and thus, this Standard does not apply

Commercial and industrial development

Standard 5.3.3.12.1— All commercial and industrial development applications shall comply with the provisions of the Suffolk County Sanitary Code as applied by the Suffolk County Department of Health Services, and all other applicable federal, state or local laws. Projects which require variances from the Suffolk County Sanitary Code shall meet all requirements of the Department of Health Service's [sic] Board of Review in order to be deemed to have met the requirements of this standard.

The PD District has been designed with requirements that all development must comply with the provisions of the Suffolk County Sanitary Code. Therefore, since the proposed action will be implemented in compliance with the Suffolk County Sanitary Code, it will conform to this Standard.

In addition to being consistent with each of these standards, one of the unique elements of the proposed action is regarding the legislation that supports it and the review and approval process that the legislation establishes. This expedited permitting will be very important in terms of ensuring that development of the EPCAL Property remains consistent with CLUP.

3.1.3 Proposed Mitigation

Based upon the foregoing, while the land use and zoning within the EPCAL Property would change, no significant adverse environmental impacts with respect to land use and zoning were identified. The proposed action is consistent with all of the relevant land use plans for the subject property and surrounding area and has been designed to have a positive impact on land use within study area through the creation and application of the PD District, which would allow for the development of the EPCAL Property in a comprehensive manner.

Moreover, mitigation measures have been incorporated into the design of the site, as follows:



Engineering, Surveying and Landscape Architecture, P.C.

- The PD District has been designed with the flexibility to allow for development to respond to changes in market conditions, which will provide for economic development.
- The PD District has been designed to highlight the natural landscape and promote open spaces. The proposed Subdivision Map includes over 1,500 acres of open space, wetlands and other water bodies that includes the preservation and/or creation of approximately 600 acres of grassland.
- The PD District contains requirements related to the provision of roadway buffers along New York State Route 25 (Middle Country Road). The proposed Subdivision Map provides this buffer.
- The PD District has been designed to reflect any permitting from the New York State Department of Environmental Conservation related to freshwater wetlands, Wild, Scenic, and Recreation River Systems, and endangered species. The proposed Subdivision Map contains buffers related to the tiger salamander pond on the northeastern portion of the subject property, the WSRR Boundary, on-site and off-site wetlands, and the Peconic Headwaters.
- As part of the Subdivision Map, all sewer discharge will be to the north, outside of the Peconic Headwaters.



3.2 Socioeconomics

3.2.1 Existing Conditions

The socioeconomic analysis provides an overview of the demographics and housing market trends that exist within the Town and the regional economy. In addition, labor market conditions in the Long Island region are also presented. Analyses of the anticipated growth sectors that may have significance for the EPCAL site are presented. The baseline analysis includes a review of real estate conditions in the office and industrial markets to determine the competitive placement of the property. The socioeconomic analysis also evaluates various uses (including potential specialty uses) that may be viable for the subject property.

The analyses of the socioeconomic and market conditions are based primarily on the following studies:

- *Real Estate Market Assessment, Calverton Enterprise Park (EPCAL), Riverhead, New York* (hereinafter "Market Assessment"), which was prepared on December 8, 2011 by RKG Associates, Inc. (RKG) and Jeffrey Donohue Associates LLC
- *Absorption Analysis for NWIRP/EPCAL* (hereinafter "Absorption Analysis"), which was completed by RKG on April 25, 2012.

These studies have been used as the bases for formulating the conceptual development plans and time horizons, as analyzed in the DSGEIS (see Appendix I).

2011 Market Assessment

Introduction

In conjunction with the proposed action, A Market Assessment was prepared for the purpose of providing an economic foundation for the development of alternative concepts for redevelopment of the EPCAL property. The Market Assessment discusses the following issues:

- Changing demographics and housing market trends that exist within the regional economy



- Labor market conditions which illustrate changes that have occurred in Long Island’s industry sectors over the past decade
- Anticipated growth sectors and which of these may have significance for the EPCAL site
- Real estate conditions in the office and industrial markets in order to determine how the EPCAL site is competitively placed
- Specialty uses (e.g., aviation, entertainment, tourism) that may potentially be viable at the site.

The Market Assessment concludes with a summary of findings and recommendations that were used to support the conceptual development of alternatives for the site, as well as a presentation of supporting marketing strategies. Finally, a series of issues and constraints related to the site that should be addressed in conjunction with any long-term marketing efforts for the property are described. The Market Assessment is included in its entirety in Appendix I of the DSGEIS. A summary of the Market Assessment follows.

Demographic Characteristics

Population Change

As noted in the Market Assessment, population growth in the Town of Riverhead during the past two decades has been significantly greater than Suffolk and Nassau Counties and New York State as a whole (based on 1990 through 2010 U.S. Census Bureau data), as depicted in Table 8.

Table 8 – Population Change, 1990-2010

	1990	2000	2010	Change 90-00	% Change 90-00	Change 00-10	% Change 00-10
Riverhead	23,011	27,680	33,506	4,669	20.3%	5,826	21.0%
Suffolk County	1,321,647	1,419,369	1,492,634	97,722	7.4%	73,265	5.2%
Nassau County	1,287,541	1,334,554	1,339,532	47,003	3.7%	4,988	0.4%
New York State	17,999,458	18,976,457	19,378,102	985,999	5.5%	401,645	2.1%

As shown in Table 8, the Town of Riverhead experienced a population growth of 20.3 and 21.0 percent for the years 1990 to 2000 and 2000 to 2010, respectively. In contrast, Nassau and Suffolk Counties and the State of New York as a whole experienced population growth of 3.7 percent, 7.4 percent, and 5.5 percent for the years 1990 to 2000, respectively, and 0.4 percent, 5.2 percent, and 2.1 percent for the years 2000 to 2010, respectively. Overall, the Town of Riverhead experienced population growth at a much higher rate than Nassau and Suffolk Counties.



The Market Assessment also projected populations for the Town of Riverhead and Nassau and Suffolk counties (as provided by the Suffolk County Department of Planning), as shown in Table 9.

Table 9 – Projected Population Change, 2010-2020

	Existing 2010	Projected 2015	Projected 2020	Change 10-15	% Change 10-15	Change 15-20	% Change 15-20
Riverhead	33,506	35,601	38,576	2,095	6.3%	2,975	8.4%
Suffolk County	1,492,634	1,517,592	1,561,545	24,958	1.7%	43,953	2.9%
Nassau County	1,339,532	1,343,578	1,355,693	4,046	0.3%	12,115	0.9%

As shown in Table 9, the Town of Riverhead is projected to add population from the years 2010 to 2015 at a significantly greater rate than Nassau and Suffolk Counties. Specifically, it is anticipated that the population of the Town of Riverhead will grow by 6.3 percent and 8.4 percent for the years 2010 to 2015 and 2015 to 2020, respectively. Population in Nassau and Suffolk Counties is projected to grow 0.3 percent and 1.7 percent from 2010 to 2015, respectively, and 0.9 percent and 2.9 percent from 2015 to 2020, respectively.

Based on these findings, the Market Assessment noted that such population gains across all of these geographies would create significant demand for housing and services, as well as create potential job growth and business expansion.²²

Age of the Population

The Market Assessment identified that the age of the population has changed within the Town of Riverhead and Suffolk County as a whole between the years 2000 and 2010, and is projected to change for the years 2010 through 2015. The primary findings of this investigation are:

- Overall, Riverhead’s population has a larger proportion of older residents as indicated by a median age, which exceeds the County’s by almost five years (44.9 vs. 40.5 years in 2010).
- As of 2010, about 20 percent of the Town’s population was estimated to be 65 years of age or older, as compared to only 14 percent for the County.

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²² Note, as discussed in Section 3.2.2 below, the proposed action could be anticipated to generate nearly 25,000 employees, many of whom would seek to live in the Town. The generation of these employees would likely conflict with the Town of Riverhead Comprehensive Plan’s goals of limiting population growth to under 51,000 persons (see Section 9.0).



- Between 2000 and 2010 there has been growth in the children and young adult cohorts (5 to 24 years), as well as the mature, near retirement, and senior age groups of 45 and older.
- The Market Assessment concludes that these findings about age structures drove housing growth for both “trading up” and retirement housing. Further, projections regarding age in the Town of Riverhead suggest that retirement housing would continue to drive housing development, but there would also be moderate demand for starter housing.

Households

With regard to households, the Market Assessment found that growth in the number of households in Town of Riverhead, Nassau, and Suffolk Counties, and New York State as a whole was generally consistent with population growth.

Table 10 – Household Growth, 1990-2010

	1990	2000	2010	Change 90-00	% Change 90-00	Change 00-10	% Change 00-10
Riverhead	8,737	10,749	12,990	2,012	23.0%	2,241	20.8%
Suffolk County	424,641	469,299	499,586	44,658	10.5%	30,287	6.5%
Nassau County	431,581	447,387	448,528	15,806	3.7%	1,141	0.3%
New York State	6,639,314	7,056,860	7,317,755	417,546	6.3%	260,895	3.7%

As shown in Table 11, the number of households within the Town of Riverhead increased by 23 percent from 1990 through 2000, and increased by 20.8 percent from 2000 to 2010. In contrast, from 1990 to 2000, household growth in Nassau and Suffolk counties and New York State as a whole increased by 3.7 percent, 10.5 percent, and 6.3 percent respectively, while growing 0.3 percent, 6.5 percent, and 3.7 percent, respectively, from 2000 to 2010.

Table 11 – Existing and Projected Household Growth, 2010-2020

	Existing 2010	Projected 2015	Projected 2020	Change 10-15	% Change 10-15	Change 15-20	% Change 15-20
Riverhead	12,990	13,545	14,470	555	4.3%	925	6.8%
Suffolk County	499,586	507,086	519,586	7,500	1.5%	12,500	2.5%
Nassau County	448,528	449,778	452,278	12,500	0.3%	2,500	0.6%

The following table shows projected household growth within the Town of Riverhead and Nassau and Suffolk Counties. Within the Town of Riverhead, the number of households is expected to grow by 4.3 percent from 2010 to 2015 and by 6.8 percent from 2015 to 2020. The number of households in Nassau and



Suffolk Counties is projected to grow by 0.3 percent and 1.5 percent from 2010 to 2015, respectively, and by 0.6 percent and 2.5 percent from 2015 through 2020, respectively.

Table 12 – Existing and Projected Household Size, 1990-2020

	1990	2000	2010	2015	2020
Riverhead	2.55	2.50	2.52	2.57	2.61
Suffolk County	3.04	2.96	2.93	2.93	2.95
Nassau County	2.94	2.93	2.93	2.94	2.95

As depicted in this table, household size remained relatively stable for the Town of Riverhead and Nassau County from 1990 to 2010, with a slight decrease in Suffolk County over the same time period. However, all are projected to see slight growth in household size from 2010 to 2020.

The Market Assessment concluded that, with respect to household growth, there could be potential demand for 1,000 or more dwelling units in the Town of Riverhead, based on projections for household growth and size.

Household Income

Median household income in the Town of Riverhead was noted as increasing by 42 percent, compared to 33 percent for Nassau and Suffolk Counties and 32 percent for New York State as a whole from 1990 through 2000. For the years 2000 through 2010, growth in median household income for the Town of Riverhead was shown to slow somewhat (showing an estimated growth rate of two percent), slightly less than that of Nassau and Suffolk counties (27 percent growth in median household income for both) and New York State as a whole (25 percent growth in household income).

Table 13 – Existing and Projected Median Household Income, 1990-2015

	1990	2000	Estimate 2010	Projection 2015	% Change 90-00	% Change 00-10
Riverhead	\$32,466	\$46,173	\$56,487	\$61,896	42%	22%
Suffolk County	\$49,229	\$65,570	\$83,390	\$90,328	33%	27%
Nassau County	\$54,469	\$72,265	\$91,607	\$99,248	33%	27%
New York State	\$33,029	\$43,642	\$54,752	\$58,652	32%	25%

As indicated in the table above, the Town of Riverhead’s median household income (as of the 2010 estimate) represents approximately 68 percent of the median household income of Suffolk County as a whole, but is higher than the New York State median household income.



Other primary observations of the Market Assessment with regard to household income are:

- Household growth from 2000 and 2010 in Suffolk County as a whole is estimated to have occurred for households with \$100,000 or more in income, a trend which is projected to continue through 2015.
- Notable growth also occurred in the \$75,000-\$99,000 range, with more marginal increases in some of the lower brackets.
- Between 2000 and 2010, households with a head of household under age 44 grew only in the income brackets of \$100,000 or more, suggesting good wage growth in the Town’s younger and maturing households during that time period.

Characteristics of the Housing Supply

Changes to the Housing Supply

As Table 14, shows, growth of total housing units in the Town of Riverhead was significantly greater than that of both Nassau and Suffolk counties.

Table 14 – Total Housing Units, 1990-2010

	1990	2000	2010	Change 90-00	% Change 90-00	Change 00-10	% Change 00-10
Riverhead	10,801	12,479	15,424	1,678	16%	2,945	24%
Suffolk County	481,232	522,323	569,985	41,091	9%	47,662	9%
Nassau County	446,366	458,151	468,346	11,785	3%	10,195	2%

Specifically, the number of housing units in the Town of Riverhead grew by 16 percent and 24 percent in the years 1990 through 2000 and 2000 through 2010, respectively. Over those same time periods, the number of housing units in Suffolk County increased by nine percent (for both decades) and the number of housing units in Nassau County increased by three percent and two percent, respectively.



Table 15 – Housing Tenure, 1990-2010

		1990	Percent	2000	Percent	2010	Percent
Town of Riverhead	Total Occupied	8,736	81%	10,749	86%	12,990	84%
	Owner	6,824	78%	8,288	77%	10,070	77%
	Renter	1,912	22%	2,461	23%	2,920	23%
	Vacant	2,065	19%	1,730	14%	2,434	16%
Suffolk County	Total Occupied	424,636	88%	469,299	90%	499,922	88%
	Owner	340,212	80%	374,360	80%	393,507	79%
	Renter	84,424	20%	94,939	20%	106,415	21%
	Vacant	56,598	12%	53,024	10%	70,063	12%

As shown in the table above, the proportion of owner- and renter-occupied housing units remained relatively unchanged from 1990 to 2000 in the Town of Riverhead, as owner-occupied housing units decreased from 78 percent to 77 percent and renter-occupied units increased from 22 percent to 23 percent. This was relatively consistent with housing tenure in Suffolk County over the same time period, of which 80 percent of its housing stock was owner-occupied and 20 percent was renter-occupied in both 1990 and 2000. This table also indicates that the vacancy rates in the Town of Riverhead are significantly higher than that of Suffolk County as a whole for both 1990 and 2000. As noted in the Market Assessment, this is primarily due to the presence of seasonal housing units.

Other salient observations of the Market Assessment with regard to changes in the housing supply include:

- A significant number of multifamily units were constructed in Riverhead over the past decade. However, these are believed to represent primarily attached, single family units (i.e., condominiums) as opposed to rental units.
- Limited rental property construction, combined with the continuing downturn in the for-sale housing market, is expected to place continued pressure on the local rental market in terms of vacancy rates and lease rates.
- Between 2000 and 2005, Suffolk County towns issued building permits for an average of 4,198 units per year. In contrast, from 2006-2010, the average decreased to only 1,638 units per year, about 40 percent of the preceding five years.



- In Riverhead, the average number of building permits issued annually decreased from 411 to 116, a 72 percent decrease, which was the second largest rate of decline in the County (Brookhaven's was 74 percent). Still, the Town added an annual average of 277 units over the course of the decade, which was the fourth highest in Suffolk County.
- The construction of age-restricted housing (i.e., all residents must be a minimum age, typically 55 or older) is a market niche that is growing in many parts of the country. The Town currently has just over 2,000 of these units in its housing stock, approximately 800-900 of which were constructed over the last ten years.

The Market Assessment concluded that the Town of Riverhead has seen an increased demand for higher-valued homes, despite a demonstrated need for affordable and rental housing, as opposed to apartment and manufactured housing construction typically built prior to 2000.

Housing Costs

The Market Assessment observed that the cost of housing in the Town of Riverhead and Suffolk County fluctuated significantly between 2000 and 2010, which was consistent with housing prices throughout the country. As excerpted from the Market Assessment:

"[I]nitially lower sales prices in Riverhead at the beginning of the decade (2000-2003) surpassed the county's median values in 2004 spurred by annual growth rates of 30% or more. Sustained double-digit growth rates at the local level pushed the town's peak sale price of \$470,000 well above the county's highest value of \$425,000. Housing prices remained fairly stable for several years following the peak but lost about 20% of their value between 2008-09 at the height of the recession." (page 9)

The Market Assessment made other observations with regard to housing costs:

- Sales in 2010 have shown a modest increase of one percent to three percent and overall, home values have held onto much of the gains made since 2000 which speaks to the continued strong demand for housing in the region.
- The average price for a single family home rose from \$181,000 in 2000 to \$389,000 as of 2010, an overall increase of 114 percent.



- The sale of new single-family construction over the last several years has typically been 25 percent to 30 percent higher than sales of existing homes. Between 2008 and 2010 the median sale price for recently constructed single family homes ranged from \$490,000 to \$560,000.
- The total number of sales has decreased substantially over the course of the decade, with 2010 totals numbering less than half of those occurring at the beginning of the decade.
- The higher cost of housing in Riverhead and Suffolk County as a whole highlight an on-going concern within the regional economy as it relates to the difficulty in maintaining an adequate supply of more affordably-priced workforce housing.

Employment and Business Trends

Industry Employment Trends

Major elements of industry employment trends, based on data from the New York Department of Labor, identified by the Market Assessment are as follows:

- Between 2000 and 2010 Long Island added approximately 8,100 jobs, a 0.7 percent increase over the 10-year period. The majority of this net growth occurred in Suffolk County.
- In Suffolk County, about 40 percent of the job growth was in the government sector (9,700 jobs added), with 60 percent in the private sector, where over 14,600 jobs were added. The four largest employment sectors in the County are Health Care and Social Assistance (13.4 percent), Retail Trade (12.6 percent), Manufacturing (8.8 percent), and accommodations and Food Services (6.4 percent).
- The largest declining sector on Long Island was Manufacturing, although Suffolk County's losses (-12,500 jobs) were more moderate than Nassau's (-18,190 jobs), suggesting greater resiliency in the industrial mix in the eastern half of Long Island.
- The Transportation of Passengers subsector experienced notable growth, adding over 1,700 employees during the decade. At the local level, this trend is reflected in the 50,000 SF Hampton Jitney bus terminal/ maintenance facility now under construction in Riverhead near the EPCAL property (on Edward Ave.).



- Other subsector growth trends that may be of significance for the EPCAL site are the historic and projected growth trends in Professional/Technical Services, Education and Health Care, and Leisure and Hospitality.

The Market Assessment then identified strong “Industry Clusters” on Long Island, defined as “a group of interconnected businesses and institutions that are concentrated in a geographic location and that are engaged in the production or provision of goods and services within a specialized sector of the economy.” The industry clusters identified as being potentially successful at the subject property include:

- Biomedical Cluster
- Information Technology
- Front Office/Producer Services
- Electronics and Imaging
- Forest Products
- Food Processing/Distribution
- Back Office/Outsourcing
- Communications, Software, and Media Services.

Establishments and Wages

The Market Assessment documents a significant increase in private sector businesses from 2000 to 2010 in Suffolk County, with over 6,250 businesses being established, representing a 14.7 percent increase. Data indicate that this growth was primarily driven by small business development. The employment sectors with the most significant growth over this time period were in Health Care and Professional/Technical services.

With regard to wages, it was observed that total wages in Suffolk County increased by 42 percent overall for all employment sectors. The Health Care, Manufacturing, Finance and Insurance, and Professional/Technical services sectors were the largest wage generators in Suffolk County from 2000 to 2010.

Labor Force

It is noted that the workforce in both the Town of Riverhead and Suffolk County as a whole grew significantly between 2000 and mid-2011, as the total workforce for these geographies increased by 3,600 and 43,100, respectively. However, since 2008, the labor force has declined two to three percent for Suffolk County and approximately 1.7 percent for the Town of Riverhead. As of February 2013 (the latest information available from the New York State Department of Labor), there were approximately 60,300 and 47,600 unemployed workers in Suffolk and Nassau Counties, respectively.



Real Estate Market Analysis

Office Market

The real estate analyses performed in the Market Assessment found that the office market demand on Long Island is lower than usual due to typical economic cycles in the region. At the time of the Market Assessment, the office vacancy rate was reported as being approximately 19.2 percent on Long Island,²³ which has been attributed to the decline of financial sectors during the recent recessionary period. Overall, it is estimated that there is approximately 6.15 million square feet (MSF) of vacant office space, of 32 MSF total.

Other prominent observations of the Market Assessment with regard to the office market are as follows:

- ▶ The Suffolk County office market is predominantly located west of the EPCAL property with no significant inventory tracked beyond the Medford/Yaphank area in Brookhaven.
- ▶ Rental rates are reportedly up slightly over the last year and expected to rise another 0.6 percent over the coming year. However, rents are still considered to be tenant-favorable and are likely to remain so until a significant portion of the vacancy is absorbed.
- ▶ Suffolk County absorbed an approximately 5.12 MSF of new office construction over the past decade.
- ▶ Although office vacancy rates are fairly high, commercial brokers suggest that improvements are anticipated in the market over the next year. However, there is still a significant inventory of vacant space that will need to be filled before any new large quantities of space are likely to be built and absorbed into the marketplace.

▼
²³ Note that, according to Newmark Grubb Knight Frank, as of April 2014, the office vacancy rate has dropped to 12.3 percent.



Industrial Market

The Market Assessment found that industrial space on Long Island is driven primarily by the need for warehousing, distribution, and materials processing facilities, as well as the need for flex space that can be utilized for multiple industrial-based needs. The overall vacancy rate for industrial space in Suffolk County at the time the Market Assessment was performed was 12.1 percent,²⁴ representing approximately 9.9 MSF of vacant industrial space of a total of approximately 81.3 MSF in the County.

Other findings of the Market Assessment with regard to the industrial market are as follows:

- Discussions with brokers indicated that in the years 2007 to 2011 there had been two to 2½ times as much industrial space coming available versus what is being absorbed through leasing activities.
- Over the last several years, New York State recorded only 61 transactions of industrial land totaling 476 acres. As shown, there was considerable variation in the average cost per acre since value is affected by location, conditions of the property, and total size.
- Despite the abundance of vacant space in the industrial market, construction still continues to some degree, as outdated facilities are replaced or existing businesses seek to modernize to remain competitive.

EPCAL Business Park (i.e., the Calverton Camelot Industrial Subdivision)

The real estate analysis component of the Market Assessment also included an overview of Calverton Camelot, which was identified as “the only real estate activity that can be tracked within the marketplace since it was vacated by Grumman 15 years ago” (P. 25). Calverton Camelot contains approximately 850,000 SF of usable commercial and industrial space, with an estimated 150,000 to 300,000 SF of this space available/vacant.

It was estimated that 25 to 30 businesses occupy Calverton Camelot, offering a diversity of services. However, many of these businesses are involved in the production of construction materials, including aggregate, steel, stone, and wood. Other businesses include electronics and transportation equipment production, computer software/data processing, petroleum processing/distribution, and recreational facilities.

▼
²⁴ Note that, according to Newmark Grubb Knight Frank, as of April 2014, the industrial vacancy rate has dropped to 5.2 percent.



Using these office and industrial market conditions as a baseline, several selected specialized market segments (i.e., specialty uses) were examined in the Market Assessment as potential redevelopment concepts for the subject property.

Specialty Uses

Several specialty uses were examined for their suitability at the subject property, based on previously examined suggestions for potential reuse of the property. The specialty uses examined included:

Aviation Uses

Much of the airport infrastructure, including the 7,000- and 10,000-foot runways, remains from the former Grumman operations at the subject site. As such, aviation uses, including a general aviation airport and a commercial service/air cargo airport, have been considered. With regard to the general aviation airport option, the Market Assessment found that substantial monetary investment would be needed in order to rehabilitate the existing infrastructure and install new infrastructure necessary for such a use. With regard to the commercial service/air cargo airport option, it was found that there was insufficient demand for such a use due to existing airports in the area providing such services. Thus, it was concluded that aviation uses were not a viable reuse for the subject property.

Native American Gaming Casino

The Shinnecock Nation, formally recognized by the Federal government in June 2010, has been looking for off-reservation locations in the region to build a gaming casino. The subject property has not been identified as a likely a candidate for the location of such a casino, as a location closer to New York City with higher population densities is desired.

Solar Panel Production

Solar panel energy production is seen as a viable reuse of the subject property, likely as an interim use on portions of the site (i.e., solar power generation infrastructure could be installed for 20 years, and then removed to allow for other development). Further, government programs and support make solar power generation a viable option.

Since the time of preparation of the Market Assessment, and at least partially due to requests for proposals that were issued by the Long Island Power Authority, the Town of Riverhead has received various inquiries regarding the potential construction of energy facilities at the EPCAL property. Thus, there is a demand for the siting of such facilities at EPCAL.



Brookhaven National Laboratory (BNL)

BNL was contacted in order to ascertain whether there were existing or planned programs at the laboratory that could potentially use the subject property. While BNL did not have any immediate projects or plans that could utilize the subject property, it was mentioned that the property was “on the radar” as part of an ongoing internal strategic review, which has been identifying facilities needs and long-term planning.

Professional Auto Racing

The subject property as a potential site for NASCAR or similar events has been a long-discussed possibility. Despite an interest in bringing such events closer to the New York City area, the Market Assessment found a number of reasons that such a use at the subject property would not be viable, primarily due to the inadequacy of the existing transportation system to handle traffic generated from such a venue and the preference to invest in existing track facilities rather than construct new ones. It was also mentioned that the Riverhead Raceway, a fixture in the Riverhead community for over 60 years, would likely have to be closed if a smaller venue racetrack (instead of a NASCAR- or similar-sized track) were developed at the subject property.

Private Motor Sports Venue

This specialty use would entail the development of a portion of the subject property for a facility for “owners of high performance vehicles to operate cars in a safe, controlled environment” (p. 37). Such a facility would operate similar to a golf country club, in which members would pay membership fees, and could include amenities such as a club house, fitness center, pool, tennis courts, restaurants, and private garages. The Market Assessment does not make a determination about the suitability of such a venue for the subject property; however, it is stated that sizeable land areas, proximity to population centers, and appropriate transportation access are necessary for such a use.

Polo/Equestrian Complex²⁵

A proposal had been made to the Town of Riverhead that would develop the western portion of the subject property with 400 residential lots, seven polo fields (including a field with a 10,000-person seating capacity), and a mixed-use component with restaurants, shops, pools, and other amenities for residents and tourists. As stated in the Market Assessment, the facility would be envisioned as a “world center for polo” (p. 39). Further, residences would likely not be for year-round use but rather as third- or fourth-homes used during polo-related

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²⁵ Note that a Mixed-Use and Polo Alternative is evaluated as an alternative to the proposed action in Section 7.2 of this DSGEIS.



events. Economic impacts were projected as \$800 million annually, with \$480 million in direct impacts.

Specialized Recreational Uses

Two specialized recreational uses were considered, including: 1) a sports tournament complex and 2) model airplane center. The tournament complex would be a venue for major soccer and lacrosse events, and would be constructed at a cost of \$3 million per field (which would include turf fields, lighting, and other associated amenities). The model airplane center option would include leasing five acres of land at the western end of the west runway for the development of a model airplane flying club. Such use would likely be relocated to another portion of the subject property as larger scale redevelopment plans were implemented.

Findings and Conclusions

Based on the existing socioeconomic conditions identified in the Market Assessment, as well as the examination of specialty uses, the following findings were made with regard to the subject property:

- Expansion of freight rail access at the subject property would be beneficial for both the existing Calverton Camelot and future redevelopment of the subject property, as it would broaden the subject property's appeal to various types of businesses. Such expansion of freight rail access could potentially allow for the development of a "Freight Village," described as a cluster of freight-dependent businesses, as well as other industrial and commercial business, around shared transportation infrastructure; the New York Metropolitan Transportation Council (NYMTC) identified the subject property as having potential for such development. It is stated that freight rail expansion offers one of the best opportunities for redevelopment.
- Reuse of existing airport infrastructure at the subject site, including the runways, for air cargo support is not viable due to high operating costs, limited demand, and existing facilities in the region.
- As the Town of Riverhead, as well as Long Island, is known for its agricultural character, agri-business and agri-tourism, the Market Assessment found that such development would be moderately viable at the subject property. Due to the small-scale and small-business oriented nature of said industries in the region, and the size of the subject property, such an alternative is not likely to be a primary redevelopment option. Rather, such a redevelopment option could be complementary to other larger alternatives, such as polo, equestrian, and/or auto-racing facilities.



- The establishment of a high-tech business/research park should be considered due to the strength of such sectors in the Long Island region. The Stony Brook University Incubator, medical centers in the area, and BNL, could all support such development at the subject property. Further, the continued growth of green technologies also presents development potential within this sector. However, sufficient infrastructure, the need for appropriate environmental permits, and low job creation associated with such a use should be considered.
- Based on the large size of the subject property and the unlikelihood of a single-use development for the entire site being viable, a mixed use planned unit development (PUD) should be considered, that would be comprised of a combination of the uses described above, as well as a limited residential use.

Conclusions for the specialty uses described above are as follows:

- Reestablishment of airport/air cargo uses at the subject property is not recommended due to the existence of multiple competing airports in the vicinity; the need for appropriate regulatory approvals; the substantial investment that would be required; permitting issues; and the need for subsidization.
- Solar panel energy production could be a viable reuse of the subject property, due to the availability of government programs, recent requests for proposals by the Long Island Power Authority, and the number of inquiries that the Town has received since the time of the preparation of the Market Assessment. The solar panel energy production could be part of a larger energy park.
- The Polo/Equestrian Complex could be viable due to the regional tourism-oriented and agricultural nature. Further, it would support existing and new retail and hospitality-related development in the area. While there would be significant economic benefits associated with this redevelopment alternative, consideration should be given to the projected low job generation and real estate taxes associated with such a use, as well as traffic-related issues.
- Due to the inadequacy of the surrounding roadway network and low population densities, a Professional Auto Racing venue at the subject property is not viable.
- Development of a Private Motor Sports facility would be dependent on procuring the necessary funding for such a venue; depending on amenities and track design, costs could range from \$3 to \$15 million. Such a venue would also complement the tourist-oriented nature of the area. Maintenance costs and common weather conditions on Long Island, such as rain and



snow, which could result in limited year-round use of such a facility, should be considered.

- Similar to the Private Motor Sports facilities discussed above, development of a soccer/lacrosse tournament complex would be dependent on funding. While events at the facility could provide economic benefits to the surrounding community, startup and operational costs make this development alternative less than desirable.
- A model airplane facility would, at best, be an interim use at the subject property, and would need to be relocated as larger scale development plans are implemented.
- The subject property is considered to remote to be viable for the development of a Native American gaming casino. However, development of a small-scale facility of the same nature at the subject property would allow for development of a larger-scale facility if market conditions were to change.

Implementation

In order to better position the subject property in the marketplace (and thus, for redevelopment), the Market Assessment recommended that a local redevelopment authority be established, charged with the following:

- Assembling a staff dedicated to marketing and developing the subject property.
- Establishing a one-stop contact point representing the Town of Riverhead to all interested developers as well as government and institutional liaisons.
- Removing the management and development of the subject property from the influences of short-term election cycles to allow for the fruition of a long-term plan.

In line with the first two implementation suggestions, it should be noted that, subsequent to the Market Assessment, in 2013, the New York State Senate and Assembly passed a bill establishing the EPCAL Reuse and Revitalization District, which was signed into law on October 23, 2013 (see Section 2.4.10). The law established a framework for redevelopment that will serve to expedite ultimate development approvals.



2012 Absorption Analysis

As a follow-up to the Market Assessment, in 2012, RKG performed an analysis of the potential land absorption, in terms of acreage and by use, for the development of the EPCAL site over the next fifteen years. The Absorption Analysis is included in its entirety in Appendix I of the DGEIS, including the assumptions and methodology utilized. A summary is provided below.

Analysis

Table 16 presents the analysis of non-residential absorption for EPCAL over the next fifteen years (through 2025).



The table above indicates:

- The Suffolk County private sector employment, in the identified industry sectors, is projected to increase by nearly 84,700 positions over the 2010 to 2025 time period. The Town of Riverhead is anticipated to capture between 3,400 and 5,000 of these employees, or approximately four percent to six percent.
- Considering the locational advantages of EPCAL, the availability of lots for both large- and small-scale development, and assuming aggressive marketing coupled with competitive pricing, RKG estimated that 75 percent of this growth could locate to EPCAL. As a result, the estimated employment growth at EPCAL is 2,500 to 3,800 positions.
- This increase in employment in turn equates to a demand for 1.34 MSF to 1.98 MSF of built space or approximately 89,000 to 132,000 SF annually over a 15-year period.
- Based on population and household trend data, the analysis forecasted the addition of 1,500 housing units in Riverhead over the next ten years, or about 150 units annually, somewhat less than the annual average (of single-family units) over the prior decade. It was estimated that EPCAL might capture 20 percent to 30 percent of this demand, or 30 to 50 units per year. It is assumed this level of absorption would continue beyond the next 10 years, resulting in an estimated 450 to 750 units that could potentially locate at EPCAL between now and 2025.
- Straight line absorption of the residential unit demand, at 30 to 50 units annually over the 2010 to 2025 period, results in an annual land absorption of 5 to 8 acres per year, assuming an average residential density of six units per acre (such as townhouses and cluster development) to as much as 15 to 25 acres per year at an average density of two units per acre (similar to Riverhead's town-wide average of 1.6 units per acre for single family units).
- Absorption beyond 2025 can be forecast on a continued straight-line basis; however, the confidence level diminishes the further out in time the forecast looks.

Conclusions

The following summarizes the estimates of land absorption at EPCAL:

- **Non-Residential** – In terms of acreage, assuming that Riverhead captures four percent to six percent of the growth in Suffolk County employment, EPCAL is estimated to realize absorption of seven acres to 10 acres annually for non-residential development over a 15-year period (2010 to 2025).



- EPCAL's locational advantage includes proximity to the Long Island Expressway, BNL, and the resort areas of the Hamptons, as well as the availability of freight rail access at the site.
- **Residential** – Annually, the residential development potential represents 30 to 50 units per year and approximately five to 25 acres per year depending on allowed density.
 - Anecdotal information indicates a need for workforce housing in the region, which could enhance residential absorption at EPCAL if permitted.

Employment

The subject property is currently undeveloped, outside of the Henry Pfeifer Community Center, the Grumman Memorial Park and the Veteran's Memorial Park. While, the two parks do not directly generate any employment, the Community Center is currently staffed with up to eight employees in the summer months. For the remainder of the year, the community center averages two to four employees.

Existing Real Property Tax Revenues

The subject property consists of several individual tax lots that are currently owned by either the Town CDA or the U.S. Navy (see Figure 3). Based on property tax data on record in the Town of Riverhead's Tax Assessor's Office, these individual parcels currently do not generate any property tax revenues to any taxing jurisdictions.

3.2.2 Potential Impacts

Employment Projections and Impacts

The following section summarizes the potential employment impact, based upon development in accordance with the Theoretical Mixed-Use Development Program. The economic and fiscal benefits analysis considers short-term construction and long-term operation of the proposed project.

Construction Jobs

Construction under the Theoretical Mixed-Use Development Program would have a short-term economic effect during the construction period. The regional economic benefits include direct expenditure on construction goods and services and indirect and induced economic activity within the region.



The construction period is projected to be approximately 20 years. It is anticipated that the majority of construction-related workers at the project site would come from the Nassau-Suffolk County region. These workers would be expected to have a positive economic benefit on existing local businesses in the surrounding area, purchasing food, gasoline, convenience shopping, etc.

Based on a projected labor cost of \$582,509,850 (60 percent of the total construction cost for development at maximum density, estimated to be approximately \$970.8 million) and an average hourly compensation of \$29.81 per hour per construction worker, the projected number of construction hours to complete the proposed construction is 19,540,753. Using 2,028 hours as the average number of construction hours a construction worker works per year,²⁶ the proposed development is projected to generate 482± full-time equivalent (FTE) construction jobs per year, or 9,635± FTE construction jobs over the anticipated build-out.

Permanent Jobs

Job generation ratios were calculated on a per-square-foot basis for the proposed mix of uses for the purposes of estimating the permanent job generation potential of the proposed full build-out. The factors utilized for permanent full-time employment opportunities, based on maximum development at full occupancy, included the following from the Urban Land Institute (ULI). ULI estimates employment levels for industrial development using the following figures:

- Industrial – Average 1.80 employees per 1,000 SF
- Office – Average 3.26 employees per 1,000 SF
- Retail – Average 1.50 employees per 1,000 SF

2025

The approximate size of the proposed uses and the associated projected number of full-time permanent employees are indicated in Table 17. Based upon this analysis, maximum potential development in accordance with the PD District, as depicted on the 2025 Theoretical Mixed-Use Development Program, is expected to generate approximately 5,396 permanent jobs (which is greater than the amount noted in the Absorption Analysis for 2025).²⁷



²⁶ Based on average of 39 hours per week.

²⁷ The analysis does not include the proposed residential development as it does not directly generate jobs.



Table 17 – Projected Permanent Jobs (2025)

Use	Total Area (Square Feet)	Employees per 1,000 Square Feet	Total Employees
Industrial/R&D	289,606	1.8	521
Office/Flex	1,330,305	3.26	4,337
Retail	358,785	1.5	538
Total	1,978,696	--	5,396

Source: Urban Land Institute (for employee generation factors).

Ultimate Build-Out (2035)

Based upon the analysis, maximum potential development in accordance with the PD District, as described in the 2035 Theoretical Mixed-Use Development Program, is expected to generate approximately 25,562 permanent jobs.

Table 18 – Projected Permanent Jobs (2035)

Use	Total Area (Square Feet)	Employees per 1,000 Square Feet	Total Employees
Industrial/R&D	6,886,836	1.80	12,396±
Office/Flex	3,667,752	3.26	11,957±
Retail	805,860	1.50	1,209±
Total	11,360,448	--	25,562±

Source: Urban Land Institute (for employee generation factors).

Development in accordance with the Theoretical Mixed-Use Development Program, would require employees in numerous fields, including, but not limited to: industrial and energy park workers, retail service (including clerks, cashiers and store managers) and other service needs associated retail and residential uses. In addition, there would be groundskeepers, janitorial and maintenance staff, sales positions, medical professionals, IT positions, office workers (e.g., office managers, bookkeepers, clerks), security personnel, business owners, CEOs and professional people (e.g., lawyers, architects, accountants, engineers) associated with office development. Therefore, it is anticipated that development in accordance with the proposed PD District, as illustrated on the Theoretical Mixed-Use Development Program, would provide employment opportunities to people in the surrounding area of the project site.



Projected Property Tax Revenues

The property tax revenues have been determined by considering what would be generated if the proposed development were completed and occupied today. This approach recognizes that development often requires several years to be completed and that inflation will increase costs and revenues over time. It assumes that the rising costs of public services will be matched by an essentially comparable increase in revenues through increases in the tax rate, all other things held constant.

Implementation of the proposed action would result in the conversion of the non-tax-generating parcels in the rezoning area into a mixed-use development. The increased market value of the project area with these improvements would result in an increase in property tax revenues. The proposed action is, therefore, expected to generate higher revenues to various taxing jurisdictions in Suffolk County and the Town of Riverhead.

2025

The property tax analysis was performed using the 2025 Theoretical Mixed-Use Development Program, which would potentially introduce:

- 289,606 SF of industrial²⁸/R&D/flex space
- 1,330,305 SF of office/medical office/flex or institutional space
- 358,785 SF commercial/retail space
- 150 residential units (supportive of commercial/industrial development at EPCAL).

In order to estimate the project's assessed value, an assessed value of the project was obtained from the Town of Riverhead Board of Assessors (see Appendix J).

Accordingly, the total projected future assessed value based upon development in accordance with the 2025 Theoretical Mixed-Use Development Program would be \$52,255,500, as follows:

- Industrial/R&D/flex: \$5,792,100
- Office/flex/medical office: \$33,257,600
- Commercial/retail: \$7,893,300
- Residential: \$4,312,500



²⁸ Includes energy park space.



Table 19 summarizes the projected property tax revenues and the net increase in property taxes generated by development as depicted on the 2025 Theoretical Mixed-Use Development Program. As indicated below, the total projected property taxes based upon future development in accordance with the 2025 Theoretical Mixed-Use Development Program is \$8,564,230±, which is an increase of \$8,564,230± over the existing condition, since no property taxes are currently generated. The projected revenues presented are based on 2014 tax rates (see Appendix J). With no changes in assessments, these rates are likely to increase over time.



Table 19 – Projected Property Tax Revenues: Theoretical Mixed-Use Development Program (2025)

Taxing Jurisdiction	2013-14 Tax Rate (per \$1,000 AV)	Assessed Value	Projected Taxes	Net Increase Over Existing Conditions
<i>Suffolk County</i>				
Suffolk County	\$1.27	\$51,255,500.00	\$64,838.21	\$64,838.21
NYS Real Prop Tax Law	\$3.16	\$51,255,500.00	\$161,813.61	\$161,813.61
NYS MTA Mandate	\$0.05	\$51,255,500.00	\$2,306.50	\$2,306.50
S.C. Out of County Tuition	\$0.24	\$51,255,500.00	\$12,506.34	\$12,506.34
Total taxes paid to Suffolk County	\$4.71	\$51,255,500.00	\$241,464.66	\$241,464.66
<i>Town of Riverhead</i>				
General Town	\$38.96	\$51,255,500.00	\$1,996,914.28	\$1,996,914.28
Highway	\$8.61	\$51,255,500.00	\$441,361.11	\$441,361.11
Street Lighting	\$1.18	\$51,255,500.00	\$60,378.98	\$60,378.98
Total taxes paid to the Town of Riverhead	\$48.75	\$51,255,500.00	\$2,498,654.37	\$2,498,654.37
<i>School taxes – Riverhead CSD</i>				
Riverhead CSD	\$100.59	\$51,255,500.00	\$5,155,585.72	\$5,155,585.72
Total taxes paid to the Riverhead CSD	\$100.59	\$51,255,500.00	\$5,155,585.72	\$5,155,585.72
<i>Other Taxes</i>				
Manorville Fire District ¹	\$6.55	\$51,255,500.00	\$335,877.29	\$335,877.29
Riverhead Ambulance	\$1.93	\$51,255,500.00	\$98,923.12	\$98,923.12
Riverhead Water District	\$0.94	\$51,255,500.00	\$47,923.89	\$47,923.89
Riverhead Free Library	\$3.61	\$51,255,500.00	\$185,134.87	\$185,134.87
Baiting Hollow Free Library	\$0.01	\$51,255,500.00	\$666.32	\$666.32
Total Other Taxes	\$13.04	\$51,255,500.00	\$668,525.49	\$668,525.49
Total Projected Property Tax Revenues ²	\$167.09	\$51,255,500.00	\$8,564,230.24	\$8,564,230.24

Sources: Assessed value calculated by Town of Riverhead Board of Assessors; Projected Property Tax Revenues calculated by Town of Riverhead Board of Assessors. Projected Property Tax Revenues by jurisdiction calculated by VHB Engineering, Surveying and Landscape Architecture, P.C.

Notes: ¹ The subject property is located within the Manorville, Riverhead, and Wading River Fire Districts. Manorville was utilized by the Board of Assessors as the default district since the majority of the future development lots are located in that jurisdiction. However, taxes generated would be distributed to the proportionate portion of each lot within each fire district and, thus, cannot be determined at this time. Taxes would be based on the specific tax rate for each district– Manorville (\$6.55), Wading River (\$6.44), Riverhead (\$7.42). It should be noted that no development is proposed within the service area of the Riverhead Fire District.

² The Board of Assessors did not include taxes to be generated for the Calverton Sewer District (either ad valorem or rent), which would increase the amount of taxes to be generated by approximately 30 cents per \$1,000.00 of assessed value. In addition, the Calverton Sewer District would receive \$25.809 per every 1,000 gallons of sewage sent to the STP for processing and treatment.



Projected Property Tax – Town and County

The estimated net increase between the total current tax revenues generated in the project area for Suffolk County and the total future tax revenues for the 2025 Theoretical Mixed-Use Development Program is projected to be approximately \$241,464.66±.

The estimated net increase between the total current tax revenues generated by the project area for the Town of Riverhead and the total 2025 future tax revenues for the maximum density development in accordance with the PD District is projected to be approximately \$2,498,654.37±.

Projected Property Tax – School

The projected tax revenues presented are based on the current tax rate for the Riverhead CSD. With no changes in assessments, these rates are likely to increase over time. The net increase between the total current school tax revenues for the Riverhead CSD generated in the project area and the total 2025 future school tax revenues for maximum density development in accordance with the PD District are projected to be approximately \$5,155,585.72±.

Projected Property Tax – Other Special Districts

The net increase between the total current tax revenues generated in the project area for the Manorville, Wading River, and Riverhead Fire Districts and the total 2025 future tax revenues from maximum density development in accordance with the PD District is projected to be approximately \$668,525.49±.

Ultimate Build-Out

The property tax analysis was performed using the 2035 Theoretical Mixed-Use Development Program, which would potentially introduce:

- 6,886,836 SF of industrial²⁹/R&D/flex space
- 2,927,232 SF of office/flex and 740,520 SF of medical office space (3,667,752 SF total)
- 805,860 SF commercial/retail space
- 300 residential units (supportive of commercial/industrial development at EPCAL).

Pursuant to the adopted scope, In order to estimate the project's assessed value, an assessed value of the project was obtained from the Town of Riverhead Board of

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²⁹ Includes energy park space.



Assessors. Accordingly, the total projected future assessed value based upon development in accordance with the 2035 Theoretical Mixed-Use Development Program would be \$255,784,400, as follows:

- Industrial/R&D/flex: \$137,736,700
- Office/flex/medical office: \$91,693,800
- Commercial/retail: \$17,728,900
- Residential: \$8,625,000

Table 20 summarizes the projected property tax revenues and the net increase in property taxes generated by development as depicted on the 2035 Theoretical Mixed-Use Development Program. As indicated below, the total projected property taxes based upon future development in accordance with the 2035 Theoretical Mixed-Use Development Program is \$42,738,759.61±, which is an increase of \$42,738,759.61± over the existing condition. The projected revenues presented are based on 2014 tax rates. With no changes in assessments, these rates are likely to increase over time.



Table 20 – Projected Property Tax Revenues: Theoretical Mixed-Use Development Program (Ultimate Build-Out)

Taxing Jurisdiction	2013-14 Tax Rate (per \$1,000 AV)	Assessed Value	Projected Taxes	Net Increase Over Existing Conditions
<i>Suffolk County</i>				
Suffolk County	\$1.27	\$255,784,400.00	\$323,567.27	\$323,567.27
NYS Real Prop Tax Law	\$3.16	\$255,784,400.00	\$807,511.35	\$807,511.35
NYS MTA Mandate	\$0.05	\$255,784,400.00	\$11,510.30	\$11,510.30
S.C. Out of County Tuition	\$0.24	\$255,784,400.00	\$62,411.39	\$62,411.39
Total taxes paid to Suffolk County	\$4.71	\$255,784,400.00	\$1,205,000.31	\$1,205,000.31
<i>Town of Riverhead</i>				
General Town	\$38.96	\$255,784,400.00	\$9,965,360.22	\$9,965,360.22
Highway	\$8.61	\$255,784,400.00	\$2,202,559.47	\$2,202,559.47
Street Lighting	\$1.18	\$255,784,400.00	\$301,314.02	\$301,314.02
Total taxes paid to the Town of Riverhead	\$48.75	\$255,784,400.00	\$12,469,233.72	\$12,469,233.72
<i>School taxes – Riverhead CSD</i>				
Riverhead CSD	\$100.59	\$255,784,400.00	\$25,728,329.66	\$25,728,329.66
Total taxes paid to the Riverhead CSD	\$100.59	\$255,784,400.00	\$25,728,329.66	\$25,728,329.66
<i>Other Taxes</i>				
Manorville Fire District ¹	\$6.55	\$255,784,400.00	\$1,676,155.17	\$1,676,155.17
Riverhead Ambulance	\$1.93	\$255,784,400.00	\$493,663.89	\$493,663.89
Riverhead Water District	\$0.94	\$255,784,400.00	\$239,158.41	\$239,158.41
Riverhead Free Library	\$3.61	\$255,784,400.00	\$923,893.25	\$923,893.25
Baiting Hollow Free Library	\$0.01	\$255,784,400.00	\$3,325.20	\$3,325.20
Total Other Taxes	\$13.04	\$255,784,400.00	\$3,336,195.93	\$3,336,195.93
Total Projected Property Tax Revenues ²	\$167.09	\$255,784,400.00	\$42,738,759.61	\$42,738,759.61

Sources: Assessed value calculated by Town of Riverhead Board of Assessors; Projected Property Tax Revenues calculated by Town of Riverhead Board of Assessors. Projected Property Tax Revenues by jurisdiction calculated by VHB Engineering, Surveying and Landscape Architecture, P.C.

Notes: ¹ The subject property is located within the Manorville, Riverhead, and Wading River Fire Districts. Manorville was utilized by the Board of Assessors as the default district since the majority of the future development lots are located in that jurisdiction. However, taxes generated would be distributed to the proportionate portion of each lot within each fire district and, thus, cannot be determined at this time. Taxes would be based on the specific tax rate for each district– Manorville (\$6.55), Wading River (\$6.44), Riverhead (\$7.42). It should be noted that no development is proposed within the service area of the Riverhead Fire District.

² The Board of Assessors did not include taxes to be generated for the Calverton Sewer District (either ad valorem or rent), which would increase the amount of taxes to be generated by approximately 30 cents per \$1,000.00 of assessed value. In addition, the Calverton Sewer District would receive \$25.809 per every 1,000 gallons of sewage sent to the STP for processing and treatment.



Projected Property Tax – Town and County

The estimated net increase between the total current tax revenues generated in the project area for Suffolk County and the total future tax revenues for the 2035 Theoretical Mixed-Use Development Program is projected to be approximately \$1,205,000.31.

The estimated net increase between the total current tax revenues generated by the project area for the Town of Riverhead and the total 2035 future tax revenues for the maximum density development in accordance with the PD District is projected to be approximately \$12,469,233.72.

Projected Property Tax – School

The projected tax revenues presented are based on the current tax rate for the Riverhead CSD. With no changes in assessments, these rates are likely to increase over time. The net increase between the total current school tax revenues for the Riverhead CSD generated in the project area and the total 2035 future school tax revenues for maximum density development in accordance with the PD District are projected to be approximately \$25,728,329.66±.

Projected Property Tax – Other Special Districts

The net increase between the total current tax revenues generated in the project area for the Manorville, Wading River, and Riverhead Fire Districts and the total 2035 future tax revenues from maximum density development in accordance with the PD District is projected to be approximately \$3,336,195.93±.

Conclusions

Based on the analysis presented in this section, the overall socioeconomic impacts of the redevelopment of this area in accordance with the proposed PD District to the Town of Riverhead and Suffolk County as a whole are expected to be positive, including:

- 482± FTE construction jobs annually (9,635± FTE construction jobs over the projected construction period)
- 25,562± permanent jobs in the full build-out of the property in 2035³⁰

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³⁰ The generation of these employees would likely conflict with the Town of Riverhead Comprehensive Plan's goals of limiting population growth to under 51,000 persons (see Sections 3.1.2 and 9.0).