TOWN OF RIVERHEAD
PLANNING BOARD

200 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, EXT. 240, FAX (631) 727-9101

Stanley Cary, Chairman *Joseph Baier, Member* *Richard O' Dea, Member*
Ed Densieski, Vice-Chair/Secretary *George Nunnaro, Member*

August 19, 2021

Keith Brown, Esq.
538 Broadhollow Rd., Suite 301W
Melville, NY 11747

Resolution No. 2021-091
Resolution Setting Forth Requirements for Inclusion in a Final Environmental Impact Statement (FEIS) for the Site Plan Application of HK Ventures – Calverton
4285 Middle Country Road, Calverton, NY
SCTM No. 600-116-1-2

Dear Mr. Brown:

The following resolution was duly adopted by the Town of Riverhead Planning Board at a meeting held on August 19, 2021:

WHEREAS, the Riverhead Planning Board is in receipt of a site plan application seeking approval to develop a vacant parcel of industrially zoned land with a commercial/industrial complex consisting of a total of 412,629 sq. ft. of floor area to be divided into individual tenant spaces, along with a 1,500 sq. ft. commissary for use by the tenants of the complex, as well as parking, lighting, and landscaping improvements, new potable water connections, an on-site sewage treatment plant, new access from Middle Country Road (State Route 25), as well as other related site improvements; and

WHEREAS, the subject parcel, particularly identified as SCTM No. 600-116-1-2, is a 30.28 acre parcel of land located at 4285 Middle Country Road, Calverton, NY, located within the Industrial A zoning use district; and

WHEREAS, by Planning Board Resolution No. 2020-050, dated August 6, 2020, the Planning Board assumed Lead Agency status and issued a Positive Declaration pursuant to SEQRA, requiring the preparation of a Draft Environmental Impact Statement (DEIS); and

WHEREAS, on May 10, 2021, the applicant submitted a DEIS, entitled "Draft Environmental Impact Statement HK Ventures, LLC – Proposed Industrial Park," prepared by P.W. Grosser Consulting, Inc., dated May 2021; and

WHEREAS, the Planning Board held a public hearing on the contents of the DEIS on August 5, 2021 at 7:00 o'clock p.m. to receive public comments on the document; and

WHEREAS, the Planning Board has considered comments received at the hearing, the report of the Planning Department, as well as comments received from the Board's retained consultants. Now, therefore be it

RESOLVED, that the applicant is hereby directed to incorporate and address the following issues in their Final Environmental Impact Statement (FEIS):

1. FEIS must include the results of soil sampling on the subject property performed in accordance with the New York State Department of Environmental Conservation's "DER-10 Technical Guidance for Site Investigation and Remediation" and applicable regulations of 6NYCRR Part 375, including sampling locations, dates and methods of sample collection, chain-of-custody forms for the materials collected, laboratory analytical reports, and delineation and estimated volume of any contaminated material identified on site. The FEIS must also include remediation plans as appropriate in accordance with all applicable New York State Department of Environmental Conservation regulations.
2. FEIS must indicate Chapter 229 Excavation and Grading Permit will be required from the Town Board for the excavation and exportation of 44,512 cubic yards, subject to a $2 per cubic yard fee pursuant to §229-9A of the Town Code.
3. FEIS must describe and explain the irrevocable loss of on-site soils, and explain why the materials, which may include prime agricultural soils, would be transferred to a NYSDEC Part 360 Solid Waste Management Facility as opposed to being used at another agricultural site within the Town of Riverhead.
4. The FEIS must describe landscape maintenance plans that extend beyond one year.
5. The FEIS must include the Economic Impact Report referenced at the Town's Industrial Development Agency's July 19, 2021 presentation.
6. The FEIS must include an alternative as-of-right site development plan which does not require any variances. The applicant's current proposal requires a variance from the Town of Riverhead's Zoning Board of Appeals for exceeding the allowable impervious surface coverage by 11.07%. Based on the subject property's size of 1,317,884 sq. ft., 11.07% impervious surface coverage equates to approximately 145,889 sq. ft. of impervious coverage. The DEIS states that the additional 11.07% of impervious surface area (inclusive of buildings and pavement) is due to the pavement area necessary for the truck circulation and turning movements, however, the need for this additional impervious coverage is directly related to the size of the buildings proposed (412,629 sq. ft.), rather than the exclusive need for truck turning and circulation. It is also noted that the parking calculations, which directly impact the proposed impervious surface coverage, are based on a 75% buildout of the least intense parking generating use within the Industrial C zoning use district.

7. The FEIS must include the Map & Plan Report, prepared by H2M Architects & Engineers, dated July 2021.
8. The FEIS must include any alternative plans discussed with the Riverhead Water District, including a combination of on-site wells for fire service and potable water provided by the Riverhead Water District.
9. If private wells are indeed proposed, the FEIS must include the following:
    a. An analysis of modeling of the existing groundwater contamination on the EPCAL property, specifically would plume migration patterns be drawn into potential fire service wells or RWD wells.
    b. Capture zone analysis of the nearby Riverhead Water District supply wells.
    c. Backup power and maintenance plans, Riverhead Fire District and Fire Marshal input on fire service.
    d. Identify whether sewage treatment plant effluent was modeled with consideration to RWD wells and private wells.
10. The FEIS must include the location and methodology, as well as the results of groundwater sampling at the subject property, with a focus on the western property boundary shared with Sky Materials, and if necessary, include any plans for remediation of any identified contamination.
11. The FEIS must include an analysis of the RD supply capacity and identify potential impacts from the proposed project on the Riverhead Water District's ability to service the homes in Manorville and Calverton who have contaminated well water.
12. The FEIS must include an analysis of the current traffic conditions of the Middle Country Road (State Route 25) and Edwards Avenue intersection and assess the impacts of construction traffic absent the proposed NYSDOT improvements at this intersection.
13. The FEIS must include a glint & glare analysis of the proposed rooftop solar array and identify any potential impacts to the airspace around the EPCAL runways. Analysis must demonstrate compliance with any Federal Aviation Administration requirements.
14. The FEIS must include details of the lifespan of the proposed solar panels, and identify plans for recycling/removal of the panels.
15. The FEIS must include an assessment (i.e. capacity analysis) of providing a roundabout at Fresh Pond Avenue and Middle Country Road, as the NYSDOT noted that it was open to reviewing an assessment of this alternative.
16. The FEIS must indicate whether or not the adjusted December 2020 traffic volumes identified on Pg. 7 of the DEIS are the peak month of the year in terms of traffic volumes. If not, the DEIS must use traffic volumes during the peak month of the year.
17. The FEIS must include more discussion, specific to locations with a number of crashes, i.e. Middle Country Road between Fresh Pond Ave and Edwards Ave, Edwards Ave/LIE Eastbound exit ramp, and must include information on time of day, and contributing factors.
18. The FEIS must clearly identify whether irrigation water supply is proposed via the Riverhead Water District or by private wells; and be it further

RESOLVED, that the Planning Department is hereby authorized to forward a copy of this resolution to P.W. Grosser Consulting, Inc., 630 Johnson Ave., Suite 7, Bohemia, NY 11716;

Jaclyn Peranteau, PE, c/o/ Key Civil Engineering 664 Blue Point Road, Unit B, Holtsville, NY 11742; the Town Clerk, the Town Attorney; and be it further,

RESOLVED, that all Town Hall Departments may review and obtain a copy of this resolution from the electronic storage device and, if needed, a copy of same may be obtained from the Office of the Town Clerk.

Very truly yours,

Stanley Carey, Chairman
Riverhead Planning Board

THE VOTE

A motion was made by Mr. Baier and seconded by Mr. O'Dea that the aforementioned resolution be approved:

THE VOTE

BAIER __X__ YES ___ NO O'DEA __X__ YES ___ NO

NUNNARO __X__ YES ___ NO DENSIESKI __X___ YES ___ NO

CAREY __X__ YES ___ NO

THIS RESOLUTION __X__WAS ___ WAS NOT
THEREFORE DULY ADOPTED

Items highlighted are not in the Town Resolution.

WALDEN ENVIRONMENTAL ENGINEERING

MEMORANDUM

To: Town of Riverhead Planning Department
From: Walden Environmental Engineering, PLLC
Date: June 1, 2021
Subject: Comments on Draft Environmental Impact Statement
HK Ventures, LLC – Proposed Industrial Park

Walden Environmental Engineering, PLLC (Walden) has reviewed the Draft Environmental Impact Statement (prepared by P.W. Grosser Consulting, Inc., dated May 2021) submitted on behalf of the Applicant (HK Ventures, LLC) to the Town of Riverhead Planning Board. Based on this review, Walden has determined that the DEIS was prepared in accordance with the November 19, 2020 Final Scope document.

Walden's preliminary comments on the DEIS are presented below.

Site Plan Modifications:

- Applicant has applied to Riverhead Industrial Development Agency (IDA) for select tax exemptions, including real property tax, sales tax and mortgage recording tax.
- Proposed building program has been revised to eliminate the retail component. The initial site plan with an assumed retail space limited to 10 percent for each tenant as well as wholesale business are no longer part of the proposed action.
- The proposed plan includes construction of a sewage treatment plant (STP) that would be designed to treat 20,000 gpd of sanitary waste, as an alternative to installing traditional subsurface sanitary wastewater management systems.
- The proposed plan has been modified to relocate the proposed recharge basins from the northern portion of the project site to a single basin in the southern portion of the project site. This revision eliminates the need to bring in fill material. The projected cut and fill material for the original design would have required a significant volume of fill material to be transported to the project site to install recharge basins along Middle Country Road.
- Buildings 4, 6, 7 and 8 have been diminished in size to accommodate the southern recharge basin. The total building area has been reduced in size by 11,335 SF. The total proposed gross floor area has been modified from 423,964 SF to 412, 629 SF.

Comments on the DEIS:

- Project Location: Detailed description of project location is provided.

Project site is comprised of vacant land and was formerly used in part for agricultural purpose. Approximately 13.83 acres consist of woodland and the remaining 16.42 ± acres consist of meadow/brushland.

- Project Land Use, Zoning, Layout and Design: Specific information on project land use, proposed development and zoning compliance is provided. Additionally, detailed information on site landscaping, screening, parking, circulation, access, and changes in site cover types is provided. In accordance with the prevailing site zoning (i.e., Ind C), the proposed "Calverton Industrial Park" would convert the subject property from vacant, former agricultural land to a mix of 75% light industrial warehouse use and 25% indoor manufacturing use, with an on-site cafeteria/commissary for all tenants. Access to the site is proposed via one full-movement driveway, with signalization of the project site driveway. Landscaping and frontage would be provided throughout the site. The buffers would vary between 14.2± feet and 70 feet.

Walden #1

  - With respect to the Landscaping Plan, it may be useful to include details about fertilizer use for the vegetation as well as the subsequent resultant nitrogen/chemical pollutant discharge, in order to assess the potential nitrogen/chemical pollutant loading that could occur in wastewater, as well as potential pollutant infiltration that could occur in groundwater, as a result of fertilizer use.

- Surrounding Area Land Use and Zoning: Detailed and specific information is provided about the project's surrounding land uses and zoning. The land uses within a 1,000-foot radius of the project site are comprised of retail, commercial, industrial, residential and agricultural sectors.

- Physical Characteristics of the Site: Specific information on property acreage, including a breakdown of the site area for the proposed development measures, are provided. Specific information on the type and extent of land coverage, and extents of pervious and impervious surfaces are provided. There are no existing structures, as the site is vacant land.

Walden #2

  - As part of *Section 1.2.1, Overall Site Plan*, it is mentioned that bike racks would be installed within the central drive aisle (DEIS, Page 3). In connection to this, there is no information provided on internal roadways/pathways for bikes.

- Grading: In *Section 1.2.2 Grading and Drainage*, it is mentioned that regrading of the entire project site would occur and the proposed action would result in the modifications of slope to achieve a level building area (DEIS, Page 5).

Walden #3
  - It may be more cost-effective and efficient to maintain a gradual slope leading to the system of recharge basins, in order to facilitate ease of drainage of stormwater into the basins.

Walden #3
  - In addition, all of the drainage piping is connected to a single discharge outfall in the proposed recharge basin at the southern end of the property. Multiple outfalls should be considered to promote effective drainage.

- Drainage Infrastructure: Specific information on proposed drainage system design, including the drainage capacity of on-site soils, is provided. The proposed drainage plan has been designed to accommodate a nine-inch storm event, which exceeds the 100-year storm event (8.77" rainfall over a 24-hour period) requirement. Therefore, the drainage plan complies with the Town of Riverhead and the New York State Stormwater Management Design Manual requirements.

Walden #4
  - The proposed recharge basin includes concrete headwalls as preventative measures against potential erosion of the areas around the drainage piping. However, there is no information on how the sidewalls of the recharge basin would be protected against erosion.

Walden #4
  - Further, in the unlikely event that the recharge basin overflows, there is no information provided on the engineering controls/design measures conceived to handle such overflow. Although the DEIS discusses the installation of erosion and sediment control barriers such as silt fences and inlet sediment control devices for storm structure protection, it does not specifically describe the inlet sediment control devices.

Walden #4
  - Moreover, the DEIS does not specifically address if the recharge basin includes engineering controls/design measures to curb the flow and energy of stormwater, such as the installation of riprap outlet structures.

Walden #4
  - The DEIS does not address whether any vegetated barriers, such as berms or swales, would be implemented around the recharge basin in particular, in order to trap sediments and/or pollutants in overland flow.

- Water Supply and Wastewater Infrastructure: Comprehensive information is provided on the proposed measures for sanitary wastewater disposal and public water supply.

    - However, in connection with the section on Water Supply (DEIS, Page 8), it may be useful to provide information on the groundwater quality, volume, and depth of groundwater present on the site property in this section, in order to assess the feasibility of installation of an on-site irrigation well.

- Solid Waste Management: Detailed information in terms of the quantity and frequency of solid waste generated, as well as handling and storage of solid waste on-site, is provided.

Walden #5

    - It may be useful to include information on the number of trucks required to remove the solid waste from on-site, in order to assess the truck traffic specifically for solid waste.

- Project Objectives, Needs and Benefits: Comprehensive information is provided on project objectives, needs and benefits.

- Construction: A detailed timeline and descriptions of the proposed construction activities, as well as details about the generation of constructed related wastes, is provided.

Walden #6

    - It may also be useful to provide information about the number of vehicles that would be required to handle commercial and demolition (C&D) debris, in order to assess the vehicular traffic specifically for C&D debris.

- Construction Impacts: The DEIS discusses the CAMP air monitoring and stormwater management plans to be implemented to control impacts during construction.

Walden #7

    - Additional information should be included to describe how removal of vegetation from the site will not increase erosion and how the natural material that will be excavated and removed from the site will be handled.

Walden #8

- Sky Materials Site: The information presented on the site background and environmental history of the Sky Materials site (DEIS, Pages 26-29) lacks information on groundwater monitoring data, sloping/seeding activities, waste handling and disposal, and other

environmental compliance issues at the site. These unknowns must be considered when evaluating potential impacts on development of the adjacent property.

- Water Resources and Plans: In *Section 2.2, Water Resources and Plans,* it is stated that there is the potential for shallow groundwater contamination in the Upper Glacial Aquifer due to pesticide application, with the types, concentrations, and extents of contaminants unknown (DEIS, Page 44). This could be a cause of concern in terms of public health.

    - Another cause for concern is the possibility of shallow groundwater contamination with metals in the vicinity of the project site, due to the presence of compost/vegetative organic waste management (VOWM) facilities including the Sky Materials site (DEIS, Page 45). Further, presence of a shallow PFAS groundwater contamination plume with unknown extents is suspected within the vicinity of the project site, due to historical operations at the Naval Weapons Industrial Reserve Plant (NWIRP) facility (DEIS, Page 46). In order to address these concerns, testing/sampling of groundwater and subsequent remedial actions may be required, to eliminate the contaminants.

    - Depending on the nature and extent of groundwater contamination at and in the vicinity of the site and future plans to remediate such plumes, remedial system components may be installed and operated at the site.

    With respect to Riverhead Water District (RWD) Pumpage and Demand, as per the RWD Draft Map and Plan Report, in order to meet the average day demand of future commercial and residential development projects that have submitted requests to the RWD, an estimated 0.287 mgd of water will be required (DEIS, Page 66). This aspect needs to be accounted for when evaluating the installation of public supply wells to meet water supply demands in the vicinity of the site.

Note that L.K. McLean Associates P.C. is providing comments related to potential traffic and parking impacts associated with the proposed site development plan.

Walden Environmental Engineering, PLLC

Highlighted Items are not in Town Resolution

L.K. McLEAN ASSOCIATES, P.C.

437 South Country Road, Brookhaven NY 11719
(631) 286-8668/fax (631) 286-6314

DRAFT

MEMO TO: Jefferson V. Murphree, AICP, Building & Planning Administrator
Greg Bergman, Planning Aide

FROM: Raymond DiBiase, PE, PTOE, PTP, L.K. Mc Lean Associates

DATE: May 25, 2021

RE: HK Ventures DEIS Review
LKMA Project 20013.001

As requested, we have reviewed the Traffic Impact Study Appendix of the DEIS for the above noted project. The April 19, 2021 Revised Traffic Impact Study (TIS) was prepared by Stonefield Engineering and Design.

Consistency of revised TIS with the approved Final Scope of the DEIS

The revised TIS is compliant with the Final Scope of the DEIS, with the exception of the following:

On Page 14, under Alternative Access via Roundabout, at the December 16, 2020 meeting it was noted that this alternative would "likely" not be considered by DOT. However, as noted in the minutes of the meeting, I requested an assessment (i.e. capacity analysis) of the roundabout at Middle Country Road (NY 25)/Fresh Pond Avenue, and a comparison of its advantages and disadvantages. The latter was provided, but not the assessment, even though NYSDOT at the meeting noted its openness to reviewing the assessment.

Other TIS Comments to be Addressed

1. On Page 7, there is a discussion indicating that adjusted December 2020 traffic volumes were utilized as Existing Adjusted Traffic Volumes. Is December the peak month of the year?
2. On Page 7, the Collision Analysis Section gives some overall general conclusions, e.g. noting that 67 of the 181 collisions within the study network were rear-end collisions. More discussion should be provided, specific to locations with a number of crashes, e.g.:
    a. 31 collisions on Middle Country Road between Fresh Pond Road and Edwards Avenue

b. 33 collisions at Edwards Avenue/LIE Eastbound Exit Ramp, including 12 right angle crashes, 5 of which involved injuries

Information on collision time of day (day, night, dawn, dusk) as well as identified contributing factors should be included. While the Middle Country Road/Edwards Avenue intersection has 33 collisions, it can be anticipated that NYSDOT's scheduled improvements there will reduce the number and severity of crashes.

2. On Page 9, regarding the Island Park Water Development, the conclusion that traffic generated by the potential build-out of that development can be considered as included in the annual traffic growth rate is valid, as long as the peak month for the HK Industries project is not in the summer season.

LKMA #1

3. On Page 15, 75% of truck traffic is routed to the site along a route via the LI Expressway/Edwards Avenue/Middle Country Road, and 25% via Middle Country Road or NY 25A, and roads connecting to those State roads. Tractor trailers are only permissible on the LI Expressway and Edwards Avenue, as well as on Middle Country Road for one mile beyond the Edwards Avenue intersection. A NYSDOT Access Highway permit will be required to allow tractor trailers to access the site.

LKMA #2

RD:rd
c.c.

Highlighted Items are not in Town Resolution

TOWN OF RIVERHEAD
PLANNING DEPARTMENT

201 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, FAX (631) 727-9101

Jefferson V. Murphree, AICP
Town Building and Planning Administrator
Ext. 239

Greg Bergman
Planning Aide
Ext. 264

Carissa Collins
Planning Board Secretary
Zoning Board Secretary
Ext. 240

STAFF REPORT

To: Stanley Carey, Planning Board Chairman
Planning Board Members
Richard Ehlers, Planning Board Attorney

From: Greg Bergman, Planning Aide

Re: **HK Ventures – DEIS Comments**
12 McDermott Ave., Riverhead, NY
SCTM No. 600-129-4-5.2

Date: August 5, 2021

Impacts on Land

- The DEIS identifies that the proposed development will require the removal of approximately 44,512 cubic yards of material from the project site (Executive Summary pg. vi), which will require a Chapter 229 permit from the Riverhead Town Board.

- The DEIS presents a phased development plan for the property, demonstrating the following phased development plan:

    - Phase 1A (6 months): (Approximately 10.75 acres) Installation of erosion control measures, perimeter construction & silt fence, inlet protection, partial site clearing, earthwork for Phase 1 improvements within 1 ft. of final grade, construct temporary access roadway along eastern side of property, construction of recharge basin and drainage piping from Phase 1A to recharge basin, installation of recharge basin access driveway, installation of recharge basin fencing.

    - Phase 1B (±18 months): (Approximately 12.64 acres) Installation/relocation of erosion control measures for Phase 1B, installation of underground utilities, temporary water & electrical for buildings 1-4, installation of Phase 1B drainage infrastructure, construction of on-site STP, sewer conveyance systems, septic tank, grease trap, construction of buildings 1-4 including drainage systems, loading docks & retaining walls, construction of curbing, fencing, sidewalks, paving., installation of site area lights, installation of landscaping for Phase 1B building areas & recharge basin.

- **Phase 2 (±18 months)**: (Approximately 6.86 acres) Installation/relocation of erosion control measures for Phase 2, installation of underground utilities, removal of temporary underground utilities for buildings 1-4 upon completion of final utilities, installation of Phase 2 drywells & drainage piping for center drive aisle, construction of buildings 5-8, including sanitary sewer conveyance systems, loading docks & retaining walls, curbing, fencing, sidewalks, paving, site area lights, landscaping & hydro seeding.

- During the time periods the subject property was used for agricultural production (1930's through approximately 1986), pesticides may have been used which include chemicals which are now banned (DDT), or metals-based compounds (lead arsenate), which may have impacted soils on-site or migrated to neighboring parcels. A Soil & Materials Management Plan was prepared in accordance with 6NYCRR Part 360 and Part 375, and has been included in the DEIS (Appendix F).

    - The DEIS states that the soil sampling on the project site to test for various contaminants, including VOC's, metals, etc., would be conducted prior to construction, with a total of 150 samples taken on the subject property. This soil sampling should be performed now and the results included in the FEIS. If any contamination is found on-site, it could potentially impact the amount of materials that need to be imported/exported from the site.

Impacts on Groundwater

- When the project was initially proposed, the applicant had plans for the use of approximately 26.3 Pine Barrens Credits to achieve the necessary sanitary flows for the subject property and the proposed uses. During the course of the review of the project, modifications to Suffolk County Department of Health Services Office of Wastewater Management rules and regulations led the applicant to design the proposed project with an on-site wastewater treatment plant (STP), capable of handling 20,000 gallons per day

- The DEIS acknowledges that groundwater sampling at the subject property has not been performed, and also acknowledges that based on historic usage of the property and surrounding properties, there is potential for shallow groundwater contamination in the Upper Glacial Aquifer due to pesticide application (pg. 44).

    - The FEIS should include results of groundwater sampling at the subject property, taken at multiple locations on the subject property, with focus along the shared property boundary with Sky Materials based on the industrial uses of that property and potential for contamination.

- The DEIS identifies that the depth to groundwater on the subject site ranges between 40.7 ft. in the southwest portion of the site, to 57.7 ft. in the northwest corner of the site.

- The DEIS identifies that the project site is north of the "groundwater divide," and that groundwater flow has a generally northern direction.

- The DEIS states that "Based on consultations with the RWD, water supply to the subject property for the proposed project would be possible with future planned infrastructure projects inclusive of new storage and supply wells.

    - A Map & Plan Report for the Proposed Riverhead Water District Extension No. 93 – HK Ventures, LLC, prepared by H2M Architects + Engineers, dated July 2021, was received by the Planning Department on July 29, 2021. This report has been provided to the applicant by the Riverhead Water District. This Map & Plan Report should be included in the FEIS.

    - The Map & Plan Report provides project costs to construct a 0.4 million gallon storage facility, extension of water service lines from existing distribution main to the subject property, and Key Money Fees applicable to all developments.

    - The demand analysis makes the following findings:

        - The RWD operates with a surplus during Average Daily Demand (ADD) situations without reliance on storage and can adequately meet the projected demands of Extension 93.

        - The RWD operates with a source deficit during historical Maximum Day Demand (MDD) without their largest well, however this deficit can be overcome by relying on storage facilities.
        - The RWD operates under a deficit during MDFF (Maximum Day + Fireflow) and MDFD (Maximum Day + Future Demand) without its largest well. Storage will help to reduce these deficits but not completely overcome them. To fully overcome the projected deficits, additional supply or storage is needed.

    - The timing of the approval of the extension of Riverhead Water District Extension No. 93, including the construction of the additional future planned RWD infrastructure projects will be critical to the Planning Board's approval of the project, and may impact when Site Plan approvals and Building Permits can be issued for this project.

- The DEIS provides an analysis of providing an alternative on-site water supply system, including potable water supply, fire service water supply, and fire hydrant water supply.

Impacts on Agricultural Resources

- The report notes that the approximately 41.4% of the project site does contain prime agricultural soils (RdA and RdB soils), which are located primarily on the southern half of the project site, as well as the northwest and northeast corner (pg. 23)

- The DEIS notes that this property was zoned for Industrial uses in the Town's 2003 Comprehensive Plan, and is not part of protected farmland. The DEIS also notes that the

Town of Riverhead has an expansive Agricultural Protection Zone (APZ), which is intended to promote and protect agricultural activities. As such, the loss of the existing prime agricultural soils does not constitute a significant adverse loss of soils as there are many protected farmland and agricultural uses in the surrounding area, the Hamlet of Calverton, and the Town of Riverhead as a whole.

Impacts on Plants and Animals

- The DEIS categorizes, inventories, and analyzes the existing ecological communities present on the subject property.
    - No threatened or rare species or significant ecological communities are known to be present on the project site.
    - The project site contains habitat which could be suitable for the Northern Long Eared-Bat. Clear-cutting of trees would be restricted between December 1 and February 28 (inclusive) of any calendar year without an incidental taking permit from the NYSDEC.
    - The existing successional sandplain grassland do not provide high-quality early successional habitat due to their small size, existing invasive species, and adjacent industrial and agricultural uses that limit connection to existing grasslands.
    - The existing grasslands are not of sufficient size to provide appropriate habitat for a number of species.
    - Existing hardwood forest, pitch pine-oak forest, and successional shrubland on the project site are classified by the NYNHP as "demonstrably secure" or "apparently secure" in both New York and globally.

Impacts on Aesthetic Resources

- The DEIS has provided a current visual inventory of the Middle Country Road corridor in that area of Calverton, as well as from the EPCAL Bike Trail, neighboring properties, as well as aerial images of the existing area (Appendix K), and has also provided digital renderings of the proposed development from numerous vantage points (Appendix L).

Impacts on Historic and Archaeological Resources

- A Phase 1A, 1B, and II Archaeological Assessment was performed on the subject property between May 5, 2020 and December 15, 2020. Based on the results of the assessments, and correspondence with the New York State Office of Parks, Recreation, and Historic Preservation, the subject property was deemed not significant in terms of archaeological or historic value.

Impact on Transportation

- The DEIS contains a Traffic Impact Study for the proposed project, prepared by Stonefield Engineering, dated April 2021.

- The TIS contained within the DEIS is based upon future planned infrastructure improvements conducted at the NY25/Edwards Ave. intersection, which is to be performed by the New York State Department of Transportation. This future infrastructure improvement includes intersection widening and adding left turn lane at all four (4) intersection approaches.

    - Due to the fact that the DEIS provided an analysis of future build conditions, with no analysis of current levels of service at this intersection, the buildings should not be occupied until the proposed intersection improvements are performed.

    - Projected completion of the NY25/Edwards Ave. intersection improvements is expected to be completed sometime in 2023, which appears to coincide with the anticipated completion of Phase 1B of the project.

- Minor note: on Pg. 131 the DEIS states that Burman Boulevard is a roadway under the jurisdiction of the Town of Brookhaven, which is incorrect.

Alternative Energy

- The DEIS states that rooftop solar panels will be installed to help offset reliance on traditional fossil fuels. The DEIS identifies the potential for a 3.245 MW community solar system consisting of 7,378 solar panels.

    - The FEIS should provide a glare analysis of the proposed solar array in order to ensure that there will be no negative impacts to the EPCAL runways/airspace.

    - The FEIS should provide details of the lifespan of these panels and identify plans for recycling and/or removal of the panels.

    - The DEIS does acknowledge that 75% of the available roof-space is proposed for solar development. The FEIS should acknowledge that the 3.245MW system based on this 75% utilization may be a "best case scenario" for alternative energy production at the site, as the design of the rooftop system will require separate Building and Fire Marshal permits. Provisions may need to be made for providing rooftop fire access throughout the roof of the building, as well as space for rooftop mechanicals based on the buildout and users of the individual tenant space, which is unknown at this time.

Planning Dept. #1

Industrial C Permitted Uses

- The project has been designed using an assumed buildout consisting of 25% general industrial uses and 75% warehousing/storage uses.

- The Industrial C zoning use district allows a wide range of uses including, but not limited to, offices, laboratories, indoor manufacturing, vocational schools, and indoor sports & recreation facilities (Town Code §301-122A).

    - The 324 on-site parking stalls currently proposed is based on a parking ratio which is calculated at 25% manufacturing/general industrial, and 75% warehousing. Warehousing requires one (1) parking stall per 1,000 sq. ft. of floor area up to 5,000 sq. ft., plus one (1) parking stall for each additional 10,000 sq. ft. The warehousing use is the least intense parking standard in the Town Code.

    - The DEIS contains a "maximum build-out alternative" of permitted uses within the Industrial C zoning use district. This theoretical maximum build out requires a total of 631 on-site parking stalls, which is roughly a 94% increase in the required parking. The FEIS should explicitly acknowledge the large disparity in the parking requirements of the proposed build out versus the potential as-of-right buildout with allowable uses.

Planning Dept. #2

    - If possible, additional land banked parking should be shown on the plans, possibly in the spaces in between the buildings. This would allow for some further flexibility in

Planning Dept. #3

    - As a result of the analysis contained within the DEIS, the Planning Board may consider restricting the use to those stated within the DEIS without a Supplemental EIS and further analysis.