VOLUNTARY DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

Riverview Lofts

Site Plan/Special Permit Application

SCTM: 600-129-1-21 & 22
Hamlet of Riverhead, Town of Riverhead
Suffolk County, New York

Prepared for:
Georgica Green Ventures, LLC
50 Jericho Quadrangle, Suite 200
Jericho, New York 11753
Contact: Matthew Ardito, Project Manager
(516) 390-9387

For submission to:
Town of Riverhead, Town Board
c/o Town Planning Department
200 Howell Avenue
Riverhead, New York 11901
Contact: Jefferson V. Murphree, AICP; Building and Planning Administrator
(631) 727-3200

Lead Consultant/Primary Preparer:
Nelson, Pope, & Voorhis, LLC
572 Walt Whitman Road
Melville, New York 11747
Contact: Charles Voorhis, CEP, AICP; Managing Partner
(631) 427-5665

NP&V Project No. 16068

June 2017
Revised July 31, 2017

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matthewardito@georgicagreen.com
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Contact: Jefferson V. Murphree, AICP; Building and Planning Administrator
Murphree@townofriverhead.gov
(631) 727-3200

Prepared by:

(Environmental Analysis and Planning)
Nelson, Pope & Voorhis, LLC
572 Walt Whitman Road
Melville, New York 11747
Contact: Charles Voorhis, CEP, AICP; Managing Partner
cvoorhis@nelsonpope.com
(631) 427-5665

(Architecture)
The Stephen B. Jacobs Group P.C.
381 Park Avenue South
New York, New York 10016
Contact: Jennifer Cheuk, AIA; Principal
jcheuk@sbjgroup.com
(212) 421-3712

(Traffic Engineering)
Nelson & Pope, LLP
572 Walt Whitman Road
Melville, New York 11747
Contact: Osman Barrie, PE
obarrie@nelsonpope.com
(631) 427-5665

(Structural Engineering)
Wexler Associates
12 West 32nd Street, 8th Floor
New York, New York 10001
Contact: Neil Wexler, President
nwexler@nwexler.com
(212) 643-1500

(Civil Engineering)
Galli Engineering, P.C.
35 Pinelawn Road, Suite 209E
Melville, New York 11747
Contact: Warren D. Hanson, Senior Civil Designer
whanson@gallieng.com
(631) 271-9292

(Mechanical, Electrical & Plumbing Engineer)
Sideris Kefalas Engineers PC
217-22 Northern Boulevard
Bayside, New York 11361
Contact: Stephen Murphy, Project Manager
stephen@skenyc.com
(718) 224-9091

Date of Acceptance by Lead Agency: ***June 20, 2017***

Comments to the Lead Agency are to be submitted by: ***July 20, 2017***

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SUMMARY

SUMMARY

Introduction

This document is a Voluntary Draft Environmental Impact Statement (DEIS) for a project known as **Riverview Lofts** (hereafter, the *"proposed project"*). The site of this proposal is in the downtown area of Riverhead hamlet, Town of Riverhead (hereafter, *"the project site"* or *"the subject site"*). **Figures S-1a and S-1b** provide regional and local location maps of the project site, respectively *(all figures will be found in the section following the main text of this document)*. Note that the site is currently occupied by two structures, whose street addresses are 221 East Main Street and 31 McDermott Avenue.

The proposed use is consistent with the Town of Riverhead Zoning Code designation for the subject site, which is DC-1. A mixed-use development of this type is encouraged by zoning and is well-grounded in the planning efforts of the Town as embodied in the East Main Street Urban Renewal Plan (EMSURP), and the Town of Riverhead Peconic River/Route 25 Corridor Step II Brownfields Opportunity Area (BOA) plan, and is consistent with Town initiatives to revitalize downtown Riverhead as will be further discussed. Further, the project will provide needed quality housing for households characterized by a mix of incomes, in a pedestrian-friendly, transit-oriented environment. The site is within the Town Main Street Historic District (see **Figure S-2**).

The site is composed of two contiguous developed tax lots, designated as follows (see **Topographical Survey**, *in a pouch at the back of this document* and **Table S-1**):

Table S-1
PROJECT SITE IDENTIFICATION

Parameter	221 East Main Street [(1)] (Section/Block/Lot)	31 McDermott Avenue [(1)] (Section/Block/Lot)	Total
Tax Lot Designation [(2)]	129/1/21	129/1/22	---
Square Feet (SF)	26,597	10,570	37,167
Current Use	Commercial (vacant)	Commercial (occupied)	---

(1) Both tax lots are in District 0600 (Town of Riverhead).
(2) Per Suffolk County Tax Map designation.

A site plan application was submitted to the Board in December 2016, to allow for the development of the proposed project. As part of that application package, the applicant prepared a Part 1 Environmental Assessment Form (EAF), which generally describes the project and provides general information to the Town with respect to potential impacts of the project. The EAF Part 1 is contained herein, in **Appendix B-1**. Subsequently, and in an effort to provide the Board with additional project information and potential impact analyses, the applicant prepared a Supplement to the EAF Part 1, and submitted it to the Board in December 2016.

The Town Board conducted a coordinated review among involved agencies to assume lead agency status beginning on May 25, 2017. Having received concurrence from involved

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FIGURE S-1a
REGIONAL LOCATION MAP

Source: ESRI Web Mapping Service

Scale: 1 inch = 1,000 feet

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Riverview Lofts
Riverhead

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FIGURE S-1b
LOCAL LOCATION MAP

Source: ESRI Web Mapping Service

Scale: 1 inch = 100 feet

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Riverview Lofts
Riverhead

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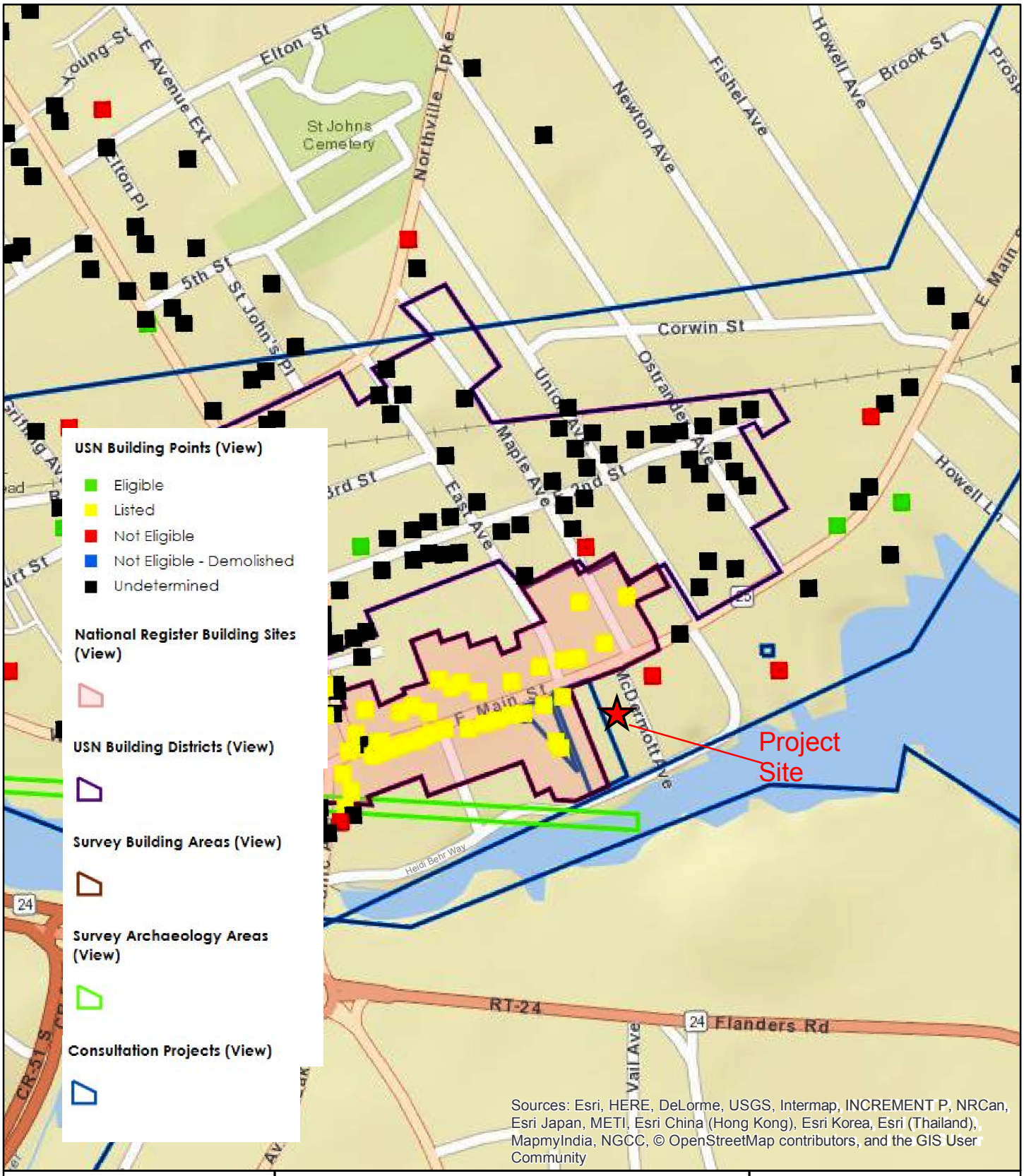

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FIGURE S-2
CULTURAL RESOURCES SENSITIVITY MAP, SHPO

Source: State Historic Preservation Office, ESRI Webmapping Service
Scale: 1 inch = 500 feet

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Riverview Lofts
Riverhead

Voluntary DEIS

agencies, the Town Board assumed lead agency and deemed this Voluntary DEIS acceptable for circulation to involved agencies and the public on June 15, 2017 for a period of 30 days. This document ensures that the Board takes a "hard look" at the project and will assist in determining potential impacts of the proposed project in order to support a State Environmental Quality Review Act (SEQRA) determination of significance.

Description of the Proposed Project

The approximately 0.85-acre project site is located at the southwestern corner of the intersection of East Main Street and McDermott Avenue; the site is roughly rectangular in shape, with its narrow northern side fronting on the south side of East Main Street, while its longer eastern side fronts on the west side of McDermott. The site is currently developed and occupied on the north by a vacant, one-story brick commercial structure that fronts on East Main Street (the "221 East Main Street building"), and on the south by an occupied two-story frame commercial/residential building (the "31 McDermott Avenue structure"). The central portion of the property features an at-grade parking lot for the 221 East Main Street structure. This privately-owned parking area is accessed only from McDermott Avenue; there is no vehicle access from East Main Street. This privately-owned parking area is accessed only from McDermott Avenue; there is no vehicle access from East Main Street. As this portion of the site is currently unused, this parking area is used by the public for parking. On-site parking will consist of 55 spaces (of which three will be set aside as handicapped spaces) although none are required since the subject site is within the Riverhead Parking District which considers the abundance of Town parking available on the street and in lots throughout the downtown area as will be further discussed herein. The parking area is primarily vacant due to vacancies in the on-site building, though it may be used by the public without permission of the property owner.

The applicant, Georgica Green Ventures, LLC, seeks Board approval to demolish the two existing structures on the site, and construct a single five-story mixed-use structure featuring 12,623 SF of first-floor commercial spaces (at-grade with East Main Street) and four floors of apartments (116 units; see **Sheets C-101.00, A-013.00, A-014.00 and A-015.00)**. Note that specific type(s) of tenants are not presently known for the commercial spaces; in order to provide a "conservative" analysis of potential impacts, this document assume restaurant use for 11,115 SF of this area; the remaining 1,508 SF is assumed to be retail space.

Because the subject site slopes downward toward to south from East Main Street, the proposed lower level for parking beneath the structure will be accessed via McDermott Avenue (see **Sheet A-016.00** and **Figure S-3**). These spaces will be available to the project's residents on a first-come, first-served basis; patrons of the project's commercial spaces will park elsewhere.

Of the 116 apartments, 115 will be rented, and one (1) apartment will be set aside for occupancy by the building superintendent. There will be space on the rooftop for a gathering place for the building's residents.

The provision of work force and next generation housing for various income levels is a key beneficial feature of the project that furthers the housing goals of the Town.

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FIGURE S-3
ARCHITECT'S RENDERING

Source: Architect
Not to Scale

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Riverview Lofts
Riverhead

Voluntary DEIS

In addition, there are number of agencies contributing to the funding for the project, and include:

- New York State (NYS) Homes & Community Renewal
- NYS Housing Finance Agency
- Governor's Office of Storm Recovery
- Suffolk County Department of Economic Development and Planning (SC Affordable Housing Opportunities Program)
- Riverhead Industrial Development Agency
- NYS Empire State Development (RESTORE NY Communities Initiative Municipal Grant Program)

As noted, the project conforms to the 2003 Town Comprehensive Plan and to the goals and intent of the 2008 Update of the Town's EMSURP and the BOA, and will conform to many of the applicable Town Zoning Code bulk and setback requirements for development in the site's DC-1 zoning district. However, the project requires six (6) variances from the Town Zoning Board of Appeals (ZBA), one to exceed the maximum size of the studio units and five related to the on-site parking spaces (see **Sheet C-002.00**), as follows:

- Minimum Parking Stall Size
- Minimum Back-Up Aisle Width
- Minimum Parking Stall Size [handicapped]
- Minimum Access Aisle Width
- Minimum Width at Curb Cut

In addition, the project needs a Town Board (hereafter, *"the Board"*) special permit to exceed the maximum allowed building coverage (80% of the site allowed, 91.75% requested). **Section 2.1.2** discusses the project's conformance to the standards on which the Board will review the special permit request and determine whether those standards are met.

As noted above, the subject site is privately owned and currently has 27 parking stalls. Prior Town reports and mapping **(BOA, 2013 and Map of Downtown Riverhead Parking District, 12/29/2008[1])** identified the site as a public parking lot; however, the site is privately owned and proposed to be re-developed. Under existing conditions, on-site parking would only be available to serve on-site uses. For proposed conditions with the Riverview Lofts site use, on-site parking is not required since the site lies within the Downtown Parking District. Nevertheless, the Applicant recognizes that maintaining adequate parking is important for downtown Riverhead, and seeks to reduce the off-site parking demand of the proposed project by providing some on-site parking. This parking also provides a benefit to the residents of the subject site. As a result, the design team sought to provide on-site parking in consideration of the site size. The design review process resulted in the proposed site design to accommodate 55 spaces, some of which require a variance of the stall size and would be available for use by compact cars. The inclusion of this parking as part of the building design results in the need for a variance of the 80% maximum allowable building coverage. The outcome is a building that covers 91.75% of the site, or an 11.75% increase in building coverage. The project architect Stephen B. Jacobs Group, P.C. indicates that if the parking were not provided as per the proposed design, the building would be less than the 80% maximum allowable lot coverage, specifically 69% lot coverage.

[1] http://www.townofriverheadny.gov/docview.aspx?docid=30459

Consequently, the variance is requested in connection with project approvals in order to provide 55 parking stalls on site, where none are required, as well as the requested variance for the smaller size of some of the proposed parking stalls.

As shown in the plans, 25 of the 31 proposed studio units will exceed the maximum floor space of 450 SF allowed under the Town Zoning Code in the DC-1 district, thus requiring a ZBA variance. The Applicant's Limited Scope Marketing Study (see **Appendix A-1**) includes an analysis of the rental rates for both market-rate projects and affordable projects in the region. As part of that analysis, studio units in other projects in the region that are comparable to those of the proposed project were surveyed. That analysis indicates that, for both market-rate and affordable projects, studio units in the region were in excess of 450 SF (in fact, for the four market-rate projects reviewed, studio units average 525.5 SF in size, and the one affordable project reviewed had a studio unit size of 670 SF). This demonstrates that a precedence for studio units in excess of 450 SF is well-established in the region, justifying the appropriateness of a ZBA variance. This also supports the Applicant's need to exceed the allowed site coverage of 80%

Table 2-2 discusses the project's conformance to the standards against which the Board will review the special permit request and determine whether those standards are met.

With respect to the number of parking spaces provided relative to the amount of development proposed, Town Zoning Code Section 301-231 I. states that, for a site within a designated Parking District, the requirements of the Town Zoning Code do not apply. That is, the presence and availability of free, public parking spaces off-site but nearby is expected to satisfy the parking needs of the residents and patrons of the development; the project is not required to provide any on-site parking spaces. However, in order to decrease the need for off-site municipal parking and provide a benefit to the site's residents, the Applicant will provide 55 on-site parking spaces (of which three will be handicapped spaces), and the balance of the project's parking needs will be met by off-site spaces within the Riverhead Parking District area. These spaces will be available to the project's residents on a first-come, first-served basis; patrons of the project's commercial spaces will park off-site, typical of other retail uses in the downtown. The two existing driveways onto McDermott Avenue will be closed, and the site will be accessed via a single, new driveway onto McDermott Avenue that leads directly into the internal groundlevel parking area beneath the building. This access will be "stop"-controlled for departing vehicles.

Sanitary wastewater from the project will be conveyed off-site via the existing network of the Riverhead Sewer District, and treated and discharged at the existing municipal facility. The project will conform to all applicable flow and design requirements of the Suffolk County Department of Health Services (SCDHS) and the Riverhead Sewer District (RSD).

The applicant has designed the project to:

- Conform to the Town Comprehensive Plan in terms of providing quality housing for households having a mix of incomes, in a downtown location with ground floor retail spaces;
- Conform to the goals and intent of the EMSURP and BOA for the area;

- Be consistent with the pertinent policies of the NYS Coastal Management Plan (CMP);
- Increase pedestrian traffic in the hamlet downtown area, to support commercial activity and enhance the hamlet downtown area aesthetic;
- Strike a balance between the yield permitted by the DC-1 zoning while remaining within a density that would not adversely impact the downtown hamlet character of the area and still support an economically viable project;
- Minimize potential adverse impact to groundwater resources by connecting to the public sanitary sewer system;
- Provide an aesthetically attractive development;
- Utilize an innovative drainage system design that will be reviewed and approved by the Town, to provide twice the minimum storage capacity than required by Town Code, and thereby minimize the potential impact to local stormwater runoff patterns from the release of overflow from the system onto Heidi Behr Way (see **Section 1.4.2**);
- Provide safe pedestrian and vehicle access in conformance with Town and County highway access limitations;
- Conform to all other appropriate land use requirements; and
- Provide superior site design, including appropriate on-site recreational amenities; walkability and sense of place through attractive community architecture and new plantings (eleven trees will be installed along McDermott Avenue; see **Sheet C-103.00**).

The environmental review process is a balancing process, wherein the potential adverse impacts of the proposed project are matched against its potential beneficial impacts, to give reviewing entities sufficient information and analysis to render an informed decision to approve or deny the application.

The analyses in this document support a conclusion that the potential adverse impacts of the proposed project will not be significant and will be geographically localized, and that the potential beneficial impacts will be significant.

- The proposed project is in conformance with and complements the local land use pattern; it generally conforms to the requirements of the DC-1 zoning district; it conforms to the Town Comprehensive Plan Update, the policies of the NYS CMP, and the EMSURP and BOA.
- The project also helps fulfill a need in the Town for quality housing for a mix of household incomes, by providing a substantial number of such units.
- The project would not strain the ability of any of the community services to adequately serve the site or project.
- The project will substantially increase the amount of property taxes generated by the site, which would offset at least a portion of the increased costs to provide such services, particularly educational expenses of the Riverhead CSD.
- With minor timing adjustments to the traffic signal at the intersection of East Main Street and McDermott Avenue/Maple Avenue for the northbound approach on McDermott Avenue, the project's TIS indicates that there would be no significant traffic impacts associated with the project.
- The project will not adversely impact resources because of its connections to the public sanitary and stormwater sewer systems.
- The site's soils do not present any engineering-related limitations on the project.
- The two ESAs prepared for the existing buildings on the site indicate the presence of a UST, and the potential presence of a second UST. These will be investigated prior to the onset of

construction and properly removed; any impacted soils will be properly remediated at that time, to the satisfaction of the appropriate County and NYS agencies.

- There are no cultural resources on the site, so that no direct impact to such resources could or would occur. The new building has been designed to have an architectural appearance conforming to that of its surroundings, and is oriented to present its narrow side facing East Main Street, to minimize its potential to visually dominate the character along that corridor.

Anticipated Impacts

Land Use, Zoning and Plans

Land Use

As the site is presently considered to be Commercial and Residential land use, and the proposed project is also commercial and residential, there would be no significant change in the land use category of the site, or to the pattern of land uses in the area. The amount of residential development in the vicinity would be increased by the proposed project, as would the amount of commercial space in that same area. However, the Town prepared supporting plans, and created and adopted zoning specifically to address the needs of the Town of Riverhead as embodied in the DC-1 district. This zoning is intended to establish land use that will assist in the revitalization of downtown Riverhead and this resultant land use has been supported by the Comprehensive Plan Update, the EMSURP, the NYS CMP, and the BOA. Therefore, since these uses characterize the hamlet downtown area, and these uses conform to the area's DC-1 zoning and the recommendations of the pertinent plans (as will be discussed below), neither of these increases would represent a significant adverse impact on land use.

Zoning

As the proposed project does not involve a change of zone of the site, there will be no impact on the pattern of zoning in the vicinity. **Table S-2** lists the various building bulk and setback requirements of the DC-1 zoning district, along with the pertinent quantity of the proposed project. As can be seen, the proposed project will conform to many of the applicable requirements of the DC-1 district, with the following six exceptions:

- Maximum Size of Studio Units
- Minimum Parking Stall Size
- Minimum Back-Up Aisle Width
- Minimum Parking Stall Size [handicapped]
- Minimum Access Aisle Width
- Minimum Width at Curb Cut

The project will require variances from the ZBA related to the above six items.

The variance for the size of the studio units is necessary to provide the type of unit that the applicant has determined would be appropriate to meet the market demand for such units; smaller studio units meeting the Town Code standard would not be as marketable or attractive to potential occupants as the units of the sizes proposed. As stated by the Applicant:

> We build many units across Long Island and the State, and in order to attract people to the downtown, all of the units need to be able to compete with other choices for housing, such as renting larger single-family homes or other apartments in the area. The studio sizes we are proposing are not especially large (especially outside of New York City) and we think will be attractive/functional units.

As stated in **Section 1.1**:

> The Applicant's Limited Scope Marketing Study (see **Appendix A-1**) includes an analysis of the rental rates for both market-rate projects and affordable projects in the region. As part of that analysis, studio units in other projects in the region that are comparable to those of the proposed project were surveyed. That analysis indicates that, for both market-rate and affordable projects, studio units in the region were in excess of 450 SF (in fact, for the four market-rate projects reviewed, studio units average 525.5 SF in size, and the one affordable project reviewed had a studio unit size of 670 SF). This demonstrates that a precedence for studio units in excess of 450 SF is well-established in the region, justifying the appropriateness of a ZBA variance.

The other five variances are needed as a result of the applicant's goal to maximize the number of parking spaces while striving to meet the requirements of the Town Code parking-related dimensional standards, in consideration of the limited space available for the parking spaces.

For the proposed project, on-site parking is not required since the property is in the Downtown Parking District. Nevertheless, the Applicant recognizes that maintaining adequate public parking is important for downtown Riverhead, and seeks to reduce the off-site parking demand of the proposed project by providing some on-site parking. This parking also provides a benefit to residents of the subject site. As a result, the design team sought to provide on-site parking, insofar as possible considering limitations posed by the site's size and configuration, as well as by the building's structure/architecture. The design review process resulted in the proposed site design to accommodate 55 spaces, some of which require a variance of the stall size and would be available for use by compact cars. The inclusion of this parking as part of the building design results in the need for a variance of the 80% maximum allowable building coverage. The outcome is a building that covers 91.75% of the site, or an 11.75% increase in building coverage. The project architect Stephen B. Jacobs Group, P.C. indicates that if the parking were not provided as per the proposed design, the building would conform to the 80% maximum allowable lot coverage.

Riverhead seeks residential occupancy for revitalization and a healthy downtown environment. Similarly, ground floor retail adds to the vibrancy to the downtown setting. The applicant has significant experience in designing successful projects with full occupancy. The economic feasibility of a project is critical to its success. Changes to the unit sizes/numbers, or commercial use are not advisable if the project is to be successful and meet the goals of the applicant and the Town of Riverhead to achieve the revitalization envisioned in the various Town land use plans.

Table S-2
CONFORMANCE TO BULK, HEIGHT & SETBACK REQUIREMENTS
DC-1 Zoning District

Parameter	Required	Provided
Town Zoning Code Section 301-142		
Lot Area, Minimum (SF)	5,000	37,167
Lot Width at Front Street, Minimum (feet)	50	382
Building Lot Coverage, Maximum with Sewer (%)	80	91.75.0*
Impervious Surfaces, Maximum (%)	100	100
Building Height, Maximum (feet)	60	60
Floor Area Ratio, Maximum with Sewer	4.00	3.15
Front Yard Depth, Minimum (feet)	0	<1
Side Yard Width, Minimum, Corner Lot (feet)	0	<1
Side Yard Depth, Minimum, Combined (feet)	0	<1
Rear Yard Depth, Minimum (feet)	0	<1
Parking Stall Size, Minimum (feet)	10 X 20	8.5 X 18*
Back-Up Aisle, Minimum (90º, feet)	24	20*
Parking Stall Size (Minimum (handicapped; feet)	10 X 20	8 X 18*
Access Aisle Width, Minimum (feet)	8	5*
Width at Curb Cut, Minimum (feet)	24	20*
Town Zoning Code Section 301-141		
Permitted Use:	---	---
Retail Store (Max., SF)	10,000	1,508
Restaurant	allowed	Complies
Studio Apartment (Min. to Max., SF)	300-450	410-519*
Town Zoning Code Section 301-231		
Off Street Parking	n/a	n/a

*Variance required from ZBA.

Riverhead seeks residential occupancy for revitalization and a healthy downtown environment. Similarly, ground floor retail adds to the vibrancy to the downtown setting. The applicant has significant experience in designing successful projects with full occupancy. The economic feasibility of a project is critical to its success. Changes to the unit sizes/numbers, or commercial use are not advisable if the project is to be successful and meet the goals of the applicant and the Town of Riverhead to achieve the revitalization envisioned in the various Town land use plans.

Table S-3 lists the Town Code standards under which the Town Board will review the special permit requested, to determine whether these standards have been met and the special permit can justifiably be approved and issued.

Land Use Plans

Town Comprehensive Plan (November 2003) - The plan recommended that the subject site be developed with uses conforming to the DC zoning district (see **Figure 2-3a**). Following are brief discussions as to whether and how the project conforms to the goals and recommendations of each of the nine Town Comprehensive Plan elements pertinent to the proposed project.

Table S-3
CONFORMANCE TO SPECIAL PERMIT STANDARDS

Standard	Building Lot Coverage Special Permit
§301-312 The Town Board and the Planning Board may consider, among other matters or factors which either Board may deem material, that:	
A. The site is particularly suitable for the location of such use in the community.	The project site is well-suited for the proposed mixed-use (i.e., upper-floor residential and ground floor commercial spaces) project, as such uses dominate successful downtown areas and are present in the Riverhead hamlet downtown area, and reflect the goals of established Town zoning and planning efforts specified for this area in land use plans.
B. The plot area is sufficient, appropriate and adequate for the use and the reasonably anticipated operation and expansion thereof.	The project site is adequately-sized to accommodate the proposed project. The project will provide 55 more parking stalls than are required by zoning, and the design and development of the building fits well within the proposed project site.
C. The characteristics of the proposed use are not such that its proposed location would be unsuitably near to a church, school, theater, recreational area or other place of public assembly.	The project site is located opposite both a church (to the north) and a public recreation area (to the south). However, the nature and magnitude of the project are such that neither of these public resources would be significantly or adversely impacted if the special permit were to be approved, and would in fact be enhanced by the types of development proposed.
D. Access facilities are adequate for the estimated traffic from public streets and sidewalks, so as to assure the public in relation to the general character of the neighborhood and other existing or permitted uses within it, and to avoid traffic congestion; and further that vehicular entrances and exits shall be clearly visible from the street and not be within 75 feet of the intersection of street lines at a street intersection except under unusual circumstances.	The project has been designed and engineered with proper geometry to conform to all applicable Town standards for vehicle access and provide a safe means of ingress and egress from the site. In this way, safe and proper roadway operations would be assured. The project site is located in the Riverhead hamlet downtown area, and so his provided with sidewalks along its northern and eastern boundaries.
E. All proposed curb cuts and street intersections have been approved by the street or highway agency which has jurisdiction.	The project has been designed and engineered to conform to all applicable Town standards for vehicle access, which design will be subject to detailed review by Town engineering staff during the site plan application review process, ensuring safe and proper roadway operations. All curb cuts will be approved by the appropriate agencies.
F. Adequate provisions have been made for emergency conditions.	The project has been designed and engineered to conform to all applicable Town standards for emergency vehicle access, as well as for operations related to emergency conditions. Further, the project's design will be reviewed and be subject to the approval of qualified Town planning and engineering staff, as well as by the Riverhead Fire Department and Riverhead Fire Marshal prior to the issuance of building permits. The project will conform with applicable building/fire code requirements for safety.
G. There are off-street parking and truck loading spaces at least in the number required by the provisions of this chapter, but in any case, an adequate number for the anticipated number of occupants, both employees and patrons or visitors; and further, that the layout of the spaces and driveways are convenient and conducive to safe operation.	It is noteworthy that the project site is within a Town-designated Parking District, wherein no on-site parking spaces would be required for a site in a DC-1 zoning district. However, as a benefit to the site's residents and in an effort to minimize use of off-site spaces, the project includes 55 parking spaces on-site, of which three will be handicapped spaces. These will be located an at-grade parking level beneath the structure. Providing these parking stalls where no such stalls are required is an important feature of the project that complements the use and its location in the Parking District. It is expected that sufficient spaces will be available in Town parking lots nearby to satisfy any parking needs over and above that addressed by the project's on-site spaces.
H. Adequate buffer yards, landscaping, walls, fences and screening are provided where necessary to protect adjacent properties and land uses.	The project has been designed and engineered to conform to all applicable Town standards for yard depths and building setbacks. The proposed building has been reviewed and approved by the ARB and conforms to applicable dimensional requirements of the Town DC-1 zoning district.
I. Where necessary, special setback, yard, height and building area coverage requirements, or easements, rights-of-way or restrictive covenants, shall be established.	It is not expected that any special setback, yard, height, easements, rights-of-way or covenants will be necessary or applicable to the proposed project. The project does require Town Board approval of a special permit for its lot coverage, but this exceedance (maximum 80% allowed, 91.75% requested) reflects the Applicant's intent to provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code.
J. Where appropriate, a public or semipublic plaza or recreational or other public areas will be located on the property.	The project site is contiguous to an established, substantial Town open space amenity (the Peconic Riverfront Park) and is near another such amenity (the East End Arts Park). As a result, there is no substantial need for additional public space on the project site.
K. Adequate provisions will be made for the collection and disposal of stormwater runoff from the site and of sanitary sewage, refuse or other waste, whether liquid, solid, gaseous or of other character.	The project will connect to the Riverhead Sewer District to treat and dispose of all wastewater generated on the site. All stormwater runoff will be handled in an on-site drainage system sized to accommodate a 4-inch rain event, which is double the Town design requirement. Note that, in case an extreme rain event occurs, the system is designed and approved to overflow onto Town property to the south. All solid waste will be removed and disposed of by a private carter operating under contract with the project ownership. The nature of the project is such that no hazardous, or other types of wastes, whether solid, liquid or gaseous, will be generated.
L. Existing municipal services and facilities are adequate to provide for the needs of the proposed use.	It is anticipated that all Town facilities, services and systems that the project will utilize have capacities adequate to properly serve the site. The project represents only an incremental increase in the overall usage of these facilities, services and systems. Utility service providers have been contacted and notified of the project through this VDEIS.
M. The use will tend to generate or accumulate dirt or refuse or tend to create any type of environmental pollution, including vibration, noise,	The nature of the project is such that no generation of dirt, refuse, or other type of environmental pollution are associated with its occupancy or operation. Temporary dust and noise may occur during construction, but this is not a permanent condition and will controlled and mitigated through proper construction management and adherence to

light, electrical discharges, electromagnetism, odors, smoke or irritants, particularly where they are discernible on adjacent properties or boundary streets.	applicable hours of operation (see N. below).
N. The construction, installation or operation of the proposed use is such that there is a need for regulating the hours, days or similar aspects of its activity.	During the construction period, all such operations will conform to all applicable Town restrictions on hours of demolition and construction activities, truck-related operations and movements, debris removal, and noise and dust controls. The proposed project is residential and commercial in nature; as such, only the commercial component would be subject to Town restrictions on its hours of operation, to which it will conform.
O. The proposed use recognizes and provides for the further special conditions and safeguards required for particular uses as may be determined by the Town Board or the Planning Board.	The project has been designed to conform as closely as practicable to the Town Zoning Code, given the implications on its design necessitated by the Applicant's need to address an established Town goal of workforce housing. It does not include any uses that are expected to merit further special conditions or safeguards, but the Applicant is ready to discuss such matters with Town Board if it deems further restrictions may be warranted.
P. The design, layout and contours of all roads and rights-of-way encompassed within the site of the application are adequate and meet Town specifications.	The project, including its vehicle access point, has been designed and engineered to conform to all applicable Town standards. The project's design will be subject to detailed review by Town engineering staff during the site plan application review process, ensuring safe and proper roadway operations. The project will be approved through site plan review and will be constructed consistent with approved plans including design, layout, contours of roads and related site design requirements.
Q. Adequate provisions have been made for the collection and disposal or solid wastes, including but not limited to the screening of all containers.	The project will provide for the collection and storage of its solid wastes in dedicated spaces interior to the structure, until such time that these containers are emptied by a licensed private carter. Adequate provisions will be provided for all such wastes in screened containers with frequent scheduled removal.
R. That the intensity of the proposed specially permitted use is justified in light of similar uses within the zoning district.	The land use types and associated intensities of the project match those of the Riverhead hamlet downtown area. The project is below the maximum number of units permitted in the downtown area, and conforms with the applicable dimensional requirements of the DC-1 district as related to intensity of use.
§301-314 The Town Board shall determine that:	
A. The use will not prevent or substantially impair either the reasonable and orderly use or the reasonable and orderly development of other properties in the neighborhood.	The requested special permit is necessary as a consequence of the Applicant's intent to provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code. Approval of this special permit request would not prevent the use of any adjacent or nearby properties, or impair the value of such properties. The physical impacts of the requested special permit will be limited only to the project site, and would not extend to any off-site areas. Consequently, the use will not prevent or impair the reasonable and orderly use or development of other properties in the downtown.
B. The hazards or disadvantages to the neighborhood from the location of such use at the property are outweighed by the advantage to be gained either by the neighborhood or the Town.	Approval of the special permit request would not present any hazard or disadvantage to the neighborhood. The special permit regarding site coverage exceedance is due to the Applicant's intent to reduce the need for off-site parking and provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code.
C. The health, safety, welfare, comfort, convenience and order of the Town will not be adversely affected by the authorized use.	The special permit is necessary because of the Applicant's intent to provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code. Approval would not prevent the use of any adjacent or nearby properties, or impair the value of such properties. Any effects of this special permit would be limited to only the project site, so that the nature and magnitude of this special permit would not impact the safety, health, welfare, comfort, convenience or order of the Town.
D. Such use will be in harmony with and promote the general purposes and intent of this chapter.	The special permit requested is necessary due the Applicant's intent to provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code. As such, this special permit, if approved by the Town Board, would provide a project that would be more harmonious and beneficial to the Riverhead hamlet downtown area than a similar project that does not have this feature.

Land Use Element

The proposed project is intended to benefit from and contribute to the expansion and continued enhancement of downtown Riverhead. The project conforms to the mixed-use nature designated for the site by the Town Comprehensive Plan (as well as to the recommendations of the EMSURP; see below), in that it will provide for high-quality ground floor retail space and restaurant spaces (of which one would overlook the Peconic River corridor and Peconic Riverfront Park to the south). The proposed building will be designed to enhance the aesthetics of the area, by being built with an architectural styling that complements that of its surroundings. By incorporating a significant number of quality rental apartments for a mix of household income, the project would enhance the vitality and activity of the neighborhood. Inclusion of restaurant use overlooking the river would tend to enhance public appreciation and use of the Peconic Riverfront Park that lines the north bank of this natural feature.

Natural Resources Conservation Element

The project site has no natural features or resources to protect; the proposed project will not add to or remove any existing open space along the Peconic River corridor. The proposed project will nonetheless help to preserve and enhance the natural features proximate to the site, by attracting the public to the site and thereby increasing public and patron appreciation of the scenic and natural qualities of the river corridor, as well as of public use of the Peconic Riverfront Park and boardwalk.

Scenic and Historic Preservation Element

The proposed mixed-use building will be designed with an architectural styling that complements and enhances the built and aesthetic environment of the downtown commercial corridor, and thereby enhances the character of this community.

Business Districts Element

The proposed project is well-located as both a commercial and residential development; the increased residents will add to the customer base of local businesses and add to the vitality of the downtown, and its commercial component will help draw customers to the site and to other local businesses.

Economic Development Element

The proposed project will add to the economic base of downtown Riverhead by increasing employment and business spaces, with associated increased property tax generation and employee income.

Housing Element

The project will result in an increase in the number of quality housing units targeted for the housing market that is specifically intended by the Town Comprehensive Plan as in need of support. These units are in close and convenient proximity to public transit resources, for the use of its residents.

Transportation Element

Traffic engineering analysis indicates that the vehicle trips generated by the proposed project would not require any substantial off-site roadway improvements. The project may help to minimize the potential increase in local roadway use because of its location in the downtown area adjacent to public transit resources. This would tend to increase potential bus and Long Island Rail Road (LIRR) ridership and intermodal transportation in general.

Utility Service Element
The proposed project will not create any new utility resources, but will utilize available existing public utilities, particularly water (RWD) and wastewater treatment (RSD) services. In this way, the impacts on groundwater and surface water resources would be minimized.

Parks and Recreation Element
The proposed project will indirectly help to increase public use and enjoyment of the Peconic River and Peconic Riverfront Park along its northern bank south of the site, by incorporating a restaurant that overlooks this area. This would tend to increase public awareness of this natural and scenic resource.

East Main Street Urban Renewal Plan Update (2008) - The EMSURP recommended that the subject site be developed with ground floor shops and a central surface shared parking lot (see **Figure S-4**. Following are brief discussions as to whether and how the proposed project conforms to each of the eleven EMSURP recommendations pertinent to the proposed project.

1. *The proposed project will eliminate an underutilized property by demolishing existing buildings (and an adjacent, occupied property), and redeveloping both sites in a cohesive way with a single new structure, under the existing DC-1 zoning code, as envisioned by the EMSURP.*

2. *The existing vacant commercial structure at 221 East Main Street will be demolished by the proposed project, and will be replaced by a new structure architecturally designed to complement its surroundings.*

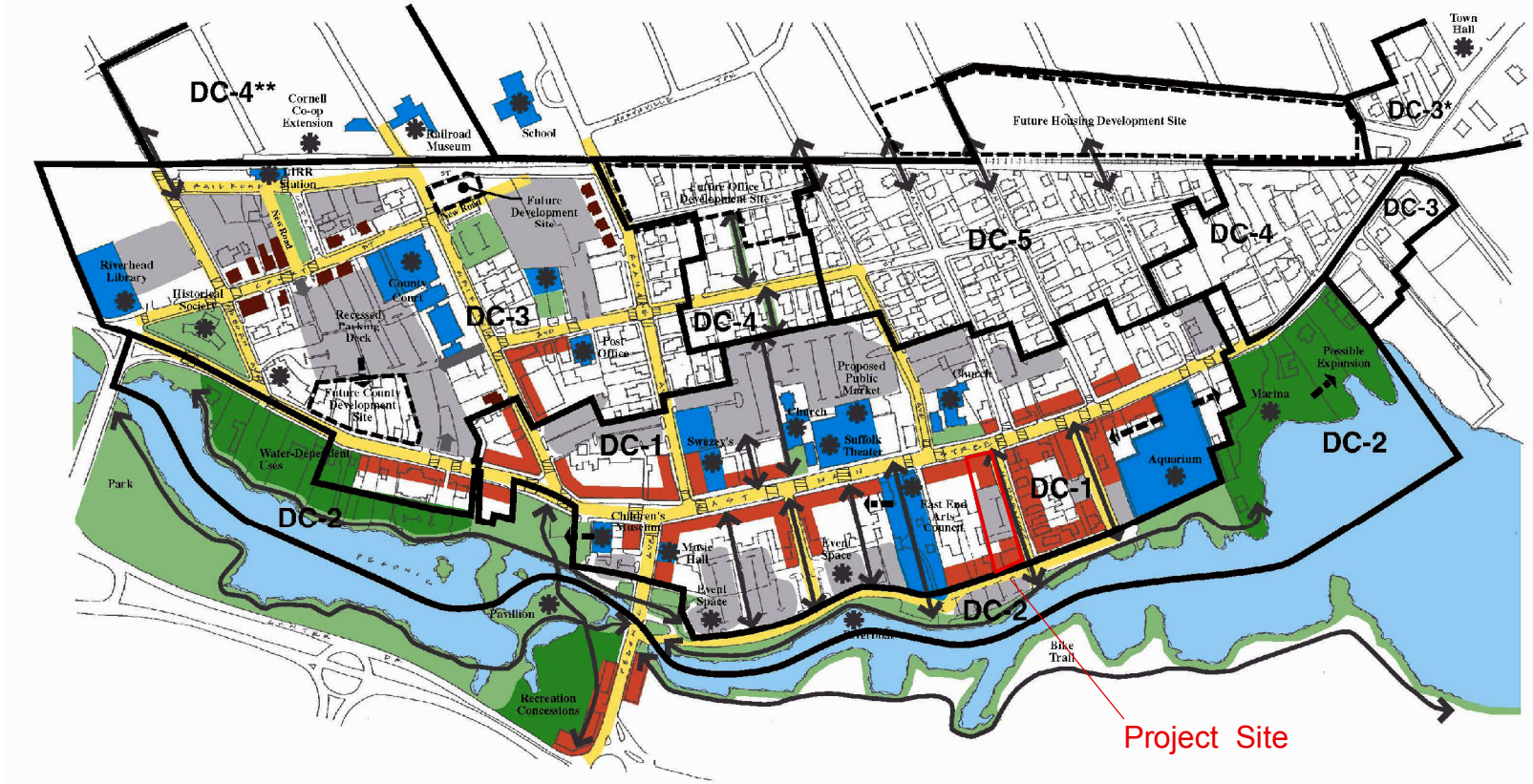
4. *The new structure will be designed with an architectural styling that complements the character of the structures in the adjacent portion of the East Main Street commercial corridor.*

6. *The proposed project, in conformance with the EMSURP and Town Comprehensive Plan, as well as with its DC-1 zoning, incorporates both commercial (i.e., retail and restaurant) spaces as well as a significant number of quality rental apartments for a mix of household incomes.*

7. *The proposed project includes a substantial number of quality rental apartment units for occupancy by households characterized by a mix of incomes qualified households.*

11. *The proposed project will not add to or remove any existing open space along the Peconic River corridor. The proposed project will nonetheless help to preserve and enhance the natural features proximate to the site, by attracting the public to the site and thereby increasing public and patron appreciation of the scenic and natural qualities of the river corridor, as well as of public use of the Peconic Riverfront Park and boardwalk.*

13. *The proposed new mixed-use structure will be 5 stories in height, or up to about 60 feet in height which does conform to zoning in terms of height/stories. Considering the rather restricted size of the property, a building of this height is necessary to provide the number of apartments in four levels above the required ground floor commercial spaces. It is noteworthy that the north-south orientation of the property (and therefore, of the building) is such that views for observers to the north would be restricted to the lowest degree practicable; these observers will view the new structure narrow edge-on, which would present the lowest degree of obscuration possible. Additional visual analysis is provided in* ***Section 2.7.***



TOWN OF RIVERHEAD
Figure 6-1: Downtown

DC-1 Main Street
DC-2 W aterfront
DC-3 Office
DC-4 Of fice/ResidentialTransition
DC-5 Residential

* Continued on Figure 6-8
** Continued on Figure 6-9

Parks/Open Space
Water-Dependent Uses
Landmarks/Activity Centers
Shared Parking
Ground Floor Shops
Infill Buildings
Priority Crosswalks
Possible Expansion
Streetscape Improvements
Pedestrian Corridors

NELSON, POPE & VOORHIS, LLC
ENVIRONMENTAL • PLANNING • CONSULTING

FIGURE S-4
PROPOSED DOWNTOWN LAND USE PLAN

Source: Architect
Not to Scale

N

Riverview Lofts
Riverhead

Voluntary DEIS

16. *In conformance with this element, the proposed project includes at least one, and possibly two restaurants (Restaurant 1 will be 5,000 SF in size, with 235 seats, and Restaurant 2 will be 6,115 SF, for 300 seats), the latter of which overlooks the Peconic River and the Peconic Riverfront Park as an amenity for diners, as well as a substantial number of quality rental apartments for a mix of household incomes.*

40. *As the project site is jn the Town Parking District, no on-site parking spaces are required; nevertheless, in an effort to provide a benefit to the site's residents, 55 spaces are proposed.*

    This EMSURP recommendation is inconsistent with the DC-1 zoning code, which does not require any on-site parking for those parcels located within the Parking District, due to the availability of centralized municipal parking. If on-site parking for the 116 residences per Town Code (1.5 spaces/unit) were required, the project could not be developed, as the 0.85-acre site is too small to provide 174 spaces; the project would have to be reduced substantially, to match the number of parking spaces that could be placed on the site. Such a reduction in yield would not be reasonable or feasible to the Applicant, on an economic basis.

50. *The subject site is within walking distance of employment opportunities, services, amenities, daily needs and transportation. Additional incentives do not appear needed; however, the applicant is willing to consider entering any such program that may come about for the overall EMSURA.*

54. *The applicant expects to provide a space interior to the building where all solid waste is gathered and stored to await removal and disposal by a licensed carter operation under contract.*

NYS Coastal Management Program (1982) - For the proposed project, Coastal Consistency Assessment materials were sent to the DOS Consistency Review Unit, for its review and approval. Of the 44 standards of the CMP, only nine apply to the proposed project, as follows:

Policy 11: Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.
The proposed project will redevelop the 0.85-acres site with a single, new structure that conforms to all applicable requirements regarding floor elevations and the base flood elevation in the FEMA Flood Hazard Zone. Further, the structure and the overall project design, will be subject to full and complete review by professionals in the applicable Town and County government offices during the site plan review process. Finally, the only potential for erosion to occur will be during the construction period, when soils are exposed to the elements (the completed project will cover the entire site in impervious surfaces, eliminating the potential for erosion in the operational period). As part of the construction process, the applicant will implement appropriate erosion-control measures. In this way, the potential for damage to property, as well as to the endangering of human lives from flooding and/or erosion, will be minimized.

Policy 22: Development, when located adjacent to the shore, will provide for water-related recreation, whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.
The site of the proposed project is not located along or adjacent to any shore and, as the project is for redevelopment of a site with a mixed residential and commercial project, it will not include any water-related recreational facilities, amenities or features. As noted, the site is not located along the Peconic River and as a result, this policy does not apply.

Policy 23: Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the state, its communities, or the nation.
There are no historic resources on the project site. The project site is within the Town Main Street Historic District, and abuts the Main Street National Historic District. A referral to the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) resulted in the following review findings from this state office:

> Based upon our review of the materials submitted and conversations with your office, it is the OPRHP's opinion that the proposed project, as designed and presented, will have No Adverse Impact upon historic resources.

Policy 25: Protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the coastal area.
The project site is already fully-developed and therefore no natural resources are present on it that could be either protected or restored. The proposed project will redevelop the site with a mixed residential and commercial project. The nearest natural resources are found along the south bank of the Peconic River, which is to the south of the project site; there is intervening development between these resources and the project site (i.e., Heidi Behr Way, public parking areas and a bulkhead along the north bank of the River). These resources will not be impacted by the proposed project, and will continue to be protected by existing Town, County, State and Federal regulations.

Policy 32: Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base of these communities.
The proposed project will connect to the existing public sanitary sewer system of the Riverhead Sewer District for the treatment and disposal of all of its wastewater.

Policy 37: Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into coastal waters
The proposed project is a mixed residential and commercial redevelopment on a 0.85-acre site in the downtown area of Riverhead. The site will be designed to Town specifications for stormwater containment and erosion control measures will be employed during construction. Given the downtown location, the site will be fully covered by impervious surfaces, primarily by the single structure, with the remainder covered by paved surfaces. As such, no landscaped surfaces will be present, eliminating a major source of potential fertilizer impact to surface water quality from the site. The natures of the proposed uses are such that no other significant sources of pollution that could adversely impact the quality of water in the Peconic River will be present. Drainage containment will provide improved conditions over the current site development which does not appear to have drainage containment. With the utilization of drainage containment per Town specifications as well as erosion control measures, non-point source discharge of nutrients, organics and erosion potential will be minimized through best management practices.

Policy 38: The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.
The proposed project will not adversely impact groundwater or surface water quality or quantity. The proposed project will connect to the Riverhead Sewer District and stormwater will be managed on-site per Town design specifications. The site is not directly adjacent to surface water and there will be no overland runoff from the project site to surface water under post-development conditions.

The proposed use will obtain water from the Riverhead Water District and does not represent a significant demand on water resources to supply domestic demand. Further, the project will conform to all applicable County and Riverhead Water District requirements, ensuring that no aspect of the project will impact this resource.

Policy 41: Land use or development in the coastal area will not cause national or state air quality standards to be violated.
The nature of the proposed project is such that no emissions of air pollutants will occur, ensuring that no adverse impacts to air quality will occur.

Policy 43: Land use or development in the coastal area must not cause the generation of significant amounts of acid rain precursors: nitrates and sulfates.
The nature of the proposed project is such that no emissions of air pollutants will occur, so that the proposed project will not contribute to the generation of acid rain.

Community Services

With respect to the community services discussed herein, it is expected that the project, when it is completed, occupied and fully operational, will participate in a PILOT (payment in lieu of taxes) program, which would increase public revenues generated by the site as compared to the revenues it currently generates. This revenue will be distributed among the various community services, which would help to offset at least a portion of any increased costs to provide services to the project site.

Public Schools – Using multipliers established by the Center for Urban Policy Research (CUPR) of Rutgers University (**Rutgers University June 2006**), it is estimated that 14 school-aged children will reside at the proposed project. For the project, a total of 212 residents are expected. **Table S-4** details how these values were calculated:

Table S-4
ANTICIPATED RESIDENTS*
Proposed Project

Residence (bedrooms)	**Number of Units**	**CUPR Multiplier** (capita per unit)		**Population** (rounded upwards)	
		Residents	School-Age Children	Residents	School-Age Children
Studio	31	1.67	0.08	51.77	2.48
One Bedroom	57	1.67	0.08	95.19	4.56
Two Bedrooms	28	2.31	0.23	64.68	6.44
Totals	**116**	---	---	211.64 (say 212)	13.48 (say 14)

* Assuming multipliers established by CUPR, Rutgers University, for 5+ units in structure, rented.

This will have a small incremental effect on enrollment and expenditures of the Riverhead CSD. The PILOT program will assist in off-setting this incremental increase and it is noted that this is a relatively small number of potential school-aged children that would be distributed over multiple age groups. As stated in the Riverhead CSD Superintendent's response e-mail:

> As per council, we do not take positions on individual projects or make comments. We will comply with Education law in all instances.

Police Protection - It is expected that the project will result in an increased potential for need of Riverhead Police Department emergency services, due to the increased development and human presence on the property. The Department's response letter states:

> At this point in time, we should be able to assume the additional police services needed for your proposed project. Obviously, as with all development in our Township, the increase in population and vehicles will have a negative impact on our agency.

Fire Protection and Ambulance Services - It is expected that the project will result in an increased potential for need of the emergency services of both the Riverhead Volunteer Fire Department and the Riverhead Volunteer Ambulance Corps, Inc. The Fire Department's response letter states:

> This letter may not be taken to express any opinion about this/these project(s) or the Fire Department's ability to respond to emergencies now or in the future.
>
> It is the District's position that it is incumbent on the project(s) developer(s) to design and construct this/these project(s) in full compliance with all applicable laws, codes, regulations, standards, etc.
>
> At such time that this/these project(s) have been fully designed and engineered the District expects that the Town of Riverhead Fire Marshall shall present the same to the District and Department. The District and Department reserve their right to comment on the same at an appropriate future date.

The ambulance corps' response letter confirmed that it *"…can and will provide emergency medical services to your Riverview Lofts project…"*

Public Water Supply - It is expected that the proposed project will consume a total of 39,645 gpd of potable water, to be supplied by the RWD. This increase in demand would represent 5.82% of the average daily pumpage of the RWD. The proposed project is not anticipated to impact the ability of the RWD to serve the subject site and existing customers. Each apartment will be equipped with software that monitors for leaks or water wastage

The project's design will be subject to detailed engineering review by the RWD as part of the Town's site plan review process, at which time final arrangements for infrastructure improvements will be made.

Sanitary Wastewater Treatment and Disposal - It is assumed that all 39,645 gpd of water supplied to the project site will leave the site daily as wastewater, to be conveyed via the Town's sewer district network to the STP on River Road. As this facility currently treats an average of about 1.0 million gpd, the proposed project would represent a 4.02% increase in loading at this facility. This STP has a permitted capacity of 1.5 million gpd, so that it has about 500,000 gpd of unfilled capacity; the proposed project represents an 8.04% reduction in the amount of available treatment capacity of this facility.

The RSD's response e-mail confirms that the district has capacity to serve the project and the applicant's plans to connect to the RSD are currently under review. A final letter of sewage treatment availability will be issued after an analysis of the flow impacts to the collection and conveyance systems is complete.

Energy Suppliers - It is expected that PSEG and National Grid can and will serve the proposed project with electrical and natural gas services, respectively. Generally, PSEG and National Grid provide services per their filed tariff and schedules in effect at the time service is required. As the project will remove both buildings presently on the site, the existing service connections will also be removed, to be replaced with new service connections; it is expected that the existing distribution system serving the site will not need to be replaced or supplemented to service the project.

Recreational Facilities – The proposed project will not encroach upon any of the existing park or recreational facilities in the vicinity. The anticipated 212 new residents of the project could potentially represent an impact on these recreational sites, by increasing the number of visitors to these sites, or of attendees at public events (e.g., street fairs, farmer's markets, parades, etc.), held at these sites. However, such impacts are not expected to be significant, as these public parks are large enough to accommodate all likely, day-to-day visitors, included those attributable to the proposed project, and it is not expected that many of the project's residents would opt to visit any of these facilities at the same time, thereby reducing the magnitude of any incremental increase in visitation. Finally, the number of local public recreational sites available to the project's residents would tend to spread the project's visitation geographically, to reduce the potential impact of visitation at any one site.

With respect to impacts from project residents increasing attendance at a public event, such occasions are planned by their sponsors (and are subject to Town review and approval) to provide ample space for attendees to be accommodated. As this analysis is limited to public recreational sites in the immediate vicinity, it is expected that project residents that choose to attend would choose to walk, which would eliminate a potential parking impact at the event or facility.

<u>Transportation</u>

The findings of the revised Traffic Impact Study (TIS) dated July 2017 are summarized herein.

Trip Generation - It should also be noted that, according to studies conducted by the Institute of Transportation Engineers (ITE), traffic associated with a retail and restaurant developments is not 100% newly generated, a significant portion of these trips will be "pass-by" traffic. It is expected that at least 40% of the peak hour trips generated by the retail and restaurant development on the site would originate from traffic already using the roadway traveling to or from another destination. No passby credit was applied to the retail portion of the project since it is only a small portion of the project. Passby credits were applied for the restaurant component of the proposed project in accordance with ITE guidelines.

The proposed project is projected to generate 79 trips (21 entering and 58 exiting) during the weekday AM peak hour, 167 trips (109 entering and 58 exiting) during the weekday PM peak hour and 252 trips (142 entering and 110 exiting) during the Saturday midday peak hour.

Anticipated LOS [level of service] and Roadway Conditions, Main Street at Peconic Avenue/Roanoke Avenue - In the No Build Condition, at the intersections Main Street and Peconic Avenue/Roanoke Avenue, eastbound West Main Street through movement at Peconic Avenue operates at LOS D, E and F during the weekday AM, PM and Saturday midday peak hour respectively. The northbound Peconic Avenue left turn movement operates at LOS F during the weekday AM, PM and Saturday midday peak hours. The westbound left turn movement operates at LOS F during the Saturday midday peak hour. The rest of the traffic movements at the intersection operates at LOS C or better during the weekday AM, PM and Saturday midday peak hours. All the traffic movements at the intersection of East Main Street and Roanoke Avenue operate at LOS D or better. Overall, the intersection of West Main Street at Peconic Avenue operates at LOS C, C and E during the weekday AM, PM and Saturday midday peak hours respectively and the intersection of East Main Street at Roanoke Avenue operates at overall LOS C during the weekday AM, PM and Saturday midday peak hours. After the completion of the project all the approach movements will continue to operate at No Build LOS.

Anticipated LOS and Roadway Conditions, East Main Street at McDermott Avenue/Maple Avenue - Under the No Build Condition, all the approach movements at the intersection of East Main Street and McDermott Avenue/Maple Avenue operate at LOS D or better during both the weekday AM, PM and Saturday midday peak hours. Overall, the intersection of East Main Street at McDermott Ave/Maple Avenue operates at LOS A during the weekday AM peak hour and at LOS B during the PM and Saturday midday peak hours. After the completion of the project all the approach movements will continue to operate at LOS D or better except for the McDermott Avenue northbound approach which is anticipated to operate at LOS D and E during the weekday PM and Saturday midday peak hours, respectively. Minor signal timing adjustments will improve the northbound LOS D to LOS C during the PM peak hour and from LOS E to LOS D during the Saturday peak hour. Overall, the intersection will operate at LOS B during all peak hours after the timing adjustments during the PM and Saturday peak hours.

Anticipated LOS and Roadway Conditions, Peconic Avenue at Parking Lot Access - Under the No Build Condition, the southbound Peconic Avenue left turn movement operates at LOS A during the AM and PM peak hours and at LOS B during the Saturday peak hour. The westbound Parking lot access left turn movement operates at LOS C during the weekday AM, PM and Saturday midday peak hours. The westbound right turn movement operates at LOS B during the weekday AM and Saturday midday peak hours and at LOS C during the PM peak hour. After the completion of the project, the approach movements to the intersection will continue to operate at No Build LOS during all peak hours.

Conclusion - Nelson & Pope, LLP has investigated the potential traffic and parking impacts associated with the proposed development to be located at the southwest corner of East Main Street and McDermott Avenue in Riverhead, New York. The following is a summary of this investigation and the findings thereof:

> *Based on the results of the TIS, it is the professional opinion of N&P, LLP that the proposed project will not result in significant traffic impacts in the study area.*

Parking - With respect to the number of parking spaces provided relative to the amount of development proposed, Town Zoning Code Section 301-231 I. states that, for a site within a designated Parking District, the requirements of the Town Zoning Code do not apply. That is, the presence and availability of sufficient free, public parking spaces off-site but nearby would

satisfy Town conditions that parking will be available to residents of the development; the project is not required to provide any on-site parking spaces. However, in order to decrease the need for off-site parking and provide a benefit to the project's residents, the Applicant will provide 55 on-site parking spaces (of which three will be handicapped spaces), and the balance of parking needs will be met by off-site spaces within the Riverhead Parking District area. As shown on **Sheet C-100.00**, if the site were not in the parking district, the Town Code would require a minimum of 358 on-site parking spaces.

An inventory of available parking in proximity to the site is provided in the TIS to further support the finding that inclusion in the Downtown Parking District provides parking opportunities for residents and patrons of the Riverview Lofts and associated retail use on the subject site.

The anticipated parking needs of the proposed project with those of the other nearby sites proposed for development were evaluated in a cumulative Parking Analysis (see **Appendix C**). That evaluation also considers the ability of the existing parking lots in the area to accommodate these cumulative parking needs.

Water Resources

The proposed project will connect to the RSD and as a result, wastewater will be managed in a manner that ensures that no groundwater impacts will occur. Drainage will be stored and recharged on-site in conformance with Town requirements and subject to Town engineering review. Consequently, potential drainage impacts are also addressed through design. Discussion of these design features as related to water resources is provided herein.

Groundwater Conditions - The volume of water recharged on the site is not expected to significantly change by the project as compared to the site in its existing condition. This is because the site is presently covered entirely by impervious surfaces, and will continue to be entirely impervious-surfaced after the project is constructed. However, the proposed project will be designed to contain runoff from proposed new impervious surfaces; under current conditions, it is not expected that all stormwater is retained on site. This means that the volume of stormwater runoff generated on the site is the same; but storage of stormwater will increase such that less off-site runoff is expected to occur.

All stormwater runoff generated on the site will be retained and recharged to groundwater by means of an on-site drainage system. Likewise, all wastewater generated on the site will be conveyed off-site via the Town sewer system for treatment and disposal. In this way, the existing elevation of the water table beneath the site would not significantly change, so that the direction of groundwater flow would not change from its current southerly direction.

Connection to the Town sewer system and the lack of landscaped surfaces would ensure that the potential for adverse impacts on groundwater quality are minimized for the proposed project. The project will connect to the Town sanitary system, so that its wastewater would be conveyed off-site and treated to a tertiary level, thereby minimizing the amount of nitrogen from the site that ultimately is recharged to the water table, and at a location distant from the project site.

Surface Water Conditions – The project will not adversely impact any surface water resources. Generally, the primary source of such an impact would be from the escape of stormwater runoff from a site to a surface water resource (e.g., a pond/wetland, a creek or river, etc.). But, as noted above, the site will retain more stormwater capacity under proposed conditions than current conditions, so that runoff generated on the site will be recharged on-site, and only in case of an extreme rain event would excess runoff overflow the site, to Town property to the south (where it would be conveyed to that drainage system). This means that for the design storm, no runoff from the site (along with any contamination that may be carried in that water) will reach the nearest surface water resource that is in a downslope location, the Peconic River.

The project is designed in conformance with FEMA flood plain elevation requirements, so that no adverse impacts in this regard are expected. As shown in **Figure S-5**, the southern portion of the subject site is in FEMA Flood Hazard Zone AE, which designates an area that is subject to the 1% annual flood ("100-year flood"), also known as the Base Flood. This is the flood that has a 1% chance of being equaled or exceeded in any given year. Specifically, the Base Flood Elevation of this part of the AE zone is established at 7 feet asl. The first floor of the building will be elevated such that the bottom of any structural member will be above 7 feet asl to comply with FEMA design as implemented by the Town.

Soils

The test hole report indicates that the soils on the site are expected to be capable of properly supporting the proposed structure, with the use of appropriate piles. Thus, no adverse soil-related impacts in this this regard are anticipated.

Considering the small size of the site, its flat surface, and the fact that it is already fully developed, it is not expected that the necessary clearing and grading operations would be limited by any soil-related condition.

The Phase I ESAs prepared for the 221 East Main Street and 31 McDermott Avenue buildings (see **Section 1.3.2**) noted that a 1,000-gallon #2 fuel oil tank is present on the former site, and that a gasoline storage tank may exist on the latter site. Prior to initiating the demolition process, both tanks will be investigated and both tanks (if present) will be removed in accordance with proper county and state requirements, and any soil contamination that may have occurred will be properly remediated as part of that removal and certification process. Such potential contamination, if discovered, would not represent an adverse impact on the project, as any such contamination will be properly remediated.

Erosion control measures to be implemented during the construction phase are expected to include measures recommended in the NYS Department of Environmental Conservation (NYSDEC) Technical Guidance Manual, such as:

- Silt fence, storm drain inlet protection, hay bales and good housekeeping procedures will be used;
- Construction equipment and vehicles will be parked and loaded/unloaded within the site;
- "Rumble strips" at the site entrance will prevent soil on truck tires from being tracked onto the public road system;
- The construction process will begin with establishment of flagged clearing limits, followed by

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FIGURE S-5
FLOOD HAZARD ZONE MAP, FEMA

Source: ESRI Web Mapping Service, FEMA

Scale: 1 inch = 100 feet

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installation of the erosion control measures; and
- The drainage system will provide permanent stormwater controls once construction is completed.

Cultural Resources

The subject site is located within the Town Downtown Historic District and is across from an historic church. Architectural review is important and required for this site and is completed by the Architectural Review Board. The project was subject to ARB review and discussion at various meetings, the latest of which occurred on April 19, 2017. As per a recommendation of the ARB, the building's massing at the main residential entrance has been set back. On May 17, 2017, the ARB recommended approval of the proposed project to the Town Board (see **Appendix B-13**), with the following two minor comments:

- More development should be made of the cornice
- Please submit final working drawings with all necessary details when available

The Applicant and project architect will ensure that both comments will be addressed to ARB and Town Board satisfaction. It is noted that the fifth story of the building has been "stepped" back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building.

As the subject site is entirely developed, it is expected that no undiscovered pre-historic era resources remain on the site, as any such resources that may have been present would have been destroyed when the site was developed about 70 years ago. As the OPRHP correspondence confirms that there are no historic era cultural resources on the subject site, the proposed project would not directly impact such resources, nor would the removal of the two existing buildings result in an impact on cultural resources. The OPRHP letter confirms that the proposed project will not result in any adverse impacts to cultural resources, as follows:

> Based upon our review of the materials submitted and conversations with your office, it is the OPRHP's opinion that the proposed project, as designed and presented, will have No Adverse Impact upon historic resources.

Visual Resources

The proposed project is expected to change the visual character of the site and views of the site by replacing two smaller low structures with a single, larger and taller structure proximity. The existing character of the subject property as a site in need of revitalization will be removed and replaced with an attractive five-story mixed use building that conforms to the DC-1 zoning, provides housing for various income levels, provides a street presence in the form of commercial use along the sidewalk, and provides an anchor to revitalize this portion of East Main Street. It is noted that an additional development is proposed to the west of the subject site at 203-213 East Main Street.

The change in visual character that will result from the proposed project and the adjoining proposed development is consistent with the Town's intended use of the site and area, pursuant to the EMSURP and DC-1 zoning. The EMSURP outlined a program to revitalize East Main Street through urban renewal which is part of the Town's comprehensive plan initiative for downtown Riverhead. The EMSURP combined with the DC-1 zoning envisions mixed use

buildings up to five stories in height to provide incentives for re-development, and stimulate revitalization of the downtown area. This initiative is grounded in the Town Comprehensive Plan Update, the EMSURP, the NYS CMP, and the BOA. The proposed use of the subject site as well as the site at 203-213 East Main Street provides a means of realizing this urban renewal and revitalization initiative that the Town has envisioned through these studies and zoning code provisions. The economic and social benefits of revitalization are numerous and formed the basis for the Town's planning initiatives that are being implemented through redevelopment of 221 East Main Street and other sites in the area pursuant to existing zoning. The redevelopment of this site will anchor the south side of East Main Street west of McDermott Avenue and promote the planning goals of the Town for revitalization and provision of apartments for various income levels.

Additional assessment of visual resources is provided to further examine the proposed project in the context of the site and area. The most effective way to assess the change in visual character is to provide illustrations of how the proposed project will appear from various vantage points, and as a result, a series of architectural graphics have been prepared to portray the character of the site in the context of the area. **Appendix B-10** presents a number of computer-simulated views of the proposed building. As can be seen, the building will feature an architectural style complementary to that of the commercial buildings adjacent and to the east of the site (see also **Appendix B-3**).

With respect to the visual context of the project site and its surroundings along McDermott Avenue and East Main Street, the figures in **Appendix B-11** compare the site's existing character to its (simulated) appearance after construction of the proposed building. The figures show that, while the proposed building will change the appearance of the site for observers, the building has been designed with an architectural style that complements that of the neighborhood, and so will be attractive and appropriate within the East Main Street downtown area.

Note that the DC-1 code provides a minimum zero front yard depth, in order to support the main street character along this portion of East Main Street; the code also allows for a five-story structure. The proposed mixed-use building will conform to both of these regulations, so that the existing street line of buildings along the East Main Street corridor will be preserved. While the proposed project will represent the first siting of a taller structure than is currently present along this segment of East Main Street (which would tend to contrast with the smaller height and bulk of adjacent and nearby buildings), the building has been designed to feature an architectural theme that, through its use of building materials, colors and textures, complements that of the adjacent buildings and of the corridor in general (see **Sheet A-016.00**). It is noted that the fifth story of the building has been "stepped" back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building. The visual appearance of the proposed structure is best determined in review of the visual simulations provided in **Appendices B-10, 11** and **12** as well as **B-3**.

An additional photo-simulation has been prepared to assist in visualizing the proposed project and the massing of the adjacent 203-213 East Main Street proposal, in the context of the character of the community **(Appendix B-12)**. This analysis includes views of the project site

from seven (7) viewing angles and shows architectural details of the proposed project and the massing of the two proposals. Note that more detailed views of the 203-213 East Main Street structure (so that its architectural treatment, material colors and textures, fenestration, etc.) are not available, so that only its proposed dimensions can be added to the simulations. However, the graphics clearly identify the massing of this building in the context of its surroundings which include the proposed project site at 221 East Main Street.

This visual impact assessment considers the following key points:

- While the area is comprised of a mix of uses, architectural styles and heights of buildings, there is currently a dominance of one, two and three-story buildings in the area of the site and along East Main Street as depicted in photographs in Appendix D of **Appendix B-7**. Existing structures on the east side of McDermott Avenue are primarily two-story structures. The proposed structure will be in contrast with building heights in the vicinity of the proposed project site. Specifically, the proposed building will be three-stories taller than existing buildings on the east side of McDermott Avenue and two-stories higher than three-story buildings on Main Street. Visual renderings in **Appendices B-10, 11** and **12** and **B-3** identify the appearance and relation to the existing visual character of the area.
- It is noted that the fifth story of the building has been "stepped" back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building.
- There is precedent for a five-story building near a traditional structure with historic context, specifically the approved five-story hotel at the Preston House site at 428 East Main Street.
- The proposed use conforms to zoning in terms of height and all dimensional requirements related to site design/alignment.
- The proposed project will redevelop a deteriorated site in need of revitalization.
- The proposed project includes a five-story mixed-use building in conformance with DC-1 zoning (except for the size of the studio units and parking space dimensions), and is consistent with the Towns goals for downtown revitalization as embodied in studies, including the Town Comprehensive Plan Update, the EMSURP, the NYS CMP, and the BOA.
- The project will anchor the portion of East Main Street west of McDermott Avenue with an attractively styled building that complements the main street setting and promotes revitalization.
- The project will further the Town's housing goals by providing units for a range of income levels.
- The proposed project will further social and economic goals of the Town by stimulating revitalization of East Main Street to support existing businesses in the downtown, increase spending, provide tax revenue and/or PILOT program, sales tax revenue, employment and related benefits.
- In keeping with the character of the Town Main Street Historic District, the building's design integrates elements from other structures along East Main Street, such as brick detailing.
- The architecture of the project has been preliminarily recommended for approval by the Town ARB an advisory entity responsible for architectural review to *"promote visual qualities in the environment which bring value to the community; to foster the attractiveness of the community as a place to live and work; to preserve the character and quality of our heritage by maintaining the integrity of those areas which have a discernable character or are of special historic significance; to protect public and private investments in the area; and to raise the level of community awareness and expectations for the quality of its environment."* The ARB will offer its final recommendation when the SEQRA review process is completed.

Town Code Section 301-143 includes Supplementary Guidelines, specifically in Subsection A (3), the following criteria are provided: "Building shape, massing and siting should reflect the prevalent character of surrounding buildings on the block." The proposed project is located within the "block" beginning at Mc Dermott Avenue- westerly to Peconic Avenue and southerly to Heidi Behr Way and northerly along the south side of East Main Street. This area is dominated by buildings that are one, two and three-stories in height. The Town has established a code that is expected to result in revitalization of the downtown area and contemplates buildings up to five-stories in height. If the Town is to realize the revitalization goals for the downtown, it is expected that recognition of a trend toward taller buildings that conform to the DC-1 will occur. Similar provisions would have applied to other five-story buildings more remote from this site including Summerwind, Hyatt, and Sea Star, which were established in areas where five-story buildings did not previously exist. This assessment recognizes the deviation from the specific guidance offered in Town Code Section 301-143. Supplementary Guidelines, Subsection A (3), and provides further information here for consideration of this deviation in the context of visual character, mitigation and conformance with land use goals.

Based on the visual assessment, there will be a change in the visual character of the site and area. The site is in need of revitalization, and the proposed use is consistent with Town planning goals for redevelopment of the area to achieve this revitalization. The appearance of the building has been carefully considered and mitigated where possible through architectural design ("stepped back fifth-story, building articulation along McDermott Avenue, and architectural elements such as brick detailing as part of design). The proposed project will establish a use characteristic of a main street setting that is expected to complement this area of East Main Street advance goals of the Town's comprehensive plan and stimulate revitalization along this portion of East Main Street.

As noted above, the proposed project is subject to review by the ARB and the LPC, as the subject site in within an historic district. However, at its May 17, 2017 meeting, the LPC determined that it has no jurisdiction over the project, as the project site contains no qualified landmarks. The project was subject to ARB review and discussion at various meetings, the latest of which occurred on April 19, 2017. As per a recommendation of the ARB, the building's massing at the main residential entrance has been set back. On May 17, 2017, the ARB recommended approval of the proposed project to the Town Board (see **Appendix B-13**), with the following two minor comments:

- More development should be made of the cornice
- Please submit final working drawings with all necessary details when available

The Applicant and project architect will ensure that both comments will be addressed to ARB and Town Board satisfaction.

A Shadow Study was prepared for the project by the architect (see **Appendix B-14**). That analysis indicates that the homes along the eastern side of McDermott Avenue would experience some impact from shadows cast by the proposed building, but these impacts would be limited in time to the winter months, and then in duration, only to mid- to late-afternoon hours. Shadows

cast to the north, toward the church and Doroszka properties, would extend to the structures themselves, but only during the morning hours and only during the winter months.

Proposed Mitigation

Land Use, Zoning and Plans

- As no adverse impacts with respect to land use are anticipated, no additional mitigation measures with respect land uses are necessary or proposed.
- While the project will not conform to all the bulk requirements of the DC-1 zoning district (thereby necessitating the special permit and six variances), analysis indicates that neither the special permit nor the variances, if approved, would adversely impact the area, or set an unacceptable precedent for future development on other sites. The special permit/variances are needed to enable the project to move forward with as little potential for adverse effect regarding zoning as practicable. Thus, no additional mitigation with respect to zoning is necessary or proposed.
- The proposed project has been designed to conform to all applicable recommendations of the Town Comprehensive Plan, the EMSURP and the NYS CMP standards as practicable. Thus, no additional mitigation in this regard is necessary or proposed.

Community Services

- It is expected that the proposed project will increase the need for and usage of those community facilities and services pertinent to commercial and residential spaces, and, hence the costs that such services will expend. However, the expected increase in taxes generated and/or a PILOT program will help offset at least portions of the increased needs for and costs of community services.
- The Riverhead CSD will benefit from an increase in annual school tax revenue and/or a PILOT program as compared to the amount of school taxes generated by the site in its current condition. This increased revenue will assist in offsetting some of the increased district expenditures necessitated by the expected 14 new students generated by the project.
- The proposed project may increase the potential need for emergency security services of the Riverhead Police Department. However, to mitigate this potential increase in calls, the proposed building and parking level will be equipped with security lighting and emergency alarms.
- The proposed project may increase the potential need for emergency security services of the Riverhead Volunteer Fire Department and the Riverhead Volunteer Ambulance Corps, Inc. However, to mitigate these potential increases in calls, the proposed building and parking level will be equipped with fire and smoke alarms, emergency lighting systems, and sprinklers, as required by NYS Fire and Building Codes. These features will increase the level of safety from fires and minimize the potential for use of ambulance services.
- Pertinent input from the Riverhead Volunteer Fire Department will be solicited throughout the site plan application process to ensure that the site layout and the building are designed to provide adequate provisions for emergency vehicle access and adequate hydrant and standpipe locations.
- The project will increase the consumption of water on-site. In consideration of this increase in demand, water-conserving plumbing fixtures and mechanical systems will be utilized in construction, which will further minimize the volume of water required from the public water supply.
- Each apartment will be equipped with software that monitors for leaks or water wastage.
- While the project will increase the consumption of energy resources, it is anticipated that sustainable energy-conserving measures, including energy-saving wall insulations, triple-glazed windows and energy efficient mechanical

Transportation

- As recommended by the TIS, after completion of the project, minor signal timing adjustments at the intersection of East Main Street at McDermott Avenue/Maple Avenue will be made for the northbound McDermott Avenue approach, improve the northbound LOS E to LOS C during the PM peak hour and LOS E to LOS D during the Saturday peak hour. Overall, the intersection will operate at LOS B during all peak hours after the timing adjustments during the PM and Saturday peak hours.
- The proposed project will provide 55 on-site parking stalls to complement the available public parking in existing municipal parking lots in the area of the proposed project, where no parking is required since the project is within the Riverhead Parking District.

Water Resources

- As no adverse impacts to groundwater quality or quantity are anticipated to occur because of the project, no additional mitigation is necessary or proposed.
- As no adverse impacts on the elevation of the water table or direction of groundwater flow beneath the subject site are expected, from the project, no additional mitigation is necessary or proposed.
- No impacts on the quality or quantity of water in the Peconic River or any other surface water resource in the vicinity is anticipated to occur from the project, no additional mitigation s necessary or proposed.
- The proposed project will conform to the applicable building elevation requirements associated with its presence within the AE Zone (as delineated by the FEMA Flood Hazard Zone Map). Therefore, no adverse impacts in this regard are expected, and no additional mitigation is necessary or proposed.

Soils

- A detailed grading and drainage plan will be prepared for the site plan application, and will provide details of overall site grading and will require Town Division of Planning review and Planning Board approval prior to implementation.
- Any soil contamination that may have occurred because of oil storage tank leakage will be properly evaluated and remediated prior to initiation of the demolition phase. The remediation process will be subject to the review and approval of proper county and state entities, which will certify that such remediation was properly conducted, and that the process is complete.
- Erosion at the site and sedimentation at downslope locations may occur during the construction phase of the project. These potential impacts will be overcome by implementing erosion control measures and installing proper drainage facilities as part of the construction activities.

Cultural Resources

- The fifth story of the building has been “stepped” back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building.
- The Applicant will ensure that the project architect addresses the ARB comment regarding the building’s cornice.

Visual Resources

- Potential adverse impacts have been mitigated to the maximum extent practicable by use of an architectural styling that complements the other structures in the neighborhood (so that it would not contrast with the context of the resources).
- It is noted that the fifth story of the building has been “stepped” back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building.

- The Applicant will ensure that the project architect addresses the ARB comment regarding the building's cornice.

Alternatives Considered

SEQRA requires the consideration of alternatives to the proposed project. The specific alternatives to be analyzed should represent uses and yields that are reasonable to and feasible for the applicant, and implementation of technologies for these alternatives and other options to the proposed project that would achieve the applicant's objectives must be within the applicant's capabilities. More specifically, 6NYCRR Part 617.9(b)(5)(v) indicates that alternatives should include "a description and evaluation of the range of reasonable alternatives to the action that are feasible, considering the objectives and capabilities of the project sponsor." The purpose of the alternatives analysis is to determine the merits of the proposed project as compared to those of other possible uses, sites and technologies that would also achieve the applicant's objectives, and potentially reduce environmental impacts. The discussion and analysis of the alternatives should be conducted at a level of detail sufficient to allow for this informed comparison, to be conducted by the decision-making agencies. Alternative 1 is the "No Action" alternative, which is required by SEQRA and is intended to represent site conditions if the proposed project is not implemented. For the subject application, the following alternatives were evaluated:

- **Alternative 1: No Action** - assumes that the site remains unchanged from its current use and condition; no re-development occurs.
- **Alternative 2: Mixed-Use Development** - assumes re-development of the site under its existing zoning, with a structure similar to the proposed project, of a mixed commercial and residential project having 12,623± SF of ground floor commercial space and 116 apartments on floors 2 through 5.
- **Alternative 3: Hotel Development** - assumes re-development of the site under its existing zoning, with a structure similar to the proposed project, of a hotel having 12,623± SF of ground floor administrative/maintenance/mechanical spaces and 110 rooms on floors 2 through 5. A special permit for this scenario will be required from the Town Board.
- **Alternative 4: Mixed-Use Development -** assumes a mixed-use residential project in a single, building that is not more than three stories high that reflects EMSURP recommendations regarding conformance to the building heights to the east and the west, and maintenance of vistas southward from the buildings on the north side of East Main Street.
- **Alternative 5: Townhouse Development** - assumes townhouse development conforming to the DC-1 zoning district.
- **Alternative 6: Conforming Proposed Project** - assumes a project similar in nature to the proposed project, but conforming to Town Code requirements for lot coverage, and studio apartment size, and providing on-site parking for the residences, at a rate of 1 space/unit. The Applicant could provide on-site parking and meet the allowed maximum site coverage, by: reducing the number of residences, by making the residences smaller in size, by reducing the ground floor commercial spaces, or by a combination of these measures.

Permits and Approvals Required

Prior to the issuance of any permits or approvals, the applicant and Lead Agency must fulfill the requirements of SEQRA. This Voluntary DEIS describes the proposed project, catalogues site

and area resources, discusses potential environmental impacts of the project, presents measures to mitigate adverse impacts, and examines alternatives to the project.

This Voluntary DEIS provides the Board (as lead agency under SEQRA) and all involved agencies with information necessary to render informed decisions on the site plan application. This document ensures that the Town Board takes a "hard look" at the project and will assist in determining potential impacts of the proposed project in order to support a SEQRA determination of significance.
Table S-5 is a list of the permits and approvals anticipated necessary for the proposed project.

Table S-5
PERMITS AND APPROVALS REQUIRED

Applicable Board/Agency	Permit/Approval Type
Town Board	Site Plan approval Special Permit (Site Coverage)
Town Building Department	Building Permit
	239f review (to SCDPW*)
	Demolition Permit
Town Fire Marshal	Site Plan review
Town Highway Superintendent	Highway Work Permit
Town Zoning Board of Appeals	Variances
Town ARB	Site Plan review (approval recommended May 15, 2017)
Town LPC	Site Plan review (approval recommended May 15, 2017)
Town Conservation Advisory Council	Site Plan review
RSD	Sanitary Sewer System Connection approval
RWD	Water Supply System Connection approval
SCDHS	Sanitary Sewer System review
	Water Supply System review
SCPC*	Referral
NYSDOT	Highway Work Permit
NYS GOSR/HCR*	Concurrence memo and FONSI (dated July 21, 2017)

* SCDPW - Suffolk County Department of Public Works; SCPC - Suffolk County Planning Commission; GOSR/HCR - Governor's Office of Storm Recovery/Homes and Community Renewal.

SECTION 1.0

DESCRIPTION OF THE PROPOSED PROJECT

1.0 DESCRIPTION OF THE PROPOSED PROJECT

1.1 Introduction

This document is a Voluntary Draft Environmental Impact Statement (DEIS) for a project known as **Riverview Lofts** (hereafter, the *"proposed project"*). The site of this proposal is in the downtown area of Riverhead hamlet, Town of Riverhead (hereafter, *"the project site"* or *"the subject site"*). **Figures 1-1a and 1-1b** provide regional and local location maps of the project site, respectively *(all figures will be found in the section following the main text of this document)*. Note that the site is currently occupied by two structures, whose street addresses are 221 East Main Street and 31 McDermott Avenue.

The proposed use is consistent with the Town of Riverhead Zoning Code designation for the subject site, which is DC-1. A mixed-use development of this type is encouraged by zoning and is well-grounded in the planning efforts of the Town as embodied in the East Main Street Urban Renewal Plan (EMSURP) plan, and the Town of Riverhead Peconic River/Route 25 Corridor Step II Brownfields Opportunity Area (BOA) plan and is consistent with Town initiatives to revitalize downtown Riverhead as will be further discussed. Further, the project will provide needed quality housing for households characterized by a mix of incomes, in a pedestrian-friendly, transit-oriented environment. The site is within the Town Main Street Historic District (see **Figure 1-2**).

The site is composed of two contiguous developed tax lots, designated as listed in **Table 1-1** (see also **Topographical Survey**; *all plans will be found in pouches at the back of this document*):

Table 1-1
PROJECT SITE IDENTIFICATION

Parameter	221 East Main Street [(1)] (Section/Block/Lot)	31 McDermott Avenue [(1)] (Section/Block/Lot)	Total
Tax Lot Designation [(2)]	129/1/21	129/1/22	---
Square Feet (SF)	26,597	10,570	37,167
Current Use	Commercial (vacant)	Commercial (occupied)	---

(1) Both tax lots are in District 0600 (Town of Riverhead).
(2) Per Suffolk County Tax Map (SCTM) designation; see **Figure 1-2**.

The approximately 0.85-acre project site is located at the southwestern corner of the intersection of East Main Street and McDermott Avenue; the site is roughly rectangular in shape, with its narrow northern side fronting on the south side of East Main Street, while its longer eastern side fronts on the west side of McDermott. The site is currently developed and occupied on the north by a vacant, one-story brick commercial structure that fronts on East Main Street (the "221 East Main Street building"), and on the south by an occupied two-story frame commercial/residential building (the "31 McDermott Avenue structure"). The central portion of the property features an at-grade parking lot for the 221 East Main Street structure. This privately-owned parking area is accessed only from McDermott Avenue; there is no vehicle access from East Main Street. This privately-owned parking area is accessed only from McDermott Avenue; there is no vehicle

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FIGURE 1-1a
REGIONAL LOCATION MAP

Source: ESRI Web Mapping Service

Scale: 1 inch = 1,000 feet

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FIGURE 1-1b
LOCAL LOCATION MAP

Source: ESRI Web Mapping Service

Scale: 1 inch = 100 feet

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Riverhead

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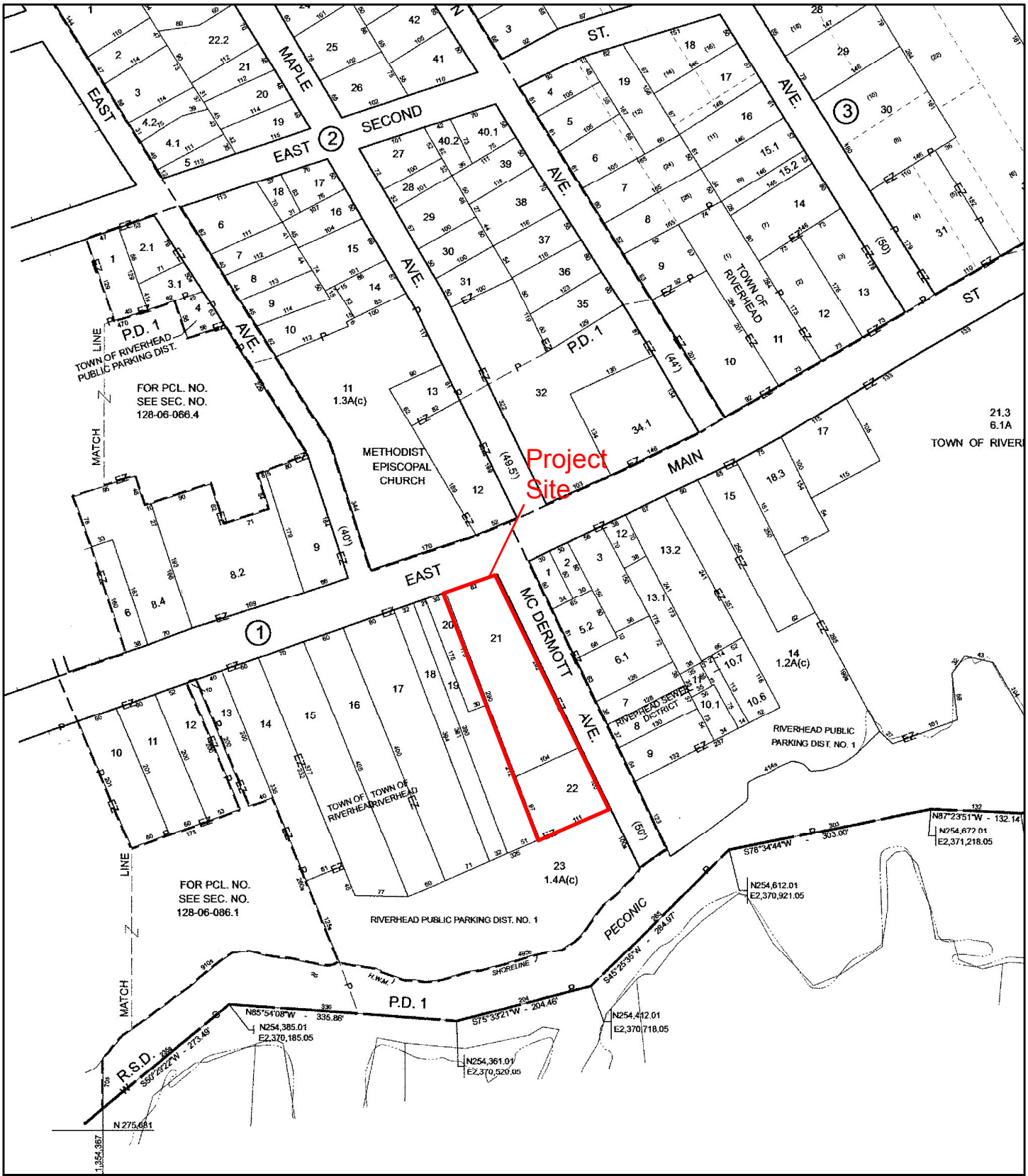

FIGURE 1-2
TAX LOT MAP

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Source: ESRI wms; Suffolk County records
Scale: 1 inch = 200 feet

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access from East Main Street. As this portion of the site is currently unused, this parking area is used by the public for parking. On-site parking will consist of 55 spaces (of which three will be set aside as handicapped spaces) although none are required since the subject site is within the Riverhead Parking District which considers the abundance of Town parking available on the street and in lots throughout the downtown area as will be further discussed herein. The parking area is primarily vacant due to vacancies in the on-site building, though it is currently used by the public.

The applicant, Georgica Green Ventures, LLC, seeks Board approval to demolish the two existing structures on the site, and construct a single five-story mixed-use structure featuring 12,623 SF of first-floor commercial spaces (at-grade with East Main Street) and four floors of apartments (116 units; see **Sheets C-101.00, A-013.00, A-014.00 and A-015.00,** and **Table 1-2)**). Note that specific type(s) of tenants are not presently known for the commercial spaces; in order to provide a "conservative" analysis of potential impacts, this document assume restaurant use for 11,115 SF of this area; the remaining 1,508 SF is assumed to be retail space.

Because the subject site slopes downward toward to south from East Main Street, the proposed lower level for parking beneath the structure will be accessed via McDermott Avenue (see **Sheet A-016.00** and **Figure 1-3**). These spaces will be available to the project's residents on a first-come, first-served basis; patrons of the project's commercial spaces will park elsewhere.

Of the 116 apartments, 115 will be rented, and one (1) apartment will be set aside for occupancy by the building superintendent. There will be space on the rooftop for a gathering place for the building's residents. As described below and as sought by the Town for the DC-1 district, the 115 rental apartments will be leased based upon the household income of the residents. The provision of work force and next generation housing for various income levels is a key beneficial feature of the project that furthers the housing goals of the Town.

To determine the rent applied to each household, the average family income (AMI) for a family of four in the Nassau-Suffolk region was determined. Then, 60%, 90% and 130% of this value were assumed to represent the three "Tiers" of household incomes that would qualify a household for occupancy of a studio, a one-bedroom, or a two-bedroom unit. For each of the three types of unit within each "Tier," the household income needed to afford the anticipated gross rental rate was calculated. Finally, as the applicant anticipates that electricity will be paid by the resident, the gross rental rate was reduced by an appropriate amount to reach a net monthly rent. **Table 1-3** summarizes the pertinent data for each Tier.

In addition, there are number of agencies contributing to the funding for the project, and include:

- New York State (NYS) Homes & Community Renewal
- NYS Housing Finance Agency
- Governor's Office of Storm Recovery
- Suffolk County Department of Economic Development and Planning (SC Affordable Housing Opportunities Program)
- Riverhead Industrial Development Agency
- NYS Empire State Development (RESTORE NY Communities Initiative Municipal Grant Program)

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FIGURE 1-3
ARCHITECT'S RENDERING

Source: Architect
Not to Scale

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Riverhead

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Table 1-2
USES, UNITS & YIELDS IN BUILDING
Proposed Project

Retail Space (SF)	**Other Commercial Spaces** (SF) [1]	**Residences** [2] (units)	**Residential Space** (SF; estimated)	**Other Spaces** (SF; estimated)	**Total Floor Spaces** (SF)
Lower Level (55 Parking Spaces)					
---	---	---	---	20,995 [3]	20,995
First Floor					
1,508	11,115	---	---	8,310 [4]	20,933
Second Floor					
---	---	6 studio 15 one-bedroom 7 two-bedroom 28 units	2,790 10,110 7,735 20,635	5,070 [5]	25,705
Third Floor					
---	---	8 studio 15 one-bedroom 7 two-bedroom 30 units	3,720 10,110 7,735 21,565	4,140 [5]	25,705
Fourth Floor					
---	---	8 studio 15 one-bedroom 7 two-bedroom 30 units	3,720 10,110 7,735 21,565	4,140 [5]	25,705
Fifth Floor					
---	---	9 studio 12 one-bedroom 7 two-bedroom 28 units	4,185 8,088 7,735 20,008	4,752 [5]	24,760
Roof					
---	---	---	---	165	165
Totals					
1,508	11,115	31 studio 57 one-bedroom 28 two-bedroom [6] 116 units	14,415 38,418 30,940 83,773	47,572 [5]	143,968

(1) The plans show two restaurants: Restaurant 1 has 5,000 SF/235 seats, and Restaurant 2 has 6,115 SF/300 seats. Restaurants were used for maximum use impact analysis in terms of wastewater and water use, trip generation and parking; however, these spaces may be occupied by other types of commercial uses depending on market conditions.

(2) Studio units vary from 410 to 520 SF (465 SF average); one-bedroom units vary from 560 to 788 SF (674 SF average); and two-bedroom units vary from 875 to 1,334 SF (1,105 SF average).

(3) Includes Parking, Utilities and Lobby spaces.

(4) Includes Utilities, Lobby, Building Amenities, and Building Storage spaces.

(5) Includes Laundry, Storage, and Hallway spaces.

(6) Of which one unit set aside for building superintendent use.

Table 1-3
SUMMARY OF INFORMATION ON UNITS AND RENTS (1)

Parameter	Household Income Limit	Net Monthly Rent (2)	Units
87 Units (Tier I: for Households Earning 60% of the AMI)			
Studio Units	$46,560	$976	25
One-Bedroom Units	$49,860	$1,210	44
Two-Bedroom Units	$59,880	$1,452	18
Subtotal	---	---	**87**
13 Units Tier II: (for Households Earning 90% of the AMI)			
Studio Units	$59,850	$1,125	4
One-Bedroom Units	$74,790	$1,464	5
Two-Bedroom Units	$89,820	$1,655	4
Subtotal	---	---	**13**
15 Units (Tier III: for Households Earning 130% of the AMI)			
Studio Units	$86,450	$1,326	2
One-Bedroom Units	$108,830	$1,639	8
Two-Bedroom Units	$129,740	$1,955	5
Subtotal	---	---	**15**
TOTAL RENTAL UNITS	---	---	**115**

(1) One two-bedroom unit set aside for the building superintendent; it will not generate rental income.
(2) Reflects rent reduction, as residents pay electricity cost.

Table 1-4 presents information on the funding sources for the proposed project.

As noted, the project conforms to the 2003 Town Comprehensive Plan and to the goals and intent of the 2008 Update of the Town's EMSURP and the BOA, and will conform to many of the applicable Town Zoning Code bulk and setback requirements for development in the site's DC-1 zoning district. However, the project requires six (6) variances from the Town Zoning Board of Appeals (ZBA), one to exceed the maximum size of the studio units and five related to the on-site parking spaces (see **Sheet C-002.00**), as follows:

- Minimum Parking Stall Size
- Minimum Back-Up Aisle Width
- Minimum Parking Stall Size [handicapped]
- Minimum Access Aisle Width
- Minimum Width at Curb Cut

In addition, the project needs a Town Board (hereafter, *"the Board"*) special permit to exceed the maximum allowed building coverage (80% of the site allowed, 91.75% requested).

Table 1-4
FUNDING SOURCES*
Proposed Project

Source Origin	Source Name	Source Description	Estimated Total Amount
NYS HFA	HFA TE Bonds	Fixed taxable bonds to fund mortgage loans for individual rental developments.	$10,920,000
NYS HCR	HCR MIHP	Provides gap funding to developments that include a component of units that will be occupied by households earning up to 130% of AMI, will increase the total number of mixed and middle-income units throughout the State.	$1,200,000
NYS HCR	HCR NCP	Provide financing to stimulate the new construction of rental housing affordable to households that earn 60% of AMI and that may advance one or more of the specific housing priorities of New York State.	$13,900,000
Suffolk County	Suffolk Acquisition Loan	Suffolk County Workforce Housing Acquisition Program, acting through its Department of Economic Development and Planning, may issue bonds to acquire sites for qualifying workforce housing developments.	$900,000
NYS GOSR	CDBG-DR	Community Development Block Grant program as Disaster Recovery grants to rebuild the affected areas and provide crucial seed money to start the recovery process.	$6,500,000
ESD	Restore NY Loan	Empire State Development Restore NY Loan	$250,000
Suffolk County	Suffolk Infrastructure Loan	Suffolk County Workforce Housing Infrastructure Program, acting through its Department of Economic Development and Workforce Housing, may issue bonds to fund certain approved infrastructure improvements for qualifying workforce housing developments.	$2,100,000
NYS HCR	LIHTC Equity	Raymond James Tax Credit Fund, Inc.	$11,879,629
NYS HCR	SLIHC Equity	SLIHC will increase the total number of mixed and middle-income units (60-90% AMI) throughout the State. - Raymond James Tax Credit Fund Inc.	$4,874,513
Georgica Green Ventures, LLC	Deferred Development Loan	Developer Fee Loan	

* HFA-Housing Finance Agency; HCR-Homes & Community Renewal.

As noted above, the subject site is privately owned and currently has 27 parking stalls. Prior Town reports and mapping **(BOA, 2013 and Map of Downtown Riverhead Parking District, 12/29/2008[1])** identified the site as a public parking lot; however, the site is privately owned and proposed to be re-developed. Under existing conditions, on-site parking would only be available to serve on-site uses. For proposed conditions with the Riverview Lofts site use, on-site parking is not required since the site lies within the Downtown Parking District. Nevertheless, the

[1] http://www.townofriverheadny.gov/docview.aspx?docid=30459

Applicant recognizes that maintaining adequate parking is important for downtown Riverhead, and seeks to reduce the off-site parking demand of the proposed project by providing some on-site parking. This parking also provides a benefit limited to the residents of the subject site; no commercial use parking is proposed. As a result, the design team sought to provide on-site parking in consideration of the site size. The design review process resulted in the proposed site design to accommodate 55 spaces, some of which require a variance of the stall size and would be available for use by compact cars. The inclusion of this parking as part of the building design results in the need for a variance of the 80% maximum allowable building coverage. The outcome is a building that covers 91.75% of the site, or an 11.75% increase in building coverage. The project architect Stephen B. Jacobs Group, P.C. indicates that if the parking were not provided as per the proposed design, the building would be less than the 80% maximum allowable lot coverage, specifically 69% lot coverage. Consequently, the variance is requested in connection with project approvals in order to provide 55 parking stalls on site, where none are required, as well as the requested variance for the smaller size of some of the proposed parking stalls.

As shown in the plans, 25 of the 31 proposed studio units will exceed the maximum floor space of 450 SF allowed under the Town Zoning Code in the DC-1 district, thus requiring a ZBA variance. The Applicant's Limited Scope Marketing Study (see **Appendix A-1**) includes an analysis of the rental rates for both market-rate projects and affordable projects in the region. As part of that analysis, studio units in other projects in the region that are comparable to those of the proposed project were surveyed. That analysis indicates that, for both market-rate and affordable projects, studio units in the region were in excess of 450 SF (in fact, for the four market-rate projects reviewed, studio units average 525.5 SF in size, and the one affordable project reviewed had a studio unit size of 670 SF). This demonstrates that a precedence for studio units in excess of 450 SF is well-established in the region, justifying the appropriateness of a ZBA variance. This also supports the Applicant's need to exceed the allowed site coverage of 80%

Table 2-2 discusses the project's conformance to the standards against which the Board will review the special permit request and determine whether those standards are met.

With respect to the number of parking spaces provided relative to the amount of development proposed, Town Zoning Code Section 301-231 I. states that, for a site within a designated Parking District, the requirements of the Town Zoning Code do not apply. That is, the presence and availability of free, public parking spaces off-site but nearby is expected to satisfy the parking needs of the residents and patrons of the development; the project is not required to provide any on-site parking spaces. However, in order to decrease the need for off-site municipal parking and provide a benefit to the site's residents, the Applicant will provide 55 on-site parking spaces (of which three will be handicapped spaces), and the balance of the project's parking needs will be met by off-site spaces within the Riverhead Parking District area. These spaces will be available to the project's residents on a first-come, first-served basis; patrons of the project's commercial spaces will park off-site, typical of other retail uses in the downtown. The two existing driveways onto McDermott Avenue will be closed, and the site will be accessed via a single, new driveway onto McDermott Avenue that leads directly into the internal

groundlevel parking area beneath the building. This access will be "stop"-controlled for departing vehicles.

Sanitary wastewater from the project will be conveyed off-site via the existing network of the Riverhead Sewer District (RSD), and treated and discharged at the existing municipal facility. The project will conform to all applicable flow and design requirements of the Suffolk County Department of Health Services (SCDHS) and the RSD.

The applicant has designed the project to:

- Conform to the Town Comprehensive Plan in terms of providing quality housing for households having a mix of incomes, in a downtown location with ground floor retail spaces;
- Conform to the goals and intent of the EMSURP and BOA for the area;
- Be consistent with the pertinent policies of the NYS Coastal Management Plan (CMP);
- Increase pedestrian traffic in the hamlet downtown area, to support commercial activity and enhance the hamlet downtown area aesthetic;
- Strike a balance between the yield permitted by the DC-1 zoning while remaining within a density that would not adversely impact the downtown hamlet character of the area and still support an economically viable project;
- Minimize potential adverse impact to groundwater resources by connecting to the public sanitary sewer system;
- Provide an aesthetically attractive development;
- Utilize an innovative drainage system design that will be reviewed and approved by the Town, to provide twice the minimum storage capacity than required by Town Code, and thereby minimize the potential impact to local stormwater runoff patterns from the release of overflow from the system onto Heidi Behr Way (see **Section 1.4.2**);
- Provide safe pedestrian and vehicle access in conformance with Town and County highway access limitations;
- Conform to all other appropriate land use requirements; and
- Provide superior site design, including appropriate on-site recreational amenities; walkability and sense of place through attractive community architecture and new plantings (eleven trees will be installed along McDermott Avenue; see **Sheet C-103.00**).

The Applicant prepared an Economic Impact Analysis of the proposed project (see **Appendix A-2**), to determine whether and to what degree the project will contribute to the community's long-term economic health. The following is taken from the Summary of that document:

> …this analysis examines the economic impacts that are associated with the construction and annual operations of the proposed project, located in downtown Riverhead, New York. Economic impacts include direct, indirect and induced benefits on output, employment and associated labor income during the construction phase and during a year of stabilized operations of the proposed project. This analysis was prepared using methods, data and information that are considered to be industry standard for such economic impact analyses.
>
> ***Definition of Economic Impacts***
> A *direct impact* arises from the first round of buying and selling. These direct impacts can be used to identify additional rounds of buying and selling for other sectors of the economy and to identify the impact of spending by local households. An *indirect impact* refers to the increase in sales of other

industry sectors, which include further round-by-round sales. An *induced impact* accounts for the changes in output and labor income by those employed within the region, resulting from direct and indirect impacts. The *total impact* is the sum of the direct, indirect and induced impacts.

Key Findings

It is projected that the construction period and annual operations of the proposed project will contribute positively to the local economy. During the construction period, opportunities for employment will offer direct, indirect and induced benefits among businesses and households located throughout the region. During the annual operations of the proposed project, long term jobs will also offer direct, indirect and induced benefits to the local economy, Suffolk County and the region as a whole. The new jobs created during both the short-term construction period, as well as long-term annual operations will help to increase business and household income in the community. In turn, as spending increases, this creates additional jobs and further increases business and household income throughout the local economy and into other parts of the region.

<u>Anticipated Economic Impacts</u>

- For the purpose of this analysis, it is anticipated that the construction of the proposed project will commence in the fall of 2017, with construction occurring over a period of 24 months. It is anticipated that the proposed project will be completed during the fall of 2019.
- The construction period is projected to represent a total of approximately $33.66 million in investment. The $33.66 million in direct output is projected to generate an indirect impact of over $14.3 million, and an induced impact of nearly $15.7 million, bringing the total economic impact on output to over $63.6 million during the 24-month long construction period.
- It is projected that the construction period will necessitate 123.0 full time equivalent (FTE) employees annually over the 24-month construction period.
- The 123.0 FTE jobs created annually during the construction period will have an indirect impact of 112.1 FTE employees and an induced impact of 108.6 FTE employees in other industry sectors, bringing the total impact of construction to 343.8 FTE jobs during the construction period. This job creation – direct, as well as indirect and induced – is most crucial during Long Island's present economic state, and presents opportunities for persons who are unemployed throughout the region.
- Labor income from the construction jobs are estimated to amount to $68,900 per year, per employee. Assuming that the construction period lasts 24 months, this represents approximately $137,800 per worker, for a total of over $17.0 million in collective earnings among the 123.0 FTE construction workers. This labor income is projected to have an indirect impact of over $5.0 million and an induced impact of nearly $5.4 million, bringing the total economic impact of the construction to over $27.4 million in labor income.
- It is assumed that the operational phase of development will begin upon the completion of the 24-month long construction period, anticipated to occur in the fall of 2019. For the purpose of this analysis, it is assumed that the first year of stabilized operations will occur in 2020. At that point in time, and for the purpose of this analysis, it is assumed that the proposed project will be operating at or near full occupancy, with the majority of its units and the commercial space leased and occupied.
- Direct output is estimated to total $5.7 million per year. This includes revenue generated in the form of monthly rent for the residential units, as well as lease rates and sales revenues that occur within the commercial space.
- The direct operational revenues are projected to generate an indirect impact of over $624,000 and an induced impact of over $945,000 per year. This additional output is generated through round-by-round sales made at various merchants in other sectors of the regional economy. These

include local retailers, service providers, banks, grocers, restaurants, financial institutions, insurance companies, health and legal services providers, and other establishments in the region.

- The sum of the direct, indirect and induced impacts results in a total economic impact on output of over $4.5 million during annual operations.
- In total, it is estimated that the proposed project would create 32.0 FTE jobs during annual operations.
- The 32.0 FTE direct employment positions are projected to result in an indirect impact of 3.7 FTE jobs, and an induced impact of 6.1 FTE jobs throughout the region, bringing the total economic impact of operational employment to 41.8 FTE jobs during stabilized operations.
- The 32.0 FTE employees are anticipated to earn a total of $1.1 million in collective labor income. This direct labor income is projected to result in an indirect impact of nearly $208,000 and an induced impact of over $322,000, bringing the total economic impact of labor income to over $1.6 million during annual operations.

A summary of key economic findings is provided in **Table 1-5**.

Table 1-5
SUMMARY OF KEY ECONOMIC FINDINGS

Economic Impact Parameter	Output (Revenue)	Employment (Number of Jobs)	Labor Income (Wages)
Economic Impact of Construction			
Direct Impact	$33,660,169	123.0	$17,013,693
Indirect Impact	$14,304,011	112.1	$5,076,753
Induced Impact	$15,688,414	108.6	$5,393,246
Total Economic Impact of Construction	$63,652,594	343.8	$27,483,693
Economic Impact of Annual Operations			
Direct Impact	$2,940,813	32.0	$1,114,195
Indirect Impact	$624,538	3.7	$207,914
Induced Impact	$945,694	6.1	$322,752
Total Economic Impact of Annual Operations	$4,511,045	41.8	$1,644,861

Source: Project program provided by Georgica Green Ventures, LLC; NYS Department of Labor; International Council of Shopping Centers and Urban Land Institute; Analysis by NPV, LLC, via IMPLAN software.

The environmental review process is a balancing process, wherein the potential adverse impacts of the proposed project are matched against its potential beneficial impacts, to give reviewing entities sufficient information and analysis to render an informed decision to approve or deny the application.

The analyses in this document support a conclusion that the potential adverse impacts of the proposed project will not be significant and will be geographically localized, and that the potential beneficial impacts will be significant.

- The proposed project is in conformance with and complements the local land use pattern; it generally conforms to the requirements of the DC-1 zoning district; it conforms to the Town Comprehensive Plan Update, the policies of the NYS CMP, and the EMSURP and BOA.
- The project also helps fulfill a need in the Town for quality housing for a mix of household incomes, by providing a substantial number of such units.

- The project would not strain the ability of any of the community services to adequately serve the site or project.
- The project will increase the amount of property taxes generated by the site, which would offset at least a portion of the increased costs to provide such services, particularly educational expenses of the Riverhead CSD.
- With minor timing adjustments to the traffic signal at the intersection of East Main Street and McDermott Avenue/Maple Avenue for the northbound approach on McDermott Avenue, the project's TIS indicates that there would be no significant traffic impacts associated with the project.
- The project will not adversely impact resources because of its connections to the public sanitary and stormwater sewer systems.
- The site's soils do not present any engineering-related limitations on the project.
- The two ESAs prepared for the existing buildings on the site indicate the presence of a UST, and the potential presence of a second UST. These will be investigated prior to the onset of construction and properly removed; any impacted soils will be properly remediated at that time, to the satisfaction of the appropriate County and NYS agencies.
- There are no cultural resources on the site, so that no direct impact to such resources could or would occur. The new building has been designed to have an architectural appearance conforming to that of its surroundings, and is oriented to present its narrow side facing East Main Street, to minimize its potential to visually dominate the character along that corridor.

1.2 Project Background

A site plan application was submitted to the Board in December 2016, to allow for the development of the proposed project. As part of that application package, the applicant prepared a Part 1 EAF form, which generally describes the project and provides general information to the Town with respect to potential impacts of the project. The EAF Part 1 is contained herein, in **Appendix B-1**. Subsequently, and in an effort to provide the Board with additional project information and potential impact analyses, the applicant prepared a Supplement to the EAF Part 1, and submitted it to the Board in December 2016.

The Town Board conducted a coordinated review among involved agencies to assume lead agency status beginning on May 25, 2017. Having received concurrence from involved agencies, the Town Board assumed lead agency and deemed this Voluntary DEIS acceptable for circulation to involved agencies and the public on June 20, 2017 for a period of 30 days, to end on July 20, 2017 (see **Appendix B-2**). This document ensures that the Board takes a "hard look" at the project and will assist in determining potential impacts of the proposed project in order to support a State Environmental Quality Review Act (SEQRA) determination of significance.

1.3 Project Location and Existing Site Conditions

1.3.1 Project Location

The subject site is in the East Main Street Urban Renewal Area in the Town of Riverhead, Suffolk County (see **Figure 1-4**), and is zoned DC-1 in a mixed-use area. The subject site is

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FIGURE 1-4
EAST MAIN STREET
URBAN RENEWAL AREA MAP

Source: NYS Orthophotography, 2013;
Riverhead Town
Scale: 1 inch = 300 feet

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approximately 37,167 SF (0.85 acres) in size and located at the southwestern corner of the intersection of East Main Street and McDermott Avenue, in the downtown area of Riverhead hamlet. To the north of the site are commercial and residential properties lining the East Main Street commercial corridor, and the Riverhead United Methodist Church and Doroszka House (both historically significant structures in the Town Main Street Historic District); across McDermott Avenue to the east are residential properties, beyond which is the Long Island Aquarium. To the south is Heidi Behr Way and a public park (the Town's Peconic Riverfront Park) along the north bank of the Peconic River and a Town parking lot, and to the west is a vacant lot (previously occupied by a Sears store, since demolished), the East End Arts Park, and various commercial properties associated with the East Main Street commercial corridor.

The subject site is in the New York State Empire Zone, Business Improvement District (BID; see **Figure 1-5**), RSD, the Riverhead Water District (RWD), the Town Main Street Historic District (see **Figure 2-16a**), and the Riverhead Parking District (see **Figure 1-6**). The proposed project is considered a continuation of the urban renewal efforts of earlier projects in the vicinity, consistent with the intent of the 2008 Update of the EMSURP and the Town of Riverhead Peconic River/Route 25 Corridor Step II Brownfields Opportunity Area (BOA) Nomination Study (April 2016). Note that the property abutting the west side of the subject site, previously occupied by a Sears store (since demolished), is a designated "brownfield site" (see **Figure 1-7**); this site is presently under application for re-development with a mixed-use project.

The property is more specifically identified as Suffolk County Tax Map (SCTM) District 0600, Section 129, Block 1, Lots 21 and 22. The street addresses of the two tax lots are 221 East Main Street (tax lot 21), and 31 McDermott Avenue (tax lot 22).

The site is within the following planning and/or service zones and districts:

- Downtown Center-1 (DC-1) Zoning District
- Town of Riverhead East Main Street Urban Renewal Area
- NYS Coastal Zone
- Town Peconic River/Route 25 Corridor Step II Brownfield Opportunity Area (BOA)
- Peconic Bay Critical Environmental Area
- Peconic Bay Estuary Program Natural Resource Area
- Town Tidal Wetlands jurisdictional area
- NYSDEC Tidal Wetlands jurisdictional area
- Hurricane Storm Surge Areas 2 & 3
- Riverhead Parking District
- Town of Riverhead BID
- Town Main Street Historic District
- Long Island North Shore Heritage Area
- Groundwater Management Zone IV (600 gallons per day per acre; gpd/acre)
- Federal Emergency Management Agency (FEMA) Flood Hazard Zone AE (southern half of site)
- FEMA Flood Hazard Zone X (northern half of site)
- Riverhead Central School District (CSD)
- Riverhead Volunteer Fire Department
- Riverhead Volunteer Ambulance Corps, Inc.

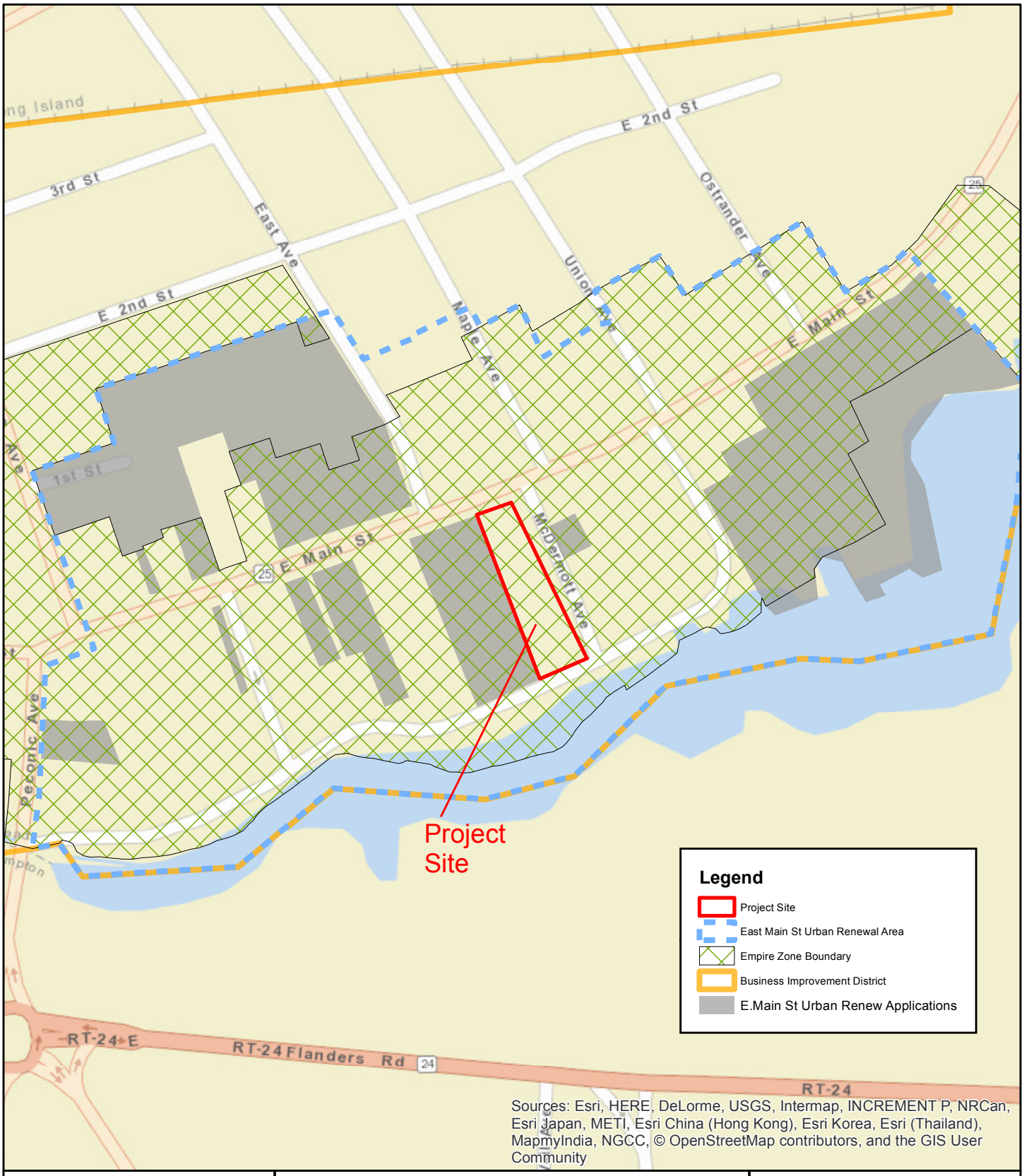

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FIGURE 1-5
BUSINESS IMPROVEMENT DISTRICT (BID) MAP

Source: ESRI wms;
Town of Riverhead records
Scale: 1 inch = 300 feet

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FIGURE 1-6
PARKING DISTRICT MAP

Source: ESRI wms;
Town of Riverhead records
Scale: 1 inch = 300 feet

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FIGURE 1-7
BROWNFIELD SITES MAP

Source: ESRI wms;
Town of Riverhead records
Scale: 1 inch = 500 feet

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- Riverhead Police Department
- Riverhead Water District (RWD)
- Riverhead Sewer District (RSD)
- Riverhead Stormwater System
- Public Service Electric and Gas Company (PSEG; electricity)
- National Grid (natural gas)

The project site is not in the Central Suffolk Special Groundwater Protection Area (SGPA) or the Central Pine Barrens Zone.

1.3.2 Existing Site Conditions

A series of photographs of the site and surroundings were taken in October 2016 for this document, and are reproduced in **Appendix B-3**. **Figure 1-8** presents an aerial photograph of the subject site, which depicts its existing conditions as of 2013. This figure also indicates the locations of the various site features delineated and discussed in the Environmental Site Assessments (ESAs) prepared for 221 East Main Street and for 31 McDermott Avenue. The ESA for 221 East Main Street was prepared by Cashin Associates, P.C., in November 2014 (see **Appendix B-4**), and the ESA for 31 McDermott Avenue was prepared by Nelson, Pope & Voorhis, LLC (NP&V) in October 2016 (see **Appendix B-5**). The following descriptions of the existing uses of the site, as well as the recognized environmental conditions (RECs) of each, have been taken from the Summaries of those documents.

<u>221 East Main Street</u>

This report outlines the findings of a Phase I ESA conducted by Cashin Associates, P.C. (CA) for the subject property located at 221 East Main Street, Riverhead, New York (District 600, Section 129, Block 1, Lot 21). The 0.5-acre subject property is currently developed with a 9,369 square foot building with an asphalt parking area in the rear of the building. The current building was built in 1947. The field inspection was conducted on October 27, 2014 by Mr. Keith Brewer; an Environmental Scientist from CA. CA accessed and inspected all areas of the subject property. Mr. Brewer was accompanied by Mr. Robert Knotoff (current owner for the past 35 years) and Ms. Connie Lassandro (Consultant).

Based on the Sanborn Maps, it was determined that the subject property was initially developed between 1885 and 1891 with a two-story residential building. The existing 9,369 square foot building was built sometime in 1947.

The subject property is not listed on any of the reviewed databases. While nearby properties in the surrounding area did appear in some of the reviewed databases (Section 3.0 [of **Appendix B-4**), CA found no evidence in the reports that any of the listed properties in the surrounding area have directly or negatively affected conditions at the subject property.

No Recognized Environmental Conditions (RECs) or Business Environmental Risk issues were identified for the subject property.

Recognized Environmental Conditions (RECs)
None Identified

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FIGURE 1-8
EXISTING SITE AND AREA CONDITIONS

Source: NYS Orthophotos, 2013

Scale: 1 inch = 100 feet

N

Riverview Lofts
Riverhead

Voluntary DEIS

Business Environmental Risk Issues

Suspected and Potential Asbestos-Containing Material (ACM): The original age of the subject buildings (1947) indicates that ACM may be present in both exposed and unexposed building construction materials and components, particularly in older, un-renovated portions of the buildings. An ACM survey should be performed prior to building demolition or major renovation to identify ACM abatement needs.

NYSDEC PBS Tank: The subject property (221 East Main Street) is not listed as a registered NYSDEC Petroleum Bulk Storage (PBS) site. During the site visit and discussions with Mr. Robert Knotoff (property owner) it was brought to CA's attention that there is a 1,000-gallon #2 fuel oil tank located under East Main Street in front of the subject property. A 1,000-gallon tank is below the 1,100-gallon threshold required for registration under State and County requirements. (Although the type and age of the tank is unknown, it is likely a single-wall steel tank possibly over 30 years old). The tank vent is located on the outside wall in the northwest corner of the building. If the tank is to remain in use, it should be tightness tested to confirm that it is not leaking. If the building is to be demolished, then the tank should be properly abandoned or removed. Old single-wall steel tanks can be associated with subsurface contamination of soils and groundwater from leaks and spills.

Potential Lead-Based Paint (LBP): Based on the original age of the subject buildings (1947), the potential exists for the presence of lead paint in the underlayers of paint throughout older, unrenovated portions of the buildings. The presence of lead paint should be considered during major renovation or demolition.

31 McDermott Avenue

The subject property is developed with a two (2) story commercial/residential structure with a paved parking lot area. The building is divided into four (4) sections which contain an apparel store, an acupuncturist's office, an upholstery store and an apartment. The apparel store, which is located on the first floor of the east side of the building, also has two (2) rooms on the second floor. The upholstery store is located on the west side of the first floor, the acupuncturist is in the central portion of the building and the apartment is located on the second floor. The building consists of a wood framed structure situated on a concrete slab foundation, with wood and vinyl shingle siding, and an asphalt shingle roof. The interior of the stores consists of hardwood, bare concrete and carpeted floors, as well as, painted sheetrock and wood paneling walls. The building is connected to the Town of Riverhead sewage collection system and the Riverhead Water District for potable water.

A 275 gallon above ground fuel oil storage tank is located on the west side of the building which is utilized to supply the heating system of the upholstery store. No areas of staining, evidence of discharge, areas of stressed vegetation, residue of oils or other toxic substances, pools of discharge, petroleum or chemical odors, or other such indicators were noted during the site reconnaissance.

Sanborn map coverage from 1891, 1897, 1902, 1909, 1920, 1929, 1947 and 1969 was available for the subject property and maps were reviewed in order to determine the prior uses of the subject property and surrounding area. The subject property was not depicted on the 1891-1920 maps. The 1929 map revealed that an "L" shaped building identified as wallpaper and paints and storage of building materials was located along the north and west portions of the subject property. In 1947 and 1969, an addition had been had to the southwest portion of this building bring the building to its present configuration. A gasoline tank was depicted off the northeast corner of the building from 1929 to 1969. It is uncertain if this tank is presently located on the subject property. The surrounding area was densely developed with residences and commercial buildings as well as a church and bank.

Aerial photographs from 1938, 1940, 1947, 1957, 1962, 1966, 1970, 1976, 1980, 1985, 1994, 2006, 2008, 2009 and 2011 were available for the subject property. A review of the aerials revealed that the existing building was present on the subject property in all of the aerials. The surrounding area consisted of East Main Street to the north, residential land, and undeveloped wooded land to the southeast and Peconic Avenue to the west.

USGS [United States Geological Survey] Riverhead topographic maps from 1903, 1904, 1943, 1947, 1956 and 2013 were available for review for the subject property. The scale was too small to determine if the subject property contained any improvements in the 1904 topographic map. The 1943 and 1947 map revealed that the subject property was developed. The remaining maps indicated that the subject property was located in a developed area. Please refer to Section 4.3 for additional information regarding site history.

An extensive government records search found no potential sources of environmental degradation on the subject property. Several Federal, State and County documented regulated sites were noted in the vicinity of the subject property. Specifically, ten (10) active and eighty-three (83) closed spill incidents and one (1) active and eleven (11) closed LUST [leaking underground storage tank] incidents are located within one-half (0.5) mile; and twenty-seven (27) Petroleum Bulk Storage listings, fourteen (14) RCRA [Resource Conservation and Recovery Act] Generators and one (1) Wastewater Discharges (PCSTWD) are located within one-quarter (0.25) mile of the subject property.

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

For this assessment under conditions where the direction of groundwater flow can be ascertained critical search distances are used to determine if a VEC exists. Specifically, the following distances are applied to the Tier I Assessment:

Upgradient Sources
1,760 feet for Chemical of Concern (COC)
520 feet for petroleum hydrocarbons

Cross-gradient Sources
365 feet for COC
165 feet for petroleum hydrocarbon LNAPL sources & 95 feet dissolved petroleum hydrocarbon sources with plume considerations

Down-gradient Sources
100 feet for COC/petroleum hydrocarbon LNAPL sources
30 feet dissolved petroleum hydrocarbon sources

Review of the regulatory agency database report provided for the subject property did not identify any sites within the critical distances for potential contamination sources. Based on this finding and the lack of potential impacted sites in the vicinity of the subject property, a VEC can be ruled out because it does not exist or is not likely to exist.

This assessment has identified the following with respect to recognized environmental conditions, controlled recognized environmental conditions, de minimus conditions and historic recognized

environmental conditions in connection with the subject property, subject to the methodology and limitations of this report.

One (1) recognized environmental condition was noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

The Sanborn Maps from1929 to 1969 identified a gasoline storage tank off the northeast corner of the existing building. It is unknown if tank has been removed from the subject property.

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

One (1) de minimus condition was noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

A 275 gallon above ground fuel oil storage tank is located on the west of the building.

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

This report was completed in accordance with the standards set forth in the ASTM E 1527-13 and the USEPA AAI. ASTM [American Society for Testing and Materials] protocols identify asbestos containing material (ACM) and mold as non-scope issues. In the interest of serving the client, observations concerning ACM and mold are included herein. This visual assessment should not be considered an asbestos survey or a mold assessment, which would be required for building demolition and/or identification of all possible sources of ACM and mold, regardless of health danger.

Opinions

It is the opinion of the environmental professional who completed this assessment that there is evidence of one (1) recognized environmental condition, one (1) de minimus condition, no controlled recognized environmental conditions, and no historic environmental conditions in connection with the subject property, based on the reconnaissance, interviews or regulatory agency records review conducted as part of this Phase I ESA, subject to the methodology and limitations of this report. As a result of the observations noted in this report, the following recommendations are provided.

1. The subject property should be subject to a Ground Penetrating Radar (GPR) survey to determine if the tank which appears on the Sanborn maps is still present, and sampling in the vicinity of the previously identified tank should be completed to determine the environmental quality of subsoils on the property in this area.
2. If the 275 gallon above ground fuel oil storage tank is no longer in use, the tank should be emptied and removed from the subject property and properly disposed of in order to prevent a future release from occurring.
3. If the structure is to undergo major renovation or demolition, an Asbestos Survey should be completed in accordance with the New York State Department of Labor Industrial Code 56.

The applicant is committed to addressing the above-noted issues related to each of the two existing buildings prior to or as a part of building demolition actions, to the satisfaction of all applicable reviewing agencies.

1.4 Project Design and Layout

1.4.1 Overall Site Layout

To construct the proposed project, the two existing commercial structures, paved surfaces, and associated utility service connections, as well as any and all underground storage tanks, will first be removed. This phase is discussed in more detail in **Section 1.5**.

The proposed project consists of a single, five-story mixed commercial/residential structure on the subject site. The building will be accessed by vehicles only from its McDermott Avenue frontage; however, there will be pedestrian access from both the East Main Street and McDermott Avenue frontages. There will be first-floor commercial space including 1,508 SF of retail space and two restaurants, totaling 11,115 SF (note that these restaurant spaces may be occupied instead by other types of commercial spaces, to be determined based on market conditions). Above the ground level retail will be four floors of apartments as: 31 studios, 57 one-bedroom and 28 two-bedroom units (one of which will be set aside for rent-free occupancy by the building superintendent). Occupancy will be subject to review and jurisdiction of the Town.

Refer to **Table 1-6** for a list of the current and anticipated future conditions of the project site.

Potable water will be supplied by the RWD, wastewater will be conveyed off-site to the RSD sewage treatment plan (STP) to the east, and stormwater generated on-site will be handled in a drainage system reviewed and approved by the Town. Electrical power will be provided by PSEG, and natural gas will be available from National Grid.

All solid waste will be collected on-site, stored temporarily in closed containers within the structure, and removed by a properly licensed carter on a regular basis, for disposal, as follows:

> The project's trash will be collected in movable mini dumpsters. Once full, the mini dumpsters will be and set aside in the trash room on the parking level. There will be approximately 4 dumpsters, each with a capacity of 4 CY; two dumpsters will be utilized for residential trash and two dumpsters for commercial trash.
>
> In discussions with Mattituck Environmental Services LLC, it was determined that the capacity of the mini dumpsters was sufficient for this property. The trash pick-up schedule for residential is anticipated to be twice per week, and to be adjusted as necessary to accommodate the property. Each restaurant will have a schedule for pick up with the trash company
>
> Garbage from the site will be collected on schedule directly from the trash room. The carting company will arrive early in the morning alongside the building on McDermott Avenue and the carter will enter the trash room and wheel out the dumpsters to load into the trash truck. When they are finished loading, they will return the dumpsters to the trash room. No trash will be left out on the streets.

Table 1-6
SITE AND PROJECT CHARACTERISTICS
Existing Conditions and Proposed Project

Parameter		Existing Conditions	Proposed Project [1]
Use & Yield	221 East Main St.	9,460 SF Commercial (vacant)	1,508 SF Retail &11,115 SF/535 seats (Restaurants) (1st floor); 116 Apartments (2nd - 5th floors)
	31 McDermott Ave.	4,772 SF Commercial, 1 Unit	
Zoning		DC-1	
Wastewater Treatment System		Riverhead Sewer District	
Coverages (SF)**:**		---	---
Building		14,232	34,102
Paved/Impervious		19,194	3,065
Grassy/Bare Soil		3,741	0
TOTAL		37,167	37,167
Water Resources:		---	---
Total/Domestic Water Use (gpd) [2]		484	39,645
Intersection LOS (Peak Hour)**:**		---	---
East/West Main St. at Peconic Ave.	Weekday AM	C	C
	Weekday PM	C	C
	Saturday Midday	D	E
East/West Main St. at Roanoke Ave.	Weekday AM	C	C
	Weekday PM	C	C
	Saturday Midday	C	C
East/West Main St. & Maple/McDermott Ave.	Weekday AM	A	B
	Weekday PM	A	B [3]
	Saturday Midday	A	B [3]
Miscellaneous:		---	---
Total Residential Units		0	116
Studio Units		0	31
One-Bedroom Units		0	57
Two-Bedroom Units		0	28
Total Residents (capita)		1	212 [4]
School-Age Children (capita)		0	14 [5]
Parking Provided (spaces)		55±	55 [6]

Notes: vph-vehicles per hour; FTE-full time equivalents.

(1) The plans show two restaurants: Restaurant 1 has 5,000 SF/235 seats, and Restaurant 2 has 6,115 SF/300 seats. However, these spaces may ultimately be occupied by other types of commercial uses.
(2) Based on SCDHS rates; see **Table 1-7**.
(3) With signal timing adjustments; see TIS, **Appendix C**.
(4) Assuming 1.67 capita/studio or one-bedroom unit, and 2.31 capita/two-bedroom unit; see also **Table 2-3** (**Rutgers University, June 2006**).
(5) Assuming 0.08 school-age children/studio or one-bedroom unit, & 0.23 school-age children/two-bedroom unit; see also **Table 2-3** (**Rutgers University, June 2006**).
(6) Includes three spaces set aside for handicapped drivers/passengers.

The proposed project will construct one (1) building on the site; it will have a total of 143,968 SF of floor area, distributed into commercial spaces (12,623 SF) and residential spaces (116 units),

with other, non-occupied spaces. This structure will be five stories in height, or a maximum of 60 feet above grade, with a lower level for parking beneath the structure. There will be space on the rooftop for a gathering place for the building's residents. As the property slopes downward from its high point along its northern frontage, the first floor (the level that contains the commercial spaces) will be at-grade with East Main Street. The parking area will be in the lower level, beneath the structure and accessed along the site's McDermott Avenue frontage, along which the site's slopes give direct access to the 55-space parking level.

Three types of apartment are planned: studio units (31 total, 410 to 520 SF each, an average of 465 SF); one-bedroom units (57 total, 560 to 788 SF each, an average of 674 SF); and two-bedroom units (28 total, 875 to 1,334 SF each, an average of 1,105 SF).

The project plans show two first-floor restaurants, totaling 535 seats: Restaurant 1 would have 5,000 SF of floor space and 235 seats, and Restaurant 2 would be 6,115 SF in size, with 300 seats. Restaurant 1 would be entirely interior to the northern portion of the building, and at-grade with East Main Street. Restaurant 2 would be located at the southern end of the building, overlooking the Peconic River. To take advantage of this view, Restaurant 2 would have an exterior wooden deck for the use and enjoyment of its patrons.

The project is designed to provide Restaurant 2 in the project (to take advantage of its location overlooking the Peconic River). Restaurant 1 may or may not be realized depending on market conditions. The Applicant does not want to limit the possibility that a deli, a coffee shop or other "wet store" use may occupy the space otherwise designated for Restaurant 1. Thus, by planning for two restaurants during the SEQRA review process, the Applicant would evaluate the most intensive possible uses for these two commercial spaces; in order to provide a conservative analysis of potential impacts, this document assumes that Restaurant 1 will also be developed. In this way, the impact analyses will be based on the maximum water consumption and wastewater generation values (as well as trip generation and parking) for the floor space allocated to Restaurant 1. The intended restaurant uses are subject to market and/or business considerations at the time the building is completed. In any case, the 11,115 SF of floor space will be allocated to street level retail use, with a preference for restaurants. In conformance with EMSURP, the Applicant proposes quality commercial uses that would be appropriate to and complementary of the commercial uses already present in the downtown area. Other uses allowed in the DC-1 district (e.g., bank, house of worship, personal service business, indoor market, art gallery, museum, library, theater or cinema, professional offices or school) are already present in the area. Finally, the various sources of funding for the project may prohibit such funding if offensive and/or inappropriate uses (e.g., tattoo parlor, liquor store, etc.) were proposed.

There is an additional 1,508 SF of intended retail space at street level. Other first floor spaces include rooms for building maintenance and management, as well as rooms for the use and enjoyment of its residents, to include exercise room, lounge, tots room, and lobby.

To estimate the consumptive water use of the project, it is assumed that the amount of wastewater generated would equal the amount of water. The requirements of Suffolk County Sanitary Code (SCSC) Article 6 are used to determine the amount of wastewater generated. Under those requirements, an apartment of less than 600 SF would generate 150 gpd of

wastewater, while apartments between 600 and 1,200 SF generate 225 gpd. The restaurants would use an additional 16,050 gpd of water. As shown in **Table 1-6** (and detailed in **Section 1.4.4** below), the project would consume an estimated 39,645 gpd of water, and generate the same amount as wastewater.

1.4.2 Grading Program and Drainage System

Grading

It is expected that the entire property will be involved in the demolition and building phases of the project. Based on the site coverages in **Table 1-6**, it is noted that no landscaping or open land is present, so that no vegetation currently exists on the site that would be disturbed during this phase.

Soil disturbance will occur as part of the demolition process, as well as to establish suitable grades for the proposed building. Additionally, the grading program must consider requirements for slopes to ensure proper drainage system performance, conformance with requirements of the Americans with Disabilities Act (ADA), and the convenience of the site's visitors, patrons and residents.

As part of the grading program, soil excavated during the demolition process that displays acceptable characteristics as fill may be used elsewhere on-site to provide suitable development surfaces. As shown on **Sheet C-002.00**, a total cut of 67,530 cubic yards (CY) are planned, offset by 18,650 CY of fill. The applicant proposes to retain as much of the cut material on-site as fill, but only if that cut material displays acceptable characteristics for this use. Any and all excess soil material will be removed by a licensed hauler, and taken to an approved disposal facility.

See **Section 2.5.2** for a discussion of the potential impacts of the proposed grading program with respect to post-construction soil erosion.

Drainage System

In conformance with Town requirements, all stormwater runoff generated on the property from a 2-inch rain event will be handled within an on-site drainage system that has been reviewed and agreed to by the Town Engineering Department and their outside consultant. **Sheets C-102.00 and C-200.00** show that the proposed drainage system will provide twice the storage volume (2-inch design rainfall required; 4-inch storm accommodated) than required, whereby one-half of the runoff generated on the rooftop will be detained there temporarily, while the remainder will be immediately conveyed to infiltration units located beneath Restaurant 2, on the southern portion of the property (where the land surface is lowest).

More specifically, the project's drainage system design was developed in consideration of how to accommodate the 2-inch design rainstorm that is required by Town Code. The applicant proposes to locate a drainage system under the slab of Restaurant 2, and above the highest anticipated groundwater elevation. Groundwater in the area is tidally influenced, and the highest anticipated elevation is 2.2 feet above mean sea level (asl), or between 3.5 and 4 feet below

ground surface (see **Sheet C-001.00** for the soil boring locations). With the use of a rain tank system, which allows for 95% void space within the confines of the system and a controlled release roof detention system, the 2-inch design rainfall will be accommodated. Additionally, because a washed crushed stone material will be used as backfill under the restaurant, additional storage becomes available (assuming a conservative void space ratio of 25%). Counting this additional volume, it is expected that the system can handle a 4-inch rain event over the entire site without any runoff being generated from the system overflowing onto off-site properties.

Because the drainage system is in a confined space, and the rain tank system requires maintenance ports at critical areas (inside the restaurant), three overflow pipes will be installed (to direct overflow southward, onto Town-owned Heidi Behr Way), in the event that a rain event in excess of 4 inches occurs. The overflow pipes will be equipped with check valves that will not allow water to flow into the pipe from the outside in the event that a catastrophic event occurs (e.g., the entire area floods). The controlled release detention will be designed to release the stored stormwater at the same rate that it would normally leach into the ground. As a result, the water that is detained on the roof will not be stored there for a long period of time. Specifically, the drainage system design requires 1,648 cubic feet (CF) of runoff to be detained on the roof. The reason for this use of the rooftop to temporarily detain some runoff is because of physical space limitations of the overall system in relation to the building structure. The roof detention area covers 19,673 SF and detains 2,349 CF of water.

The Town Engineer and his engineering consultant have reviewed the plans and have, in meetings with the Applicant's engineer, agreed that the system will work as designed. It is noted that the use of an overflow from the site onto adjacent, Town land is not consistent with Town Code stormwater requirements. As a result, during the site plan review process, the Town Engineer can recommend approval of the project's drainage system design to the Town Board.

When ice defrosts during repeated freezing and/or snowfall events, the meltwater will drain through the control flow roof drain and into the retention system at groundlevel, relieving potential structural stress on the building from the weight of runoff water stored on the rooftop.

It is expected that the roof drains will be inspected once a month by the building superintendent or his staff, to clear the roof drains of potential debris, though more frequent inspections may be appropriate in the fall months. Inspection would also be appropriate when runoff water is detected flowing through a secondary roof drains, which may indicate that that the primary drain is clogged and requires clearing. Maintenance would be performed immediately in such an event. This building is built lot line to lot line, so there is no land available to discharge the overflow roof drains onto the project site. A design whereby the number of overflows through the facade was minimized was discussed with the Town Engineer. The secondary roof drain discharge through the façade would only happen if the primary roof drain were clogged. With proper maintenance (see above), the potential for this to occur would be minimized.

In addition to Town jurisdiction over the project's stormwater system, this aspect of the project was subject to review by the NYS Governor's Office Storm Recovery (GOSR), which issued its Findings of No Significant Impact (FONSI) on July 21, 2017 (see **Appendix B-6**)

1.4.3 Vehicle Access and Parking

Vehicle Access

The proposed project will close the two existing accesses onto McDermott Avenue, and install a single, new driveway onto McDermott Avenue to provide vehicle access into the lower level parking area beneath the structure. This access will be controlled by a Stop sign for exiting vehicles. There will be no vehicular access directly onto East Main Street. It is expected that deliveries to the site will be accommodated by smaller trucks (e.g., FedEx deliveries, etc.) accessing the parking level.

As part of the Town's site plan review process, the Town Fire Marshal and representatives of the Riverhead Fire Department will evaluate the project design for proper access for emergency and fire equipment access.

Parking

As noted in **Section 1.1**, the subject site is located within the Riverhead Parking District. The Town Zoning Code Section 301-231 I states *"…where a public parking district has been created, the owner of property within such district need not provide off-street parking areas required by this chapter."* That is, the presence and availability of free, public parking spaces off-site but nearby would satisfy parking such that off-site spaces will be available to residents of the area. As shown on **Sheet C-100.00**, if the project site were not in the Town parking district, a total of 358 on-site parking spaces would be required.

The project will provide a total of 55 spaces in the parking level beneath the structure, for the use of residents of the site use; three of these spaces will be set aside as handicapped spaces. Patrons of the site's commercial spaces will have to use off-site parking spaces, along the street or in the several nearby Town parking lots.

1.4.4 Water Supply and Sanitary Wastewater Disposal Systems

Water Supply System

Potable water will be provided to the proposed project from the RWD distribution system. It is anticipated that the project will be served via the main beneath East Main Street, off which distribution lines run southerly beneath McDermott Avenue. However, the final determination of this connection will be made as part of the water supply connection application review process. All necessary associated meters, easements and installations will be provided to ensure adequate water supply.

Assuming the sanitary design flow rates used by the SCDHS for wastewater systems, each studio unit will consume 150 gpd of potable water, and each one- or two-bedroom unit will consume 225 gpd. In addition, the 1,508 SF of retail space will consume 45 gpd (assuming a 0.03 gpd/SF consumption rate), and each of the 535 restaurant seats would demand 30 gpd. The building's non-habitable utility spaces and the parking area will not require water supply and, there will be no demand for irrigation. Therefore, a total of 39,645 gpd of water will be consumed (see **Table 1-7**). Each apartment will be equipped with software that monitors for leaks or water wastage.

Table 1-7
WATER USE AND WASTEWATER FLOWS
Proposed Project

Use	Quantity	Article 6 Wastewater Flow Rate	Wastewater Flow/Water Use (gpd)
Retail	1,508 SF	0.03 gpd/SF (1)	45.2
Restaurant 1	235 seats	30 gpd/seat	7,050
Restaurant 2	300 seats	30 gpd/seat	9,000
Unit <600 SF	35 units	150 gpd/unit	5,250
Unit 600 to 1,200 SF	80 units	225 gpd/unit	18,000
Unit >1,200 SF	1 unit	300 gpd/unit	300
TOTAL FLOW	**---**	**---**	**39,645±**

(1) Assuming "dry retail" space.

Sanitary Wastewater Disposal

Sanitary wastewater flow and discharge requirements are determined by the SCDHS, under the jurisdiction of SCSC Article 6. The project site is located within Groundwater Management Zone IV as defined by the SCDHS. Based on the requirements of SCSC Article 6, for a property that uses a conventional sanitary system, no more than 600 gallons may be discharged per acre daily within this zone unless wastewater treatment is provided. The proposed project is proposed to be connected to the RSD such that the requirements of Article 6 will be met.

Table 1-7 indicates that, for the uses and yields proposed, the project would generate 39,645 gpd of wastewater to be conveyed to the RSD. As stated in the e-mail from Mr. Michael Reichel, Superintendent of the RSD on March 22, 2017 (see **Appendix D**), plans for a connection to the system are currently under review. Approvals from the RSD and SCDHS will be required for this connection.

The details of the project's connections to the Town sewer system will be determined during the district's review of the sanitary sewer connection application. There is an existing sewer line beneath McDermott Avenue that is the district's preferred option. However, the district would also accept connection directly to the main that passes beneath the site and leads to the STP to the east. The district would accept up to three separate connections to its pipe network (whichever is chosen); one for each of the two restaurants, and a third for the rest of the building.

SCSC Article 12 regulates storage/handling of toxic and hazardous materials to *"…maintain [Suffolk County's] water resources as near to their natural condition of purity as reasonably possible for the safeguarding of the public health…"* The project won't use toxic or hazardous materials (other than common household cleaners), and so will conform to this regulation.

1.4.5 Lighting

Lighting will be consistent with current Town standards and requirements, with all installed lighting dark-sky compliant including downcast fixtures (see **Sheet A-017.00**). Lighting will be provided to establish a safe and secure environment with illumination only in those areas where

it is necessary. It is expected that the proposed project will illuminate the building walls and sidewalks along the site's northern and eastern facades, as well as the outdoor restaurant terrace. Lighting will be provided consistent with other adjacent and nearby properties typical of a quality mixed commercial/residential structure.

The following description of the project's lighting system design has been provided by the Applicant:

> The lighting plan shows proposed LED exterior wall-mounted fixtures on the north, east, and south facades to be mounted at a height of 8-1/2 feet above grade. The proposed lighting was reviewed by the Town's consulting engineer and was found acceptable, provided the color temperature of the LED fixtures is equal or less than 4,000º K.
>
> General lighting and illumination is proposed on the second-floor terrace area on the west side of the building, for the safety and convenience of the residents. Wall sconces are proposed for the second-floor terraces.
>
> The utility poles on McDermott Avenue are to be removed and replaced by underground electric lines. The existing street lights and area lights along McDermott Avenue will be installed on poles at the locations indicated on the site plan.

Lighting for the project will conform to the applicable requirements of Town Zoning Code Article XLIX (Exterior Lighting). The applicant will ensure that only "dark sky" compliant luminaires will be used; this type of fixture is equipped with a full cut-off shroud that directs all illumination downward. By use of such fixtures, the potential for adverse impacts to the visibility of the nighttime sky for site patrons and residents, as well as impacts to the neighboring properties will be minimized.

1.5 Demolition and Construction Schedule & Operations

1.5.1 Demolition and Construction Schedule

It is expected that the demolition phase will start shortly after issuance of the necessary permits from the Town (anticipated to occur in early Fall of 2017), and last an estimated 20 days. The limited recommended remediation actions given in the Phase I ESAs for the two existing buildings, will be completed as part of this phase, and are not anticipated to take a substantial amount of time to perform.

Based on a preliminary estimate, the construction of the proposed building is anticipated to occur in one phase, with a start date anticipated upon completion of the demolition phase, estimated to be in October of 2017. It is expected that the construction phase will last 24 months, so that the project would be completed in October of 2019.

Demolition and construction activities will conform to Town Code Section 251-5 K regulations on hours, and would not occur between the hours of 8:00 PM and 7:00 AM (excepting Sundays,

when no construction activities are anticipated), and will conform to additional applicable Town regulations regarding construction noise generation.

1.5.2 Demolition and Construction- Related Operations

The overall site development process will begin as soon as practicable following the completion of the site plan approval process, and building permit issuance. The anticipated impacts associated with the demolition and construction-related operations are discussed in **Section 3.1**.

General Remediation and Demolition Process Descriptions

A Demolition Plan will be prepared for Town review and approval, and a demolition permit will be obtained prior to the onset of demolition activities. In general, demolition for each of the existing structures would follow the same process, including cessation of activities and disconnection of utilities, followed by inspection for potentially hazardous or toxic building materials (e.g., asbestos, chemicals, etc.; see above), establishment of equipment and personnel staging areas, and provisions for waste material storage on-site until it is removed for disposal. Protective measures may include, but not be limited to, restricted hours that removal operations may occur, installation of proper shielding, air baffles or the like.

Any recyclable building materials would be removed at this time, to increase re-use of materials and reduce the volume of demolition wastes to be handled. No on-site crushing or tub-grinding of concrete, brick, etc., is proposed (to eliminate a potential source of dust raised on the site during the demolition process). Generally, the Applicant will ensure that proper and effective dust suppression measures are undertaken to minimize the potential for adverse impacts.

The remediation/demolition phase will begin with investigations of the two structures for the potential sources of impact described in their respective ESAs. For the 221 East Main Street structure, the presence and extent of ACM and lead-based paint will be determined, and for the 31 McDermott Avenue structure, the presence of ACM will be determined. Additionally, investigations at both structures will be completed to determine the presence of suspected USTs.

If found in the existing structures, any ACM and/or lead-based paint will be properly removed and disposed of, in conformance with appropriate regulations. As the removal operations would occur within the structures, it is expected that these measures would be located within the structures, to minimize potential disturbance to the neighborhood. The applicant will utilize contractors licensed in lead-based paint materials control as well as asbestos removal, to ensure compliance with applicable health/safety requirements.

With respect to USTs, each will be removed and an investigation of the surrounding soil will be made to determine the presence, nature and extent of any soil contamination resulting from leakage or spillage from each UST. Tank removal will be conducted subject to applicable Town, County and/or State standards, including but not limited to the NYS Department of Environmental Conservation (NYSDEC). The SCDHS will be notified of any storage tanks that require removal. The tanks will be removed under the oversight of SCDHS personnel and by a reputable, licensed contractor.

Demolition may be performed using an excavator and/or front-end loader to transfer debris to dump trucks for disposal at an approved, permitted construction/demolition landfill. Trucks will access the site via the existing entrances on McDermott Avenue, and will be staged and loaded within the site. It is expected that trucks will approach and depart the site from East Main Street.

In support of the above-described narrative, the following general description of the demolition process has been prepared by the Applicant's construction manager:

Overview

The proposed site currently contains a vacant one-story commercial building fronting East Main Street, and a one- and two-story wood frame structure in the rear of the property facing the Peconic River. Both of these structures will be demolished and debris removed from the site prior to proceeding with the excavation and foundation operations. A construction fence will be erected encompassing the site and adjacent sidewalks. Appropriate barriers will be provided to create a safe sidewalk path where necessary or direct pedestrians to utilize the sidewalks on the opposite side of the street. Once all safety measures, warning signs and utilities are disconnected the actual demolish will commence as follows:

Site Examination

1. Contractor shall visit the site and carefully examine work to be undertaken to become familiar with the existing conditions, new construction, nature and scope of work, as well as, difficulties that attend its execution.
2. In addition, examine all work that is intended to remain as part of the completed project and report all unsatisfactory conditions prior to the commencement of the work.
3. Verify existing conditions both above and below the surface of the ground before commencing work to protect existing utilities and other items to remain that may be subject to damage during demolition and removal operations.

Demolition Procedures

1. Provide and erect all temporary fencing, sidewalk bridges, bracing, shoring, sheet piling, lights and warning signs required by jurisdictional authorities and/or site conditions to protect the workers engaged in operations, the public and adjacent on-site and off-site property, all as may be required and as supplementary to such items that have been left in place. Ascertain and comply with all legal and other requirements from agencies and utilities having jurisdiction.
2. Leave all protection in place and maintain until work has been completed and all danger of damage or injury has passed.
3. Protect existing work which is to remain in place or that is to be reused, by temporary covers, shoring, bracing, and supports, or by removal, storage and protection. Items which are to remain and/or which are to be salvaged and which are damaged during performance of the work shall be repaired to their original condition or replaced.
4. Protect building interior and all materials and equipment from the weather and adverse temperatures at all times. Temporary coverings shall be attended, as necessary, to insure effectiveness and to prevent displacement.
5. Protect adjacent and adjoining structures and property from damage, debris, dust and excessive noise. Take appropriate action to check the spread of dust in the buildings and avoid creation of a nuisance in the surrounding area. Do not use water if it results in hazardous or objectionable conditions, such as ice, flooding or pollution. Erect temporary, sealed partitions as required to prevent the spread of dust. During non-freezing weather, wet down work to minimize dust.
6. Protect street lamps, electrical work, plumbing work, cable TV, hydrants, and public amenities.

7. All work including removal of debris shall be done in a careful manner so as not to damage any retained work, architectural features, ornamentation, etc. All retained work shall be kept clean and in as undamaged a condition as possible.
8. All necessary and required shoring, bracing and other supports shall be provided and installed to support existing construction to remain while removing items to be demolished. All shoring shall comply with local applicable codes.
9. Remove and transport debris and rubbish in a manner that will prevent spillage on streets or adjacent areas with appropriate trucking equipment.
10. Comply with Federal, State and local hauling and disposal regulations. Provide manifests if necessary.
11. Where conditions of structural instability are encountered, notify the Architect immediately and the non-structural materials surrounding the condition shall be removed to facilitate inspection.

Utility Lines

1. The Architect and MEP [mechanical, electrical and plumbing] Engineer shall be notified if utility lines are uncovered between the face of the building and the curb line. Non-project utility lines including storm and sanitary sewers, water, gas, electric, telephone, television or any other lines shall not be removed without proper authorization. General Contractor shall also advise the Utility Company if any of these lines may impact on the project work required.
2. All utilities shall be disconnected as required and verified before any removal and/or demolition.

Equipment and Timeline

1. The nature of the construction to be undertaken will require the use of two hydraulic excavators equipped with hydraulic thumbs. Typical construction debris from inside the 221 East Main Street building and the one and one-half story wood frame building will be crushed on site and removed by a payloader. A water truck will be on site to control dust, as necessary. Masonry components of the buildings will be removed and crushed offsite. It is anticipated that the demolition will take approximate twenty working days to accomplish weather permitting.

General Construction Process Description

Immediately upon completion of the demolition phase, construction of the proposed mixed-use structure can commence. It is anticipated that the southern end of the property will be used initially for construction material unloading/storage and staging areas, supplemented by use of the sidewalk along the McDermott Avenue and East Main Street frontages. As construction proceeds and the rising building occupies the site's southern end, material storage and staging areas (with equipment storage areas) will be moved increasingly onto the areas along McDermott Avenue and East Main Street. Like the demolition phase, it is expected that trucks will use East Main Street to approach and depart the site area, as the only construction access will be on McDermott Avenue.

Excavations for the building foundation and utility connections will indicate the first stage of construction, to be followed by installing forms for the foundation, then pouring of concrete. After the concrete has set, building construction can then begin. The structure is planned for wood frame construction for the four floors of residences above the first (commercial) floor, so that the ground floor and first floor would be framed using steel beams to provide a solid structural base. Concurrent activities may include installation of the utility connections, while the completed shell receives its interior electrical, plumbing and other mechanical systems (e.g., elevators, HVAC [heating, ventilation and air conditioning] equipment, etc.); installation of the

site lighting system may be performed while the interior of the building is being completed (i.e., tilework, wall paneling, lighting and plumbing fixtures, painting, rugs, furnishings, etc.). Utility system commissioning will complete the construction process.

As a supplement to the above-described narrative, the following general description of the construction process has been prepared by the Applicant's construction manager:

> Upon completion of both demolition and site clearing, excavations to the depth of the building footings and pile caps will occur, followed by driving of piles. Approximately 550 [steel pipe; see **Appendix B-8**] piles, each having a capacity of 50 tons, will be installed over an eight-week period. Support of excavation, if necessary, will then be put in place. Just prior to concrete operations, underground tanks and drainage structures will be installed and piped into place. Afterwards, cast-in-place concrete formwork will start, including pile caps, footings, foundation walls, piers, columns, grade beams, parking slab and the first-floor deck will be poured to establish the concrete podium the four floors above. Construction of the podium phase is expected to take three months. Following the podium phase, erection of the wood frame superstructure will begin. Pre-assembled wood panels and trusses will be delivered to the site and placed in sequence to erect exterior and interior floor layouts and subsequent placing of the floor truss system. Simultaneous with the wood panel system, masonry CMU shafts will be built for the elevators and stairwell enclosures. It is anticipated this phase will take three months to accomplish. Once the superstructure is erected, scaffolding will be placed and the building envelope will begin encompassing, sheathing, insulation, windows, exterior finishes, roof installation and details which is expected to take five months. Once the structure is deemed weathertight, interior buildout can commence. Interior construction beginning with electrical, plumbing and mechanical roughing, followed by sheetrock, taping, installation of kitchen cabinets, prime and finish painting, floor and wall finishes, doors, frames, hardware, electrical and plumbing fixtures and toilet accessories. In parallel sequence with the interior work will be installation of elevators and steel pan stairs. It is anticipated this ongoing work will take eight months. During the eight-month interior scope packages, scaffolding will be removed and first floor retail and entrance work along the McDermott Avenue and East Main Street building sides can move forward. After the I work is completed, curbs, sidewalks and planting will be undertaken. Final phases of the project will provide for commissioning and system testing, building department sign offs, punch list items and final clean up over a two- month period.

The following general description of the construction access and staging has been prepared by the Applicant's construction manager:

> The primary access into the site will be located at the point of entry to the parking garage area off McDermott Avenue, which will also subsequently be utilized as a construction staging area for the project, supplemented by use of the sidewalks along the McDermott Avenue and East Main Street frontages (see **Sheet C-001.00**). The route of truck deliveries entering and leaving the site will only be allowed from the East Main Street approach. The southern portion of the site will be used initially until the concrete first floor frame is established and we can create off-site space below that deck. With respect to the sidewalks, in order to facilitate construction, we need provide a sidewalk shed and close off the sidewalk on East Main Street and provide a protected 5-foot wide pedestrian walkway in the roadway running east-west along the sidewalk shed. The top of the sidewalk shed would be used both to store materials and to erect scaffolding that will be necessary to finish the north elevation of the five-story building. A construction fence would be placed at the curb line on the west side of McDermott Avenue; within the fence we would place a construction trailer and scaffolding to allow

> completion of the east side building elevation. Pedestrian traffic would be directed to the sidewalk on the east side of McDermott Avenue. We will work with the civil engineer to provide coordinated drawings with local and State agencies for water, gas, sewer and electric utilities and their impact on McDermott Avenue closures.

The Applicant's construction manager has prepared the following discussion of the construction worker parking provisions:

> During the project's initial construction phases, demolition, pile installation, earthwork and concrete work, there would be limited numbers of workers on the site (perhaps 20-25), and not all workers would be present at the same time. Since work will take place during weekdays, we believe there should be more than ample spaces in the nearby municipal lots to accommodate construction worker parking needs. Later, during the interior phases of construction (i.e., with mechanical and carpentry trade members present), the number of construction workers present may average 80 to 110 at the same time but, generally, with carpooling and trade workers coming in pickups and the like the actual number of vehicles would be less than the number of construction workers present. Again, the available local parking fields should be able to accommodate this need. If not, in a similar way as was done for other previous projects in the downtown, we will look to lease parking spaces in local private and/or public lots and shuttle workers to and from the site, if distant from the work site.

1.5.3 Erosion Control During Construction

The following discussion presents erosion and sedimentation control guidelines to be observed during construction to minimize impacts (see also **Sheet C-104.00**). In general, because of the implementation of these measures, sediment will not be transported off-site by stormwater runoff, so that no significant level of impact on adjacent sites or local water quality of the Peconic River is expected. However, should any sediment escape from the site, it will be swept back onto the site by manual or mechanical means (depending upon the amount of fugitive sediments) under the direction of the construction manager. During the construction process, inspections of the construction site will be regularly performed under the supervision of a qualified professional to ensure that erosion controls are properly maintained.

In general, the construction manager, in combination with the various specialized contractors, will be responsible for all construction activities, and installation and maintenance of the erosion and sediment controls. The construction manager will also be responsible for ensuring proper storage and stockpiling of construction materials and that building supplies will be stored in designated areas, and that measures are implemented to prevent/reduce wind-blown dust. The construction manager will be responsible for securing an approved carter to empty the construction waste dumpsters and haul waste from the site to an approved location for disposal.

It is expected that the erosion control plan will incorporate recommended measures of the NYSDEC Technical Guidance Manual, and use of measures such as:

- Silt fence, storm drain inlet protection, hay bales and good housekeeping procedures will be used;
- Construction equipment and vehicles will be parked and loaded/unloaded within the site;

- "Rumble strips" at the site entrance will prevent soil on truck tires from being tracked onto the public road system;
- The construction process will begin with establishment of flagged clearing limits, followed by installation of the erosion control measures; and
- The drainage system will provide permanent stormwater controls once construction is completed.

The property will be operated by the site's owner, which will be responsible for all on-site maintenance and repair, including all the interior spaces and exterior surfaces, the site's drainage system, the connection to the public sanitary sewer system, snow removal, garbage pick-up, etc.

1.6 Permits and Approvals Required

Prior to the issuance of any permits or approvals, the applicant and Lead Agency must fulfill the requirements of SEQRA. This Voluntary DEIS describes the proposed project, catalogues site and area resources, discusses potential environmental impacts of the project, presents measures to mitigate adverse impacts, and examines alternatives to the project.

This Voluntary DEIS provides the Board (as lead agency under SEQRA) and all involved agencies with information necessary to render informed decisions on the site plan application. This document ensures that the Town Board takes a "hard look" at the project and will assist in determining potential impacts of the proposed project in order to support a SEQRA determination of significance.

Table 1-8 is a list of the permits and approvals anticipated to be necessary for the proposed project.

Table 1-8
PERMITS AND APPROVALS REQUIRED

Applicable Board/Agency	Permit/Approval Type
Town Board	Site Plan approval Special Permit (Site Coverage)
Town Building Department	Building Permit
	239f review (to SCDPW*)
	Demolition Permit
Town Fire Marshal	Site Plan review
Town Highway Superintendent	Highway Work Permit
Town Zoning Board of Appeals	Variances
Town ARB	Site Plan review (approval recommended May 15, 2017)
Town LPC	Site Plan review (approval recommended May 15, 2017)
Town Conservation Advisory Council	Site Plan review
RSD	Sanitary Sewer System Connection approval
RWD	Water Supply System Connection approval
SCDHS	Sanitary Sewer System review
	Water Supply System review
SCPC*	Referral
NYSDOT	Highway Work Permit
NYS GOSR/HCR*	Concurrence memo and FONSI (dated July 21, 2017)

* SCDPW - Suffolk County Department of Public Works; SCPC - Suffolk County Planning Commission; GOSR/HCR - Governor's Office of Storm Recovery/Homes and Community Renewal.

SECTION 2.0

EXISTING CONDITIONS, ANTICIPATED IMPACTS AND PROPOSED MITIGATION

2.0 EXISTING CONDITIONS, ANTICIPATED IMPACTS AND PROPOSED MITIGATION

2.1 Land Use, Zoning, and Plans

2.1.1 Existing Conditions

Land Use

Figure 2-1 depicts the land use categories of properties adjacent to the project site, as well as of sites in the immediate vicinity. As can be seen, the land use categories of the site are presently "Commercial" and "Residential," as both structures are predominantly commercial buildings (though the northerly structure, at 221 East Main Street is presently vacant), and the 31 McDermott Avenue building has a single apartment. The following table describes the land uses of the properties abutting the site and in the vicinity:

Direction	Abutting Properties	In the Vicinity
to the north	Commercial, Religious/Institutional, Residential	Residential
to the east	Commercial, Residential, Public Parking	Commercial, Residential, Recreation
to the south	Public Open Space, Public Parking	Public Open Space, Vacant
to the west	Vacant (former Commercial), Public Parking	Public Open Space, Commercial

The pattern of land uses near the site is dominated by the Commercial uses of properties fronting on both sides of East Main Street to both the east and west of the site, though the two sites opposite the subject property (on the north side of East Main Street) are Religious/Institutional (the Riverhead United Methodist Church) and Residential uses. In the area between East Main Street and the Peconic River, the intensity of the land use categories decreases in a southerly direction, to include first Residential uses, then Recreation (the Long Island Aquarium), and Parking and Public Open Spaces (e.g., Peconic Riverfront Park and the East End Arts Park).

Zoning

Figure 2-2 depicts the zoning designations of properties adjacent to the project site, as well as of sites in the immediate vicinity of the project site. As can be seen, the site is zoned DC-1, which is the zoning category that the Town Board had determined appropriate for the site and vicinity as an outcome of the EMSURP. The following table identifies the zoning classifications of the properties abutting the site and in the vicinity:

Direction	Abutting Properties	In the Vicinity
to the north	DC-1	DC-4, DC-5
to the east	DC-1	DC-1, DC-2, DC-3, DC-4
to the south	DC-2	DC-2
to the west	DC-1	DC-1, DC-2, DC-3

The zoning pattern in the area reflects the recommendations of the EMSURP that was adopted by the Town, incorporating the several types of DC districts recommended in that plan. Zoning near the subject site is dominated by the DC-1 district, which is the district assigned to all

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FIGURE 2-1
LAND USE MAP

Source: NYS Orthophotography, 2013
Scale: 1 inch = 100 feet

N

Riverview Lofts
Riverhead

Voluntary DEIS

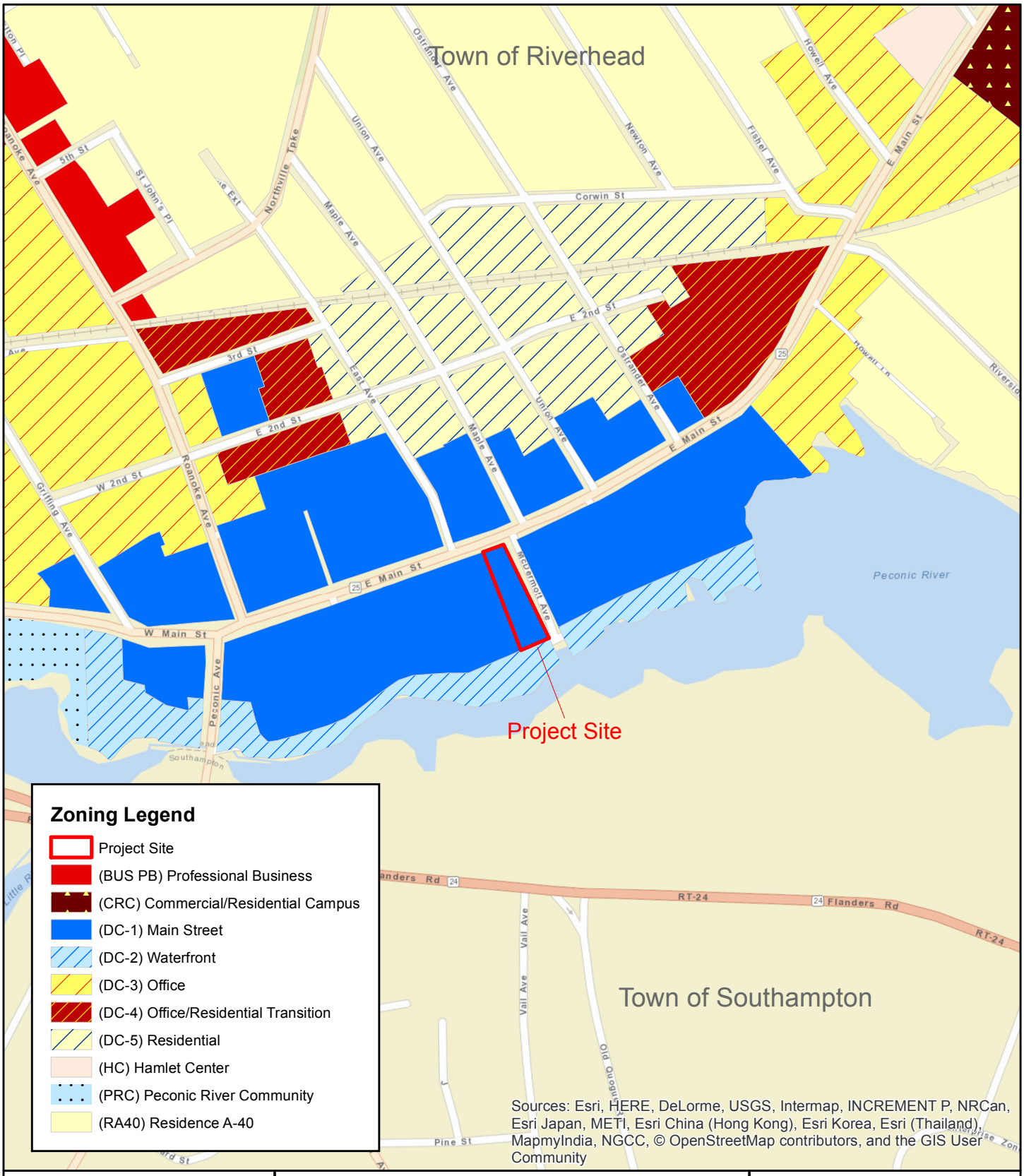

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FIGURE 2-2
ZONING MAP

Source: ESRI wms; Town of Riverhead
Scale: 1 inch = 500 feet

N

Riverview Lofts
Riverhead

Voluntary DEIS

properties along both sides of East Main Street, in support of the Commercial uses that line this corridor. It is noteworthy that the DC-1 district (as intended by the Town) allows for the continuation of Residential uses that are found in this area as well. The DC-2 district occupies the northern bank of the Peconic River to both the east and west of the site, to provide for the Peconic Riverfront Park.

Land Use Plans

Town Comprehensive Plan (November 2003) - The following description of the genesis, reasons for, and preparation of the Town Comprehensive Plan has been taken from that document.

1. INTRODUCTION

Riverhead is a community rich in natural, historic, and scenic resources that is experiencing powerful forces of change. Riverhead continues to be the most important agricultural community in Suffolk County and one of the most important in the State. Riverhead's unique landscape also includes waterfront areas on the Great Peconic Bay, Flanders Bay, and Long Island Sound; portions of the Central Pine Barrens and the scenic Peconic River; and distinctive bluffs and woodlands along the Sound. The Town has an historic Main Street and hamlet centers, like Jamesport and Aquebogue.

With change, there are both opportunities and risks. Enterprise Park at Calverton promises to attract new businesses and jobs. Increasing tourism is drawing more visitors into downtown, Jamesport hamlet, and the wine country, where they spend money on overnight accommodations, cultural events and attractions, meals, and specialty items like antiques and crafts. Retailers along Route 58 are drawing shoppers from the entire East End, as well as in the western part of Suffolk County.

At the same, local residents know the downsides of growth all too well: disappearing open space, increasing threats to natural resources, worsening traffic congestion, overburdened community facilities, proliferation of unattractive sprawl and strip development, and worst of all, a diminishment of the Town's unique countryside character that attracted so many residents in the first place.

Recognizing these opportunities and pressures, the Town Board, with the assistance of the Planning Board, embarked upon the preparation of this Comprehensive Plan in the late 1990s. Early on, the Town established a goal to develop a plan that fully takes into account the concerns of the community and strives for fair, balanced solutions to complex problems. Working with local consultants, the Town coupled extensive research and field work with a multifaceted community outreach process.

1.2 Contents of the Comprehensive Plan

The Comprehensive Plan is composed of eleven different elements, each dealing with a distinct topical area of the community. Each element contains goals and recommendations specific to that topic area. The Proposed Land Use Plan 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. The elements of the plan are organized as follows:

- Chapter 2: Land Use Element
- Chapter 3: Agriculture Element
- Chapter 4: Natural Resources Conservation Element
- Chapter 5: Scenic and Historic Resources Preservation Element
- Chapter 6: Business Districts Element
- Chapter 7: Economic Development Element
- Chapter 8: Housing Element

- Chapter 9: Transportation Element
- Chapter 10: Utility Service Element
- Chapter 11: Parks and Recreation Element
- Chapter 12: Community Facilities Element

Goals and recommendations to implement each of the eleven above-named plan elements were prepared for and included in the Town Comprehensive Plan. The nine elements pertinent to the project (the agricultural and community facilities elements are not relevant to the project) are presented in **Section 2.1.2** below, and are followed by brief discussions as to the project's conformance to each.

East Main Street Urban Renewal Plan Update (2008) - The following description of the genesis, reasons for, and preparation of the EMSURP Update has been taken from that document (see also **Appendix B-7**).

A. INTRODUCTION

In 1993, the Town of Riverhead Community Development Agency (CDA) prepared the *East Main Street Urban Renewal Plan* (1993 Plan). The impetus for the CDA, acting as the Town's urban renewal agency, to prepare the 1993 Plan was to propose redevelopment of certain areas of the downtown that were blighted and deteriorated and where numerous structures had been vacant or underutilized for an extended period of time. Historically, the East Main Street Urban Renewal Area (EMSURA) served as a commercial downtown center for Riverhead residents. The decline of this area, as stated in the 1993 Plan, was a direct result of the development of larger commercial centers, such as shopping malls and large single-use retail stores that are situated along Suffolk County Route 58.

Since the adoption of the 1993 Plan, the Town has introduced various programs and improvements to the downtown area in conformance with the recommendations of the plan. Some of these improvements include the development of new and attractive structures, elimination of blighted buildings, and several land use and zoning changes, including the development of the waterfront park. Notwithstanding these improvements, the area continues to be plagued with blight and vacancy as a result of the decline of commercial retail uses, and therefore, further redevelopment should be encouraged. However, since 1993, there have been several land use and public policy changes within the EMSURA that impact the character and intent of the EMSURA. Such changes include the development of a key commercial anchor— Atlantis Marine World Aquarium; the adoption of several planning documents, including the *Town of Riverhead 2003 Comprehensive Plan* (2003 Comprehensive Plan); and a change in the zoning within the EMSURA from Business D District to the Downtown Center 1: Main Street (DC-1) and Downtown Center 2: Waterfront (DC-2) Districts. Further, changes in the Town's socioeconomic environment and commercial and retail development patterns also affected the land use pattern within the EMSURA. These changes, combined with the Town's intent to continue revitalization of the EMSURA, warrant an update to the 1993 Plan.

The intent of this East Main Street Urban Renewal Plan Update 2008 (2008 Update) is to assess the present-day issues and conditions within the EMSURA and make recommendations that are consistent with the Town's current planning goals and objectives. Further, this 2008 Update will serve as the future roadmap to continued urban renewal and economic revitalization, lead and coordinated by the CDA.

This 2008 Update has been written in full compliance with the General Municipal Law Article 15: Urban Renewal Law.

EAST MAIN STREET URBAN RENEWAL AREA
The EMSURA is located in the south-central portion of the Town of Riverhead, Suffolk County, New York. The total land area, including roadways, within the EMSURA boundary is approximately 41 acres and includes 90 separate Suffolk County Tax Map parcels. More than 98 percent of the land within the EMSURA is developed or in active use, including parking, and the remaining 2 percent is undeveloped.

The EMSURA is bounded on the north by East Second Street, on the east by land adjacent to the eastern property boundary of the Treasure Cove Resort and Marina, on the south by the Peconic River, and on the west by Peconic and Roanoke Avenues.

RECOMMENDATIONS AND STATEMENT OF PROPOSED LAND USES
It is the intent of this 2008 Update to encourage land uses that are consistent with the policies set forth in the 2003 Comprehensive Plan Update, the Town's zoning ordinance, and the *Revitalization Strategy for Downtown Riverhead*. The recommendations made in this update are intended to promote a mix of uses that foster a balance between residential, commercial, cultural, and tourist accommodations; reduce vacancy and blight; provide connectivity within the EMSURA; and incorporate the natural amenities of the area, including the waterfront.

A total of 60 recommendations to implement the EMSURP elements were prepared, of which eleven are pertinent the proposed project. These are presented in **Section 2.1.2** below, with a brief discussion of the project's conformance to each.

NYS Coastal Management Program (1982) - The following briefly describes the NYS Coastal Management Program:

Summary of the NYS Management Program
[The State of New York Coastal Management Program and Final EIS] document constitutes a framework for government decision-making which affects New York's coastal area. It provides statements of policy to which federal and State agencies must adhere and also serves as a reference for local government action in the coastal area. In addition, the document complies with federal regulations for submission of state coastal management programs set forth pursuant to the Coastal Zone Management Act of 1972, as amended, and constitutes the environmental impact statement for the State Program.

New York is unique among coastal states. It contains within its coastal boundary a great diversity of marine and freshwater areas divided into four distinct sectors: Long Island, a land mass fronting on the Atlantic Ocean; New York City, a major international port where the intensity of land and water uses is the greatest in the State; the Hudson River Valley, an ecologically and historically important corridor that extends 150 miles from New York City into upstate New York; and the Great Lakes - St. Lawrence River region, a vast freshwater, non-tidal coastal system.

While New York's coastal area is extensive and varied, a number of issues emerge as common to all sectors. The first and most obvious has been that, although New York has numerous laws, programs, and regulations to manage coastal resources and activities, State agencies were not fully coordinating

their activities with each other, and as a result, inconsistent decisions about the use of coastal resources were made.

The Coastal Management Program has provided a means for improving this situation by describing the forty-four coastal policies with which all State agency actions must be consistent.

Generally, the policies fall under three headings: promotion of beneficial use of coastal resources; prevention of their impairment; and management of major activities substantially affecting numerous resources. The criteria embodied in these policies require all agencies to take into account the interrelationships that exist or should exist in the coastal area.

The Department of State (DOS), as the agency responsible for administering the New York State Coastal Management Program (NYS CMP) is committed to balancing competing land and water uses in the coastal zone. Consistency Review is the tool which enables the DOS to manage coastal uses and resources while facilitating cooperation and coordination with involved State, federal and local agencies. The "consistency" of a proposed activity with the NYS CMP is determined through a set of coastal policies and procedures designed to enable appropriate economic development while advancing the protection and preservation of ecological, cultural, historic, recreational, and esthetic values.

The project site is within the NYS Coastal Zone, and so is subject to review by the NYS Department of State (DOS) under the Coastal Management Program (CMP). As the Town of Riverhead does not have a Local Waterfront Revitalization Program (LWRP) plan in place at the present time, the NYSDOS will review the project for consistency with the 44 standards of the CMP (see **Section 2.1.2**).

2.1.2 Anticipated Impacts

Land Use

As the site is presently considered to be Commercial and Residential land use, and the proposed project is also commercial and residential, there would be no significant change in the land use category of the site, or to the pattern of land uses in the area. The amount of residential development in the vicinity would be increased by the proposed project, as would the amount of commercial space in that same area. However, the Town prepared supporting plans, and created and adopted zoning specifically to address the needs of the Town of Riverhead as embodied in the DC-1 district. This zoning is intended to establish land use that will assist in the revitalization of downtown Riverhead and this resultant land use has been supported by the Comprehensive Plan Update, the EMSURP, the NYS CMP, and the BOA. Therefore, since these uses characterize the hamlet downtown area, and these uses conform to the area's DC-1 zoning and the recommendations of the pertinent plans (as will be discussed below), neither of these increases would represent a significant adverse impact on land use.

Zoning

As the proposed project does not involve a change of zone of the site, there will be no impact on the pattern of zoning in the vicinity.

Table 2-1 lists the various building bulk and setback requirements of the DC-1 zoning district, along with the pertinent quantity of the proposed project. As can be seen, the proposed project will conform to many of the applicable requirements of the DC-1 district, with the following six exceptions:

- Maximum Size of Studio Units
- Minimum Parking Stall Size
- Minimum Back-Up Aisle Width
- Minimum Parking Stall Size [handicapped]
- Minimum Access Aisle Width
- Minimum Width at Curb Cut

The project will require variances from the ZBA related to the above six items.

Table 2-1
CONFORMANCE TO BULK, HEIGHT & SETBACK REQUIREMENTS
DC-1 Zoning District

Parameter	Required	Provided
Town Zoning Code Section 301-142		
Lot Area, Minimum (SF)	5,000	37,167
Lot Width at Front Street, Minimum (feet)	50	382
Building Lot Coverage, Maximum with Sewer (%)	80	91.75.0*
Impervious Surfaces, Maximum (%)	100	100
Building Height, Maximum (feet)	60	60
Floor Area Ratio, Maximum with Sewer	4.00	3.15
Front Yard Depth, Minimum (feet)	0	<1
Side Yard Width, Minimum, Corner Lot (feet)	0	<1
Side Yard Depth, Minimum, Combined (feet)	0	<1
Rear Yard Depth, Minimum (feet)	0	<1
Parking Stall Size, Minimum (feet)	10 X 20	8.5 X 18*
Back-Up Aisle, Minimum (90º, feet)	24	20*
Parking Stall Size (Minimum (handicapped; feet)	10 X 20	8 X 18*
Access Aisle Width, Minimum (feet)	8	5*
Width at Curb Cut, Minimum (feet)	24	20*
Town Zoning Code Section 301-141		
Permitted Use:	---	---
Retail Store (Max., SF)	10,000	1,508
Restaurant	allowed	Complies
Studio Apartment (Min. to Max., SF)	300-450	410-519*
Town Zoning Code Section 301-231		
Off Street Parking	n/a	n/a

*Variance required from ZBA.

The variance for the size of the studio units is necessary to provide the type of unit that the applicant has determined would be appropriate to meet the market demand for such units;

smaller studio units meeting the Town Code standard would not be as marketable or attractive to potential occupants as the units of the sizes proposed. As stated by the Applicant:

> We build many units across Long Island and the State, and in order to attract people to the downtown, all of the units need to be able to compete with other choices for housing, such as renting larger single-family homes or other apartments in the area. The studio sizes we are proposing are not especially large (especially outside of New York City) and we think will be attractive/functional units.

As stated previously in **Section 1.1**:

> The Applicant's Limited Scope Marketing Study (see **Appendix A-1**) includes an analysis of the rental rates for both market-rate projects and affordable projects in the region. As part of that analysis, studio units in other projects in the region that are comparable to those of the proposed project were surveyed. That analysis indicates that, for both market-rate and affordable projects, studio units in the region were in excess of 450 SF (in fact, for the four market-rate projects reviewed, studio units average 525.5 SF in size, and the one affordable project reviewed had a studio unit size of 670 SF). This demonstrates that a precedence for studio units in excess of 450 SF is well-established in the region, justifying the appropriateness of a ZBA variance.

The other five variances are needed as a result of the applicant's goal to maximize the number of parking spaces while striving to meet the requirements of the Town Code parking-related dimensional standards, in consideration of the limited space available for the parking spaces.

For the proposed project, on-site parking is not required since the property is in the Downtown Parking District. Nevertheless, the Applicant recognizes that maintaining adequate public parking is important for downtown Riverhead, and seeks to reduce the off-site parking demand of the proposed project by providing some on-site parking. This parking also provides a benefit to residents of the subject site. As a result, the design team sought to provide on-site parking, insofar as possible considering limitations posed by the site's size and configuration, as well as by the building's structure/architecture. The design review process resulted in the proposed site design to accommodate 55 spaces, some of which require a variance of the stall size and would be available for use by compact cars. The inclusion of this parking as part of the building design results in the need for a variance of the 80% maximum allowable building coverage. The outcome is a building that covers 91.75% of the site, or an 11.75% increase in building coverage. The project architect Stephen B. Jacobs Group, P.C. indicates that if the parking were not provided as per the proposed design, the building would conform to the 80% maximum allowable lot coverage.

Riverhead seeks residential occupancy for revitalization and a healthy downtown environment. Similarly, ground floor retail adds to the vibrancy to the downtown setting. The applicant has significant experience in designing successful projects with full occupancy. The economic feasibility of a project is critical to its success. Changes to the unit sizes/numbers, or commercial use are not advisable if the project is to be successful and meet the goals of the applicant and the Town of Riverhead to achieve the revitalization envisioned in the various Town land use plans.

Table 2-2 lists the Town Code standards under which the Town Board will review the special permit requested, to determine whether these standards have been met and the special permit can justifiably be approved and issued. The ZBA will make a determination on the variances requested, based on the project's merits, as related to size of the studio units and the dimensions associated with the parking spaces.

Land Use Plans

Town Comprehensive Plan (November 2003) - The plan recommended that the subject site be developed with uses conforming to the DC zoning district (see **Figure 2-3a**). Following are brief discussions as to whether and how the project conforms to the goals and recommendations of each of the nine Town Comprehensive Plan elements pertinent to the proposed project.

Land Use Element

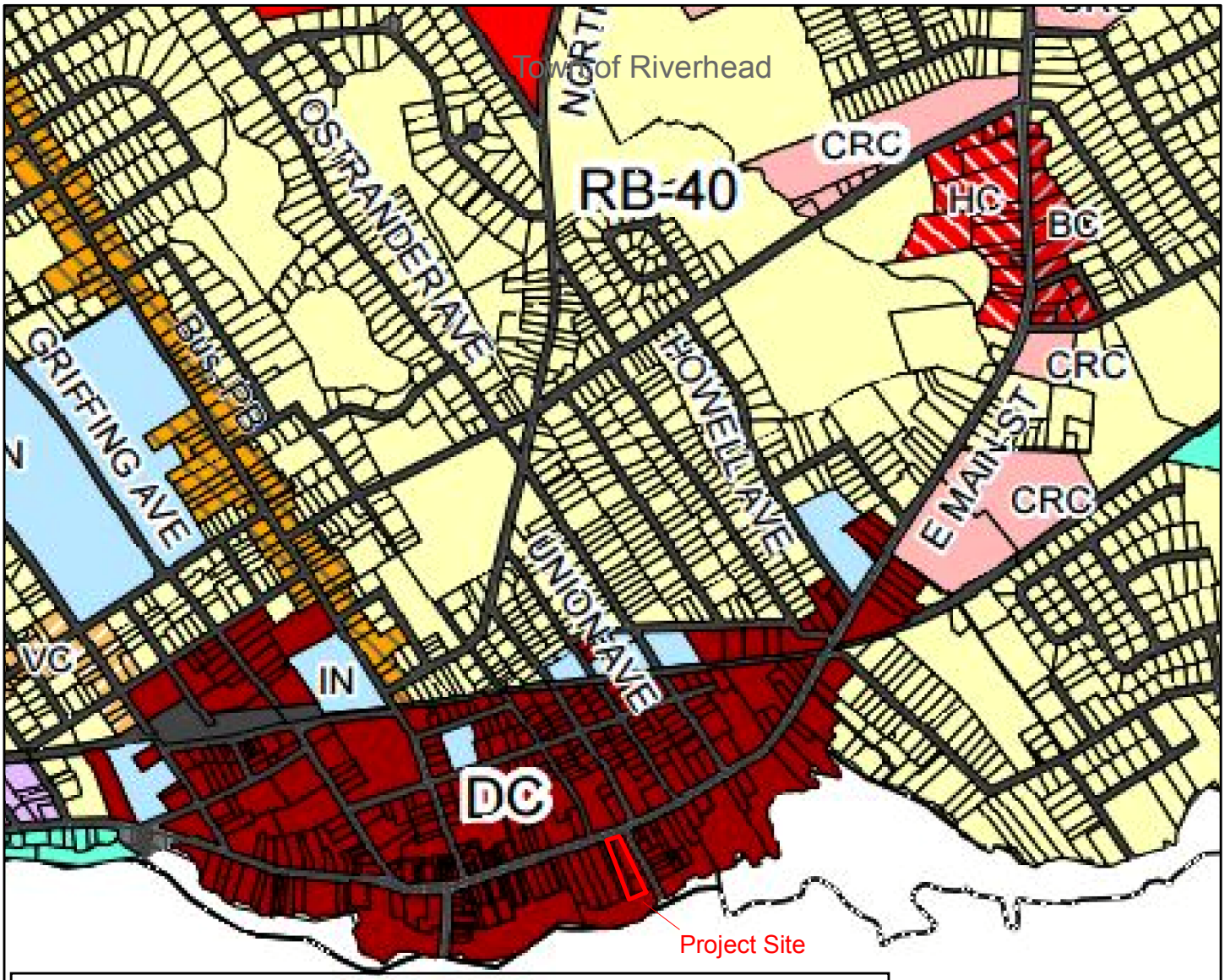
Riverhead is already one of the most dynamic and exciting places on Long Island, and in the future, it will become a preeminent center for tourism, agriculture, business, shopping, recreation, and living on the East End. As in recent years, the Town will continue to experience growth and change in coming years. Economic development and environmental conservation should be balanced; to not only sustain expansion of Riverhead's strong economic base, but also promote livable communities, preserve farmland and agricultural activity, and protect Riverhead's natural, historic, and scenic resources.

The proposed project is intended to benefit from and contribute to the expansion and continued enhancement of downtown Riverhead. The project conforms to the mixed-use nature designated for the site by the Town Comprehensive Plan (as well as to the recommendations of the EMSURP; see below), in that it will provide for high-quality ground floor retail space and restaurant spaces (of which one would overlook the Peconic River corridor and Peconic Riverfront Park to the south). The proposed building will be designed to enhance the aesthetics of the area, by being built with an architectural styling that complements that of its surroundings. By incorporating a significant number of quality rental apartments for a mix of household income, the project would enhance the vitality and activity of the neighborhood. Inclusion of restaurant use overlooking the river would tend to enhance public appreciation and use of the Peconic Riverfront Park that lines the north bank of this natural feature.

Natural Resources Conservation Element

The natural resources present in Riverhead today - including stream corridors and wetlands, the Central Pine Barrens region, and the aquifer that provides high quality water to the Town - are integral to Riverhead's long-term health, safety, and well-being, as well as its identity and economic vitality. As such, the ecological integrity of Riverhead's natural resources must be maintained and protected.

The project site has no natural features or resources to protect; the proposed project will not add to or remove any existing open space along the Peconic River corridor. The proposed project will nonetheless help to preserve and enhance the natural features proximate to the site, by attracting the public to the site and thereby increasing public and patron appreciation of the scenic and natural qualities of the river corridor, as well as of public use of the Peconic Riverfront Park and boardwalk.



Legend

Project Site

Residential:

- RA-80 Residence A-80 (TDR Receiving)
- RA-40 Residence A-40 (TDR Receiving)
- RB-80 Residence B-80
- RB-40 Residence B-40
- RAB-80 Residence AB-80 (TDR Sending & Receiving)
- RRC Residence RC
- MRPO Multifamily Residential Professional Office

Agriculture:

- APZ Agricultural Protection Zone (TDR Sending)

Recreation, Open Space & Conservation:

- NRP Natural Resources Protection
- OSC Open Space Conservation
- RN Recreation
- PRP Planned Recreational Park

Industrial:

- IA Industrial A
- IB Industrial B
- IR Industrial/Recreational
- PIP Plannned Industrial Park

Institutional:

- IN Institutional

Commercial:

- DC Downtown Center
- DRC Destination Retail Center
- SC Shopping Center
- BC Business Center
- CRC Commercial/Residential Campus
- VC Village Center
- HC Hamlet Center
- RLC Rural Corridor
- TRC Tourism/Resort Campus
- Bus. CR Business CR (Rural Neighborhood Business)
- Bus. F Business F (Manufacturers Outlet Center)
- Bus. PB Business PB (Professional Service Building)

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FIGURE 2-3a
RECOMMENDED LAND USE, TOWN COMPREHENSIVE PLAN

Source: ESRI wms; Town of Riverhead
Scale: 1 inch = 1,000 feet

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Riverview Lofts
Riverhead

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Table 2-2
CONFORMANCE TO SPECIAL PERMIT STANDARDS

Standard	Building Lot Coverage Special Permit
§301-312 The Town Board and the Planning Board may consider, among other matters or factors which either Board may deem material, that:	
A. The site is particularly suitable for the location of such use in the community.	The project site is well-suited for the proposed mixed-use (i.e., upper-floor residential and ground floor commercial spaces) project, as such uses dominate successful downtown areas and are present in the Riverhead hamlet downtown area, and reflect the goals of established Town zoning and planning efforts specified for this area in land use plans.
B. The plot area is sufficient, appropriate and adequate for the use and the reasonably anticipated operation and expansion thereof.	The project site is adequately-sized to accommodate the proposed project. The project will provide 55 more parking stalls than are required by zoning, and the design and development of the building fits well within the proposed project site.
C. The characteristics of the proposed use are not such that its proposed location would be unsuitably near to a church, school, theater, recreational area or other place of public assembly.	The project site is located opposite both a church (to the north) and a public recreation area (to the south). However, the nature and magnitude of the project are such that neither of these public resources would be significantly or adversely impacted if the special permit were to be approved, and would in fact be enhanced by the types of development proposed.
D. Access facilities are adequate for the estimated traffic from public streets and sidewalks, so as to assure the public in relation to the general character of the neighborhood and other existing or permitted uses within it, and to avoid traffic congestion; and further that vehicular entrances and exits shall be clearly visible from the street and not be within 75 feet of the intersection of street lines at a street intersection except under unusual circumstances.	The project has been designed and engineered with proper geometry to conform to all applicable Town standards for vehicle access and provide a safe means of ingress and egress from the site. In this way, safe and proper roadway operations would be assured. The project site is located in the Riverhead hamlet downtown area, and so his provided with sidewalks along its northern and eastern boundaries.
E. All proposed curb cuts and street intersections have been approved by the street or highway agency which has jurisdiction.	The project has been designed and engineered to conform to all applicable Town standards for vehicle access, which design will be subject to detailed review by Town engineering staff during the site plan application review process, ensuring safe and proper roadway operations. All curb cuts will be approved by the appropriate agencies.
F. Adequate provisions have been made for emergency conditions.	The project has been designed and engineered to conform to all applicable Town standards for emergency vehicle access, as well as for operations related to emergency conditions. Further, the project's design will be reviewed and be subject to the approval of qualified Town planning and engineering staff, as well as by the Riverhead Fire Department and Riverhead Fire Marshal prior to the issuance of building permits. The project will conform with applicable building/fire code requirements for safety.
G. There are off-street parking and truck loading spaces at least in the number required by the provisions of this chapter, but in any case, an adequate number for the anticipated number of occupants, both employees and patrons or visitors; and further, that the layout of the spaces and driveways are convenient and conducive to safe operation.	It is noteworthy that the project site is within a Town-designated Parking District, wherein no on-site parking spaces would be required for a site in a DC-1 zoning district. However, as a benefit to the site's residents and in an effort to minimize use of off-site spaces, the project includes 55 parking spaces on-site, of which three will be handicapped spaces. These will be located an at-grade parking level beneath the structure. Providing these parking stalls where no such stalls are required is an important feature of the project that complements the use and its location in the Parking District. It is expected that sufficient spaces will be available in Town parking lots nearby to satisfy any parking needs over and above that addressed by the project's on-site spaces.
H. Adequate buffer yards, landscaping, walls, fences and screening are provided where necessary to protect adjacent properties and land uses.	The project has been designed and engineered to conform to all applicable Town standards for yard depths and building setbacks. The proposed building has been reviewed and approved by the ARB and conforms to applicable dimensional requirements of the Town DC-1 zoning district.
I. Where necessary, special setback, yard, height and building area coverage requirements, or easements, rights-of-way or restrictive covenants, shall be established.	It is not expected that any special setback, yard, height, easements, rights-of-way or covenants will be necessary or applicable to the proposed project. The project does require Town Board approval of a special permit for its lot coverage, but this exceedance (maximum 80% allowed, 91.75% requested) reflects the Applicant's intent to provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code.
J. Where appropriate, a public or semipublic plaza or recreational or other public areas will be located on the property.	The project site is contiguous to an established, substantial Town open space amenity (the Peconic Riverfront Park) and is near another such amenity (the East End Arts Park). As a result, there is no substantial need for additional public space on the project site.
K. Adequate provisions will be made for the collection and disposal of stormwater runoff from the site and of sanitary sewage, refuse or other waste, whether liquid, solid, gaseous or of other character.	The project will connect to the Riverhead Sewer District to treat and dispose of all wastewater generated on the site. All stormwater runoff will be handled in an on-site drainage system sized to accommodate a 4-inch rain event, which is double the Town design requirement. Note that, in case an extreme rain event occurs, the system is designed and approved to overflow onto Town property to the south. All solid waste will be removed and disposed of by a private carter operating under contract with the project ownership. The nature of the project is such that no hazardous, or other types of wastes, whether solid, liquid or gaseous, will be generated.
L. Existing municipal services and facilities are adequate to provide for the needs of the proposed use.	It is anticipated that all Town facilities, services and systems that the project will utilize have capacities adequate to properly serve the site. The project represents only an incremental increase in the overall usage of these facilities, services and systems. Utility service providers have been contacted and notified of the project through this VDEIS.
M. The use will tend to generate or accumulate dirt or refuse or tend to create any type of environmental pollution, including vibration, noise, light, electrical discharges, electromagnetism, odors, smoke or irritants,	The nature of the project is such that no generation of dirt, refuse, or other type of environmental pollution are associated with its occupancy or operation. Temporary dust and noise may occur during construction, but this is not a permanent condition and will controlled and mitigated through proper construction management and adherence to applicable hours of operation (see N. below).

particularly where they are discernible on adjacent properties or boundary streets.	
N. The construction, installation or operation of the proposed use is such that there is a need for regulating the hours, days or similar aspects of its activity.	During the construction period, all such operations will conform to all applicable Town restrictions on hours of demolition and construction activities, truck-related operations and movements, debris removal, and noise and dust controls. The proposed project is residential and commercial in nature; as such, only the commercial component would be subject to Town restrictions on its hours of operation, to which it will conform.
O. The proposed use recognizes and provides for the further special conditions and safeguards required for particular uses as may be determined by the Town Board or the Planning Board.	The project has been designed to conform as closely as practicable to the Town Zoning Code, given the implications on its design necessitated by the Applicant's need to address an established Town goal of workforce housing. It does not include any uses that are expected to merit further special conditions or safeguards, but the Applicant is ready to discuss such matters with Town Board if it deems further restrictions may be warranted.
P. The design, layout and contours of all roads and rights-of-way encompassed within the site of the application are adequate and meet Town specifications.	The project, including its vehicle access point, has been designed and engineered to conform to all applicable Town standards. The project's design will be subject to detailed review by Town engineering staff during the site plan application review process, ensuring safe and proper roadway operations. The project will be approved through site plan review and will be constructed consistent with approved plans including design, layout, contours of roads and related site design requirements.
Q. Adequate provisions have been made for the collection and disposal or solid wastes, including but not limited to the screening of all containers.	The project will provide for the collection and storage of its solid wastes in dedicated spaces interior to the structure, until such time that these containers are emptied by a licensed private carter. Adequate provisions will be provided for all such wastes in screened containers with frequent scheduled removal.
R. That the intensity of the proposed specially permitted use is justified in light of similar uses within the zoning district.	The land use types and associated intensities of the project match those of the Riverhead hamlet downtown area. The project is below the maximum number of units permitted in the downtown area, and conforms with the applicable dimensional requirements of the DC-1 district as related to intensity of use.
§301-314 The Town Board shall determine that:	
A. The use will not prevent or substantially impair either the reasonable and orderly use or the reasonable and orderly development of other properties in the neighborhood.	The requested special permit is necessary as a consequence of the Applicant's intent to provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code. Approval of this special permit request would not prevent the use of any adjacent or nearby properties, or impair the value of such properties. The physical impacts of the requested special permit will be limited only to the project site, and would not extend to any off-site areas. Consequently, the use will not prevent or impair the reasonable and orderly use or development of other properties in the downtown.
B. The hazards or disadvantages to the neighborhood from the location of such use at the property are outweighed by the advantage to be gained either by the neighborhood or the Town.	Approval of the special permit request would not present any hazard or disadvantage to the neighborhood. The special permit regarding site coverage exceedance is due to the Applicant's intent to reduce the need for off-site parking and provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code.
C. The health, safety, welfare, comfort, convenience and order of the Town will not be adversely affected by the authorized use.	The special permit is necessary because of the Applicant's intent to provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code. Approval would not prevent the use of any adjacent or nearby properties, or impair the value of such properties. Any effects of this special permit would be limited to only the project site, so that the nature and magnitude of this special permit would not impact the safety, health, welfare, comfort, convenience or order of the Town.
D. Such use will be in harmony with and promote the general purposes and intent of this chapter.	The special permit requested is necessary due the Applicant's intent to provide a benefit to the site's residents in the form of on-site parking. Inclusion of this area results in a structure that covers 91.75% pf the site, where a maximum of 80% may be covered, under the Town Code. As such, this special permit, if approved by the Town Board, would provide a project that would be more harmonious and beneficial to the Riverhead hamlet downtown area than a similar project that does not have this feature.

Scenic and Historic Preservation Element
Riverhead has a distinctive scenic and historic character, comprised of farmland, open space, historic hamlet centers (including downtown Riverhead), historic structures and sites, and unique natural resource areas such as the Pine Barrens. Because these resources play a key role in maintaining Riverhead as a desirable tourist destination and as an attractive place to live and work, these resources should be protected and carried forward into the Town's future, as development continues to occur.
The proposed mixed-use building will be designed with an architectural styling that complements and enhances the built and aesthetic environment of the downtown commercial corridor, and thereby enhances the character of this community.

Business Districts Element
Commercial retail development should be well planned on a site basis instead of sprawled along Riverhead's roads. Downtown and hamlet centers should be promoted as centers for specialty shopping and civic life, building on their historic and pedestrian character. Route 58 should absorb most of the demand for regional and destination retail uses and thus should continue to be a mainstay for generating jobs and tax revenue.
The proposed project is well-located as both a commercial and residential development; the increased residents will add to the customer base of local businesses and add to the vitality of the downtown, and its commercial component will help draw customers to the site and to other local businesses.

Economic Development Element
With the increasing popularity of the North Fork as a tourist destination, Riverhead should develop attractions that can capture a significant portion of the emerging tourist industry in general and agro-tourism in particular. At the same time, Riverhead should continue to pursue a diverse economic base by promoting office and industrial development, agriculture, retail development, and entrepreneurial and small-business activity in appropriate locations. Economic development pursuits must be balanced with the conservation policies expressed in the other sections of this plan, particularly with regard to historic, scenic, and natural resources.
The proposed project will add to the economic base of downtown Riverhead by increasing employment and business spaces, with associated increased property tax generation and employee income.

Housing Element
As development pressures continue to increase, the Town should promote the preservation and development of work force housing for senior citizens, young adults, first-time homebuyers, seasonal workers, low-income individuals and households, and special needs populations. Work force housing should be distributed throughout the Town, should be in locations accessible via transit, and should have a design and be of a quality and character that are indistinguishable from that of market-rate housing.
The project will result in an increase in the number of quality housing units targeted for the housing market that is specifically intended by the Town Comprehensive Plan as in need of support. These units are in close and convenient proximity to public transit resources, for the use of its residents.

Transportation Element
Route 25 and Route 58 should remain Riverhead's primary east-west traffic corridors, while other east-west roads are discouraged from being used as bypass routes. Road improvements throughout Riverhead should be undertaken in a manner that is sensitive to the Town's residential neighborhoods and its historic, scenic, and natural resources. Downtown and the hamlet centers should be oriented to

transit, pedestrians, and bicycles, and commercial sites through Riverhead should be accessible via bus, by bike, and on foot.
Traffic engineering analysis indicates that the vehicle trips generated by the proposed project would not require any substantial off-site roadway improvements. The project may help to minimize the potential increase in local roadway use because of its location in the downtown area adjacent to public transit resources. This would tend to increase potential bus and Long Island Rail Road (LIRR) ridership and intermodal transportation in general.

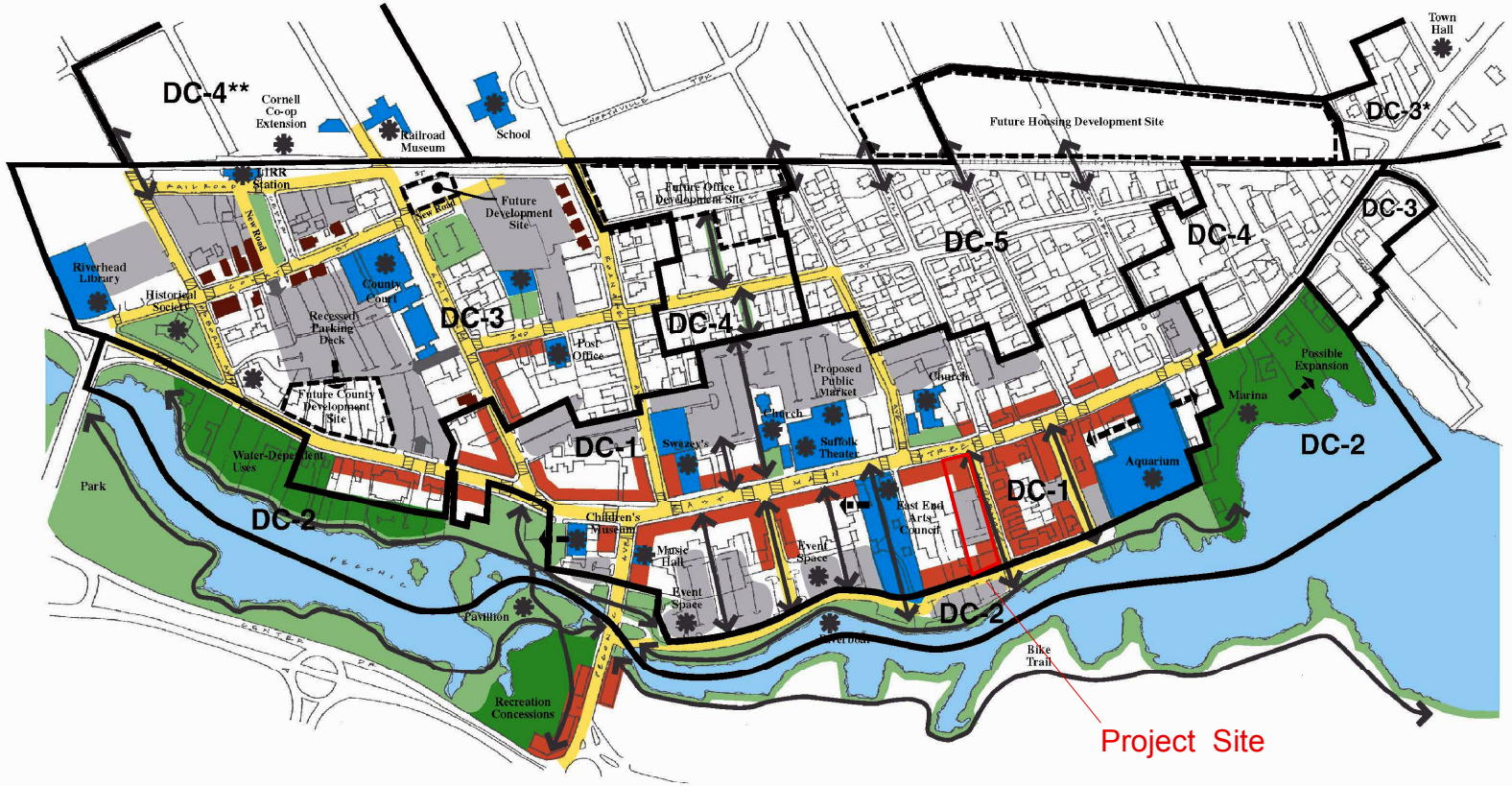
Utility Service Element
Utility infrastructure is critical to the health, safety, and welfare of the community. Water, sewer, electric, natural gas, and telecommunications facilities are relied upon by residents and businesses for day-to-date activity and contribute to the Town's economic wellbeing. Utilities should continue to be expanded to meet Riverhead's growing needs. At the same time, the Town should strive to limit any potential negative impacts from new infrastructure on the natural environment or Riverhead's historic or scenic resources.
The proposed project will not create any new utility resources, but will utilize available existing public utilities, particularly water (RWD) and wastewater treatment (RSD) services. In this way, the impacts on groundwater and surface water resources would be minimized.

Parks and Recreation Element
Parks and recreational facilities provide Riverhead residents and outdoor enthusiasts regionwide with opportunities to exercise, engage in team sports, and to access and experience the natural environment. Parks also provide balance to the built-up areas of the Town, adding to the visual character and quality of life in the community and enhancing property values. The Town should expand and improve parks in all parts of Riverhead and should establish a greenway system that links these parks together.
The proposed project will indirectly help to increase public use and enjoyment of the Peconic River and Peconic Riverfront Park along its northern bank south of the site, by incorporating a restaurant that overlooks this area. This would tend to increase public awareness of this natural and scenic resource.

East Main Street Urban Renewal Plan Update (2008) - The EMSURP recommended that the subject site be developed with ground floor shops and a central surface shared parking lot (see **Figure 2-3b**). Following are brief discussions as to whether and how the proposed project conforms to each of the eleven EMSURP recommendations pertinent to the proposed project.

1. Fill and redevelop existing vacancies with uses permitted under current zoning regulations. As applications for site plans, building permits, or certificates of occupancy for structure or uses are submitted, the CDA, consistent with Section 503(H) of the General Municipal Law, should ensure that the reuses are appropriate (e.g., uses near the waterfront should incorporate the scenic value and public space of the Peconic River and associated waterfront park as part of their overall design and use). Additionally, interaction between uses should encourage pedestrian walkability and promote shared public spaces. Buildings identified as vacant in this report should be given priority for all redevelopment projects.
   The proposed project will eliminate an underutilized property by demolishing existing buildings (and an adjacent, occupied property), and redeveloping both sites in a cohesive way with a single new structure, under the existing DC-1 zoning code, as envisioned by the EMSURP.

2. Deteriorated and vacant structures that pose a risk to public safety and welfare, and impede economic viability should be considered for public and/or private acquisition and redevelopment.



TOWN OF RIVERHEAD
Figure 6-1: Downtown

DC-1 Main Street
DC-2 W aterfront
DC-3 Office
DC-4 Of fice/ResidentialTransition
DC-5 Residential

* Continued on Figure 6-8
** Continued on Figure 6-9

Parks/Open Space
Water-Dependent Uses
Landmarks/Activity Centers
Shared Parking
Ground Floor Shops
Infill Buildings
Priority Crosswalks
Possible Expansion
Streetscape Improvements
Pedestrian Corridors

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FIGURE 2-3b
PROPOSED DOWNTOWN LAND USE PLAN

Source: Architect
Not to Scale

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Riverview Lofts
Riverhead

Voluntary DEIS

Redevelopment of these properties should be in conformance with zoning regulations and be considered for the highest and best use. Buildings identified as deteriorated in this report should be given priority for redevelopment projects.
The existing vacant commercial structure at 221 East Main Street will be demolished by the proposed project, and will be replaced by a new structure architecturally designed to complement its surroundings.

4. Preserve and maintain buildings, sites, and structures of historical, cultural, or architectural interest. New development and uses should be cognizant of historic structures and other significant cultural buildings.
The new structure will be designed with an architectural styling that complements the character of the structures in the adjacent portion of the East Main Street commercial corridor.

6. Strengthen the tax base while promoting the integration of commercial and residential uses through development of multi-family residential units with ground floor commercial uses; providing a mix of uses that tie the residential and cultural components of the EMSURA, and encouraging meeting and gathering places to accommodate tourists and residents.
The proposed project, in conformance with the EMSURP and Town Comprehensive Plan, as well as with its DC-1 zoning, incorporates both commercial (i.e., retail and restaurant) spaces as well as a significant number of quality rental apartments for a mix of household incomes.

7. Provide multi-family residential developments that accommodate a mix of incomes. This could be accomplished through an incentive zoning program for affordable housing within multi-family developments.
The proposed project includes a substantial number of quality rental apartment units for occupancy by households characterized by a mix of incomes qualified households.

11. Maintenance and enlargement of public space along the river corridor, south of East Main Street by reducing land dedicated to parking, should be considered a high priority; and the Town should seek public/private partnerships to make improvements and maintain view sheds. Further, development other than public open space should be discouraged within this area to eliminate a conflict of use.
The proposed project will not add to or remove any existing open space along the Peconic River corridor. The proposed project will nonetheless help to preserve and enhance the natural features proximate to the site, by attracting the public to the site and thereby increasing public and patron appreciation of the scenic and natural qualities of the river corridor, as well as of public use of the Peconic Riverfront Park and boardwalk.

13. Although current zoning permits a building height of no more than 60 feet or five stories, future development should consider the character of existing structures in conformance with existing heights on a block by block basis. Specifically, the buildings located on the east side of McDermott Avenue do not exceed two stories while buildings west of McDermott Avenue reach three stories in height. Future development should consider these existing building heights. Waterfront vistas or views from buildings on the north side of East Main Street should also be maintained and, where possible, enhanced by ensuring that building heights on the south side are restricted and do not block access or prohibit these views.
The proposed new mixed-use structure will be 5 stories in height, or up to about 60 feet in height which does conform to zoning in terms of height/stories. Considering the rather restricted size of the property, a building of this height is necessary to provide the number of apartments in four levels above the required ground floor commercial spaces. It is noteworthy that the north-south

orientation of the property (and therefore, of the building) is such that views for observers to the north would be restricted to the lowest degree practicable; these observers will view the new structure narrow edge-on, which would present the lowest degree of obscuration possible. Additional visual analysis is provided in ***Section 2.7.***

16. Encourage maritime uses, including retail, restaurants, boat and canoe rentals, and commercial use of the Peconic River, in the portion of the EMSURA that is west of Atlantis Marine World Aquarium. This block could also include workforce housing for employees of maritime trade and a museum dedicated to the history of the waterfront.
In conformance with this element, the proposed project includes at least one, and possibly two restaurants (Restaurant 1 will be 5,000 SF in size, with 235 seats, and Restaurant 2 will be 6,115 SF, for 300 seats), the latter of which overlooks the Peconic River and the Peconic Riverfront Park as an amenity for diners, as well as a substantial number of quality rental apartments for a mix of household incomes.

40. Revise the Code of the Town of Riverhead and/or to the Parking District guidelines to require that any development with a residential component of more than four units provide parking for those units on-site at a rate of at least one parking space per unit. Commercial components of mixed-use developments could be accommodated in the Town-owned parking provided by the Parking District.
As the project site is jn the Town Parking District, no on-site parking spaces are required; nevertheless, in an effort to provide a benefit to the site's residents, 55 spaces are proposed.

This EMSURP recommendation is inconsistent with the DC-1 zoning code, which does not require any on-site parking for those parcels located within the Parking District, due to the availability of centralized municipal parking. If on-site parking for the 116 residences per Town Code (1.5 spaces/unit) were required, the project could not be developed, as the 0.85-acre site is too small to provide 174 spaces; the project would have to be reduced substantially, to match the number of parking spaces that could be placed on the site. Such a reduction in yield would not be reasonable or feasible to the Applicant, on an economic basis.

50. Encourage private developers to provide incentives for patrons and employees to use public transportation to travel to and from the EMSURA. Movie and hotel discounts, free or discounted merchandise, shuttle service between the EMSURA and the LIRR station should be considered.
The subject site is within walking distance of employment opportunities, services, amenities, daily needs and transportation. Additional incentives do not appear needed; however, the applicant is willing to consider entering any such program that may come about for the overall EMSURA.

54. Garbage and other waste materials should be completely contained within the container. No accumulation of garbage or waste materials should be permitted outside the confines of the container, and garbage should not accumulate so that the container cover cannot be firmly closed as to prevent animals from gaining access to the container.
The applicant expects to provide a space interior to the building where all solid waste is gathered and stored to await removal and disposal by a licensed carter operation under contract.

NYS Coastal Management Program (1982) - For the proposed project, Coastal Consistency Assessment materials were sent to the DOS Consistency Review Unit, for its review and approval. Of the 44 standards of the CMP, only nine apply to the proposed project, as follows:

Policy 11: Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.
The proposed project will redevelop the 0.85-acres site with a single, new structure that conforms to all applicable requirements regarding floor elevations and the base flood elevation in the FEMA Flood Hazard Zone. Further, the structure and the overall project design, will be subject to full and complete review by professionals in the applicable Town and County government offices during the site plan review process. Finally, the only potential for erosion to occur will be during the construction period, when soils are exposed to the elements (the completed project will cover the entire site in impervious surfaces, eliminating the potential for erosion in the operational period). As part of the construction process, the applicant will implement appropriate erosion-control measures. In this way, the potential for damage to property, as well as to the endangering of human lives from flooding and/or erosion, will be minimized.

Policy 22: Development, when located adjacent to the shore, will provide for water-related recreation, whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.
The site of the proposed project is not located along or adjacent to any shore and, as the project is for redevelopment of a site with a mixed residential and commercial project, it will not include any water-related recreational facilities, amenities or features. As noted, the site is not located along the Peconic River and as a result, this policy does not apply.

Policy 23: Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the state, its communities, or the nation.
There are no historic resources on the project site. The project site is within the Town Main Street Historic District, and abuts the Main Street National Historic District. A referral to the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) resulted in the following review findings from this state office:

> Based upon our review of the materials submitted and conversations with your office, it is the OPRHP's opinion that the proposed project, as designed and presented, will have No Adverse Impact upon historic resources.

Policy 25: Protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the coastal area.
The project site is already fully-developed and therefore no natural resources are present on it that could be either protected or restored. The proposed project will redevelop the site with a mixed residential and commercial project. The nearest natural resources are found along the south bank of the Peconic River, which is to the south of the project site; there is intervening development between these resources and the project site (i.e., Heidi Behr Way, public parking areas and a bulkhead along the north bank of the River). These resources will not be impacted by the proposed project, and will continue to be protected by existing Town, County, State and Federal regulations.

Policy 32: Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base of these communities.
The proposed project will connect to the existing public sanitary sewer system of the Riverhead Sewer District for the treatment and disposal of all of its wastewater.

Policy 37: Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into coastal waters
The proposed project is a mixed residential and commercial redevelopment on a 0.85-acre site in the downtown area of Riverhead. The site will be designed to Town specifications for stormwater containment and erosion control measures will be employed during construction. Given the downtown location, the site will be fully covered by impervious surfaces, primarily by the single structure, with the remainder covered by paved surfaces. As such, no landscaped surfaces will be present, eliminating a major source of potential fertilizer impact to surface water quality from the site. The natures of the proposed uses are such that no other significant sources of pollution that could adversely impact the quality of water in the Peconic River will be present. Drainage containment will provide improved conditions over the current site development which does not appear to have drainage containment. With the utilization of drainage containment per Town specifications as well as erosion control measures, non-point source discharge of nutrients, organics and erosion potential will be minimized through best management practices.

Policy 38: The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.
The proposed project will not adversely impact groundwater or surface water quality or quantity. The proposed project will connect to the Riverhead Sewer District and stormwater will be managed on-site per Town design specifications. The site is not directly adjacent to surface water and there will be no overland runoff from the project site to surface water under post-development conditions. The proposed use will obtain water from the Riverhead Water District and does not represent a significant demand on water resources to supply domestic demand. Further, the project will conform to all applicable County and Riverhead Water District requirements, ensuring that no aspect of the project will impact this resource.

Policy 41: Land use or development in the coastal area will not cause national or state air quality standards to be violated.
The nature of the proposed project is such that no emissions of air pollutants will occur, ensuring that no adverse impacts to air quality will occur.

Policy 43: Land use or development in the coastal area must not cause the generation of significant amounts of acid rain precursors: nitrates and sulfates.
The nature of the proposed project is such that no emissions of air pollutants will occur, so that the proposed project will not contribute to the generation of acid rain.

2.1.3 Proposed Mitigation

- As no adverse impacts with respect to land use are anticipated, no additional mitigation measures with respect land uses are necessary or proposed.
- While the project will not conform to all the bulk requirements of the DC-1 zoning district (thereby necessitating the special permit and six variances), analysis indicates that neither the special permit nor the variances, if approved, would adversely impact the area, or set an unacceptable precedent for future development on other sites. The special permit/variances are needed to enable the project to move forward with as little potential for adverse effect regarding zoning as practicable. Thus, no additional mitigation with respect to zoning is necessary or proposed.

- The proposed project has been designed to conform to all applicable recommendations of the Town Comprehensive Plan, the EMSURP and the NYS CMP standards as practicable. Thus, no additional mitigation in this regard is necessary or proposed.

2.2 Community Services

Figure 2-4 shows the locations of the public schools in the neighborhood, **Figure 2-5** is a map depicting the location of public safety and security-related services, **Figure 2-6** depicts water supply services in the area, **Figure 2-7** shows the locations of the public wastewater treatment and stormwater systems in the vicinity, **Figure 2-8** shows the locations of nearby park and recreational sites, and **Figure 2-9** shows the presence and local route of the public transportation services in the area.

For this application, letters were sent to the community service providers, soliciting information on services available and currently provided, as well as service provider input regarding the proposed project and their ability to provide services. **Appendix D** contains these letters, with the service provider response letters that were received.

2.2.1 Existing Conditions

Public Schools

The project site is within the Riverhead CSD. According to the district's website (www.riverhead.net), there are four schools serving Kindergarten through 4th Grade (the Roanoke Avenue, Riley Avenue, Phillips Avenue and Aquebogue Elementary schools), one school for 5th and 6th Grades (Pulaski Street), one school for 7th and 8th Grades (Riverhead Middle School), and one high school (Riverhead High School). For the 2016-2017 school year, the district has a total of about 5,400 students, as follows:

Roanoke Avenue Elementary School – 400
Riley Avenue Elementary School – 600 (est.)
Phillips Avenue Elementary School – 550 (est.)
Aquebogue Elementary School – 450
Pulaski Street School – 800
Riverhead Middle School – 800
Riverhead High School – 1,800

As the site is currently occupied by a vacant store, several occupied stores, and one small apartment, it is not expected that the site currently has any school-age residents, and so generates no impacts on either school district enrollments or expenditures.

Police Protection

The subject site is served by the Riverhead Police Department, whose headquarters is located at 210 Howell Avenue. The current Chief of the department is David J. Hegermiller, and the Department's webpage is: www.townofriverheadny.gov/.

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FIGURE 2-4
COMMUNITY SERVICES MAP, PUBLIC SCHOOLS

Source: ESRI wms; Suffolk County records
Scale: 1 inch = 1,500 feet

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FIGURE 2-5
COMMUNITY SERVICES MAP, SAFETY AND SECURITY SERVICES

Source: ESRI wms; Suffolk County records
Scale: 1 inch = 1,500 feet

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Riverview Lofts
Riverhead

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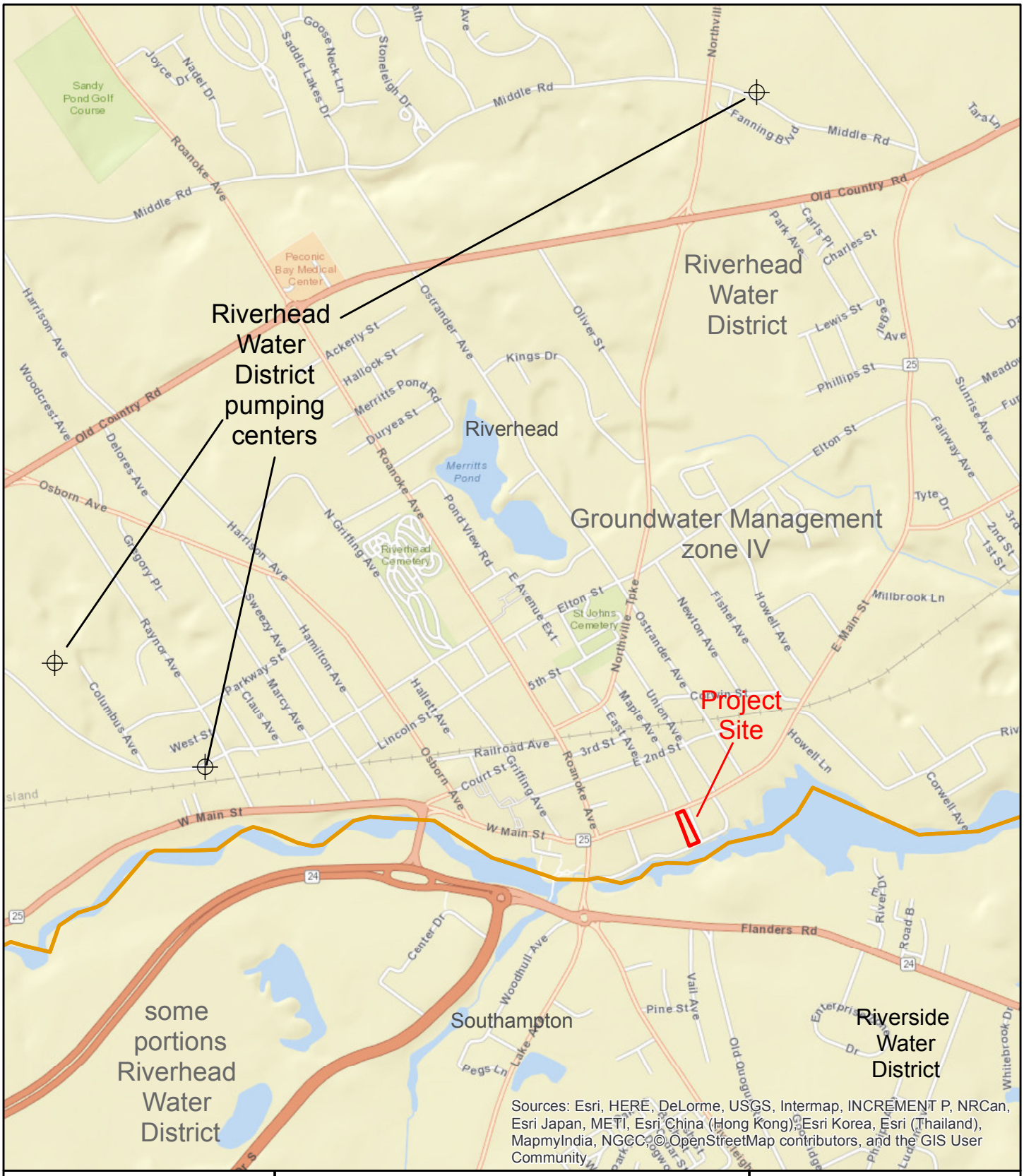

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FIGURE 2-6
COMMUNITY SERVICES MAP, PUBLIC WATER SUPPLY

Source: ESRI WMS; Suffolk SCWA maps

Scale: 1 inch = 1,500 feet

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Riverhead

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FIGURE 2-7
COMMUNITY SERVICES MAP
SANITARY & STORMWATER SYSTEMS

Source: ESRI wms; Suffolk County, Town of Riverhead records
Scale: 1 inch = 300 feet

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Riverhead

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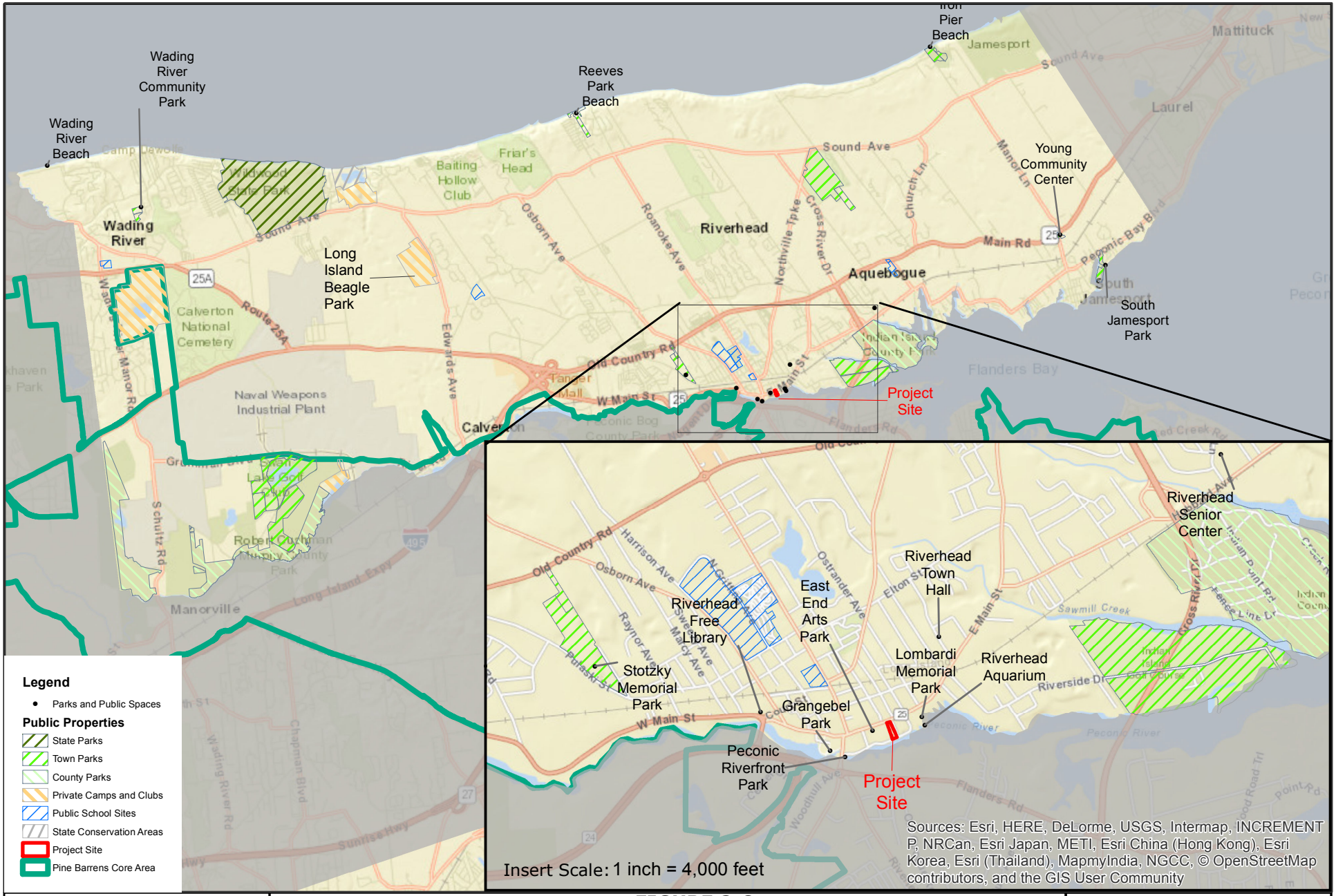

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FIGURE 2-8
COMMUNITY SERVICES MAP,
COMMUNITY & PUBLIC RECREATIONAL SITES

Source: ESRI wms; Town of Riverhead
Scale: 1 inch = 10,000 feet

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FIGURE 2-9
COMMUNITY SERVICES MAP
PUBLIC TRANSIT

Source: ESRI wms;
Town of Riverhead records
Scale: 1 inch = 500 feet

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Riverhead

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Considering the site's current condition and occupancy, it is not expected that it represents any significant impacts on the patrol responsibilities of the Riverhead Police Department in terms of site security/oversight.

Fire Protection and Ambulance Services

Fire Protection - The subject site is within the Riverhead Fire District, and is served by the Riverhead Volunteer Fire Department, whose website is www.riverheadfire.org. The Department has its Headquarters at 540 Roanoke Avenue, in Riverhead, and has three additional facilities, on Hamilton Avenue (Station 1), Hubbard Avenue (Station 2), and Twomey Avenue (Station 3, in Calverton). The Department is served by a total of about 175 personnel, distributed as follows:

- Red Bird Hook & Ladder Company 1 (25 personnel assigned)
- Fire Police Patrol Company 1 (27 personnel assigned)
- Reliable Hose & Engine Company 1 (30 personnel assigned)
- Washington Engine Company 2 (32 personnel assigned)
- Ever-Ready Engine Company 3 (27 personnel assigned)
- Eagle Hose Company 4 (33 personnel assigned)

Ambulance Services - The subject site is served with emergency medical services by the Riverhead Volunteer Ambulance Corps, Inc., located at 1111 Osborn Avenue, in Riverhead. As indicated on its website (www.riverheadvac.com), the Corps has four ambulances and three Responder vehicles.

Public Water Supply

The project site is within the RWD and so is served with potable water by that entity. As shown in the **Topographical Survey**, the RWD has a main beneath East Main Street, off which distribution lines run southerly beneath McDermott Avenue. Based on information provided in the District's *"Water News"* for Spring 2016, the RWD pumped a total of about 252.25 million gallons of water in 2015, for an average of 691,100 gpd.

Based on the uses and yields of the structure at 31 McDermott Avenue, it is estimated that that building currently consumes 484 gpd of potable water; as the 221 East Main Street building is presently vacant, it consumes no potable water is supplied to or consumed in it. Thus, the project site presently accounts for 0.06% of the RWD's average daily water pumpage. It is noted that the vacant retail space could become occupied at any time.

Sanitary Wastewater Treatment and Disposal

The site and area are within the RSD, and so are connected to the sanitary sewer system that conveys all wastewater generated in the district to the STP on River Road, to the east of the subject site. The **Topographical Survey** shows that there is a sanitary sewer main beneath McDermott Avenue, as well as an east-west main that passes beneath the project site to the sewage pump station just east of the site.

According to information provided by the RSD superintendent (Mr. Mike Reichel, PE) during a telephone conversation on November 22, 2016, the STP has a permitted capacity of 1.5 million gpd, and currently treats an average of 1.0 million gpd of wastewater.

It is assumed that the 484 gpd of water consumed at the subject site is presently conveyed as wastewater to the RSD's STP via the Town sanitary sewer system. Thus, the project site presently accounts for 0.044% of the STP's daily influent.

Energy Suppliers

Electricity - PSEG provides electricity in the area and the buildings that occupy the site, though only the 31 McDermott Avenue building presently uses electricity (the 221 East Main Street structure is vacant). It is noted that the vacant retail space could become occupied at any time.

Natural Gas - National Grid provides natural gas in the area, via individual connections from its subsurface distribution system. The **Topographical Survey** shows a line beneath East Main Street, which connects to distribution lines beneath McDermott Avenue to serve the subject site.

Recreational Facilities

There are several public parks and other recreational sites near the project site. These resources include Grangebel Park and the East End Arts Park to the west, Lombardi Park to the east, and Peconic Riverfront Park, to the south, along Heidi Behr Way.

2.2.2 Anticipated Impacts

Public Schools

Using multipliers established by the Center for Urban Policy Research (CUPR) of Rutgers University (**Rutgers University June 2006**), it is estimated that 14 school-aged children will reside at the proposed project. For the project, a total of 212 residents are expected. **Table 2-3** details how these values were calculated:

Table 2-3
ANTICIPATED RESIDENTS*
Proposed Project

Residence (bedrooms)	**Number of Units**	**CUPR Multiplier** (capita per unit)		**Population** (rounded upwards)	
		Residents	School-Age Children	Residents	School-Age Children
Studio	31	1.67	0.08	51.77	2.48
One Bedroom	57	1.67	0.08	95.19	4.56
Two Bedrooms	28	2.31	0.23	64.68	6.44
Totals	**116**	---	---	211.64 (say 212)	13.48 (say 14)

* Assuming multipliers established by CUPR, Rutgers University, for 5+ units in structure, rented.

This will have a small incremental effect on enrollment and expenditures of the Riverhead CSD. The PILOT program will assist in off-setting this incremental increase and it is noted that this is

a relatively small number of potential school-aged children that would be distributed over multiple age groups. As stated in the Riverhead CSD Superintendent's response e-mail:

> As per council, we do not take positions on individual projects or make comments. We will comply with Education law in all instances.

Police Protection

It is expected that the project will result in an increased potential for need of Riverhead Police Department emergency services, due to the increased development and human presence on the property. The Department's response letter states:

> At this point in time, we should be able to assume the additional police services needed for your proposed project. Obviously, as with all development in our Township, the increase in population and vehicles will have a negative impact on our agency.

Fire Protection and Ambulance Services

It is expected that the project will result in an increased potential for need of the emergency services of both the Riverhead Volunteer Fire Department and the Riverhead Volunteer Ambulance Corps, Inc. The Fire Department's response letter states:

> This letter may not be taken to express any opinion about this/these project(s) or the Fire Department's ability to respond to emergencies now or in the future.
>
> It is the District's position that it is incumbent on the project(s) developer(s) to design and construct this/these project(s) in full compliance with all applicable laws, codes, regulations, standards, etc.
>
> At such time that this/these project(s) have been fully designed and engineered the District expects that the Town of Riverhead Fire Marshall shall present the same to the District and Department. The District and Department reserve their right to comment on the same at an appropriate future date.

The ambulance corps' response letter confirmed that it *"…can and will provide emergency medical services to your Riverview Lofts project…"*

Public Water Supply

As shown in **Table 1-3**, it is expected that the proposed project will consume a total of 39,645 gpd of potable water, to be supplied by the RWD. This increase in demand would represent 5.82% of the average daily pumpage of the RWD. The proposed project is not anticipated to impact the ability of the RWD to serve the subject site and existing customers. Each apartment will be equipped with software that monitors for leaks or water wastage

The project's design will be subject to detailed engineering review by the RWD as part of the Town's site plan review process, at which time final arrangements for infrastructure improvements will be made.

Sanitary Wastewater Treatment and Disposal

It is assumed that all 39,645 gpd of water supplied to the project site will leave the site daily as wastewater, to be conveyed via the Town's sewer district network to the STP on River Road. As

this facility currently treats an average of about 1.0 million gpd, the proposed project would represent a 4.02% increase in loading at this facility. This STP has a permitted capacity of 1.5 million gpd, so that it has about 500,000 gpd of unfilled capacity; the proposed project represents an 8.04% reduction in the amount of available treatment capacity of this facility.

The RSD's response e-mail confirms that the district has capacity to serve the project and the applicant's plans to connect to the RSD are currently under review. A final letter of sewage treatment availability will be issued after an analysis of the flow impacts to the collection and conveyance systems is complete.

Energy Suppliers

It is expected that PSEG and National Grid can and will serve the proposed project with electrical and natural gas services, respectively. Generally, PSEG and National Grid provide services per their filed tariff and schedules in effect at the time service is required. As the project will remove both buildings presently on the site, the existing service connections will also be removed, to be replaced with new service connections; it is expected that the existing distribution system serving the site will not need to be replaced or supplemented to service the project.

Recreational Facilities

The proposed project will not encroach upon any of the existing park or recreational facilities in the vicinity. The anticipated 212 new residents of the project could potentially represent an impact on these recreational sites, by increasing the number of visitors to these sites, or of attendees at public events (e.g., street fairs, farmer's markets, parades, etc.), held at these sites. However, such impacts are not expected to be significant, as these public parks are large enough to accommodate all likely, day-to-day visitors, included those attributable to the proposed project, and it is not expected that many of the project's residents would opt to visit any of these facilities at the same time, thereby reducing the magnitude of any incremental increase in visitation. Finally, the number of local public recreational sites available to the project's residents would tend to spread the project's visitation geographically, to reduce the potential impact of visitation at any one site.

With respect to impacts from project residents increasing attendance at a public event, such occasions are planned by their sponsors (and are subject to Town review and approval) to provide ample space for attendees to be accommodated. As this analysis is limited to public recreational sites in the immediate vicinity, it is expected that project residents that choose to attend would choose to walk, which would eliminate a potential parking impact at the event or facility.

2.2.3 Proposed Mitigation

- It is expected that the proposed project will increase the need for and usage of those community facilities and services pertinent to commercial and residential spaces, and, hence the costs that such services will expend. However, the expected increase in taxes generated and/or a PILOT program will help offset at least portions of the increased needs for and costs of community services.

- The Riverhead CSD will benefit from an increase in annual school tax revenue and/or a PILOT program as compared to the amount of school taxes generated by the site in its current condition. This increased revenue will assist in offsetting some of the increased district expenditures necessitated by the expected 14 new students generated by the project.
- The proposed project may increase the potential need for emergency security services of the Riverhead Police Department. However, to mitigate this potential increase in calls, the proposed building and parking level will be equipped with security lighting and emergency alarms.
- The proposed project may increase the potential need for emergency security services of the Riverhead Volunteer Fire Department and the Riverhead Volunteer Ambulance Corps, Inc. However, to mitigate these potential increases in calls, the proposed building and parking level will be equipped with fire and smoke alarms, emergency lighting systems, and sprinklers, as required by NYS Fire and Building Codes. These features will increase the level of safety from fires and minimize the potential for use of ambulance services.
- Pertinent input from the Riverhead Volunteer Fire Department will be solicited throughout the site plan application process to ensure that the site layout and the building are designed to provide adequate provisions for emergency vehicle access and adequate hydrant and standpipe locations.
- The project will increase the consumption of water on-site. In consideration of this increase in demand, water-conserving plumbing fixtures and mechanical systems will be utilized in construction, which will further minimize the volume of water required from the public water supply.
- Each apartment will be equipped with software that monitors for leaks or water wastage.
- While the project will increase the consumption of energy resources, it is anticipated that sustainable energy-conserving measures, including energy-saving wall insulations, triple-glazed windows and energy efficient mechanical systems will be utilized, thereby mitigating the anticipated increase in energy consumption.

2.3 Transportation

2.3.1 Existing Conditions

A Traffic Impact Study (TIS) was prepared for the proposed project by N&P, LLP in December 2016 and was updated in June 2017 (see **Appendix C**). The following description of the existing traffic-related resources of the subject site and the current operating characteristics of the local intersections has been taken from that study.

Purpose of Report

The revised report summarizes the results of a detailed investigation of the traffic impacts of the proposed project by reviewing the area's existing roadway characteristics and traffic conditions, estimating the vehicular volume and pattern that the development will generate during peak hours, and analyzing the effect of the additional volume on the surrounding roadway network. **Figure 2-10** shows the study area and the intersections evaluated.

Study Methodology

The study assesses the traffic and parking impacts associated with the proposed project and identifies mitigation measures if necessary. In executing the scope of work, the following steps were undertaken:

- A detailed field inspection was conducted to inventory existing road geometry, location/geometry of existing driveways and intersections along with signing and pavement markings.

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FIGURE 2-10
INTERSECTIONS STUDIED, TIS

Source: ESRI Webmapping Service

Scale: 1 inch = 300 feet

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221 East Main St
Riverhead

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- In 2016 the Town of Riverhead Planning Department requested that any traffic data collection for the project should take into account events in the Town. In consultation with the Town, turning movement counts were conducted at the intersections of East Main Street at Peconic Avenue, East Main Street and Roanoke Avenue and East Main Street at McDermott Avenue/Maple Avenue during the weekday AM (7-9AM), PM (4-6PM) and Saturday midday (10AM-2PM) peak periods on the following days:
  - Wednesday May 31th, 2016 from 7-9AM and 4-6PM to cover a typical weekday
  - Saturday August 20th, 2016 from 10 AM -2PM to cover the Polish Town Fair event (Special events in Riverhead).
  - Saturday August 29th, 2016 from 10AM -2PM to cover a typical Summer Saturday.
- In order to respond to the Town of Riverhead Planning Department's comment on the 2016 Traffic Study regarding weekday turning movement counts collected when schools were not in session, additional turning movement counts have been collected at the intersections listed above on Wednesday May 31, 2017 during the weekday AM (7-9AM) and PM (4-6PM) peak hours.
- The turning movement counts collected in 2017 during the weekday and the 2016 Saturday data were tabulated and utilized to revise the 2016 Traffic Study to account for weekday traffic impacts when schools are in session.
- An annual growth factor, obtained from the Long Island Transportation Plan (LITP) 2000 study, was applied to the existing volumes to estimate the increase in background traffic that would occur in 2019 Build Year (Ambient Traffic Volumes).
- The Town of Riverhead Planning Department was contacted to obtain information on other planned developments that may impact traffic flow in the study area.
- Traffic volumes from the other planned projects in the study area were added to the Ambient Traffic Volumes to generate the 2019 No Build Volumes.
- Estimates of traffic that would be generated by the proposed project were prepared utilizing trip generation data published by the Institute of Transportation Engineers (ITE) publication, *Trip Generation, Ninth Edition*. The site-generated traffic volumes were assigned to the adjacent street system based upon the anticipated directional trip distribution forecasted by N&P, LLP.
- The 2019 Build Condition volumes for the proposed development were developed by adding the site generated traffic volumes to the 2019 No Build Condition volumes.
- Capacity analyses were performed at the study intersections identified above for the Existing Condition, No Build Condition and Build Condition for weekday AM, weekday PM, and Saturday midday peak hours.
- The results of the analyses for the 2019 No Build Condition and 2019 Build Condition were compared to identify any significant traffic impact associated with the proposed project.

Roadway and Traffic Conditions

Main Street (NYS 25) is an east/west NYSDOT roadway within the study area and runs through the downtown area of the Town of Riverhead. Within the study area, Main Street provides one lane per travel direction. The posted speed limit on Main Street is 30 mph within the Riverhead downtown area. Sidewalks equipped with planters and decorative street lighting are provided on both sides of Main Street in the downtown area. Pedestrian crossings are painted across Main Street and supplemented with pedestrian crossing signs. Midblock crossings are located in front of the Suffolk Theater south of East Avenue and in front of Town Hall north of Howell Avenue.

Table 2-4 summarizes the lane configurations and traffic controls at the study intersections. The peak hour traffic volumes depicted in Figures 3 [see **Appendix C**] were used to determine the existing capacity and level of service (LOS; see **Appendix C** for a definition of this term) of the study intersections. **Tables 2-5a and 2-5b** contain the LOS summaries for the Existing Condition for the

Signalized and Unsignalized intersections evaluated, respectively.

Table 2-4
INTERSECTION GEOMETRY

Intersection	Approach	Lane Designation*	Traffic Control
West Main Street at Peconic Avenue	EB	T-R	Traffic Signal
	WB	L-T	
	NB	L-R	
West Main Street at Roanoke Avenue	EB	L-T	Traffic Signal
	WB	L-TR	
	SB	R	
East Main Street at McDermott Avenue/Maple Avenue	EB	LTR	Traffic Signal
	WB	LTR	
	NB	LTR	
	SB	LTR	
Peconic Avenue at Parking Lot Access	WB	LR	Stop Control WB
	NB	TR	
	SB	L-T	

* L = Left turn lane; T = through lane; R = Right turn lane

Table 2-5a
LOS SUMMARY, Existing Conditions
Signalized Intersections

Intersection	Approach	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
East/West Main St. at Peconic Ave.	EB	T	44.7	D	46.1	D	70.1	E
		R	24.0	C	22.4	C	21.2	C
	WB	L	7.8	A	11.2	B	19.1	B
		T	2.6	A	3.0	A	2.7	A
	NB	L	95.2	F	87.7	F	94.9	F
		R	34.6	C	29.3	C	27.7	C
		Intersection	31.2	C	28.2	C	37.7	D
East/West Main St. at Roanoke Ave.	EB	L	22.3	C	27.7	C	37.5	D
		T	3.5	A	2.8	A	2.7	A
	WB	TR	41.2	D	44.0	D	40.4	D
	SB	R	37.7	D	44.6	D	46.5	D
		Intersection	22.8	C	29.0	C	25.4	C
East/West Main St. at Maple/McDermott Ave.	EB	LTR	2.8	A	3.4	A	3.9	A
	WB	LTR	2.8	A	4.6	A	3.8	A
	NB	LTR	17.1	B	19.7	B	22.0	C
	SB	LTR	31.5	C	38.9	D	33.8	C
		Intersection	4.6	A	7.5	A	7.2	A

Table 2-5b
LOS SUMMARY, Existing Conditions
Unsignalized Intersection

Intersection	Approach	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
Peconic Ave. at Parking Lot Access	WB	L	15.8	C	17.0	C	16.6	C
		R	13.5	B	14.2	B	14.0	B
	SB	LT	9.1	A	9.4	A	9.5	A

Main Street at Peconic Avenue/Roanoke Avenue - The intersections of West Main Street at Peconic Avenue and East Main Street at Roanoke Avenue are approximately 55 feet apart as measured between stop lines. The distance between the two intersections provides one westbound through lane, one westbound left turn lane and a 22-foot wide eastbound lane that currently operates as a separate eastbound left turn lane and an eastbound through lane. These two left turn lanes provide storage for two cars each. These two intersections are controlled by two traffic signals operating under the same controller.

Under the Existing Condition, the eastbound West Main Street through movement at Peconic Avenue operate at LOS D, D and E during the weekday AM, PM and Saturday midday peak hour respectively. The northbound Peconic Avenue left turn movement operate at LOS F during the weekday AM, PM and Saturday midday peak hours. The rest of the traffic movements at the intersection operates at LOS C or better during the weekday AM, PM and Saturday midday peak hours. All the traffic movements at the intersection of East Main Street and Roanoke Avenue operate at LOS D or better. Overall, the intersection of West Main Street at Peconic Avenue operates at LOS C, C and D during the weekday AM, PM and Saturday midday peak hours respectively and the intersection of East Main Street at Roanoke Avenue operates at overall LOS C during the weekday AM, PM and Saturday midday peak hours.

East Main Street at McDermott Avenue/Maple Avenue - The northbound McDermott Avenue leg and southbound Maple Avenue leg at this intersection are slightly offset from each other (approximately 20 feet) with each approach providing one lane for all traffic movements. The intersection is controlled by a two-phase traffic signal.

Under the Existing Condition, all the approach movements to this intersection operate at LOS D or better during both the weekday AM, PM and Saturday midday peak hours. Overall, the intersection of East Main Street at McDermott Ave/Maple Avenue operates at LOS A during the weekday AM, PM and Saturday midday peak hours.

Peconic Avenue at Parking Lot Access - The parking lot access intersects Peconic Avenue to form the Stop Controlled leg of a T-intersection. Peconic Avenue provides one lane per travel direction with a two-way left turn lane. The westbound parking lot access provides one left turn lane and one right turn lane. Under the Existing Condition, the southbound Peconic Avenue approach operates at LOS A. The westbound Parking lot access left turn movement operates at LOS C during the weekday AM, PM and Saturday midday peak hours. The westbound right turn movement operates at LOS B during the weekday AM, PM and Saturday midday peak hours.

Parking

There is unstriped paved surface area sufficient for an estimated 40 parking spaces on the subject site, distributed as 27 unused spaces south of the vacant 221 East Main Street structure, and 13 spaces adjoining the occupied 31 McDermott Avenue building. There are also several Town parking lots in the vicinity (see **Figure 1-6),** off Heidi Behr Way to the east and west.

2.3.2 Anticipated Impacts

The findings of the N&P TIS dated June 2017 are summarized herein.

Trip Generation

In order to identify the impacts the proposed project will have on the adjacent street system, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the site traffic when entering and exiting the subject property. The trip generation estimates for the proposed project were prepared utilizing data found under Land Use Code 220 – Apartments, Land Use Code 820-Shopping Center and Land Use Code 931 –Quality Restaurant within the Institute of Transportation Engineers' [ITE] publication, *Trip Generation, Ninth Edition*. This publication sets forth trip generation data obtained by traffic counts conducted at sites throughout the country.

We also prepared a trip generation comparison for the project which consisted of performing estimates for 2 scenarios. Scenario 1: 116 apartment units, 1,508 SF of retail and 535 seats of quality restaurant. Scenario 2: 116 apartment units and 12,623 SF of retail. The comparison revealed that Scenario 1 is anticipated to have higher trip generation and therefore this is the scenario for which the analysis was prepared, representing a worst-case scenario.

It should also be noted that, according to studies conducted by the ITE, traffic associated with a retail and restaurant developments is not 100% newly generated, a significant portion of these trips will be "pass-by" traffic. It is expected that at least 40% of the peak hour trips generated by the retail and restaurant development on the site would originate from traffic already using the roadway traveling to or from another destination. No passby credit was applied to the retail portion of the project since it is only a small portion of the project. Passby credits were applied for the restaurant component of the proposed project in accordance with ITE guidelines.

The following **Table 2-6** summarizes the trip generation estimates for the proposed project. As can be seen, the proposed project is projected to generate 79 trips (21 entering and 58 exiting) during the weekday AM peak hour, 167 trips (109 entering and 58 exiting) during the weekday PM peak hour and 252 trips (142 entering and 110 exiting) during the Saturday midday peak hour.

Anticipated Level of Service (LOS) and Roadway Conditions

As stated previously, the intersection capacity and level-of-service (LOS) analyses were based on the procedures and guidelines presented in the *Highway Capacity Manual (2010)*, published by the *Transportation Research Board*. The Synchro Version 9 software was used to analyze the study intersections and provide a LOS measurement of the intersection operations. The six classes of LOS, ranging from LOS A (excellent) to F (worst), are defined in Appendix D [of **Appendix C**].

Table 2-6
TRIP GENERATION
Proposed Project

Time Period	Distribution	**Apartments** (116 units; ITE LUC 220)	**Retail** (1,508 SF; ITE LUC 820)	**Restaurant** (535 seats; ITE LUC 931)	Totals
Weekday AM Peak Hour	Enter	12	1	8	21
	Exit	50	0	8	58
	Total	**62**	**1**	**16**	**79**
Weekday PM Peak Hour	Enter	54	3	52	109
	Exit	29	3	26	58
	Total	**83**	**6**	**78**	**167**
Saturday Midday Peak Hour	Enter	34	4	104	142
	Exit	34	3	73	110
	Total	**68**	**7**	**177**	**252**

Source: Trip Generation,9th Edition, published by ITE

Tables 2-7a and 2-7b, 2-8a and 2-8b, and 2-9a and 2-9b illustrate the LOS summaries for the study intersections for the Weekday AM and PM Peak Hours, as well as the Saturday Midday Peak Hour, respectively.

Table 2-7a
LOS SUMMARY, Proposed Project
Weekday AM Peak Hour, Signalized Intersections

Intersection	Approach	Movement	No Build Condition		Build Condition	
			Delay	LOS	Delay	LOS
East/West Main St. at Peconic Ave.	EB	T	49.3	D	54.6	D
		R	27.3	C	27.3	C
	WB	L	16.7	B	18.7	B
		T	2.7	A	2.7	A
	NB	L	96.8	F	94.5	F
		R	32.2	C	31.9	C
		Intersection	32.6	C	33.2	C
East/West Main St. at Roanoke Ave.	EB	L	22.9	C	23.0	C
		T	3.7	A	3.8	A
	WB	TR	47.5	D	48.4	D
	SB	R	34.5	C	34.3	C
		Intersection	24.7	C	25.2	C
East/West Main St. at Maple/McDermott Ave.	EB	LTR	5.1	A	6.6	A
	WB	LTR	5.1	A	6.6	A
	NB	LTR	31.2	C	40.4	D
	SB	LTR	20.6	C	28.0	C
		Intersection	8.7	A	12.0	B

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 2-7b
LOS SUMMARY, Proposed Project
Weekday AM Peak Hour, Unsignalized Intersection

Intersection	Approach	Movement	No Build Condition		Build Condition	
			Delay	LOS	Delay	LOS
Peconic Ave. at Parking Lot Access	WB	L	18.2	C	19.1	C
		R	14.2	B	14.3	B
	SB	LT	9.4	A	9.4	A

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 2-8a
LOS SUMMARY, Proposed Project
Weekday PM Peak Hour, Signalized Intersections

Intersection	Approach	Movement	No Build Condition		Build Condition		Build Condition, w/Modifications	
			Delay	LOS	Delay	LOS	Delay	LOS
East/West Main St. at Peconic Ave.	EB	T	55.9	E	70.4	E		
		R	24.3	C	25.5	C		
	WB	L	25.6	C	36.5	D		
		T	3.3	A	3.5	A		
	NB	L	89.8	F	89.7	F		
		R	28.1	C	26.6	C		
		Intersection	32.6	C	36.8	C		
East/West Main St. at Roanoke Ave.	EB	L	29.1	C	30.0	C		
		T	3.0	A	3.2	A		
	WB	TR	50.6	D	53.2	D		
	SB	R	41.4	D	40.0	D		
		Intersection	30.6	C	31.1	C		
East/West Main St. at Maple/McDermott Ave.	EB	LTR	4.8	A	6.1	A	6.6	A
	WB	LTR	7.2	A	9.9	A	10.7	B
	NB	LTR	29.5	C	41.0	D	34.6	C
	SB	LTR	44.9	D	42.6	D	37.1	D
		Intersection	11.0	B	14.7	B	14.1	B

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 2-8b
LOS SUMMARY, Proposed Project
Weekday PM Peak Hour, Unsignalized Intersection

Intersection	Approach	Movement	No Build Condition		Build Condition	
			Delay	LOS	Delay	LOS
Peconic Ave. at Parking Lot Access	WB	L	18.2	C	19.1	C
		R	14.2	B	14.3	B
	SB	LT	9.4	A	9.4	A

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 2-9a
LOS SUMMARY, Proposed Project
Saturday Midday Peak Hour, Signalized Intersections

Intersection	Approach	Movement	No Build Condition		Build Condition		Build Condition, w/Modifications	
			Delay	LOS	Delay	LOS	Delay	LOS
East/West Main St. at Peconic Ave.	EB	T	117.4	F	122.4	F		
		R	24.8	C	25.2	C		
	WB	L	101.9	F	114.7	F		
		T	2.9	A	3.1	A		
	NB	L	94.9	F	94.9	F		
		R	24.2	C	24.0	C		
		Intersection	63.5	E	67.2	E		
East/West Main St. at Roanoke Ave.	EB	L	35.8	D	37.3	D		
		T	3.6	A	4.3	A		
	WB	TR	49.3	D	52.1	D		
	SB	R	42.0	D	41.4	D		
		Intersection	27.2	C	28.2	C		
East/West Main St. at Maple/McDermott Ave.	EB	LTR	7.0	A	10.8	B	12.4	B
	WB	LTR	7.2	A	10.2	B	11.6	B
	NB	LTR	40.2	D	67.9	E	52.8	D
	SB	LTR	36.8	D	37.3	D	33.0	C
		Intersection	12.9	B	21.2	C	19.8	B

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 2-9b
LOS SUMMARY, Proposed Project
Saturday Midday Peak Hour, Unsignalized Intersection

Intersection	Approach	Movement	No Build Condition		Build Condition	
			Delay	LOS	Delay	LOS
Peconic Ave. at Parking Lot Access	WB	L	20.5	C	25.0	D
		R	15.4	B	15.9	B
	SB	LT	10.0	B	10.3	B

Notes: LOS = Level of Service, Delay = seconds/vehicle

Main Street at Peconic Avenue/Roanoke Avenue - In the No Build Condition, the eastbound West Main Street through movement at Peconic Avenue operates at LOS D, E and F during the weekday AM, PM and Saturday midday peak hour respectively. The northbound Peconic Avenue left turn movement operates at LOS F during the weekday AM, PM and Saturday midday peak hours. The westbound left turn movement operates at LOS F during the Saturday midday peak hour. The rest of the traffic movements at the intersection operates at LOS C or better during the weekday AM, PM and Saturday midday peak hours. All the traffic movements at the intersection of East Main Street and Roanoke Avenue operate at LOS D or better. Overall, the intersection of West Main Street at Peconic Avenue operates at LOS C, C and E during the weekday AM, PM and Saturday midday peak hours respectively and the intersection of East Main Street at Roanoke Avenue operates at overall

LOS C during the weekday AM, PM and Saturday midday peak hours. After the completion of the project all the approach movements will continue to operate at No Build LOS.

East Main Street at McDermott Avenue/Maple Avenue -Under the No Build Condition, all the approach movements to this intersection operate at LOS D or better during both the weekday AM, PM and Saturday midday peak hours. Overall, the intersection of East Main Street at McDermott Ave/Maple Avenue operates at LOS A during the weekday AM peak hour and at LOS B during the PM and Saturday midday peak hours. After the completion of the project all the approach movements will continue to operate at LOS D or better except for the McDermott Avenue northbound approach which is anticipated to operate at LOS D and E during the weekday PM and Saturday midday peak hours, respectively. Minor signal timing adjustments will improve the northbound LOS D to LOS C during the PM peak hour and from LOS E to LOS D during the Saturday peak hour. Overall, the intersection will operate at LOS B during all peak hours after the timing adjustments during the PM and Saturday peak hours [see **Table 2-9a**].

Peconic Avenue at Parking Lot Access - Under the No Build Condition, the southbound Peconic Avenue left turn movement operates at LOS A during the AM and PM peak hours and at LOS B during the Saturday peak hour. The westbound Parking lot access left turn movement operates at LOS C during the weekday AM, PM and Saturday midday peak hours. The westbound right turn movement operates at LOS B during the weekday AM and Saturday midday peak hours and at LOS C during the PM peak hour. After the completion of the project, the approach movements to the intersection will continue to operate at No Build LOS during all peak hours.

Conclusion

Nelson & Pope has investigated the potential traffic and parking impacts associated with the proposed development to be located at the southwest corner of East Main Street and McDermott Avenue in Riverhead, New York. The following is a summary of this investigation and the findings thereof:

Based on the results of the TIS, it is the professional opinion of N&P, LLP that the proposed project will not result in significant traffic impacts in the study area.

Parking

With respect to the number of parking spaces provided relative to the amount of development proposed, Town Zoning Code Section 301-231 I. states that, for a site within a designated Parking District, the requirements of the Town Zoning Code do not apply. That is, the presence and availability of sufficient free, public parking spaces off-site but nearby would satisfy Town conditions that parking will be available to residents of the development; the project is not required to provide any on-site parking spaces. However, in order to decrease the need for off-site parking and provide a benefit to the project's residents, the Applicant will provide 55 on-site parking spaces (of which three will be handicapped spaces), and the balance of parking needs will be met by off-site spaces within the Riverhead Parking District area. As shown on **Sheet C-100.00**, if the site were not in the parking district, the Town Code would require a minimum of 358 on-site parking spaces.

An inventory of available parking in proximity to the site is provided in the TIS and shown in **Figure 1-6**, to further support the finding that inclusion in the Downtown Parking District provides parking opportunities for residents and patrons of the Riverview Lofts and associated retail use on the subject site.

The anticipated parking needs of the proposed project with those of the other nearby sites proposed for development were evaluated in a cumulative Parking Analysis (see **Appendix C**). That evaluation also considers the ability of the existing parking lots in the area to accommodate these cumulative parking needs (see **Section 3.2.4**).

2.3.3 Proposed Mitigation

- As recommended by the TIS, after completion of the project, minor signal timing adjustments at the intersection of East Main Street at McDermott Avenue/Maple Avenue will be made for the northbound McDermott Avenue approach, improve the northbound LOS E to LOS C during the PM peak hour and LOS E to LOS D during the Saturday peak hour. Overall, the intersection will operate at LOS B during all peak hours after the timing adjustments during the PM and Saturday peak hours.
- The proposed project will provide 55 on-site parking stalls to complement the available public parking in existing municipal parking lots in the area of the proposed project, where no parking is required since the project is within the Riverhead Parking District.

2.4 Water Resources

2.4.1 Existing Conditions

Groundwater Conditions

The **Topographical Survey** shows that the subject varies in elevation from a high of 14 feet above mean sea level (asl), found along the site's northern border, along East Main Street, to a low of 4 feet asl, in the parking area south of the structure at 31 McDermott Avenue, in the site's southern portion.

Site-specific information on the elevation of the water table is contained in the Geotechnical Evaluation (**Appendix B-8**), which analyzes the results of a series of four soil borings installed in the central and southern portions of the site. Among the physical and engineering-related data related to these borings (discussed below in **Section 2.5**), observations of the depth to the water table encountered in these borings is also provided. The data show that the northernmost boring, designated Boring #1, installed in the parking area between the two structures, encountered the water table at a depth of 4 feet below ground surface (bgs). As the elevation of the ground surface at this point is about 6 feet asl, the elevation of the water table beneath this portion of the project site is about 2 feet asl. The southernmost boring, Boring #4, is in the parking area south of the 31 McDermott Avenue structure. Groundwater was encountered here at a depth of 3.5 feet bgs here. Since the **Topographical Survey** shows that the elevation in the area of Boring #4 is just over 4 feet asl, it may be inferred that the water table is at an elevation of about 0.5 feet asl here. This represents the shortest depth to the water table beneath the site.

The forgoing analysis indicates that the water table slopes downward toward the south beneath the site. Based on this conclusion, and supported by the orientation of the contours of the water table as shown in **Figure 2-11**, it is expected that groundwater in the water table and, therefore, in the shallow (i.e., Upper Glacial) aquifer, flows in a southerly direction, toward the Peconic River.

To estimate the depth to the water table for the site's highest area (i.e., along its East Main Street frontage, see above), it is necessary to estimate the elevation of the water table beneath that area as well. Assuming that the water table is flat but sloping upward toward the north, simple geometry would indicate that the water table is at an elevation about 4 feet asl beneath this portion of the subject site, so that the depth to the water table here is about 10 feet.

In summary, the depth to the water table beneath the site varies from 10 feet in the north to 0.5 feet at the southern boundary of the site.

Surface Water Conditions

There are no surface water bodies on the subject site. The nearest surface water is the Peconic River, which flows west-to-east south of the site, beyond the Town Peconic Riverfront Park. **Figures 2-12 and 2-13** depict the locations of the freshwater and tidal (i.e., marine/saltwater) wetlands in the vicinity, as designated by the NYSDEC and National Wetland Inventory (NWI), respectively. As can be seen, there are no freshwater wetlands proximate to the site, but there are substantial tidal wetlands designated by both the NYSDEC and NWI along both banks of the Peconic River.

Figure 2-14 depicts the FEMA compilation of Flood Hazard Zones for the area of the subject site. As can be seen, the site is split into two zones: the northern portion of the property (including the building at 221 East Main Street) is within an area designated "Zone X," while the southern part (encompassing the building at 31 McDermott Avenue) is designated "Zone AE." Zone X indicates an area outside the statistical 500-year flood plain. Zone AE means an area that is subject to the 1% annual flood ("100-year flood"), also known as the Base Flood. This is the flood that has a 1% chance of being equaled or exceeded in any given year. Specifically, the Base Flood Elevation of this part of the AE zone is established at 7 feet asl. The first floor of the building will be elevated such that the bottom of any structural member will be above 7 feet asl to comply with FEMA design as implemented by the Town.

2.4.2 Anticipated Impacts

The proposed project will connect to the Riverhead Sewer District and as a result, wastewater will be managed in a manner that ensures that no groundwater impacts will occur. Drainage will be stored and recharged on-site in conformance with Town requirements and subject to Town engineering review. Consequently, potential drainage impacts are also addressed through design. Discussion of these design features as related to water resources is provided herein.

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FIGURE 2-11
WATER TABLE CONTOUR MAP

Source: ESRI Web Mapping Service, USGS
Scientific Investigations Map 3270, 2010 data
Scale: 1 inch = 1,500 feet

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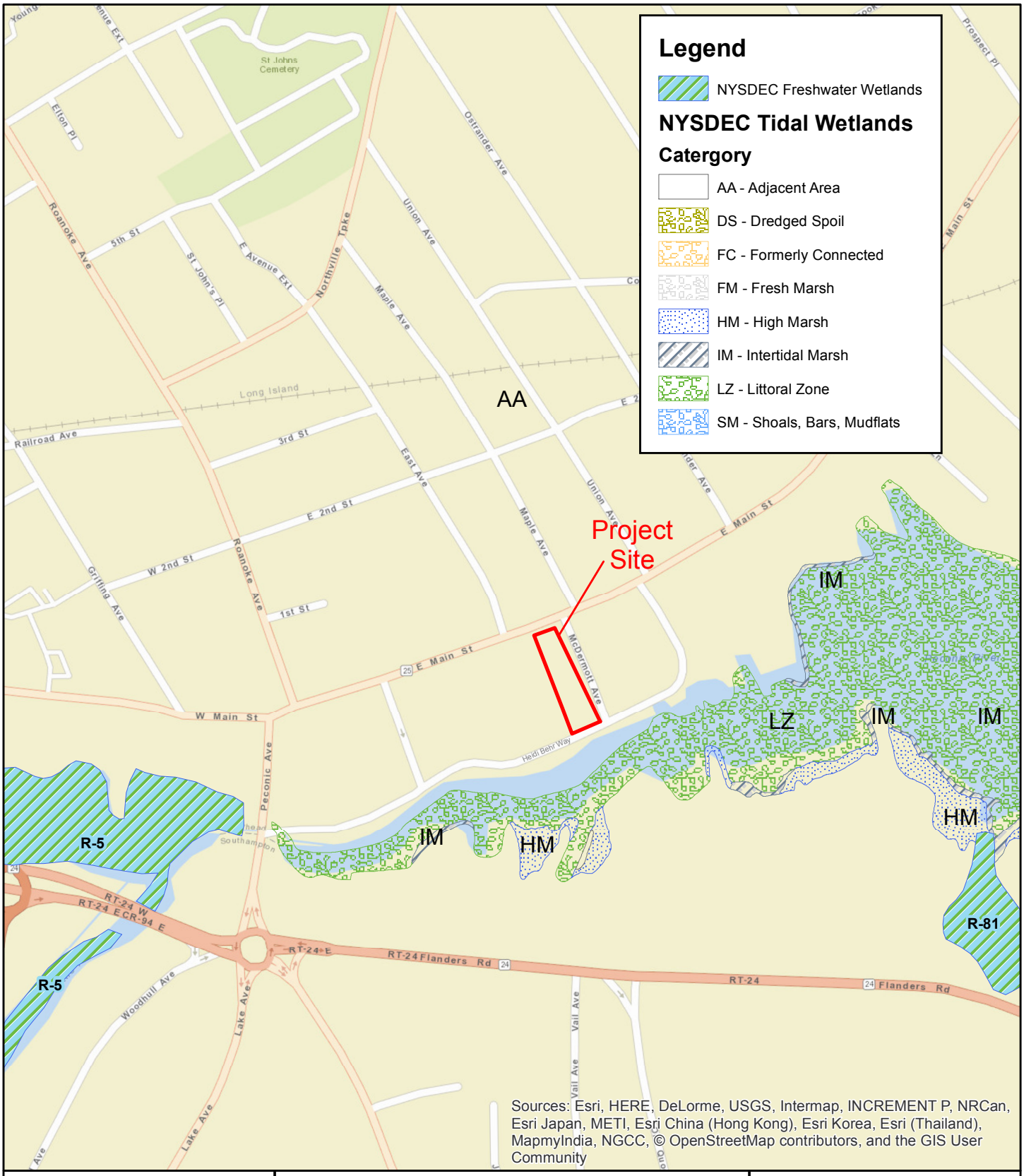

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FIGURE 2-12
WETLANDS MAP, NYSDEC

Source: ESRI Web Mapping Service, NYSDEC Freshwater & Tidal Wetlands Maps
Scale: 1 inch = 500 feet

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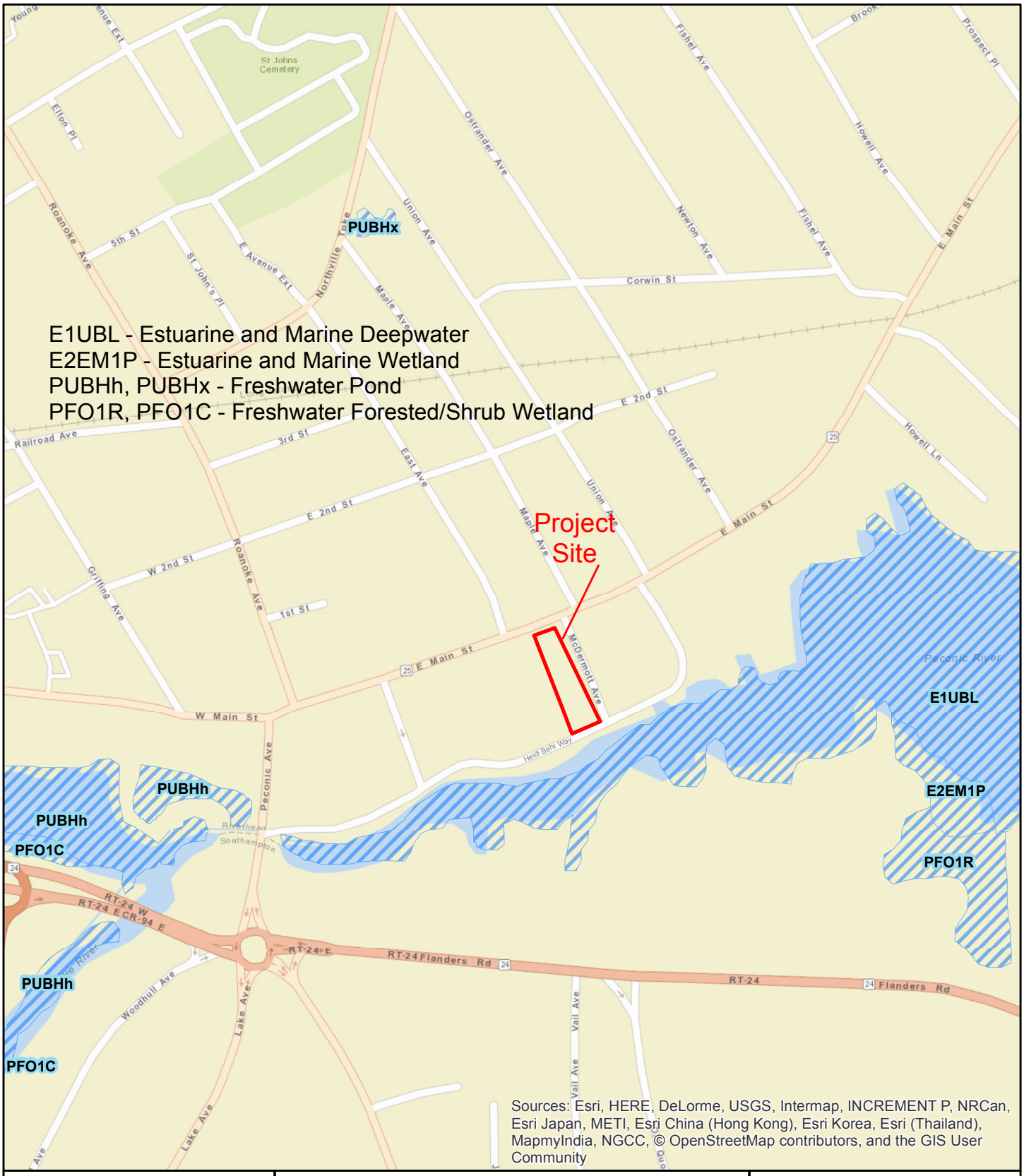

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FIGURE 2-13
WETLANDS MAP, NWI

Source: ESRI wms; US Fish & Wildlife, National Wetlands Inventory maps
Scale: 1 inch = 500 feet

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FIGURE 2-14
FLOOD HAZARD ZONE MAP, FEMA

Source: ESRI Web Mapping Service, FEMA

Scale: 1 inch = 100 feet

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Groundwater Conditions

The volume of water recharged on the site is not expected to significantly change by the project as compared to the site in its existing condition. This is because the site is presently covered entirely by impervious surfaces, and will continue to be entirely impervious-surfaced after the project is constructed. However, the proposed project will be designed to contain runoff from proposed new impervious surfaces; under current conditions, it is not expected that all stormwater is retained on site. This means that the volume of stormwater runoff generated on the site is the same; but storage of stormwater will increase such that less off-site runoff is expected to occur.

All stormwater runoff generated on the site will be retained and recharged to groundwater by means of an on-site drainage system. Likewise, all wastewater generated on the site will be conveyed off-site via the Town sewer system for treatment and disposal. In this way, the existing elevation of the water table beneath the site would not significantly change, so that the direction of groundwater flow would not change from its current southerly direction.

Connection to the Town sewer system and the lack of landscaped surfaces would ensure that the potential for adverse impacts on groundwater quality are minimized for the proposed project. The proposed project will connect to the Town sanitary system, so that its wastewater would be conveyed off-site and treated to a tertiary level, thereby minimizing the amount of nitrogen from the site that ultimately is recharged to the water table, and at a location distant from the project site.

Surface Water Conditions

The project will not adversely impact any surface water resources. Generally, the primary source of such an impact would be from the escape of stormwater runoff from a site to a surface water resource (e.g., a pond/wetland, a creek or river, etc.). But, as noted above, the site will retain more stormwater capacity under proposed conditions than current conditions, so that runoff generated on the site will be recharged on-site, and only in case of an extreme rain event would excess runoff overflow the site, to Town property to the south (where it would be conveyed to that drainage system). This means that for the design storm, no runoff from the site (along with any contamination that may be carried in that water) will reach the nearest surface water resource that is in a downslope location, the Peconic River.

The project is designed in conformance with FEMA flood plain elevation requirements, so that no adverse impacts in this regard are expected. As shown in **Figure 2-14**, the southern portion of the subject site is in FEMA Flood Hazard Zone AE, which designates an area that is subject to the 1% annual flood ("100-year flood"), also known as the Base Flood. This is the flood that has a 1% chance of being equaled or exceeded in any given year. Specifically, the Base Flood Elevation of this part of the AE zone is established at 7 feet asl. The first floor of the building will be elevated such that the bottom of any structural member will be above 7 feet asl to comply with FEMA design as implemented by the Town.

2.4.3 Proposed Mitigation

- As no adverse impacts to groundwater quality or quantity are anticipated to occur because of the project, no additional mitigation is necessary or proposed.
- As no adverse impacts on the elevation of the water table or direction of groundwater flow beneath the subject site are expected, from the project, no additional mitigation is necessary or proposed.
- No impacts on the quality or quantity of water in the Peconic River or any other surface water resource in the vicinity is anticipated to occur from the project, no additional mitigation s necessary or proposed.
- The proposed project will conform to the applicable building elevation requirements associated with its presence within the AE Zone (as delineated by the FEMA Flood Hazard Zone Map). Therefore, no adverse impacts in this regard are expected, and no additional mitigation is necessary or proposed.

2.5 Soils

2.5.1 Existing Conditions

The Soil Survey of Suffolk County, prepared by the US Department of Agriculture in 1975[1], is a useful source of soils information, which identifies soil types resulting from natural deposition and modification, as well as man-induced alterations associated with land use. The Soil Survey indicates that the soil types underlying the subject property is classified as "Urban" (see **Figure 2-15**). According to the Soil Survey, this soil type

> …consists of areas that are more than 80 percent covered by buildings and pavements. Examples are parking lots, business districts of larger villages, and densely-developed industrial parks. Examination and identification of the soils in these areas are impractical."

Because the Soil Survey could not determine the characteristics of the Urban soil type, the on-site test boring report (see **Appendix B-8**) was reviewed for information on the characteristics of the site's soils. The following has been taken from the test hole report.

> This report was developed from conventional and standard soil testing procedures and engineering analysis. Asphalt, brown sand/loam, medium to fine sand and gravel (fill) was recovered from grade to 4-feet below grade at boring location B-1 and from grade to 2-feet below grade at boring location B-2 [refer to the Boring Location Map in **Appendix B-8**]. Asphalt, brown sand, fine to medium sand, red brick and gravel (fill) was recovered from grade to 4-feet below grade at boring location B-3. Asphalt, brown sand, medium to fine sand, coarse to medium sand and trace gravel (fill) was recovered from grade to 2-feet below grade at boring location B-4. Dark brown peat, light brown sand, coarse to fine sand and gravel was recovered from 4-feet to 8-feet below grade at boring location; from 4-feet to 6-feet below grade at boring locations B-2 and B-3; and from 6-feet to 10-feet below grade at boring location B-4. Gray clay, sandy clay, silty clay and silty sand were recovered from 35-feet to 57-feet below grade at boring location B-1; from 25-feet to 37-feet below grade at boring location B-2; and from 35-feet to 47-feet below grade at boring location B-4. Trace silt was

[1] Updated/digitized maps used for figures from Soil Survey Geographic Database for Suffolk County, New York (SSURGO); USDA Natural Resources Conservation Service; 2010; updated September 24, 2015; the Suffolk County Soil Survey (**Warner, 1975)** provides soil descriptions/constraints.

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FIGURE 2-15
SOIL MAP

Source: ESRI WMS; NRCS WMS
Scale: 1 inch = 200 feet

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recovered from 30-feet to 37-feet below grade at boring location B-3. Fine to medium sand, coarse to medium sand and gravel was recovered at the remaining depths of all boring locations.

2.5.2 Anticipated Impacts

The test hole report indicates that the soils on the site are expected to be capable of properly supporting the proposed structure, with the use of appropriate piles. Thus, no adverse soil-related impacts in this this regard are anticipated.

As shown on **Sheet C-002.0**0, a total cut of 67,530 CY are planned, offset by 18,650 CY of fill. The applicant proposes to retain as much of the cut material on-site as fill, but only if that cut material displays acceptable characteristics for this use. Any and all excess soil material will be removed by a licensed hauler, and taken to an approved disposal facility.

Considering the small size of the site, its flat surface, and the fact that it is already fully developed, it is not expected that the necessary clearing and grading operations would be limited by any soil-related condition.

The Phase I ESAs prepared for the 221 East Main Street and 31 McDermott Avenue buildings (see **Section 1.3.2**) noted that a 1,000-gallon #2 fuel oil tank is present on the former site, and that a gasoline storage tank may exist on the latter site. Prior to initiating the demolition process, both tanks will be investigated and both tanks (if present) will be removed in accordance with proper county and state requirements, and any soil contamination that may have occurred will be properly remediated as part of that removal and certification process. Such potential contamination, if discovered, would not represent an adverse impact on the project, as any such contamination will be properly remediated.

Erosion control measures to be implemented during the construction phase are discussed in detail in **Section 1.5.3**, and are expected to include measures recommended in the NYSDEC Technical Guidance Manual, such as:

- Silt fence, storm drain inlet protection, hay bales and good housekeeping procedures will be used;
- Construction equipment and vehicles will be parked and loaded/unloaded within the site;
- "Rumble strips" at the site entrance will prevent soil on truck tires from being tracked onto the public road system;
- The construction process will begin with establishment of flagged clearing limits, followed by installation of the erosion control measures; and
- The drainage system will provide permanent stormwater controls once construction is completed.

2.5.3 Proposed Mitigation

- A detailed grading and drainage plan will be prepared for the site plan application, and will provide details of overall site grading and will require Town Division of Planning review and Planning Board approval prior to implementation.

- Any soil contamination that may have occurred because of oil storage tank leakage will be properly evaluated and remediated prior to initiation of the demolition phase. The remediation process will be subject to the review and approval of proper county and state entities, which will certify that such remediation was properly conducted, and that the process is complete.
- Erosion at the site and sedimentation at downslope locations may occur during the construction phase of the project. These potential impacts will be overcome by implementing erosion control measures and installing proper drainage facilities as part of the construction activities.

2.6 Cultural Resources

2.6.1 Existing Conditions

The term *"cultural resources"* refers to both pre-historic era and historic era resources such as buried evidences (such as campfires, waste "middens," foundations, and walls) and structures that merit preservation and protection for the benefit of future generations.

As shown in **Figure 2-16a**, the subject site is within the Town Main Street Historic District, which also encompasses the Main Street National Historic District; note that the subject site is not within the Main Street National Historic District, but abuts it to the south, across East Main Street. **Figure 2-16b** is portion of a State Historic Preservation Office (SHPO) map depicting the locations of established cultural resources proximate to the subject site. As can be seen, there are no such resources on the subject site; the nearest are within the Town Main Street Historic District (the Riverhead United Methodist Church and the Doroszka House, to the north across East Main Street), and in the Main Street National Historic District, along both sides of East Main Street in downtown Riverhead to the north and the west.

Pursuant to Chapter 209 Architectural Review, 209 -1. (3), the purpose and intent of architectural review shall, "Preserve the character and quality of our heritage by maintaining the integrity of those areas which have a discernable character or are of special historic significance." **Section 2.6.2** provides the updated status of Town architectural review.

Correspondence received from the NYS Office of Parks, Recreation and Historic Preservation (OPRHP), Division for Historic Preservation confirms that the buildings currently found on the project site are not considered historically significant (see **Appendix B-9**):

> We note the site for this proposed project is directly across the street from the Riverhead Main Street Historic District, listed in the State and National Registers of Historic Places. More specifically, the buildings at 221 East Main Street and 31 McDermott Avenue have been determined "not eligible" for inclusion in the historic registers; we therefore have no concerns with their removal.

2.6.2 Anticipated Impacts

The subject site is located within the Town Downtown Historic District and is across from an historic church. Architectural review is important and required for this site and is completed by the Architectural Review Board. The project was subject to ARB review and discussion at

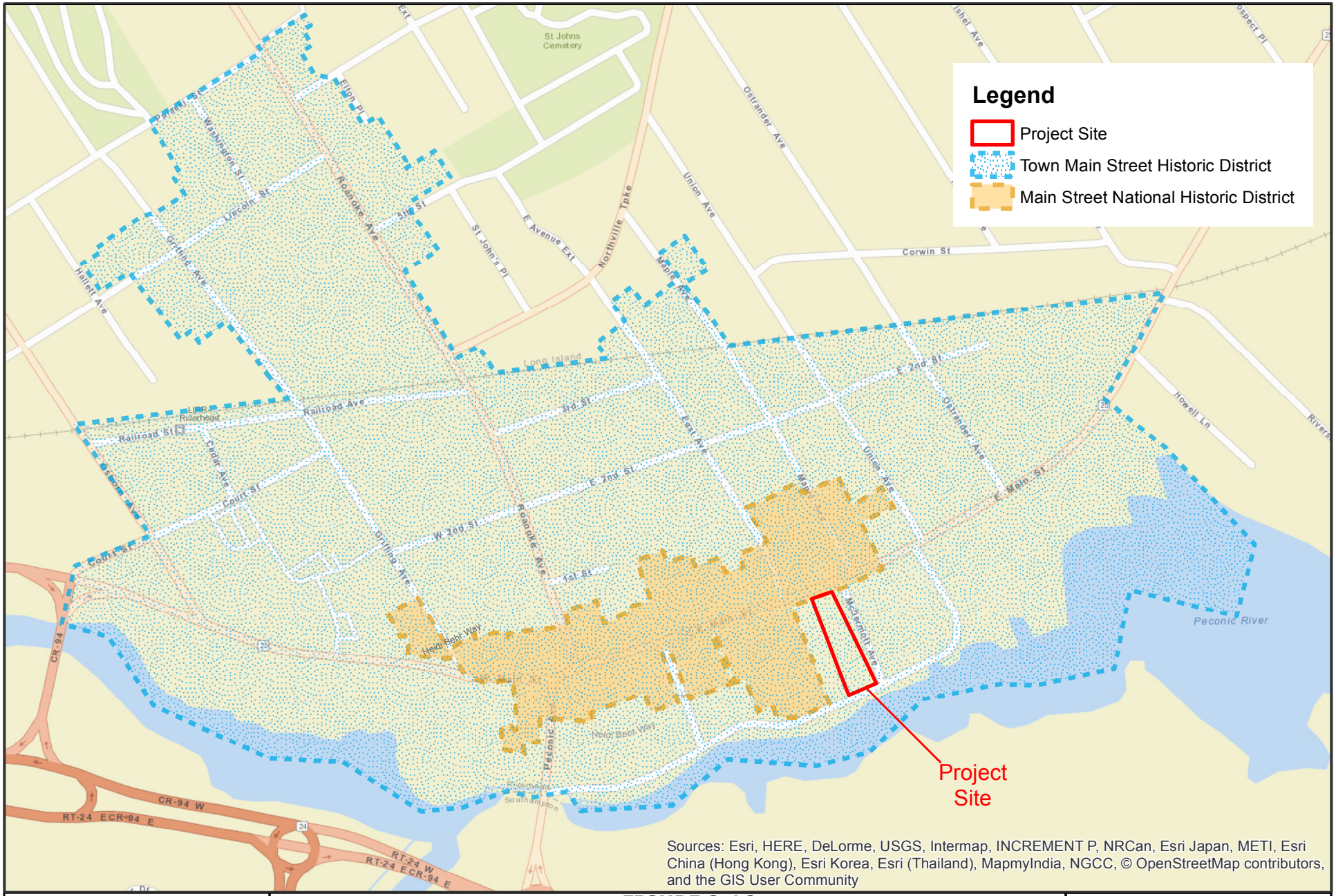

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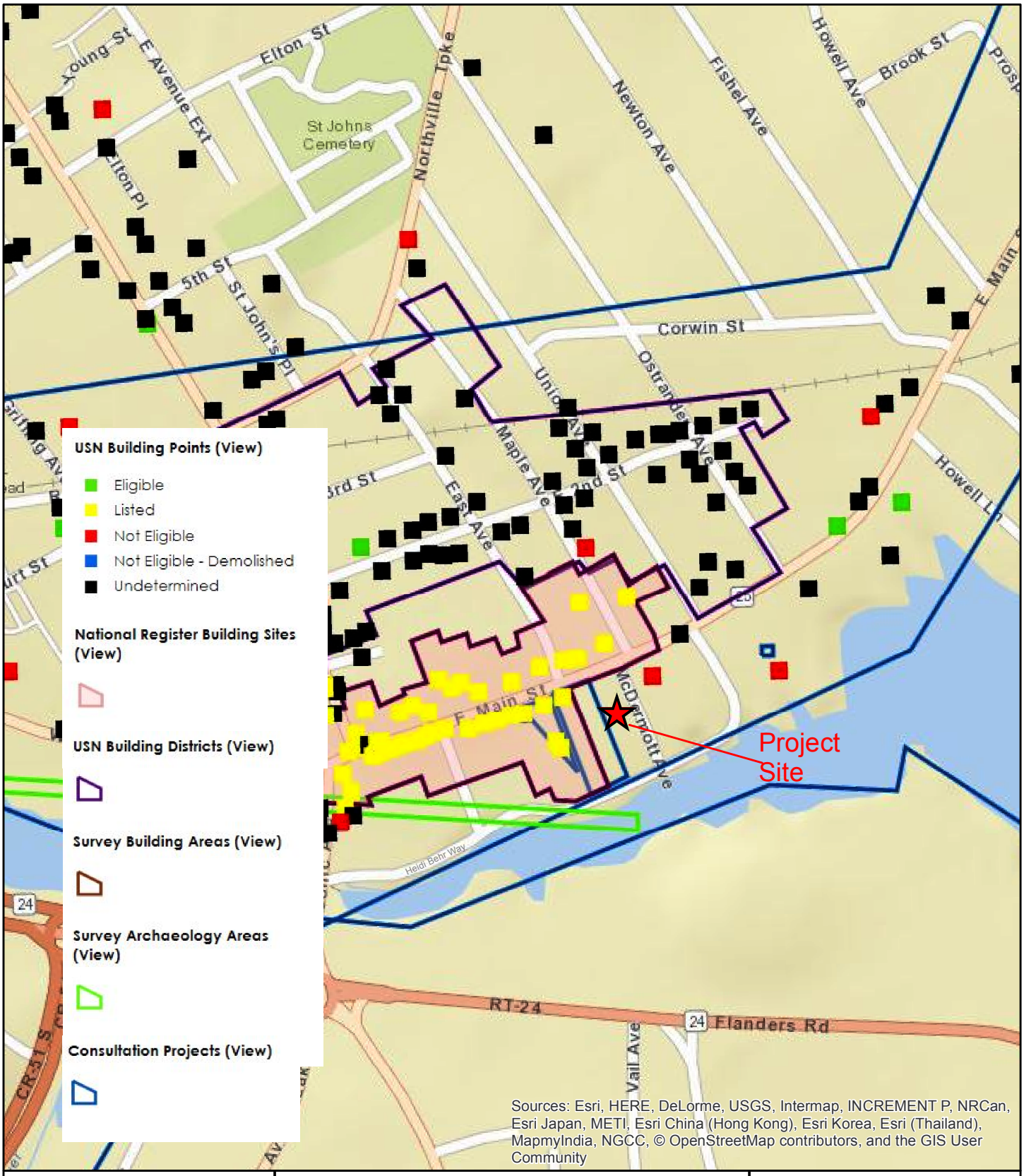
FIGURE 2-16a
CULTURAL RESOURCES
NATIONAL AND TOWN HISTORIC DISTRICTS

Source: ESRI wms; Town of Riverhead
Scale: 1 inch = 500 feet

N

Riverview Lofts
Riverhead

Voluntary DEIS



NELSON, POPE & VOORHIS, LLC
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FIGURE 2-16b
CULTURAL RESOURCES SENSITIVITY MAP, SHPO

Source: State Historic Preservation Office, ESRI Webmapping Service
Scale: 1 inch = 500 feet

N

Riverview Lofts
Riverhead

Voluntary DEIS

various meetings, the latest of which occurred on April 19, 2017. As per a recommendation of the ARB, the building's massing at the main residential entrance has been set back. On May 17, 2017, the ARB recommended approval of the proposed project to the Town Board (see **Appendix B-13**), with the following two minor comments:

- More development should be made of the cornice
- Please submit final working drawings with all necessary details when available

The Applicant and project architect will ensure that both comments will be addressed to ARB and Town Board satisfaction. It is noted that the fifth story of the building has been "stepped" back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building. The visual resource considerations of the proposed project are further assessed in **Section 2.7** below.

As the subject site is entirely developed, it is expected that no undiscovered pre-historic era resources remain on the site, as any such resources that may have been present would have been destroyed when the site was developed about 70 years ago. As the OPRHP correspondence confirms that there are no historic era cultural resources on the subject site, the proposed project would not directly impact such resources, nor would the removal of the two existing buildings result in an impact on cultural resources. The OPRHP letter confirms that the proposed project will not result in any adverse impacts to cultural resources, as follows:

> Based upon our review of the materials submitted and conversations with your office, it is the OPRHP's opinion that the proposed project, as designed and presented, will have No Adverse Impact upon historic resources.

2.6.3 Proposed Mitigation

- The fifth story of the building has been "stepped" back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building.
- The Applicant will ensure that the project architect addresses the ARB comment regarding the building's cornice.

2.7 Visual Resources

2.7.1 Existing Conditions

The existing character of the area immediately surrounding the site involves a mix of uses, building types and heights. The area is described as follows:

North - NYS Route 25/Main Street, Riverhead including retail, office, church, bank, restaurant and other mixed uses, beyond which is parking, offices and residential.
South - Town parking and park areas beyond which is the Peconic River.

East - An empty retail/office, bakery, restaurant and residential uses, beyond which is a restaurant and other mixed uses.

West - A vacant lot recently demolished for a mixed-use (retail/residential) development project, Town parking, beyond which are retail uses and parking.

The existing church to the north of the subject site is the tallest structure in the immediate area, with generally one to two-story buildings present surrounding the site. Existing zoning permits five-story buildings, and the proposed use would conform to this zoning; however, further evaluation (see **Section 2.7.2**) is warranted in consideration of the potential visual change to the character of the area.

In addition, the current character of the site is that of a deteriorated retail building on Main Street, and a mix of at-grade parking and other degraded buildings across the site, characterized as a site in need of revitalization. The subject site is in a critical location for redevelopment and revitalization of East Main Street, with the potential to take advantage of Peconic River views to the south, and lying within the Town downtown parking district.

The Town SEQRA Staff Report (draft) dated April 17, 2017 provides further information on the characterization of land use and visual resources in proximity to the site. Excerpts from that report are provided below:

> The site is nearly opposite the Methodist Episcopal Church and Doroszka House, each designated in the East Main Street Urban Renewal Plan Update 2008 as historically significant resources. The five-story structure will alter the surrounding area's view sheds, streetscapes and community character.
>
> The buildings located on the east side of McDermott Avenue do not exceed two stories and buildings west of McDermott Avenue reach three stories but none in the immediate area are five stories. Consideration of the existing street scape and the (cumulative) visual impact potential and building mass of having the River Loft project and 203-213 project on East Main Street's south side requires further evaluations.

A review of uses along East Main Street finds that the area immediately surrounding the subject site is dominated by buildings that are one, two and three stories in height. There are five-story buildings in downtown Riverhead though not in the immediate vicinity of the site and many of these buildings have greater setbacks than those along the segment of East Main Street between Peconic Avenue and McDermott Avenue. Consideration of buildings east and west but more distant from the project does indicate the establishment of structures trending toward taller buildings that conform to the zoning which permits such height as well as a varied architectural style in the general downtown area. The most dominant use farther east along East Main is the Hyatt Place hotel and the Atlantis banquets and events center identified as "Sea Star.". The Hyatt is five stories in height and the Sea Star building is nearly the same height as the Hyatt. The aquarium west of Sea Star is lower in height and set back from East Main Street. The five-story Summerwind project is also found in the area, to the west of the site, at the corner of Peconic Avenue and West Main Street. As noted, the area proximate to the project site is tends to have more one, two and three-story buildings and are considered in greater detail below. **Section 2.7.2** will consider the change in visual character of the site and **Section 2.7.3** identifies mitigation measures.

There is precedent for approval of a five-story building near traditional structures. The site at 428 East Main Street is occupied by the Preston House, a structure within the Town Main Street Historic District, but is not a designated historic structure. This site is also in the East Main Street Urban Renewal Area and is zoned DC-1, much like the subject site. A five-story hotel was proposed on this site including connection to the Preston House to retain the structure through adaptive reuse, and establish an economically beneficial use on the site. The hotel use at 428 East Main Street was approved by the Town Landmarks Preservation Committee (LPC), the Town Architectural Review Board (ARB), and Town Board for site plan review.

The proposed project is also subject to review by the ARB and the LPC, as it is located in the Town Main Street Historic District. The LPC's purpose is *"…to "protect and enhance the landmarks and historic districts that represent distinctive elements of Riverhead's historic, architectural and cultural heritage."* Under Chapter 241 of the Town Code, the LPC oversees the designation of landmark sites and structures as well as historic districts that encompass a number of landmark-quality structures. The LPC is an advisory body to the Town Board and the ARB on review of site plans and applications for designated landmarks or structures within an historic district.

The purpose of the ARB is to promote visual qualities in the environment which bring value to the community; to foster the attractiveness of the community as a place to live and work; to preserve the character and quality of our heritage by maintaining the integrity of those areas which have a discernable character or are of special historic significance; to protect public and private investments in the area; and to raise the level of community awareness and expectations for the quality of its environment. Review by the ARB is critical in evaluating potential visual resource impacts.

2.7.2 Anticipated Impacts

The proposed project is expected to change the visual character of the site and views of the site by replacing two smaller low structures with a single, larger and taller structure proximity. The existing character of the subject property as a site in need of revitalization will be removed and replaced with an attractive five-story mixed use building that conforms to the DC-1 zoning, provides housing for various income levels, provides a street presence in the form of commercial use along the sidewalk, and provides an anchor to revitalize this portion of East Main Street. It is noted that an additional development is proposed to the west of the subject site at 203-213 East Main Street.

The change in visual character that will result from the proposed project and the adjoining proposed development is consistent with the Town's intended use of the site and area, pursuant to the EMSURP and DC-1 zoning. The EMSURP outlined a program to revitalize East Main Street through urban renewal which is part of the Town's comprehensive plan initiative for downtown Riverhead. The EMSURP combined with the DC-1 zoning envisions mixed use buildings up to five stories in height to provide incentives for re-development, and stimulate revitalization of the downtown area. This initiative is grounded in the Town Comprehensive Plan Update, the EMSURP, the NYS CMP, and the BOA. The proposed use of the subject site

as well as the site at 203-213 East Main Street provides a means of realizing this urban renewal and revitalization initiative that the Town has envisioned through these studies and zoning code provisions. The economic and social benefits of revitalization are numerous and formed the basis for the Town's planning initiatives that are being implemented through redevelopment of 221 East Main Street and other sites in the area pursuant to existing zoning. The redevelopment of this site will anchor the south side of East Main Street west of McDermott Avenue and promote the planning goals of the Town for revitalization and provision of apartments for various income levels.

Additional assessment of visual resources is provided to further examine the proposed project in the context of the site and area. The most effective way to assess the change in visual character is to provide illustrations of how the proposed project will appear from various vantage points, and as a result, a series of architectural graphics have been prepared to portray the character of the site in the context of the area. **Appendix B-10** presents a number of computer-simulated views of the proposed building. As can be seen, the building will feature an architectural style complementary to that of the commercial buildings adjacent and to the east of the site (see also **Appendix B-3**).

With respect to the visual context of the project site and its surroundings along McDermott Avenue and East Main Street, the figures in **Appendix B-11** compare the site's existing character to its (simulated) appearance after construction of the proposed building. The figures show that, while the proposed building will change the appearance of the site for observers, the building has been designed with an architectural style that complements that of the neighborhood, and so will be attractive and appropriate within the East Main Street downtown area.

Note that the DC-1 code provides a minimum zero front yard depth, in order to support the main street character along this portion of East Main Street; the code also allows for a five-story structure. The proposed mixed-use building will conform to both of these regulations, so that the existing street line of buildings along the East Main Street corridor will be preserved. While the proposed project will represent the first siting of a taller structure than is currently present along this segment of East Main Street (which would tend to contrast with the smaller height and bulk of adjacent and nearby buildings), the building has been designed to feature an architectural theme that, through its use of building materials, colors and textures, complements that of the adjacent buildings and of the corridor in general (see **Sheet A-016.00**). It is noted that the fifth story of the building has been "stepped" back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building. The visual appearance of the proposed structure is best determined in review of the visual simulations provided in **Appendices B-10, 11** and **12** as well as **B-3**.

An additional photo-simulation has been prepared to assist in visualizing the proposed project and the massing of the adjacent 203-213 East Main Street proposal, in the context of the character of the community **(Appendix B-12)**. This analysis includes views of the project site from seven (7) viewing angles and shows architectural details of the proposed project and the massing of the two proposals. Note that more detailed views of the 203-213 East Main Street structure (so that its architectural treatment, material colors and textures, fenestration, etc.) are

not available, so that only its proposed dimensions can be added to the simulations. However, the graphics clearly identify the massing of this building in the context of its surroundings which include the proposed project site at 221 East Main Street.

This visual impact assessment considers the following key points:

- While the area is comprised of a mix of uses, architectural styles and heights of buildings, there is currently a dominance of one, two and three-story buildings in the area of the site and along East Main Street as depicted in photographs in Appendix D of **Appendix B-7**. Existing structures on the east side of McDermott Avenue are primarily two-story structures. The proposed structure will be in contrast with building heights in the vicinity of the proposed project site. Specifically, the proposed building will be three-stories taller than existing buildings on the east side of McDermott Avenue and two-stories higher than three-story buildings on Main Street. Visual renderings in **Appendices B-10, 11** and **12** and **B-3** identify the appearance and relation to the existing visual character of the area.
- It is noted that the fifth story of the building has been "stepped" back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building.
- There is precedent for a five-story building near a traditional structure with historic context, specifically the approved five-story hotel at the Preston House site at 428 East Main Street.
- The proposed use conforms to zoning in terms of height and all dimensional requirements related to site design/alignment.
- The proposed project will redevelop a deteriorated site in need of revitalization.
- The proposed project includes a five-story mixed-use building in conformance with DC-1 zoning (except for the size of the studio units and parking space dimensions), and is consistent with the Towns goals for downtown revitalization as embodied in studies, including the Town Comprehensive Plan Update, the EMSURP, the NYS CMP, and the BOA.
- The project will anchor the portion of East Main Street west of McDermott Avenue with an attractively styled building that complements the main street setting and promotes revitalization.
- The project will further the Town's housing goals by providing units for a range of income levels.
- The proposed project will further social and economic goals of the Town by stimulating revitalization of East Main Street to support existing businesses in the downtown, increase spending, provide tax revenue and/or PILOT program, sales tax revenue, employment and related benefits.
- In keeping with the character of the Town Main Street Historic District, the building's design integrates elements from other structures along East Main Street, such as brick detailing.
- The architecture of the project has been preliminarily recommended for approval by the Town ARB an advisory entity responsible for architectural review to "*promote visual qualities in the environment which bring value to the community; to foster the attractiveness of the community as a place to live and work; to preserve the character and quality of our heritage by maintaining the integrity of those areas which have a discernable character or are of special historic significance; to protect public and private investments in the area; and to raise the level of community awareness and expectations for the quality of its environment.*" The ARB will offer its final recommendation when the SEQRA review process is completed.

Town Code Section 301-143 includes Supplementary Guidelines, specifically in Subsection A (3), the following criteria are provided: "Building shape, massing and siting should reflect the prevalent character of surrounding buildings on the block." The proposed project is located

within the "block" beginning at Mc Dermott Avenue- westerly to Peconic Avenue and southerly to Heidi Behr Way and northerly along the south side of East Main Street. This area is dominated by buildings that are one, two and three-stories in height. The Town has established a code that is expected to result in revitalization of the downtown area and contemplates buildings up to five-stories in height. If the Town is to realize the revitalization goals for the downtown, it is expected that recognition of a trend toward taller buildings that conform to the DC-1 will occur. Similar provisions would have applied to other five-story buildings more remote from this site including Summerwind, Hyatt, and Sea Star, which were established in areas where five-story buildings did not previously exist. This assessment recognizes the deviation from the specific guidance offered in Town Code Section 301-143. Supplementary Guidelines, Subsection A (3), and provides further information here for consideration of this deviation in the context of visual character, mitigation and conformance with land use goals.

Based on the visual assessment, there will be a change in the visual character of the site and area. The site is in need of revitalization, and the proposed use is consistent with Town planning goals for redevelopment of the area to achieve this revitalization. The appearance of the building has been carefully considered and mitigated where possible through architectural design ("stepped back fifth-story, building articulation along McDermott Avenue, and architectural elements such as brick detailing as part of design). The proposed project will establish a use characteristic of a main street setting that is expected to complement this area of East Main Street advance goals of the Town's comprehensive plan (see **Section 2.1.2**) and stimulate revitalization along this portion of East Main Street.

As noted above, the proposed project is subject to review by the ARB and the LPC, as the subject site in within an historic district. However, at its May 17, 2017 meeting, the LPC determined that it has no jurisdiction over the project, as the project site contains no qualified landmarks. The project was subject to ARB review and discussion at various meetings, the latest of which occurred on April 19, 2017. As per a recommendation of the ARB, the building's massing at the main residential entrance has been set back. On May 17, 2017, the ARB recommended approval of the proposed project to the Town Board (see **Appendix B-13**), with the following two minor comments:

- More development should be made of the cornice
- Please submit final working drawings with all necessary details when available

The Applicant and project architect will ensure that both comments will be addressed to ARB and Town Board satisfaction.

A Shadow Study was prepared for the project by the architect (see **Appendix B-14**). That analysis shows the following:

- At the Summer Solstice (around June 21st, when the length of daylight hours is longest and the-path that the sun takes across the sky is at the highest elevation), shadows cast by the proposed project will cover the least area and reach the shortest distances from the structure. At 3 PM, shadows would extend across McDermott Avenue and onto the front yards of these properties. Shadows cast in the northerly direction would not cross to the northern side of East Main Street at any time of the day. Shadows cast in the morning would be cast in the westerly direction, onto the east side of the adjacent

structure at 203-213 East Main Street (when built), or onto the vacant site of the now-demolished Sears building.

- For both the Spring (around March 21st) and Fall (around September 21st) Equinoxes, when the lengths of day and night are equal), shadows cast by the project will extend greater distances and cover larger areas. Noon shadows on McDermott Avenue would not extend to the east side of this street, though substantial shadows would reach the homes on the eastern side of the street by 3 PM. Shadows cast to the north, toward East Main Street, would not extend to the northern side of this street at any time of the day.
- At the Winter Solstice (around December 21st, when daylight is the shortest of the year), shadows cast by the building would be greatest, as the sun would track lowest across the sky. At noon, shadows would extend to nearly the home on the eastern side of McDermott Avenue, and by 3 PM, shadows would be cast onto the entire area of the lots on this side of the street. To the north, shadows would extend to the north side of East Main Street and reach the Doroszka House but only during the morning hours.

The shadow study indicates that the homes along the eastern side of McDermott Avenue would experience some impact from shadows cast by the proposed building, but these impacts would be limited in time to the winter months, and then in duration, only to mid- to late-afternoon hours. Shadows cast to the north, toward the church and Doroszka properties, would extend to the structures themselves, but only during the morning hours and only during the winter months.

2.7.3 Mitigation Measures

- Potential adverse impacts have been mitigated to the maximum extent practicable by use of an architectural styling that complements the other structures in the neighborhood (so that it would not contrast with the context of the resources).
- It is noted that the fifth story of the building has been "stepped" back and the building façade along McDermott Avenue is varied, both architectural features that provide mitigation in terms of height and mass of the building.
- The Applicant will ensure that the project architect addresses the ARB comment regarding the building's cornice.

SECTION 3.0

OTHER REQUIRED SECTIONS

3.0 OTHER REQUIRED SECTIONS

3.1 Construction-Related Impacts

Brief descriptions of the anticipated site demolition and project construction schedules are presented in **Section 1.5.1**; **Section 1.5.2** contains descriptions of the operations involved in the demolition and construction periods, and the measures to be implemented to control potential erosion during the construction period are discussed in **Section 1.5.3**. This sub-section describes and discusses the anticipated impacts on various aspects of the project site during the demolition and construction periods.

It is expected that temporary inconvenience and minor construction impacts will occur in the area of the site during the demolition and re-construction phase of the proposed project. However, such impacts are unavoidable and not permanent, and any redevelopment of the site would cause impacts during demolition/construction. Further consideration of construction-related impacts is outlined herein.

The site will first be subject to demolition, clearing and grading. Noise, erosion and dust are potential impacts during this phase. Noise will occur only during hours when construction is allowed by the Town and therefore is mitigated as much as possible through proper site management. Tub grinding will specifically be prohibited on the site. Erosion may occur in exposed soil areas; however, erosion control devices such as silt fencing, groundcovers, drainage diversions, soil traps and conformance with Town construction requirements applicable to site development will mitigate these impacts to the maximum extent practicable. The potential for dust exists when exposed surfaces are subject to wind forces; however, use of water sprays and minimization of the time span that bare soil is exposed to erosive elements is expected to minimize the potential for impacts to sensitive on- or off-site natural or developed areas. It is noted that all of these potential impacts would occur during any redevelopment, would be temporary in nature, and would occur only during the limited duration of the construction phase of the project.

A sidewalk shed extending into the south side of East Main Street opposite the site will be installed for pedestrian use and safety, as the sidewalk will otherwise be closed (the sidewalk along the west side of McDermott Avenue will also be closed).

Construction activities would be subject to Town regulations. Construction activities will not occur outside weekday daytime hours (7 AM to 8 PM), and will conform to applicable Town regulations regarding construction noise generation and hours.

The use of “rumble strips” (which cause truck tires to shed any mud trapped within the tire treads) at the construction entrances will reduce soil on truck tires from being tracked onto adjacent roadways, thereby minimizing the potential for dust to be raised.

It is not anticipated that there will be a decrease in the existing level of safety in regard to school bus operations from construction phase truck traffic, for the following reasons: 1) school bus

activities occur during early morning and early afternoon hours, when only a limited number of trucks are utilizing the roads; 2) bus drivers as well as truck drivers are trained and specially licensed to operate their vehicles in a safe manner, observing appropriate traffic laws; 3) a safe and efficient site access will be established so that trucks can enter the site without causing delays on local roadways; 4)the locations of any school bus stops can be shifted by the Riverhead CSD to locations distant from the site; and 5) school bus operations on only the portion of McDermott Avenue opposite the project site would be impacted by construction, and there are only five homes on this street, thereby minimizing the number of potential school children that could be impacted. As a result, short-term construction impacts may cause some temporary inconvenience, but proper site construction management and normal vehicle precautions as well as the temporary nature of the work to be completed will minimize these impacts.

In summary, redevelopment of the subject property is not anticipated to result in significant erosion/sedimentation or stormwater impacts due to the use of proper site grading procedures, implementing erosion controls and, for the long-term, use of a properly-designed drainage system.

There is an east-west public sanitary sewer main that crosses beneath the site and ends at the RSD McDermott Avenue/DeFriest pump station, which is about 175 feet to the east (see **Figures 1-8 and 2-7**). It is not expected that any work at the RSD's McDermott Avenue/DeFriest sewage pump station will be necessary to accommodate the incremental increase in flow attributable to the proposed project. However, related to this project, the RSD will advertise for a bid for the installation of a parallel sewer pipe and encasement of the sewer mains in concrete, to avoid any potential impact from foundation work for the project. The planned start and completion dates of this sewer work have not yet been determined, but this work should be done before installation of the piles for the project's foundation.

The applicant has prepared the following description of the construction process for this encasement activity:

> A mark out of the existing sewer line will be made prior to starting excavation. A mini back hoe and hand digging will be utilized to safely expose the pipe any dewatering as needed. We will request a visual inspection from representatives of the [RSD] to confirm condition of the exposed pipe (and document) prior to form work in the event any access points or corrective action is necessary. The pipe will be encased in 6-inch thick concrete with a minimum of 4,000 psi concrete. The Civil Engineer will meet with the [RSD] and provide plans of any work that may be required.

The site and area are underlain by soils classified by the Suffolk County Soil Survey as "Urban Land (Ur)." According to the Survey, Ur soils:

> …consist of areas that are more than 80 percent covered by buildings and pavement. Examples are parking lots, business districts of larger villages, and densely developed industrial parks. Examination and identification of the soils in these areas are impractical.

It is expected that proper engineering practice and the Town's site plan application process (including review and approval by Town engineering staff) will ensure that the presence of this soil will not impair construction or operation of the project.

As discussed in **Section 2.4.1,** the site is split into two zones: the northern portion of the property (including the building at 221 East Main Street) is within an area designated "Zone X," while the southern part (encompassing the building at 31 McDermott Avenue) is designated "Zone AE." Zone X indicates an area outside the statistical 500-year flood plain. Zone AE indicates an area that is subject to the 1% annual flood ("100-year flood"), also known as the Base Flood. This is the flood that has a 1% chance of being equaled or exceeded in any given year. Specifically, the Base Flood Elevation of this part of the AE zone is established at 7 feet asl. The first floor of the building will be elevated such that the bottom of any structural member will be above 7 feet asl to comply with FEMA design as implemented by the Town.

As described in **Section 2.4.1** and supported by the Town's Geographic Information System (GIS), the subject varies in elevation from a high of 14 feet asl, found along the site's northern border, along East Main Street, to a low of 4 feet asl, in the parking area south of the structure at 31 McDermott Avenue, in the site's southern portion. According to the GIS, there are connected stormwater catchbasins beneath McDermott Avenue and the riverfront parking lot. In consideration of the above, it is expected that stormwater in the area of the subject site flows in a southerly direction and into this stormwater system.

According to the Town's GIS, there are east-west oriented water and natural gas mains beneath East Main Street, and a sewer main runs in a north-south direction beneath McDermott Avenue (see **Figure 2-7**). It is expected that the project site obtains these services via individual service connections to each of these mains, and that the proposed project will install new connections for water and natural gas services. It is not expected that either of these mains will be impacted during the project's construction period, as these lines are in the public right-of-way, and so are sufficiently far from the anticipated foundation work to avoid impact during excavation. Additionally, each of these services will provide on-site mark-out of their lines to ensure that construction workers and management are aware of the limits of impact.

It is expected that trucks will use East Main Street to approach and depart the site area, as the only construction access will be on McDermott Avenue (see **Sheet C-001.00**). It is expected that this will be made a condition of the requested site plan approval.

It is anticipated that trucks will use East Main Street to approach and depart the site area. As per discussion with general contractor, the proposed construction staging area has been modified to account for all of the necessary equipment. The proposed construction area would extend 5 feet into East Main Street and 5-6 feet into McDermott Avenue to allow for 24-foot two-way traffic. This will require repainting the center line on McDermott Avenue to ensure traffic safety. Only one parking spot will be impeded on East Main Street.

With respect to construction worker parking, the construction contractor will monitor the daily parking demand and, if it does become necessary, will utilize remote parking fields and consider other arrangements.

As indicated by the project's engineer:

> The installation of piles should not be problematic to the neighborhood with respect to noise or

vibration. The first 80 feet of penetration into subsurface sol material will pose minimal resistance to the pile installation. At the clay layers below a depth of 85 feet, where resistance can be expected, the energy expended will be dissipated underground radially and horizontally, to minimize local impacts from vibrations. There are no residential occupants to the west or south and just several houses to the east, along McDermott Avenue, that could be adversely impacts during this operation. The church across East Main Street to the north will be protected from vibratory impact by distance and elevation differential. In addition, the pile installation operation will occur only on weekdays, and between the hours of 8:00 AM and 5:00 PM.

3.2 Cumulative Impacts

Cumulative impacts are the potential impacts of a proposed project taken in conjunction with those of other active or anticipated nearby development projects, where the sum of the individual impacts may potentially result in cumulative impacts that are greater than the individual impacts from each project. An analysis of cumulative impacts is generally required within a Draft EIS when it is expected that multiple projects within the same area may result in a greater cumulative impact than is suggested by impact analyses of the individual actions.

As described in The SEQR Handbook, cumulative impacts are:

> Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, added to other past, present and reasonably foreseeable future actions. Cumulative impacts can result from a single action or from a number of individually minor but collectively significant actions taking place over a period of time. Cumulative impacts do not have to all be associated with one project sponsor or applicant. They may include indirect or secondary impacts, long-term impacts and synergistic effects.

The Town has specified that the proposal for development on the site abutting the project site (at 203-213 East Main Street, on the site that was previously occupied by the Sears store; see **Figure 1-8**) should be evaluated for its potential cumulative impacts.

3.2.1 Brief Description of the Project at 203-213 East Main Street

The redevelopment project at 203-213 East Main Street is a 1.41-acre property proposed for a five-story mixed-use structure featuring 3,800 SF of first-floor commercial space (along and at-grade with East Main Street) and 170 apartments distributed on floors 1 (part of) through 5. Its northern boundary lies along the south side of East Main Street, and its southern boundary is along Heidi Behr Way. The site is presently vacant; it had previously been occupied by a retail structure, but it was demolished and the site was re-graded in 2016.

Like the proposed project and because the site slopes downward toward to south from East Main Street, the proposed lower level for parking beneath the structure of the other project will be accessed via Heidi Behr Way on the southern site frontage. No vehicle access directly onto East Main Street is proposed. The plan includes three landscaped interior courtyards to be constructed

between buildings above the parking area. A fire truck access path is proposed along the west side of the property.

The other project conforms to the 2003 Town Comprehensive Plan and to the goals and intent of the 2008 Update of the EMSURP, and will conform to the applicable Town Zoning Code bulk, height and setback requirements for development in the site's DC-1 zoning district.

The site of the 203-213 East Main Street project is within the Riverhead Parking District and therefore is not required to provide on-site parking. However, this project will provide 113 on-site parking spaces. Based on the design flow rate provided by the SCDHS, the 203-213 East Main Street project is expected to generate a total of 38,630 gpd of sanitary wastewater. The sanitary wastewater will be conveyed off-site via the existing network of the RSD, and treated at the existing municipal sewage treatment plant on River Road, to the east.

This proposal includes 0.41 acres of landscaping, to be installed over the underground parking level. It is estimated that 16 inches of irrigation water will be applied (supplied by the RWD) to this landscaping over a 5-month period, for an annualized (i.e., assuming a 365-day year) average of 488 gpd of irrigation demand. Assuming that the 38,630 gpd of wastewater also represents the amount of water consumed in the structure, the total amount of water to be used by this proposal is 39,118 gpd.

3.2.2 Land Use, Zoning and Plans

Land Use

Each of the sites for the projects being considered here had long been in commercial use, though the amounts of building floor space on each site had been less than those currently proposed. It is acknowledged that each proposal would add a residential use to each site, which is a usage type not previously present on these specific sites, but is encouraged by zoning and supporting plans to add vitality in the revitalization of downtown Riverhead. Thus, there will be beneficial cumulative impacts in terms of housing opportunities and additional consumers and occupants of the downtown, which has been demonstrated in other downtown areas to lead to improved conditions. It is noted that the proposed project and the 203-213 East Main Street projects are complementary in terms of land use in that the proposed project will provide quality housing for a mix of household incomes, and 203-213 East Main Street will provide market rate housing, thus adding to the diversity of available housing in the downtown. The combined projects will change the pattern of land uses in the vicinity by introducing residential uses to the mix of uses in the area, resulting in an incremental increase in the overall residential land use in the area. This is then intended outcome of over a decade of planning studies and is subject to a maximum of 500 units in the downtown area. Theses uses are also encouraged and permitted by current zoning as is described below.[1]

[1] It is noted that 203-213 East Main Street proposes some residential use on the ground floor which does not conform to DC-1 zoning and will need to change to retail or obtain relief.

Zoning

There will be no cumulative impact to zoning in the area, as each of the two proposals are designed to conform to the requirements of the DC-1 zoning district, though the use at 203-213 East Main Street requires relief for residences on the first floor. The proposed project requires ZBA variances for units slightly larger than required by zoning and parking stalls slightly smaller than required by Town requirements. In addition, a Board special permit is necessary for the minimal exceedance of site coverage; however, this is presumed approvable as the project conform to the standards under which the Board will review the special permit application. Approval of the special permit is not expected to result in any significant impacts to zoning; as discussed in **Section 2.1.2**, the special permit is necessary to enable the Applicant to provide the type of residences sought by the DC-1 district and EMSURP:

> The special permit needed for the exceedance of 80% of the site to be covered by the structure is the result of the Town's request that the project provide some amount of on-site parking. It is noteworthy that on-site parking is not required for development in the DC-1 zoning district; nevertheless, the Applicant has agreed to satisfy this request. Alternatively, the Applicant could provide on-site parking and meet the allowed maximum site coverage by: reducing the number of residences, by making the residences smaller in size, by reducing the ground floor commercial spaces, or by a combination of these measures (the proposed building could not be made taller, as it is already at the maximum height allowed). However, the Applicant indicates that such reductions would not be acceptable based on commercial and residential market considerations. The project, as proposed, reflects the Applicant's effort to balance the need to produce a structure having a substantial number of rental apartments (as sought by the Town for the DC-1 zoning district), each having a floor area of sufficient size to attract qualified tenants, as well as ground floor commercial spaces that are both appropriate for the downtown hamlet area and would support the Town's goals for the area. Because of this balancing and responding to the Town's request for on-site parking, it is necessary that the Town Code maximum allowed site coverage be exceeded.
>
> Riverhead seeks residential occupancy for revitalization and a healthy downtown environment. Similarly, ground floor retail adds to the vibrancy to the downtown setting. The applicant has significant experience in designing successful projects with full occupancy. The economic feasibility of a project is critical to its success. Reducing unit sizes/numbers, and/or reducing commercial use would not be advisable if the project is to be successful and meet the goals of the applicant and the Town of Riverhead to achieve the revitalization envisioned in the various Town land use plans.

Land Use Plans

As both the proposed project and the 203-213 East Main Street project are intended to conform to the recommendations of the Town Comprehensive Plan and the EMSURP, there will be no adverse cumulative impacts with respect to Town planning efforts; and to the contrary, these projects will advance the planning goals of the Town as embodied in these studies and the resulting DC-1 zoning. In addition, each proposal is subject to environmental review under SEQRA. These reviews will ensure that these projects will be consistent with the Town's overall goals, and both projects will be evaluated to ensure that impacts will either not occur or will be mitigated to the maximum extent practicable.

3.2.3 Community Services

Public Schools

Details on the breakdown of the residences for the other project are not available so, assuming the same breakdown of studio, one-bedroom and two-bedroom units as the proposed project, an estimated 307 people would reside in the other project, of which 20 would be school-age children. In combination with the estimated 212 residents and 14 school-age children in the proposed project, totals of 529 residents and 34 school-age children are expected. Population is a planned result of the zoning of these sites and is intended to provide consumers for existing and future businesses as well as vitality to the downtown area. With respect to the Riverhead CSD, the cumulative effect of these two projects will increase the district enrollment and expenditures for education of students; however, this will be at least partially offset by the increased taxes (or PILOT payments, in the case of the proposed project) generated.

Police Protection

Both sites require some level of police protection at present, either for past use or present vacant conditions which may encourage vandalism. The occupancy of both sites by residential use will increase the level of presence and activity on the sites which will assist in curtailing vandalism. It is expected that each of the two projects will result in some increased potential for Riverhead Police Department emergency services (due to the increased development and human presence on the property); however, this increase is expected to be limited and within the capabilities of the Department such that the Riverhead Police will be able to accommodate the additional potential need of police services. In addition, the Police Department will benefit from an increase in tax revenue from these two projects.

Fire Protection and Ambulance Services

In a manner similar to that of police services, each of the projects reviewed here would separately, incrementally increase the potential need of fire and ambulance services (of the Riverhead Volunteer Fire Department and the Riverhead Volunteer Ambulance Corps, Inc.), so that the cumulative effect of the two proposals would be heightened in comparison to existing conditions. However, new construction will conform to current fire and building codes and will be subject to site plan review which will include Fire Marshal/Fire Department input. It is expected that the Riverhead Fire Department and the Riverhead Volunteer Ambulance Corps, Inc. will be able to accommodate the additional potential need of fire and ambulance services and as noted with respect to police services, fire/ambulance service providers will benefit from an increase in tax revenue from these two projects.

Public Water Supply

Former uses on both sites were connected to the RWD and resulted in demand for water supply. This demand will be incrementally increased by both projects; however, the demand is expected to be within the capability of the RWD to provide given the existing RWD facilities. It is expected that the proposed project will consume a total of 39,645 gpd of potable water, and the other project would consume an estimated 39,118 gpd, for a cumulative impact on the RWD of 78,763 gpd. This would represent an increase in demand of 11.4% on the average daily pumpage of the RWD. Considering the large volume of water currently supplied by the RWD, and that the distribution system is already present in the area, the increased demand is not

anticipated to significantly cumulatively impact the RWD. Each project will be subject to review and connection to the water district, and will pay their proportional share of the design, connection and tariffs for water supply provided thus generating revenues for the District.

It should be noted that each project's design will be subject to detailed engineering review by the RWD as part of the Town's site plan review process, which would ensure that adequate consideration is given to the water supply needs of each project, as well as to address any supply concerns of the RWD.

Sanitary Wastewater Treatment and Disposal

The existing/former uses at both project sites are connected to the Riverhead Sewer District and have been provided with wastewater treatment services. An incremental increase wastewater will occur as a result of these two planned projects. It is assumed that all 39,645 gpd of water supplied to the proposed project, and the 38,630 gpd of water supplied to the other project for domestic puproses will be conveyed off-site daily as wastewater. The combined 78,275 gpd will be conveyed via the RSD's network to its STP on River Road. As this facility currently treats an average of about 1.0 million gpd, the 78,275 gpd would represent a 7.8% increase in wastewater at this facility. This STP has a permitted capacity of 1.5 million gpd, so that it has about 500,000 gpd of unfilled capacity; the cumulative impact of the two projects would represent a 15.7% reduction in the amount of available treatment capacity of this facility. Considering the RSD's large available capacity at the STP, and the presence of the public sanitary sewer network in the vicinity, the increased demand is not anticipated to significantly cumulatively impact the RSD.

Each of the two projects under consideration here will submit detailed, engineered plans to the RSD for review of the flow impacts to the collection and conveyance systems and, if approved, a letter of sewage treatment availability will be issued. Such a review will ensure that adequate consideration is given to the wastewater treatment needs of each project. In addition, project sponsors will offset the cost of design and the projects will each be charged in accordance with connection and treatment fees of the District such that revenues will be provided to offset costs of treatment.

Energy Suppliers

It is expected that PSEG and National Grid can and will serve both the proposed project and the other project with electrical and natural gas services, respectively. Generally, PSEG and National Grid provide services per their filed tariffs and schedules in effect at the time services are required. As the proposed project will remove both buildings presently on the site (the site of the other project was previously cleared), new service connections will be necessary. Except for these new service connections, it is not expected that the existing distribution systems will need to be upgraded to serve either project site. Considering the available capacity of these utility services and the presence of distribution networks, it is not expected that the cumulative impact on each utility will be significant.

Each project will submit detailed, engineered plans to each utility for review and approval for services. Such reviews will ensure that adequate consideration is given to the electricity and natural gas needs of each project. PSEG and National Grid have established connection fees and

rate schedules which both projects will be subject to, thus providing revenues commensurate with utility demand.

Recreational Facilities

Neither of the two projects will encroach into or otherwise adversely impact any of the existing park or recreational facilities in the vicinity. Each project will incrementally increase the number of potential patrons of local and regional park and recreation sites, but this cumulative impact would not significantly impact the use of any of these sites, in consideration of the following:

- it is acknowledged and expected that Peconic Riverfront Park, being adjacent to each project site, would tend to attract the majority of new visits generated. However, this facility is large enough to accommodate this increase, particularly in that only a low percentage of these new residents would patronize this facility at any one time.
- there are a substantial number of recreational facilities for the new residents to choose from. This would tend to distribute these visits broadly and conversely reduce the number of these visits (and their associated impacts) at any one park/recreational site.
- the number of new site residents is small in comparison to the number of local and regional residents, so that any increase in park/recreational site patronization attributed to these two projects would be small as well.
- Adding to residents in the area that enjoy the existing downtown setting which includes the waterfront park and street environment is a planned condition that benefits the downtown and adds vibrancy and assists with revitalization.

Summary

While these two applications would combine to incrementally increase the demand upon local community services (e.g., schools, police, fire and ambulance services, water supply, sanitary wastewater treatment, energy supplies and recreational facilities), significant cumulative impacts are not anticipated, as:

- each service provider has available capacity to adequately serve the two projects, and
- each service provider will receive increased funds (from taxes, PILOT payments or fees), which would offset at least a portion of the increased costs of those services.

3.2.4 Transportation

In addition to those of the proposed project, the TIS also considers a number of other pending projects in the vicinity, thus ensuring that potential traffic impacts of these are analyzed cumulatively, and are addressed through mitigation and improvements, if necessary. The TIS includes the 203-213 East Main Street project in its analyses (see **Appendix C** and **Section 2.3**).

The cumulative traffic analysis recommends the following mitigation measure:

> As recommended by the TIS, after completion of the project, minor signal timing adjustments at the intersection of East Main Street at McDermott Avenue/Maple Avenue will be made for the northbound McDermott Avenue approach, improve the northbound LOS E to LOS C during the PM

peak hour and LOS E to LOS D during the Saturday peak hour. Overall, the intersection will operate at LOS B during all peak hours after the timing adjustments during the PM and Saturday peak hours.

As noted in **Section 1.3.1**, the project site is within the Town Peconic River/Route 25 Corridor Step II BOA, in which Town initiatives to revitalize downtown Riverhead have been planned and evaluated. This evaluation included a traffic impact analysis that compared existing zoning and a reasonable development scenario that included additional residential units in the downtown and thus, the Town has expected an increase in density and planned accordingly for this additional development in the downtown, finding it appropriate and necessary to achieve the planning goals of the Town.

It should be noted that each of the other pending projects considered in the TIS analysis will be subject to a separate Town review to determine potential traffic impacts, and so will build on the analysis provided herein with respect to their cumulative impacts. Site plan review and curb cut permits from the State will provide forums for further consideration of traffic and appropriate mitigation. As a result, there is a framework for consideration of actions under site-specific review to ensure that adverse cumulative traffic-related impacts would not occur.

Section 2.3.2 notes that the parking needs of the proposed project and those of the other nearby sites proposed for development were evaluated in the TIS (see Parking Analysis, in **Appendix C**). That evaluation also considers the ability of the existing parking lots in the area to accommodate these cumulative parking needs. **Table 3-1** presents the results of that analysis. It shows the number of parking spaces needed for each use in each of the two projects considered; it also compares the parking required per Town Code to the parking needs experienced at similar projects in Babylon, Patchogue and Farmingdale and per ITE values. The table shows that, assuming the proposed parking needs, the cumulative parking demand will be easily met by the available parking, whereas assuming Town Code ratios of needed spaces, the combined projects parking needs would exceed the available supply.

This difference reflects the fact that the proposed parking needs are based on the experience of other downtown projects, whereas parking needs per the Town Code do not.

Table 3-1
COMPARISON OF PARKING NEEDS

Project	Use	Parking Ratio		Parking Demand	
		Proposed	Per Town Code	Proposed	Per Town Code
Proposed Project	Residences (116 units)	1 space/unit	1.5 spaces/unit	116	174
	Restaurants (535 seats)	1 space 3 seats	1 space/3 seats	179	178.3
	Retail (1,508 SF)	3 spaces/1,000 SF	1 space/250 SF	5	5.7
	Totals	---	---	*300*	*358*
203-213 East Main Street	Residences (170 units)	1 space/unit	1.5 spaces/unit	170	255
	Retail (3,750 SF)	3 spaces/1,000 SF	1 space/250 SF	11	15
	Totals	---	---	*181*	*220*
Total Parking Required				***481***	***628***
Total Parking Available*				***504***	***504***

* Total Parking Available is available parking in the parking district plus parking on the project site.

The cumulative parking evaluation concluded:

1. A parking assessment was conducted for the proposed project and an adjacent planned project (203-213 East Main Street) to determine if there is adequate parking near the study area to support the proposed project. As part of the Transit Oriented Development (TOD) Growth Plan in the Riverhead BOA project, Nelson & Pope, LLP conducted a detailed Parking and Public Transportation Study of Downtown Riverhead. The Downtown Riverhead parking study inventoried the parking supply and parking restrictions in the study area. It also identified the peak parking periods and associated peak occupancy by location, calculated the average parking duration and turnover by location. For the purpose of the proposed project, additional parking counts were conducted in the parking areas closer the proposed project to identify current parking utilization.

2. Parking accumulation survey was conducted at the parking areas between the hours of 10:00 AM and 8:00 PM on a half-hourly basis on the following dates:

    - Friday August 19th, 2016 to cover a typical summer weekday
    - Saturday August 29th, 2016 to cover a typical Summer Saturday.

3. The parking data was summarized to identify the peak parking demand in the vicinity of the proposed project.

4. Peak parking demand of the proposed uses was estimated using parking data contained with the ITE Parking Generation Manual 4th Edition, data within the files of Nelson & Pope, LLP and Town parking requirements for developments outside the Downtown Parking District.

5. Based on the peak parking demand, the proposed project and adjacent planned project will require a total of 481 parking spaces. With the peak parking utilization within the study area, there will be at least 504 parking spaces available during the weekday and weekend peak periods. The available parking exceeds the peak parking demand.

3.2.5 Water Resources

Generally, the primary sources of impact to groundwater quality are by the on-site recharge of nitrogen in sanitary wastewater, and by the on-site recharge of stormwater. As described in this document, the proposed project and the 203-213 East Main Street projects will connect to the public sanitary sewer system, so that all wastewater generated on each site will be conveyed to an off-site facility for treatment and recharge, by the RSD. As each site is already connected to this system (or, for the other project site, is unoccupied), there is presently no source of nitrogen impact to groundwater quality on either site. The two development proposals under consideration in this analysis will continue to not represent sources of cumulative groundwater impact.

In general, both of the projects reviewed here will be subject to the review and approval of the RSD, ensuring that no impacts to groundwater quality would occur from either proposal, thereby minimizing the potential for adverse cumulative impacts to groundwater from nitrogen in wastewater.

All stormwater generated on these two development sites will be handled in on-site drainage systems based on Riverhead engineering design guidelines. The design and installation of these systems will be subject to the review of the Town, thereby ensuring that these systems will operate properly. In this way, the potential for adverse cumulative impacts to groundwater resources from stormwater will be minimized.

The only surface water body that could be impacted by either or both of the projects being analyzed herein is the Peconic River, which abuts each site, to the south (across Heidi Behr Way). The potential for cumulative impacts to this surface water resource would be from runoff from either site flowing in the downslope direction and into the river. However, as described above, each project will include an on-site drainage system engineered to accumulate all potential runoff generated on these sites and direct it into on-site recharge facilities. Town engineering requirements prohibit a site design that would allow runoff from exiting a site, which ensures protection of surface water resources. By use of these systems, the potential for cumulative impacts to this surface water resource will be obviated.

3.2.6 Soils

Soils are a site-specific characteristic having potential limitation that would be dealt with on a site-specific basis as each development application is reviewed by Town engineering staff. Each individual site should be subject to evaluation of its soils to ensure that any constraints are addressed in project design. Town engineering staff will review and must approve grading, drainage and erosion control plans as part of its site plan review; each applicant will implement these controls and thereby ensure stabilization of erodible soils and minimization of potential impacts to soils. The combination of pending projects does not represent a significant loss of unique or agricultural soils, and therefore can be evaluated and protected as needed based on specific project designs.

3.2.7 Cultural Resources

The subject site lies across from an historic church and the site-specific impacts of this condition are considered in **Section 2.6**. Any use of the 203-213 East Main Street site will be subject ARB review and approval. Potential cultural resource impacts related to visual resources are addressed for the proposed project site specifically in **Section 2.7**. Cumulative consideration of such impacts are provided in **Section 3.2.8** below.

From the standpoint of OPRHP review of cultural resources, the site-specific review by OPRHP gives some insight into potential impacts related to the 203-213 East Main Street site. Cultural (i.e., archaeological and/or historic) resources are a site- and area-specific resource for which potential impacts would be dealt with as part of individual project reviews. As both sites under review here have been disturbed and developed, it is not expected that there are any cultural resources on either. This has been confirmed for the proposed project site by the OPRHP. As a result, no cumulative impact on on-site cultural resources is anticipated, as no such resources are present on either site.

3.2.8 Visual Resources

Each of these two projects will change the appearance of their sites. Consequently, there will be a cumulative impact on the visual resources of the immediate vicinity and on character of the community (see **Appendices B-11 and B-12**). Specifically, View 6 of the two projects depicts a significant alteration in the downtown streetscape and view shed from this viewing angle. **Section 2.7** addresses visual resources in detail, and includes graphic representations of the community character based on the implementation of these two projects.

These uses are subject to the dimensional requirements of the DC-1 zoning that was created by the Town to promote these projects and spur revitalization of the downtown. The context of these sites in the area is regulated under the Town Zoning Code, and site plans are subject to review by the Town Board and Architectural Review Board.

The Riverview Lofts project has been subject to ARB review and through this process, the architectural details of the building were evaluated and mitigation offered in the form of changes to architectural details, "step back" of the fifth story of the building and articulation of the building along McDermott Avenue. It is expected that the project at 203-213 East Main Street will be subject to similar review and through this evaluation, mitigation and project changes may occur that would reduce potential visual impacts of that specific site.

As a result, it is acknowledged that cumulatively, both projects represent a substantial change in the visual character of this segment of East Main Street. The current buildings in this area are predominantly one, two and three-story buildings. If both projects are constructed, the height would increase by three stories over existing two-story buildings and two stories over existing three-story buildings. While ARB review and architectural changes may occur with respect to 203-213 East Main Street, the overall building mass will be increased on this section of East Main Street.

Consideration of visual resources is important and as noted there is acknowledgment that both projects will result in a change in visual conditions. On balance, the projects conform to the zoning dimensional requirements, particularly with respect to height, as provided for in the DC-1 zone which resulted from planning studies and assists with the implementation of Town planning goals for the sites and area. Visual change is inevitable; however, this change is planned for and will catalyze the revitalization and land use community character and aesthetic conditions that the Town envisioned through planning and zoning.

In summary, it is acknowledged that impacts on the visual context of cultural resources in the vicinity may occur along East Main Street to the north and west of the subject site, because of the size and proximity of the proposed five-story structures. For the proposed project, these impacts have been mitigated to the maximum extent practicable by use of architectural stylings that complement the other structures in the neighborhood (so that these new structures would not add a contrasting use upon the context of these resources). The proposed project has received the approval of the ARB. The 203-213 East Main Street project must still be subject to ARB review for architectural styling and building characteristics. Overall, these two sites will be redeveloped in conformance with existing DC-1 zoning for either the proposed uses or if not

these proposed projects, then some other project that would conform with zoning as intended by the Town. Visual change is an inevitable consequence of redevelopment of these sites; however, this change will catalyze revitalization, generate jobs and tax (or PILOT) revenue and will provide retail shopping opportunities as well as diverse housing opportunities in the downtown.

3.2.9 Conclusions

Based on the necessity to conform to zoning and the various land use plans and development regulations (applied at the Town and County levels), the governmental scrutiny each project will undergo in order to receive the necessary approvals and permits, and in consideration of the types and extents of impacts anticipated from these projects, it is not expected that significant cumulative impacts would result. The implementation of these projects in conformance with zoning will achieve the planning goals of the Town in conformance with DC-1 zoning and supporting plans, and when considering social, economic and environmental factors, on balance, these projects are beneficial in addressing Town needs and planning goals for downtown Riverhead.

3.3 Adverse Impacts that Cannot Be Avoided

The existing site conditions have been characterized and the potential impacts of the proposed project have been assessed. Some impacts may still exist for which no mitigation is available. The impacts themselves have been quantitatively and qualitatively discussed in previous sections of this document. The impacts of the proposed project will be minimized where possible, but this section acknowledges those impacts which may still occur:

Short-Term/Construction Period Impacts

- Despite implementation of the proposed mitigation measures, localized erosion impacts may occur but will be controlled to the maximum extent practicable.
- Despite implementation of the proposed mitigation measures, fugitive dust may still be generated though water truck spray and on-site management will seek to control any such impacts.
- Construction vehicle-related traffic will occur, which may adversely impact local traffic conditions though this will be temporary and not permanent.
- Despite implementation of the proposed mitigation measures, noise associated with construction activities will be generated, which may adversely impact local residents; however, construction will comply with hours of operational requirements of the Town.

Long-Term/Post-Construction Impacts

- Increased intensity of land use on the site (over current site conditions).
- Clearing, grading, and redevelopment on the entire 0.85-acre site.
- Increased total anticipated water consumption and wastewater generation on the site, from 484 gpd at present to 39,871 gpd associated with the project. Water will be supplied by the RWD and wastewater treatment will be provided by the RSD.
- Increase in vehicle trips generated on the site and on area roadways over existing conditions (minor off-site signal timing adjustment proposed).

- Assuming that all 14 of the school-aged children anticipated to reside in the proposed project would attend local schools in the Riverhead CSD, with associated increase in school district expenditures.
- There will be an increased potential need for emergency services of the Riverhead Police Department and the Riverhead Fire Department (offset by increases in tax revenues generated by the proposed project).
- There will be increased demand on the energy services of PSEG and National Grid (to be paid for according to rate tariffs).

3.4 Irreversible and Irretrievable Commitment of Resources

This section is intended to identify those natural and human resources listed in **Section 2.0** that will be consumed, converted or made unavailable for future use as a result of the proposed project. Development of the proposed project will result in irreversible and irretrievable commitment of resources. The importance of this commitment of resources is not anticipated to be significant however, due to the fact that these losses do not involve any resources that are in short supply, semi-precious or precious to the community or region, or are otherwise substantial.

It is difficult to quantify the exact commitment of resources; however, once the project is complete, the following irreversible and irretrievable losses of resources are expected:

- Building materials used for construction, including but not limited to: wood, asphalt, concrete, fiberglass, steel, aluminum, brick, etc.
- Energy and related resources used in the construction, operation and maintenance of the proposed project, including fossil fuels, electricity and water.
- Potable water to be consumed by the operation of the project, totaling an estimated 39,871 gpd.

3.5 Effects on the Use and Conservation of Energy Resources

An increase in the consumption of energy resources would typically be expected from the intensification of land use on a site, particularly for sites which had been undeveloped or underutilized. The proposed development site is already developed, so that the property currently consumes energy resources, in the forms of electricity and natural gas. Nevertheless, the proposed project will increase the amount of development on the site, so that an increase in the overall amount of energy resources is expected. However, use of new, energy-efficient building materials (e.g., insulations, windows, weather stripping, door seals, etc.) and mechanical systems, (e.g., air conditioners, heating systems, HVAC systems, water heaters, heat pumps, etc.) is anticipated, which would mitigate the increased usage of energy resources. Incorporation of such energy-conserving measures is not only required by New York State and the Town of Riverhead, but is a sensible business practice, particularly in light of the increasing cost of energy resources. It is expected that the existing public utility services of PSEG and National Grid will be more than adequate to meet the expected increased demand.

There may be a short-term increase in energy use during the construction phase of the proposed project. These impacts are expected to be of short duration, and the long-term energy demand is expected to remain stable or decline.

In summary, it is not anticipated that the increased energy demands of the project will result in any significant adverse impacts on the use and conservation of energy resources.

3.6 Growth-Inducing Aspects

Growth-inducing aspects of a proposed development are those project characteristics which would cause or promote further development in the vicinity, either due directly to the project, or indirectly as a result of a change in the population, markets or potential for development in that community. Direct impacts might include, for example, the creation of a major employment center or institutional facility, installation or extension of infrastructure improvements or the development of a large residential project, particularly if that project were designed for a specific age group. An indirect impact would cause an increase in the potential for further development in an area, which in turn would result in direct impacts.

The proposed project is a mixed commercial and residential development. The proposed project will not create a major employment center or institutional use, install or extend infrastructure improvements (other than what is necessary for the proposed use). Nor is the project expected to result in an indirect impact that would induce direct impacts. The proposed project is complementary to the general commercial/residential development pattern of downtown Riverhead hamlet, conforms to the site's DC-1 zoning, and conforms to the EMSURP recommendation for the site.

It is anticipated that the project would contribute to an incremental beneficial increase in activity for local businesses. The project will increase the number of potential shoppers in an area where commercial and service-oriented businesses are available in easy walking distance and by relatively short auto trips. These businesses, especially those serving the needs of family-oriented customers, would tend to experience incrementally increased activity due to the increase in their customer base; this is viewed as a benefit and does not require new facilities but supports existing ones.

Construction will create both short-term and long-term job opportunities. In the short-term, development will create construction jobs, and indirectly jobs may be created based on increased patronage of material suppliers. In the long-term, the proposed project will create a number of permanent jobs for employees of the retail space and restaurants. These jobs may be filled first from within the local labor pool. These job opportunities would not require relocation of specialized labor forces or influx of large businesses from outside the area to provide construction support. This jobs creation is expected to represent a positive employment and economic impact on the local employment environment.

SECTION 4.0

ALTERNATIVES CONSIDERED

4.0 ALTERNATIVES CONSIDERED

SEQRA requires the consideration of alternatives to the proposed project. The specific alternatives to be analyzed should represent uses and yields that are reasonable to and feasible for the applicant, and implementation of technologies for these alternatives and other options to the proposed project that would achieve the applicant's objectives must be within the applicant's capabilities. More specifically, 6NYCRR Part 617.9(b)(5)(v) indicates that alternatives should include "a description and evaluation of the range of reasonable alternatives to the action that are feasible, considering the objectives and capabilities of the project sponsor." The purpose of the alternatives analysis is to determine the merits of the proposed project as compared to those of other possible uses, sites and technologies that would also achieve the applicant's objectives, and potentially reduce environmental impacts. The discussion and analysis of the alternatives should be conducted at a level of detail sufficient to allow for this informed comparison, to be conducted by the decision-making agencies. Alternative 1 is the "No Action" alternative, which is required by SEQRA and is intended to represent site conditions if the proposed project is not implemented. For the subject application, the following alternatives were evaluated:

- **Alternative 1: No Action** - assumes that the site remains unchanged from its current use and condition; no re-development occurs.
- **Alternative 2: Mixed-Use Development** - assumes re-development of the site under its existing zoning, with a structure similar to the proposed project, of a mixed commercial and residential project having 12,623± SF of ground floor commercial space and 116 apartments on floors 2 through 5.
- **Alternative 3: Hotel Development** - assumes re-development of the site under its existing zoning, with a structure similar to the proposed project, of a hotel having 12,623± SF of ground floor administrative/maintenance/mechanical spaces and 110 rooms on floors 2 through 5. A special permit for this scenario will be required from the Town Board.
- **Alternative 4: Mixed-Use Development** - assumes a mixed-use residential project in a single, building that is not more than three stories high that reflects EMSURP recommendations regarding conformance to the building heights to the east and the west, and maintenance of vistas southward from the buildings on the north side of East Main Street.
- **Alternative 5: Townhouse Development** - assumes townhouse development conforming to the DC-1 zoning district.
- **Alternative 6: Conforming Proposed Project** - assumes a project similar in nature to the proposed project, but conforming to Town Code requirements for lot coverage, and studio apartment size, and providing on-site parking for the residences, at a rate of 1 space/unit. The Applicant could provide on-site parking and meet the allowed maximum site coverage, by: reducing the number of residences, by making the residences smaller in size, by reducing the ground floor commercial spaces, or by a combination of these measures.

Table 4-1 compares the site and development characteristics and impacts of the proposed project and those of the three alternatives considered herein.

Table 4-1
COMPARISON OF SITE AND PROJECT CHARACTERISTICS & IMPACTS
Proposed Project and Alternatives 1-3 (1)

Parameter		Alt. 1: No Action/Existing Conditions	Alt. 2: Mixed-Use	Alt. 3: Hotel	Proposed Project (2)
Use/Yield	221 East Main St.	9,460 SF Commercial (vacant)	12,622± SF Commercial (1st floor); 116 Apartments (2nd – 5th floors)	12,622± SF Hotel-Related (1st floor); 110 Rooms (2nd – 5th floors)	1,508 SF Retail & 11,115 SF/535 seats (Restaurants) (1st floor); 116 Apartments (2nd – 5th floors)
	31 McDermott Ave.	4,772 SF Commercial, 1 Unit			
Special Permit (Town Board)		---	Site coverage	Site coverage & hotel use	Site coverage
Variance (ZBA)		---	Studio unit size & parking space size	Parking space size	Studio unit size & parking space size
Zoning		DC-1			
Wastewater Treatment System		Riverhead Sewer District			
Coverages (SF)**:**		---	---	---	---
Building		14,232	34,102		
Paved/Impervious		19,194	3,065		
Grassy/Bare Soil		3,741	0		
TOTAL		37,167			
Water Resources:		---	---	---	---
Water Use/Wastewater (gpd) (3)		484	24,463	17,455	39,645
Peak Hour Trips (vph)**:**		---	---	---	---
Weekday AM		15	159	74	90
Weekday PM		53	187	41	195
Saturday Mid-Day		80	220	96	298
Miscellaneous:		---	---	---	---
Total Residential Units:		0	116	110	116
Studio Units		0	31	0	31
One-Bedroom Units		0	57	0	57
Two-Bedroom Units		0	28	0	28
Total Residents (capita)		1	212 (4)	0	212 (4)
School-Age Children (capita)		0	14 (5)	0	14 (5)
Parking Provided (spaces)		55±	55		

Notes: vph-vehicles per hour; FTE-full time equivalents.

(1) Alternatives 4, 5 & 6 not considered further, as these scceanrios are not reasonable or feasible to the Applicant.
(2) The plans show two restaurants: Restaurant 1 has 5,000 SF/235 seats, and Restaurant 2 has 6,115 SF/300 seats. However, these spaces may ultimately be occupied by other types of commercial uses.
(3) Based on SCDHS rates; see **Table 1-7**.
(4) Assuming 1.67 capita/studio or one-bedroom unit, and 2.31 capita/two-bedroom unit.
(5) Assuming 0.08 school-age children/studio or one-bedroom unit, & 0.23 school-age children/two-bedroom unit.

4.1 Discussions of Alternatives

4.1.1 Discussion of Alternative 1

This alternative assumes that the proposed project is not implemented, so that the subject site remains in its existing use and condition. Under this scenario, the subject parcel would continue the current levels of water use and wastewater generation, traffic generation, commercial activity, and employment, and would retain the potential for re-development in accordance with its existing DC-1 zoning.

4.1.2 Discussion of Alternative 2:

This scenario assumes that re-development of the site occurs with a mixed commercial and residential project, in a five-story structure similar in size and design as the proposed project.

Specifically, the second through fifth floors would be residential in nature, providing 116 rental apartments, with the ground floor occupied by 12,623± SF of commercial spaces (for impact comparison purposes, this commercial space is assumed to be comprised of 2,622± SF of office spaces, 4,000 SF of personal service spaces, 5,000 SF of retail spaces, and 1,000 SF for retail/food sales). There would be a lower level for 55 parking spaces beneath the building. Like the proposed project, no other use of this basement level would be allowed, due to the risk of flooding; the applicable FEMA Base Flood Elevation, is 7 feet asl, but the basement level would be between 5 and 6 feet asl. Use of this level for building maintenance, utility, etc. spaces is not needed, as these spaces would be located (like in the proposed project), on the ground floor level.

This scenario would conform to the uses permitted in the DC-1 zoning district. Finally, it is assumed that the apartments in this scenario would be occupied by "workforce" households, under terms and conditions that copy those of the proposed project.

Like the proposed project, this scenario would conform to the 2003 Town Comprehensive Plan and to the goals and intent of the 2008 Update of the EMSURP, and will conform to nearly all the applicable Town Zoning Code bulk and setback requirements for development in the site's DC-1 zoning district; a Town Board special permit would be needed, to exceed the maximum allowed site coverage, and two ZBA variances would be needed, to exceed the allowed floor area range of the studio units, and for the parking space size.

4.1.3 Discussion of Alternative 3

For Alternative 3, it is assumed that a hotel having a size similar to that of the proposed project would occupy the site. There would be 110 hotel room on floors two through 5, with the ground floor reserved for hotel-related spaces such as a lobby, office, storage, utility, maintenance, etc. spaces (12,63± SF). Similar to the proposed project and Alternative 2, there would be a lower level for 55 parking spaces beneath the building. Like the proposed project and Alternative 2, no other use of this basement level would be allowed, due to the risk of flooding. Use of this level

for hotel maintenance, utility, etc. spaces is not needed, as these spaces are assumed for the ground floor level.

Like the proposed project, this scenario would conform to the 2003 Town Comprehensive Plan and to the goals and intent of the 2008 Update of the EMSURP, and will conform to nearly all the applicable Town Zoning Code bulk and setback requirements for development in the site's DC-1 zoning district. It should be noted that a hotel is a special permit use in the DC-1 district; in addition to the special permit needed to exceed the maximum allowed site coverage, Alternative 3 assumes that these two special permits would be obtained from the Board.

4.1.4 Discussion of Alternative 4

This alternative is not feasible for the Applicant because meeting its assumptions would reduce the project yield to a level that would not be economically viable for the Applicant. Specifically, the ground floor level of the building could only be used for non-residential purposes. It is expected that the lower level parking would not be able to be provided under this alternative. Thus, only floors two and above could be used for the residences. If the structure were limited to three stories, there could only be two floors of residential use, which could provide for about 58 units in total. In the Applicant's opinion, even with the rents from the ground floor commercial spaces, such a yield not provide revenues sufficient to make this scenario profitable for the Applicant to develop in the first place.

In view of the above, the Applicant cannot consider this scenario reasonable or feasible from a business or an economic standpoint. From a SEQRA context, this alternative is not reasonable in consideration of the objectives and capabilities of the project sponsor. As a result, this scenario is not considered further.

4.1.5 Discussion of Alternative 5

Town Code Section 301-141 A. (14) allows for townhouse development in the DC-1 zoning district. If the subject site were to be re-developed with such a use, the yield of the site would be drastically reduced from the 116 units of the proposed project, as a structure in excess of two stories would not be built (it is assumed that a "townhouse" would be two-stories in height). Additionally, ground floor retail/commercial spaces would not be built, and it is expected that the lower level parking would not be able to be provided. However, such a development would entail a higher grade of amenities than those of the proposed project (which means higher construction costs), necessitating that the rents charged would have to be higher than those of the proposed project as well. However, such an increased rental rate contradicts the Town's goal to provide workforce housing, as well as its intent to revitalize the downtown area.

For the above reasons, this scenario would be untenable to the Applicant:

- the income generated from rents would not compensate the Applicant adequately;
- it would not meet the Town's goals for the downtown area; and

- it would not meet the Town's goal to provide a significant number of affordable workforce housing units.

This alternative is not considered reasonable in consideration of the objectives and capabilities of the project sponsor. Consequently, this scenario is not give further consideration.

4.1.6 Discussion of Alternative 6

This scenario analyzes a mixed-use development similar in nature to the proposed project, but reduced in scale so as to conform to the Town Code for lot coverage and studio unit size, while also providing on-site parking for the residents (at a rate of 1 space/unit).

As this scenario is required to provide 1 parking space for each residence, the number of parking spaces that could be provided on the 0.85-acre site would dictate the number of residences; that is, the number of residences is limited by the capacity of this site to provide parking for them. For the proposed project, 55 spaces could be provided beneath the structure, leaving the southern portion of the site open at ground level, with a dining terrace partially overhead. If this at-grade area were used for parking exterior to the building, a total of about 70 parking spaces could be provided in this alternative (of which most would still be beneath the building, with the remainder exterior to the building, some below the terrace and some in an open-air parking lot that the terrace overlooks. The two restaurants would be reduced in size and seating capacity, and the retail space would be reduced as well.

Thus, this alternative would include a five-story building with an estimated 70 residences on the second through fifth floors, with two restaurants and some retail space on the first floor. There would be 70 parking spaces on-site, of which most would be under the building, and the remainder would be outside the structure.

Assuming the same ratios of studio, one- and two-bedroom units as the proposed project, this scenario would include 19 studio units, 34 one-bedroom units and 17 two-bedroom units. The studio units would not exceed 450 SF. The reduction in the number of units, with the reduced size of the studio units, would enable a 5-story structure to be built that meets the Town Code lot coverage requirement.

However, reducing the number of residences by 40% from that of the proposed project would reduce the number of workforce housing units, and would not be acceptable to the Applicant on an economic basis. A reduction of 40% in the number of residences would generate less rental income, which would not suit the economic requirements of the Applicant (the commercial rental income would also be reduced, as this floor space would have been reduced).

In summary, it is possible to envision a scenario where a project that satisfies Town Code requirements for lot coverage and studio unit size, while providing parking for the residences, could be built. However, this would result in a project that provides significantly fewer residences than proposed which would not serve the affordable housing needs of the Town or the needs of the Applicant. This alternative is not considered reasonable in consideration of the

objectives and capabilities of the project sponsor. As such, this scenario in not considered further.

4.2 Comparison of Impacts vs. the Proposed Project

4.2.1 Land Use, Zoning and Plans

All three alternatives, like the proposed project, would produce a land use on the subject site that complements the pattern of land uses in the vicinity and would contribute to the revitalization of downtown Riverhead. Alternatives 2 and 3, like the proposed project, would increase the intensity of use on the site compared to its current usage, so that while there would be no adverse impact to the pattern of land uses, there would be an increase in the intensity of land use in the vicinity.

With respect to zoning, the uses evaluated are allowed in the DC-1 zone (though the hotel in Alternative 3 would require a Board special permit), so that no change in the site's zoning category is necessary. As such, there would be no impact on the pattern of zoning in the area from any of the scenarios evaluated. It is noted that, like the proposed project, Alternative 2 would require a Town Board special permit (to exceed the maximum allowed site coverage), and two ZBA variances (to exceed the allowed floor area range of the studio units., and for the parking space size), and Alternative 3 would need two Board special permits (to exceed the maximum allowed site coverage, and for the hotel use).

Finally, the uses represented by the proposed project and all three alternatives conform to the recommendations of the EMSURP, and so no impacts in relation to it are expected.

4.2.2 Community Services

Alternative 2 and the proposed project would generate an estimated 14 school-age residents, while Alternatives 1 and 3, having no residential component, would have no school-age children present. As such, only the former could cause any enrollment increase for the Riverhead CSD.

It is expected that police, fire and ambulance services would be impacted to a similar degree by Alternatives 2 and 3 as well as the proposed project; that is, the potential need of these emergency services would be increased because of the increased development of the site and the associated increased human presence on the site.

Like the proposed project, each of the three alternatives would connect to the RWD. Based on SCDHS design rates for wastewater system design, and assuming that the amount of wastewater generated must equal the volume of water supplied, the values in **Table 4-1** indicate that Alternative 1 would consume the least water of all four scenarios evaluated, followed by Alternative 3, then by Alternative 2. The proposed project would consume the most water.

Each of the alternative scenarios, like the proposed project, would connect to the public sanitary sewer system of the RSD. It is assumed that all of the water supplied to the site would leave the site as wastewater, for treatment and disposal at the Town STP facility. As shown in **Table 4-1**, Alternative 1 would generate the least wastewater of all four scenarios evaluated, followed by Alternative 3, then by Alternative 2. The proposed project would generate the most wastewater. Similar to the proposed project, it is expected that PSEG and National Grid can and will serve any of the alternatives with electrical and natural gas services, respectively. Except for Alternative 1 (wherein no changes to site conditions are assumed), the proposed project and Alternatives 2 and 3 will remove both buildings presently on the site, so that the existing service connections will also be removed, to be replaced with new service connections. It is expected that the existing distribution system immediately upstream of these new connections will not need to be replaced or supplemented to service the proposed project or Alternatives 2 or 3.

Because the square footages of the structure assumed for the proposed project and Alternatives 2 and 3 are similar, it is expected that the amounts of electricity and natural gas required to power and heat the structure would be similar. Alternative 1, because it represents a lesser amount of floor space in active use than the other scenarios, is expected to consume substantially less electricity and natural gas than the other scenarios.

Neither the proposed project nor any of the alternatives will encroach into or otherwise adversely impact any of the existing park or recreational facilities in the vicinity, particularly of Peconic Riverfront Park. To the contrary, the proposed project and Alternatives 2 and 3 would increase the number of potential patrons of local and regional park and recreation sites. The impact of this potential increase in park visitation would be incremental, as not all residents would attend these facilities at the same time, there are a number of differing recreational sites to choose from, and the increase represented by the proposed project or alternatives is small compared to the large number of residents already in the area.

4.2.3 Transportation

As shown in **Table 4-1**, it is expected that the number of peak hour vehicle trips generated by the proposed project would exceed those for Alternatives 1 and 3 for all peak hours evaluated, so that the potential impacts of the proposed project on local roadway conditions or intersection operations would exceed those for Alternatives 1 and 3. The TIS (which was prepared for the proposed project) reviewed the anticipated impacts at local intersections, and recommended only minor signal timing adjustments for the northbound McDermott Avenue approach at the intersection of East Main Street at McDermott Avenue/Maple Avenue. Such a mitigation would enable this intersection to operate at LOS B during all peak hours. Since Alternatives 1 and 3 would generate fewer peak hour vehicle trips than the proposed project, it is expected that provision of the mitigation for trips generated by the proposed project for either of these two alternatives would adequately address their potential adverse impacts.

Alternative 2, however, would generate more trips than the proposed project during the weekday AM peak hour, a similar number during the weekday PM peak hour, and fewer trips than the proposed project for the Saturday Midday peak hour. Thus, implementing the mitigation

designed for the proposed project for Alternative 2 would more than adequately address impacts of Alternative 2 for the weekday PM and Saturday Midday peak hours, and may be sufficient to address its impacts during the weekday AM peak hour as well.

4.2.4 Water Resources

Based on the SCDHS design rates for sanitary wastewater generation (see **Table 4-1)**, Alternative 1 would consume the lowest amount of water of all four scenarios evaluated, and would therefore generate the least sanitary wastewater. Alternative 3 would use the next-lowest amount of water, followed by Alternative 2. The proposed project would consume the most water in its operation, and so would generate the most sanitary wastewater.

It is expected that similar volumes of stormwater runoff would be generated by the three development scenarios, so that on-site drainage systems having similar layouts and capacities would be constructed for all three scenarios. As a result, similar impacts to groundwater and surface water resources would be expected.

4.2.5 Soils

Because the buildings assumed for Alternatives 2 and 3 would be similar to that of the proposed project (in regard to footprint and presence of a lower parking level), it is expected that similar impacts to soil resources would occur, from excavation for the building foundation.

4.2.6 Cultural and Visual Resources

It is expected that, since the structures assumed for Alternatives 2 and 3 would be similar in size, height and general appearance as that of the proposed project, the potential impacts on the cultural and visual resources of the vicinity would be impacted to a degree similar to that of the proposed project.

SECTION 5.0

REFERENCES

5.0 REFERENCES

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