STATE ENVIRONMENTAL QUALITY REVIEW ACT

FINAL SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT (FSGEIS) COMPREHENSIVE PLAN FOR THE DEVELOPMENT OF EPCAL (EPCAL REUSE & REVITALIZATION PLAN), INCLUDING AMENDMENT TO THE TOWN OF RIVERHEAD COMPREHENSIVE MASTER PLAN, SUBDIVISION OF THE EPCAL PROPERTY, CREATION AND ADOPTION OF A PLANNED DEVELOPMENT (PD) ZONING DISTRICT, AMENDMENT TO THE ZONING MAP OF THE TOWN OF RIVERHEAD TO REZONE THE EPCAL PROPERTY TO THE PD ZONING DISTRICT, AND AMENDMENT TO THE CALVERTON ENTERPRISE PARK URBAN RENEWAL PLAN

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

TOWN BOARD OF THE TOWN OF RIVERHEAD
SUPPLEMENTAL FINDINGS STATEMENT

Date: July 19, 2016

This Supplemental Findings Statement is issued pursuant to Article 8 of the Environmental Conservation Law (State Environmental Quality Review Act – SEQRA) and the implementing regulations therefor at 6 NYCRR Part 617.

Name of Action:	Comprehensive Plan for the Development (Reuse & Revitalization Plan), Including Amendment to the Town of Riverhead Comprehensive Plan, Amendment to Zoning Code and Map, Amendment to the Calverton Urban Renewal Plan and Subdivision of EPCAL Property at Calverton
Location:	South side of New York (NY) 25 , north of Grumman Boulevard, east of Wading River Manor Road, Hamlet of Calverton, Town of Riverhead
Lead Agency:	Town Board of the Town of Riverhead
Address:	Town of Riverhead Town Hall 200 Howell Avenue Riverhead, New York 11901
Contact:	Jill Lewis, Deputy Town Supervisor
Telephone No.:	631-727-3200 Ext. 655
SEQR Status:	Type I

The Town Board of the Town of Riverhead (Town Board), as lead agency, subsequent to review of the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) and the Final Supplemental Generic Environmental Impact Statement (FSGEIS) as well as the 1997 FEIS prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and developed as a GEIS under SEQRA and Findings Statement prepared by the United States (U.S.) Navy, hereby certifies that:

- it has considered the relevant environmental impacts, facts and conclusions disclosed in the DSGEIS and FSGEIS;

- it has weighed and balanced relevant environmental impacts with social, economic and other considerations;

- the requirements of 6 NYCRR Part 617 have been met;

- consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action described below is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable; and

- adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating, as conditions to the decision, those mitigative measures that were identified as practicable during the environmental review process and as set forth herein.

Description of Action

The proposed action consists of a number of components related to the ultimate redevelopment of the subject property (known as the "EPCAL Property,") as follows:

- Creation and adoption of the Reuse and Revitalization Plan for the EPCAL Property
- Amendment to the Town of Riverhead Comprehensive Master Plan
- Amendment to the Calverton Urban Renewal Plan
- Creation and adoption of a Planned Development (PD) Zoning District
- Amendment to the zoning map of the Town of Riverhead to rezone the EPCAL Property to the PD Zoning District
- Subdivision of the EPCAL Property for ultimate redevelopment with a mix of uses (e.g., business [commercial and retail], industrial, government, energy park, recreation, utilities, residential), including the two runways, which would be available for limited redevelopment and/or historical use (aviation).

Reuse and Revitalization Plan

As the subject property is anticipated to be redeveloped over a multi-decade horizon, it is not possible to determine the precise uses or the precise square footage of each use that may be redeveloped on the EPCAL Property. Accordingly, a Reuse and Revitalization Plan, which functions as an amendment to the urban renewal plan and serves as the amendment to the Comprehensive Plan, was developed for the EPCAL

Property, and was, in pertinent part, based upon information provided in a market analysis that was performed by RKG Associates, Inc. for the Town Board of the Town of Riverhead.
The Reuse and Revitalization Plan sets forth various development areas as listed below:

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

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

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

Amendment to Urban Renewal Plan

Following Articles 15 and 15A of New York State General Municipal Law, Section V. Implementation, E. Plan Amendments, the 1998 *Urban Renewal Plan* permits amendments to the *Urban Renewal Plan* and provides a procedure for such amendments. The amendments to the *Urban Renewal Plan* would follow the prescribed procedure. The proposed amendments to the *Urban Renewal Plan* would reflect the current site conditions, current land use and development trends, any policy changes that have occurred since the original 1998 *Urban Renewal Plan*, and the current thinking with regard to appropriate uses at the EPCAL Property. The four goals of the *Urban Renewal Plan* would remain the same. Notably,

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

The amendments to the *Urban Renewal Plan* would also be consistent with the original conclusions that redevelopment efforts should focus on utilizing existing infrastructure, respecting the natural environment, and encouraging redevelopment that reflects the existing character of the region. It would also continue to note that a number of measures would need to be implemented in order to achieve the planned redevelopment of the subject property, including:

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

Creation, Adoption and Application of Planned Development (PD) Zoning District

A new PD zoning district has been drafted that will guide development within the subject property. The PD District has been designed as a hybrid form-based zoning code, which will allow the Town flexibility over the multi-decade redevelopment horizon. The PD District establishes objectives, policies, and standards to promote orderly development and redevelopment within the PD District area for purposes of recapturing potential investment, growth, and employment opportunities for the region through a wide variety and mix of uses, (e.g., business [commercial and retail], industrial, government, energy park, recreation, utilities, residential), including use of the two runways, which would be available for limited redevelopment and/or historical use (aviation). The eastern runway has been, and continues to be, an active runway and would be available for such use in the future. The western runway would also be available for its historic aviation use and/or renewable energy uses. The overall intent of the PD District is to promote the expeditious and orderly conversion and redevelopment of EPCAL by allowing for flexibility in providing a mix of uses in order to prevent further blight, economic dislocation, and additional unemployment, and to aid in strengthening the economies of the Town of Riverhead, the region and the State of New York.

Development within EPCAL would be governed by various documents, including the amended Town of Riverhead Comprehensive Master Plan, the Town of Riverhead Zoning Code and the amended Calverton Urban Renewal Plan, as well as the Reuse and Revitalization Plan and a Subdivision Map. This Reuse and Revitalization Plan (Figure 2 of the FSGEIS) and the proposed Subdivision Map (contained in Appendix D of the FSGEIS), together specify, among other things, representative types and general locations of land uses in the proposed PD District, and the general scale, and intensity of development within the PD District. With respect to approvals, the Town Board would determine whether proposed development within EPCAL complies with the Reuse and Revitalization Plan and with the requirements of the PD District.

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

Proposed Subdivision Map and Theoretical Mixed-Use Development Program

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

As explained in the DSGEIS and FSGEIS, it is not possible to determine how or at what level the EPCAL property will ultimately be developed, as the build-out could take decades. Accordingly, the analyses conducted through the SEQRA process establish conditions and thresholds for

future development, set forth later in this Findings Statement, and the Subdivision Map ultimately filed (and/or amended in the future) may differ somewhat from that included in the FSGEIS and described herein. However, if the conditions and thresholds established herein are complied with, no further SEQRA review would be necessary. In the event the proposed Subdivision Map is modified from that contained in the FSGEIS, the Town would ensure that such modifications would be equally protective of sensitive environmental features on the EPCAL property (e.g., protected grasslands, tiger salamander habitat, pine barrens).

The proposed Subdivision Map (see Appendix D of the FSGEIS) contains a total of 50 lots. Development could occur on Lots 1 through 41 and 50 (excluding Lots 21 and 38), which comprise a total of 697.4± acres, including roadways/ROWs[1] (44.6± acres) and DRAs (59.6± acres). Lot 27 (111.7 acres), which is included in the 697.4±-acre total, encompasses the western runway, on which development could occur. Therefore, the total developable area of the lots, including the western runway, is 593.2± acres. The proposed use of the other lots is as follows:[2]

- Lot 21 – To be Retained by the Town of Riverhead for Grumman Park and future community service facilities (9.4 acres)
- Lot 38 – Northern Area to be preserved and managed in accordance with a Habitat Protection Plan (to be approved by the NYSDEC) (154.7 acres)
- Lot 42 – STP Recharge Parcel (23.9 acres)
- Lot 43 – Eastern Runway (127.4 acres)
- Lot 44 – Eastern Area to be preserved and managed in accordance with a Habitat Protection Plan (to be approved by the NYSDEC) (423.1 acres)
- Lot 45 – Town of Riverhead Parcel (16.7 acres)[3]
- Lot 46 – Community Center (9.4 acres)[3]
- Lot 47 – Western Area to be preserved and managed in accordance with a Habitat Protection Plan (to be approved by the NYSDEC) (276.3 acres)
- Lot 48 – Pine Barrens Core Area (to be preserved) (293.1 acres)
- Lot 49 – Town Park (93.0 acres).

There are two additional parcels, shown on the proposed Subdivision Map as Navy Parcel "A" and Navy Parcel "B" (see Appendix D of the FSGEIS) which are still owned by the U.S. Navy and comprise approximately 200 acres. These parcels are in the process of being remediated by the U.S. Navy. Upon completion of the remediation, and in accordance with the U.S. Navy's finding of suitability to transfer (FOST), outlining the environmental suitability of a parcel for transfer to nonfederal agencies or to the public, the parcels will be transferred to the Town of Riverhead Community Development Agency (CDA). These parcels will then be preserved as open space and would be managed in accordance with the Habitat Protection Plan.

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

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[1] Includes internal road rights-of-way, rights-of-way for highway purposes, and Town right-of-way for walkway/bike trail.
[2] All acreages have been rounded to the nearest tenth.
[3] Will remain town-owned.

For purposes of the analyses conducted in the DSGEIS and FSGEIS, a theoretical mixed-use development occurring over two time horizons was evaluated: 1) a near-term build-out in 2025; and 2) the full build-out in 2035, as more fully set forth below.

Projected Development in 2025

The following interim mixed-use theoretical development program with a horizon year of 2025 was analyzed as part of the instant SEQRA process:

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

Potential Maximum Development Full Build-Out

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

- 6,886,836 SF of industrial/research and development (R&D)/flex space
- 2,927,232 SF of office/flex and 740,520 SF of medical office space (3,667,752 SF total)
- 805,860 SF commercial/retail space (this was the analysis level in the DSGEIS; a maximum permitted retail space of 500,000 SF was analyzed in the FSGEIS)
- 300 Residential Units (supportive of commercial/industrial development at the EPCAL Property).

As explained in the DSGEIS and FSGEIS, it was determined that the mix of uses set forth in the Theoretical Mixed-Use Development Program would result in significant adverse traffic impacts that likely could not be fully mitigated. However, as was also explained in the DSGEIS and FSGEIS, it is impossible to predict, over a multi-year development period, what specific uses would be developed and at what levels. For example, if a significant portion of the site is developed for warehouse uses, minimal traffic would result. Moreover, if a significant area was used as a solar field, virtually no traffic would result from that area. Accordingly, the maximum development limit will be a function of the actual trip generation associated with the uses developed, as more fully described later in this Findings Statement.

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

- Existing woodland to remain: 787.3± acres (including 447.9 acres in wetland buffer area)
- Existing grassland to remain: 512.4± acres
- Grassland to be created: 70.6± acres
- Other meadow/brushland to remain: 117.6 acres (including 66.1 acres in wetland buffer area)
- Wetlands: 16.4±
- McKay Lake: 9.3± acres.

An additional 367.4± acres of the overall site are proposed to comprise lawn/landscaping (e.g., however, in no case shall fertilizer-dependent lawn/landscaping exceed 15 percent of any individual lot).

While there are no regulations requiring an additional buffer area, the Town of Riverhead has voluntarily granted an additional five-foot buffer around the existing and created grasslands. Therefore, the Town is preserving additional acreage to what is described above.

As the EPCAL Property includes regulated wetlands, land within the Wild, Scenic and Recreational River System for the Peconic River, and habitat for endangered species, the proposed subdivision provides for maintenance of buffers of a minimum of 1,000 feet around designated wetlands (to accommodate tiger salamander habitat), and also provides for approximately 583.0 acres of maintained grassland (512.4 acres of existing grassland, and 70.6 acres of grassland to be created), as habitat for the short-eared owl, northern harrier and upland sandpiper. The proposed subdivision provides for preservation/creation of 65 percent of the site as natural area/open space, including wetlands and water bodies.

In addition, a continuous walkway/bike trail is proposed to be maintained generally around the perimeter of the site, within a 25-foot buffer area outside of the individual lots, to consist of portions of existing paved and unpaved trails. As necessary, the existing walkway/bike trail will be connected by newly-constructed trails, such that a continuous walkway/bike trial is provided. This walkway/bike trail will be under the jurisdiction of the Town CDA.

<u>EPCAL State Legislation</u>

In 2013, the New York State Senate and Assembly passed a bill entitled "An Act in relation to a plan for the development of the Enterprise Park at Calverton," establishing the Enterprise Park at Calverton (EPCAL) Reuse and Revitalization District. The bill was ultimately signed into law by Governor Andrew Cuomo on October 23, 2013. The purpose of the legislation was to, among other things, provide for the expeditious and orderly conversion and redevelopment of the remaining portions of the overall Calverton Naval Weapons Industrial Reserve Plant property (hereinafter the "Calverton NWIRP property" or "NWIRP/Grumman property") in order to prevent further blight, economic dislocation, unemployment and aid in strengthening the local, regional, and state economy. In anticipation of the redevelopment of the EPCAL Property, and in acknowledgement of some of the subject property's environmental conditions, the Town of Riverhead coordinated closely for over a year with the NYSDEC to establish a framework for redevelopment that is protective of the environmental resources of the site, while allowing for significant economic development.

The legislation indicates that:

> *"In conjunction with the preparation of the urban renewal plan, the town shall also prepare or cause to be prepared a generic environmental impact statement pursuant to article 8 of the environmental conservation law. Impacts of individual actions proposed to be carried out in conformance with the adopted plan and the thresholds or conditions identified in the GEIS may require no or limited SEQR review if such GEIS and its findings set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental environmental impact statements to reflect specific significant impacts, such as site specific*

impacts, that were not adequately addressed or analyzed in the GEIS...The town board shall refer an application for a permit for a proposed action in the EPCAL redevelopment area to all relevant state and local agencies within ten days of receipt of a complete application by the town board. Each such state and local agency shall determine whether the application for a permit for the proposed action is in conformance with the plan and the thresholds or conditions identified in the GEIS and section four of this act within sixty days of the referral by the town board."

History of the Project Site and SEQRA History

In 1952, the U.S. Navy acquired approximately 4,500 acres within the Town of Riverhead for construction of airfield runways and associated facilities known as the NWIRP. According to the Draft Environmental Impact Statement, dated February 1997 (hereinafter "1997 DEIS"), prepared by the U.S. Navy for the disposal of the U.S. Navy property, the original site of the Calverton NWIRP, located approximately seven miles west of the Riverhead downtown, consisted of approximately 4,500 acres. At the time, the property was used mainly for farming and contained some residential development. It was chosen for its large size and its proximity to Bethpage, in Nassau County, where Grumman was already performing sub-assembly of airplanes.

The 4,500 acres were leased to Grumman for airfield operations, including final airplane assembly and testing, while the balance of the acreage that was subsequently acquired was designated as aviation buffer zone (most of which is located in the Long Island Central Pine Barrens [CPB]). Additional parcels were acquired over the years from individual property owners, which increased the U.S. Navy's holdings to over 6,000 acres. In 1976, approximately 900 acres of the northwest buffer zone (north of NY 25) was transferred to the Veterans Administration for construction of the Calverton National Cemetery. This reduced the Calverton NWIRP property to approximately 5,900 acres.

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

In 1994, subsequent to Grumman's announcement of its intention to vacate the property, the U.S. Congress authorized the Secretary of the U.S. Navy to convey approximately 2,900 acres "inside the fence" to the Town CDA for the purpose of economic development. Based upon this decision, the U.S. Navy prepared the 1997 DEIS (noted above), as well as a Final Environmental Impact Statement, dated December 1997 (hereinafter "1997 FEIS" or collectively the "1997 EIS"), pursuant to the National Environmental Policy Act (NEPA) (and as a Generic Environmental Impact Statement [GEIS] for the purposes of SEQRA), that dealt with the disposition and potential future use of the former Calverton NWIRP property, which includes the 2,323.9-acre EPCAL Property (the subject of the instant SEQRA process).

As part of the U.S. Navy's aforesaid 1997 environmental review process, a Findings Statement was prepared and filed in 1998 in accordance with 6 NYCRR Part 617.10(i). The 1998 Findings Statement and supporting documents indicated that "the Riverhead Town Board hereby finds that the proposed amendment to the Comprehensive Master Plan of the Town of Riverhead is supported by this Findings

Statement and minimizes potential environmental impacts and will provide the necessary balance between protection of the environment and the need to accommodate social and economic considerations." The U.S. Navy's GEIS and Findings Statement set forth specific conditions under which future actions would be undertaken or approved, as required by 6 NYCRR Part 617.

After the environmental review process, the majority of the 2,900 acres was transferred to the Town CDA. Subsequent to the U.S. Navy's environmental review process, approximately 492 acres of the property were conveyed to a private developer for the development of the Calverton Camelot industrial subdivision. In May 1998, the Town CDA contracted with a property management firm to assume the responsibility for operations and maintenance upon the property conveyance. The Town CDA Board then authorized the creation of the Riverhead Development Corporation, a local development corporation, to market the site for redevelopment. Subsequent to this, in September 1998, the CDA prepared an urban renewal plan for the property. Since 1998, additional environmental reviews have been performed for proposed developments on various portions of the original Calverton NWIRP property, most of which have not proceeded.

The Town of Riverhead Town Board, in 2013, determined that it was necessary to re-evaluate the ultimate use of the EPCAL Property and embarked on the current proposed action. As a significant amount of time has passed since the Findings Statement was adopted and the project and area conditions have changed since the time that the GEIS was filed, the Town of Riverhead re-commenced the SEQRA process beginning with the preparation of Parts 1, 2 and 3 of the New York State Full Environmental Assessment Form (EAF). The Part 1 – EAF is dated June 12, 2013. Based upon the EAF, the Town issued a Positive Declaration on June 18, 2013 and indicated that it would be conducting formal scoping to identify impact issues that required evaluation in the DSGEIS. The Town prepared a Draft Scope and circulated to the involved agencies and interested parties. A scoping meeting was held on July 16, 2013 and comments on the Draft Scope were received until July 23, 2013.

The Town issued a Final Scope on October 1, 2013. The impact issues outlined in a Final Scope are as follows: Land Use and Zoning; Socioeconomics; Community Facilities and Services; Transportation; Air Quality; Noise; Infrastructure; Cultural Resources; Geology, Soils and Topography; Water Quality and Hydrology; Terrestrial and Aquatic Environment; Petroleum and Hazardous Materials; and Visual Resources. The DSGEIS also evaluated cumulative impacts with other area projects.

The DSGEIS supplemented the original *1997 DEIS* and was prepared in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617 and was based upon the Positive Declaration that was adopted and the Final Scope, which was promulgated by the Town Board. The DSGEIS was accepted as complete and adequate for public review on July 31, 2014. A public hearing on the DSGEIS and the proposed PD District was held on September 3, 2014. Comments were received on the DSGEIS until September 30, 2014.

The Town Board caused to be prepared an FSGEIS, which is based upon the DSGEIS, incorporates it by reference and supplements the *1997 FEIS*. The FSGEIS addressed all substantive comments on the DSGEIS, and discussed the proposed changes to the PD District and proposed Subdivision Map, which have been developed to respond, in part, to such substantive comments. The FSGEIS was accepted for filing by the Town Board on March 15, 2016 and circulated to the involved agencies and interested parties. While a minimum 10 day consideration period of the FSGEIS after filing and prior to adoption of a written Findings

Statement is required by SEQRA, the Town Board extended this consideration period and the opportunity to provide comments on the FSGEIS to 30 days after the acceptance of the FSGEIS (April 15, 2016). In response to the opportunity to provide comments, the Town Board received one piece of correspondence, as follows:

- Correspondence dated April 13, 2016 from George W. Hammarth, Deputy Regional Permit Administrator, New York State Department of Environmental Conservation

  This correspondence addresses several items, including: the Wild, Scenic and Recreational River System permit; the Calverton Sewer District; the northern Long-eared bat; the frosted elfin butterfly; Audubon best management practices; tiger salamander breeding ponds; the Comprehensive Habitat Protection Plan (CHPP); the five-foot-wide non-disturbance buffer; the use of the runways; and the planting and maintenance of drainage reserve areas.

Where appropriate, this Findings Statement incorporates and addresses the concerns raised in the above-referenced comment letter.

Based upon this review, the Town Board has determined that no new substantive issues were raised during public review of the FSGEIS that were not adequately addressed in the DSGEIS or FSGEIS or which otherwise would preclude the Town Board from proceeding directly with the preparation and filing of a SEQRA Findings Statement for the proposed action.

Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved, Including Requirements for Any Subsequent SEQRACompliance

With respect to generic environmental impact statements, 6 NYCRR §617.10(c) and (d) state, in pertinent part:

> *"(c) Generic EISs…should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance…"*
>
> *(d) When a final generic EIS has been filed under this part:*
>
> *(1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;*
> *(2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;*
> *(3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;*
> (4) *A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."*

As explained in the DSGEIS, the instant proposed action was not addressed in the original GEIS. Accordingly, a DSGEIS and FSGEIS have been prepared.

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

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

- Construct only those uses set forth in the PD District identified as principal permitted uses and/or supportive uses.

- All development must conform to the applicable provisions of permits issued to the Town of Riverhead by the NYSDEC with respect to freshwater wetlands; the Wild, Scenic and Recreational Rivers Systems (WSRRS); and endangered or threatened species.

- Provide a 1,000-foot buffer around each wetland that is identified as a tiger salamander pond on the proposed Subdivision Map (see Appendix D of the FSGEIS), including those wetlands depicted on the Subdivision Map that are situated off-site, but whose buffer area would fall within the boundaries of the EPCAL Property.

- Prepare and implement an overall Stormwater Pollution Prevention Plan (SWPPP) for the subdivision infrastructure that complies with Town and NYSDEC regulations (i.e., collection and storage from an eight-inch storm).

- Sanitary discharge to the Calverton STP associated with development of all parcels within the EPCAL Property shall not collectively exceed 1,137,000 gallons per day (gpd). In the event that development/redevelopment is proposed that would cause this capacity to be exceeded, additional evaluation must be conducted and additional sewage capacity must be secured from the Calverton Sewer District to support the additional development.

- Development at the EPCAL Property cannot collectively demand more than 1,990,000 gpd (1,382 gpm) of water until additional well capacity is permitted and developed.

- The total number of supportive residential units within the EPCAL Property is limited to 300, however, an applicant may make application for a special permit for a principal use with residential units that exceed the 300 residential unit limit, as set forth in the PD District.

- Supportive retail, personal service and restaurant development shall not exceed 500,000 square feet as set forth in the PD District and shall not exceed 10,000 square feet of floor area per supportive use and 20,000 per principal use or lot.

Based on the analyses conducted as part of the SEQRA process, traffic is the most significant potential adverse impact, and it requires the most mitigation. The mitigation identified is based upon the Theoretical Mixed-Use Development Program. However, as previously explained, the actual uses developed on the EPCAL Property will determine the actual traffic generation and the specific mitigation required (e.g., the traffic generated by a solar farm is negligible, but the traffic generated by a large-scale manufacturing facility could be substantial). Given the size of development, and the anticipated multi-decade build-out period, it is not possible to determine at what specific time (i.e., year) identified mitigation must be in place. Accordingly, with respect to off-site mitigation, the following discussion provides the required off-site traffic mitigation, and identifies trip generation thresholds at which certain mitigation must be in place.

As lots are developed, traffic counts must be collected and reviewed to determine actual traffic being generated to ensure that the mitigation set forth below is implemented, as needed, based on actual conditions at the time of development. As counting of the subdivision access points to the external road network would capture traffic not associated with the subdivided lots, the traffic counts must be performed at the individual lot access points. These counts must capture the weekday a.m. peak period of activity, as this has been determined to be the critical time period.

Furthermore, based upon the analyses conducted as part of the SEQRA process, the maximum number of trips that could be generated at this site and reasonably mitigated in the a.m. peak hour (the critical time period) is 5,000. Below the level of 5,000 trips per hour (combined entering and exiting) during the critical weekday a.m. peak hour, the impacted intersections can be mitigated with the physical changes or other mitigation measures set forth in the table entitled Table of Traffic Mitigation, below. Once the total number of trips generated at the EPCAL site reaches 5,000 trips per hour (combined entering and exiting) during the critical weekday a.m. peak hour, no further development can be approved until additional traffic evaluation is conducted and, based on actual conditions at that time, additional mitigation that is necessary and feasible to implement is identified.

It should be understood, however, that during the multi-decade redevelopment period, there is the potential that roadway conditions could change. For example, roadway improvements could be made that would affect the mitigation that may be necessary to accommodate the trips ultimately generated by the EPCAL development over time. Accordingly, if conditions change, the Town may conduct updated traffic analyses to assess actual mitigation required at the point in time various trip generation thresholds (as set forth below) are reached.

In the event mitigation measures requiring the construction of any of the off-site roadway or off-site signal improvements set forth in the Table of Traffic Mitigation become necessary, the governmental jurisdictions involved will determine how the mitigation measures will be funded and implemented.

- *Initial Construction* (Mitigation Level One) – When warranted by a significant development within the subdivision, traffic impact mitigation measures will need to be implemented. These could include measures to reduce trips generated at the site (e.g., diverting some of the peak morning and late afternoon traffic generated on the entire EPCAL site, including the lots within the Calverton Camelot subdivision, to Grumman Boulevard; by implementation of car-pooling incentives by the Town; utilization of off-site parking for employees; requiring employers to stagger opening and closing hours; working with the Metropolitan Transportation Authority (MTA) to implement passenger rail transportation; through adoption of Local Law requirements and/or individual site plan approval conditions); and, as needed, the construction of the intersection configurations for locations 2, 8 and 9 (as indicated in the Table of Traffic Mitigation, which follows below) as described under Tier 1 by the authorities with appropriate jurisdiction. In addition, at that point of development, the authorities with appropriate jurisdiction will need to consider making the improvements detailed under Tier 1 for location 4 in the Table of Traffic Mitigation.

- *Mitigation Level Two* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 750 vehicles per hour (combined entering and exiting), based upon actual traffic counts taken, additional traffic impact mitigation measures will need to be implemented. These could include employing measures to reduce site-generated trips as set forth above, and, as needed, construction of the mitigation as detailed under Tier 1 by the authorities with appropriate jurisdiction for locations 1, 5, 7, 10, 12 and 13 in the Table of Traffic Mitigation.

- *Mitigation Level Three* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 1,500 vehicles per hour (combined entering and exiting), based upon actual traffic counts taken, additional traffic impact mitigation measures will need to be implemented. These could include measures to reduce site-generated trips as set forth above, and, as needed, construction of the mitigation as detailed under Tier 1 by the authorities with appropriate jurisdiction for locations 3, 6 and 11 in the Table of Traffic Mitigation.

- *Mitigation Level Four* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 2,000 vehicles per hour (combined entering and exiting), based upon actual traffic counts taken, additional traffic impact mitigation measures will need to be implemented. These could include measures to reduce site-generated trips as set forth above, and, as needed, improvement by the State of Middle Country Road to a five lane section, as detailed under Tier 1 by the authorities with appropriate jurisdiction for location 14 in the Table of Traffic Mitigation.

- *Mitigation Level Five* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 3,000 vehicles per hour

(combined entering and exiting), based upon actual traffic counts, additional traffic impact mitigation measures will need to be implemented. These could include measures to reduce site-generated trips as set forth above, and, as needed, construction of the mitigation as detailed under Tier 2 by the authorities with appropriate jurisdiction for locations 1, 3, 4, 6, 7 and 8 in the Table of Traffic Mitigation.

- *Mitigation Level Six* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 4,000 vehicles per hour (combined entering and exiting), based upon actual traffic counts, additional traffic impact mitigation measures will need to be implemented. These could include measures to reduce site-generated trips as set forth above, and, as needed, construction of the mitigation as detailed under Tier 2 by the authorities with appropriate jurisdiction for locations 2, 5, 9, 10 and 11 in the Table of Traffic Mitigation.

Capacity Improvements			Signal Improvements		
itions	Tier 1	Tier 2*	Existing Conditions	Tier 1	Tier 2*
One exclusive left turn lane, ne and shoulder being used as ıe One exclusive left turn lane, ne and shoulder being used as ıe One shared left turn and ınd one exclusive right turn One shared left turn and ınd one exclusive right turn	Eastbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane Westbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane Northbound - One exclusive left turn lane, one through lane and one exclusive right turn lane Southbound - One exclusive left turn lane, one through lane and one exclusive right turn lane	Westbound – Two exclusive left turn lanes, two through lanes and one exclusive right turn lane Northbound - One exclusive left turn lane, one through lane and two exclusive right turn lane Southbound - Two exclusive left turn lanes, one through lane and one exclusive right turn lane	Two-phase semi-actuated signal with permitted left turns 80 Second cycle all time periods	Multi-phase Actuated-Coordinated signal East-West left turns fully protected North-South left turns protected/permitted AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda SB right NB righ Optimiz volume
One through lane and one turn lane One exclusive left turn lane gh lane One exclusive left turn lane ive right turn lane	Eastbound – Two through lanes and one exclusive right turn lane Westbound – Two exclusive left turn lanes and two through lanes Northbound - Two exclusive left turn lanes and two exclusive right turn lanes	Eastbound – Two through lanes and two exclusive right turn lane	Two-phase semi-actuated signal with permitted left turns 95 Second cycle all time periods	Multi-phase Actuated-Coordinated signal Westbound Lefts turns fully protected EB right turn overlaps NBL NB right turn overlaps WBL AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda Optimiz volume
One shared left turn and One through lane and one ght turn lane One exclusive left turn lane elized right turn lane	Eastbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane Westbound - Two exclusive left turn lanes, two through lanes and one channelized right turn lane Northbound - Two exclusive left turn lanes, one through and one exclusive right turn lane Southbound - Two exclusive left turn lanes, one through and one channelized right turn lane	Northbound - Two exclusive left turn lanes, one through and two exclusive right turn lanes	Two-phase semi-actuated signal with permitted left turns 95 Second cycle all time periods	Multi-phase Actuated-Coordinated signal Westbound Lefts turns fully protected Northbound Lefts turns fully protected Other left turns protected/permitted WB right turn overlaps SBL NB right turn overlaps WBL AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda Optimiz volume

t which additional traffic analyses must be performed.

Capacity Improvements			Signal Improvements		
itions	Tier 1	Tier 2*	Existing Conditions	Tier 1	Tier 2*
ngle shared left turn/ through lane Single shared left turn/ ght turn lane (shoulder being ound turning vehicles and to rn) Single shared left turn/ ght turn lane Single shared left turn/ ght turn lane	Eastbound – One exclusive left turn lane, two through lanes and an exclusive right turn lane Westbound – One exclusive left turn lane, one through lane and a shared through/right turn lane Northbound - One exclusive left turn lane, one shared through /right turn lane Southbound - One exclusive left turn lane, one through lane and one exclusive right turn lane		Two-phase semi-actuated signal with permitted left turns 90 Second cycle all time periods	Multi-phase Actuated-Coordinated signal All left turns protected/permitted AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda SB righ Optimi volume
One exclusive left turn lane, a h / right turn lane One exclusive left turn lane, and an exclusive right turn One shared left turn/ and the approach flares to t turn lane Single shared left turn/ ght turn lane	Eastbound – One exclusive left turn lane, one through lane and shared through/right turn lane Westbound – One exclusive left turn lane, one through lane and a shared through/right turn lane		Semi-actuated signal with protected permitted westbound left turns 115 Second cycle all time periods	Multi-phase Actuated-Coordinated signal AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda Optimi volume
One exclusive left turn lane, gh lane One through lane and one turn lane One exclusive left turn lane sive right turn lane	Eastbound – One exclusive left turn lane, two through lanes and an exclusive right turn lane Westbound – Two exclusive left turn lanes and two through lanes and one exclusive right turn lane Northbound - One exclusive left turn lane, a shared left turn / though lane and one exclusive right turn lane	Northbound - One exclusive left turn lane, a shared left turn / though lane and two exclusive right turn lanes	Unsignalized T-intersection Southbound Approach Stop Controlled	Signalize Multi-phase Actuated-Coordinated signal Westbound Lefts turns fully protected Eastbound left turns protected/permitted North-south split phasing AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda NB righ EB righ Optimi volume

t which additional traffic analyses must be performed.

Capacity Improvements			Signal Improvements		
litions	Tier 1	Tier 2*	Existing Conditions	Tier 1	Tier 2*
One shared left turn / through approach flares to provide a Single shared left turn/ through lane One shared left turn / through channelized right turn lane - Single shared left turn/ ıt turn lane		Northbound - One exclusive left turn lane, a shared left turn / through lane and one channelized right turn lane	Unsignalized Intersection Eastbound & Westbound approaches stop controlled	Signalize Two-phase semi-actuated signal with permitted left turns Northbound approach leading AM/PM Cycle length: 80 seconds Saturday Cycle length : 70 Seconds Optimize phase splits, vary with time period to correlate to future volumes	North-s EB right 90 Secor Optimiz correlat
ingle shared left turn / through Single shared through / right Single shared left turn/ right	Eastbound – One exclusive left turn lane and one through lane Westbound – Single shared through / right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane	Eastbound – Two exclusive left turn lanes and one through lane	Unsignalized Intersection Southbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with permitted left turns 70 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	80 Secor Optimiz correlat
	Eastbound – – One exclusive left turn lane, one through lane Westbound – Single shared through / right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane	Eastbound – One exclusive left turn lane, one through lane Westbound – One through lane and an exclusive right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane		Unsignalized Intersection Southbound Approach Stop Controlled	Signaliz Two-ph Southbc 80 Secor Optimiz correlat
One exclusive left turn lane and right turn lane Single shared through / right - Single shared left turn /	Westbound – Two exclusive left turn lanes and one free channelized right turn lane Northbound - One through lane and a free channelized right turn lane Southbound - One exclusive left turn lane and a through lane		Unsignalized Intersection Westbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with permitted Southbound left turns 70 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	Optimiz correlat

t which additional traffic analyses must be performed.

Capacity Improvements			Signal Improvements		
Conditions	Tier 1	Tier 2*	Existing Conditions	Tier 1	Tier 2*
l – One shared left turn / ane, and the approach flares to right turn lane d – Single shared left turn/ nd right turn lane nd - Single shared left turn/ nd right turn lane nd - Single shared left turn/ nd right turn lane	Eastbound – Single shared left turn/ through and right turn lane	Eastbound – One exclusive left turn lane and a shared through and right turn lane	All-way Stop	Signalize Two-phase semi-actuated signal with permitted left turns 70 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	EB left t AM/PM Saturda Optimiz to corre
d – Stop Controlled with One : turn / through lane, and one lane nd - One exclusive left turn ne through lane nd - One through lane and a ed right turn lane	Northbound - One exclusive left turn lane and two through lanes		Unsignalized Intersection Westbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with protected/permitted Northbound left turns AM/PM Cycle length: 80 seconds Saturday Cycle length : 70 Seconds Optimize phase splits, vary with time period to correlate to future volumes	
ized l – Stop Controlled with One : turn / through lane, and one lane nd - One through lane and a ed right turn lane nd - One exclusive left turn ne through lane	Signalized Eastbound – One exclusive left turn lane, one shared left turn / through lane, and one right turn lane		Unsignalized Intersection Eastbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with protected/permitted Southbound left turns AM/PM Cycle length: 80 seconds Saturday Cycle length : 70 Seconds Optimize phase splits, vary with time period to correlate to future volumes	
l – One through lane d – One through lane	Eastbound – Two through lanes Westbound – Two through lanes Center striped median/left turn lane		N/A	N/A	N/A

ed, at which additional traffic analyses must be performed.

seven and one-half miles and includes the approximately three and one-quarter mile section that abuts the subject property.

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

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

- Prepare and submit a construction traffic management and logistics plan. This plan, at a minimum, must include the following:
  - Days/hours of proposed construction activity
  - Designated routes of heavy vehicles to and from the site
  - Parking areas for workers and heavy vehicles
  - Construction staging areas
  - Measures to ensure protection of land within the EPCAL Property that is proposed to be preserved.

- Provide on-site borings in order to determine specific soil conditions, and to ensure that appropriate construction measures are implemented.

- Submit confirmation that dust will be controlled during construction (and how same will be controlled), that there will be emission controls for construction vehicles, and that construction vehicles and equipment will be properly maintained to minimize air emissions during construction.

- Demonstrate that the proposed plan meets or exceeds the New York State Energy Conservation Construction Code, which requires the use of energy efficient products in all new and renovated construction.

- Provide greenhouse gas mitigation measures, which may include (at the discretion of the Town Board):
  - Use of highly-reflective (high albedo) roofing materials
  - Use of green roofs
  - Maximization of interior daylighting
  - Glazing of windows
  - Installation of high-efficiency heating, ventilation and air conditioning systems
  - Incorporating additional insulation for the roofs and walls
  - Incorporating motion sensors and lighting and climate control
  - Use of efficient, directed exterior lighting
  - Reducing overall energy demand through appropriate design and sizing of systems
  - Supplementation with self-generated energy (e.g., on-site renewable energy sources)

- Tracking of energy performance of building and developing a strategy to maintain efficiency.

- If rooftop (or outdoor not on the rooftop) mechanical equipment is proposed, provide documentation that potential noise impacts will be appropriately mitigated, as necessary (e.g., screening, setbacks), such that the sound levels from such equipment will not exceed the Town's noise impact criteria.

- As shown on the proposed Subdivision Map in Appendix D of the FSGEIS, for Lots 1 through 9 and 17 through 22, each site plan must depict a 25-foot vegetated buffer within the lot in the area adjacent to the proposed walkway/bike trail located outside of the lots along NY 25, and a covenant for its maintenance and preservation, acceptable to the Town, must be submitted and filed.

- As shown on the proposed Subdivision Map in Appendix D of the FSGEIS, for Lots 30 and 31, each site plan must depict a 200-foot WSRRS buffer within each lot along Grumman Boulevard, 25 feet of which must be vegetated, and a covenant for its maintenance and preservation, acceptable to the Town, must be submitted and filed.

- Demonstrate that water conservation measures, which may include low-flow fixtures, low-flow toilets, and/or drip irrigation, will be implemented.

- Provide for site-specific SWPPP coverage under the State Pollutant Discharge Elimination System (SPDES) General Permit for the individual lots, and demonstrate that runoff from a two-inch storm will be collected and stored on the individual lots using drywells, on-site drainage reserve areas, or other drainage features acceptable to the Town, in accordance with Town and NYSDEC regulations. In addition, each lot owner must provide site-specific details regarding erosion and sedimentation control for each lot.

- Demonstrate conformance to the Town's regulations regarding exterior lighting.

- Demonstrate that low-maintenance vegetation is being incorporated into landscape design, based upon the requirement in the PD District that no more than 15 percent of any individual lot can consist of fertilizer-dependent vegetation.

- The northern long eared bat is listed as federally-Threatened by the United States Fish and Wildlife Service (USFWS) under section 4(d) of the federal Endangered Species Act of 1973, due to significant population declines as a result of the white-nose syndrome fungal disease.[4] According to the most recent USFWS white-nose syndrome zone map, Suffolk County is included among the counties containing hibernacula (winter hibernation sites) that are infected with white-nose syndrome. The USFWS final 4(d) rule for northern long-eared bat (effective February 16, 2016),[5] includes certain prohibitions against incidental take, which is defined as killing, wounding,

[4] Federal Register Vol. 80, No. 63. Thursday, April 2, 2015.
[5] Federal Register Vol. 81, No. 9. Thursday, January 14, 2016.

harassing or otherwise disturbing a species that occurs incidental to, and is not the purpose of, an otherwise lawful activity. Pursuant to the final 4(d) rule, incidental take of northern long-eared bat within white-nose syndrome zone counties (i.e., Suffolk County) is prohibited if it occurs within a hibernacula or if it results from tree removal activities that occur within 0.25 mile of a known, occupied hibernacula. Further, incidental take of northern long-eared bat is also prohibited if it results from cutting or destroying a known, occupied maternity roost tree or other trees within a 150 foot radius from a maternity roost tree during the pup season from (June 1 through July 31). Any proposed activity that would result in prohibited incidental take of northern long-eared bat as described above would require USFWS consultation and/or permitting. Activities which would not result in prohibited incidental take of northern long-eared bat as described above can proceed without USFWS consultation or permitting.

The final 4(d) rule further indicates that information for the locations of known, occupied hibernacula and maternity roost trees can be obtained from *"state Natural Heritage Inventory databases."* Correspondence from the New York Natural Heritage Program (NYNHP) indicates that no agency records currently exist for northern long-eared bat hibernacula or roost trees at or in the vicinity of the EPCAL site. Accordingly, pursuant to the final 4 (d) rule, tree removal activities at the EPCAL site associated with the proposed action would not result in a prohibited incidental take of northern long-eared bat.

Nevertheless, in order to protect potential habitat of the northern long-eared bat, the proposed action would preserve approximately 787 acres of existing forested habitat, representing potential summer roosting, breeding and foraging habitat for this species. The preserved acreage would include large contiguous blocks of forested habitat to the south of both runways and also within the lands comprising the CPB Core Preservation Area at the western portion of the EPCAL site.

- If any petroleum products, chemicals, hazardous materials or the like are proposed to be handled or stored, approval must be submitted from the appropriate regulatory agency (e.g., Suffolk County Department of Health Services [SCDHS], NYSDEC).

- Provide letters of sewer and water availability to the SCDHS during the application process and prior to approval by the SCDHS.

- Secure a service availability letter from National Grid with respect to the specific natural gas load requirements.

- Secure a service availability letter from PSEG Long Island with respect to the specific electric load requirements.

- Any site plan approval issued for individual lot development must require that if any cultural resources are encountered during demolition and/or construction, as part of individual lot development, the developer must notify the Town of Riverhead CDA. The Town of Riverhead CDA must then notify OPRHP, in accordance with the Memorandum of Agreement (MOA), and

mitigation, as identified by OPRHP and the Town based on the specific circumstance, will be employed.

Facts, Conclusions and Mitigation Measures Contained within the GEIS Relied Upon to Support the Lead Agency Decision

In accordance with 6 NYCRR §617.11, the Town Board has considered the DSGEIS and FSGEIS for the proposed action, as well as the 1997 DEIS, 1997 FEIS, and original Findings Statement, and certifies that it has met the requirements of 6 NYCRR Part 617. The commentary received from involved agencies and interested parties was used in the analysis of significant impacts to the environment, and this Supplemental Findings Statement contains the facts and conclusions in the DSGEIS and FSGEIS relied upon by the lead agency to support its decision and indicates those factors that formed the basis of the decision.

Further, upon due consideration and among the reasonable alternatives available, the Town Board, as lead agency, has determined that based upon the potential significant environmental impacts identified in the SGEIS, the following includes the mitigation measures to be incorporated into the decision to ensure that such impacts will be avoided or minimized to the maximum extent practicable, to wit:

Land Use and Zoning

1. The EPCAL Property constitutes a portion of the former Calverton NWIRP property, which has been underutilized since its transfer from the U.S. Navy to the Town of Riverhead in 1998 for economic development purposes. The subject property is classified within four Town zoning districts: Calverton Office, Light Industrial, Planned Industrial Park and Planned Recreational Park. However, use and development of the property has been limited, and the economic development goals have not been achieved.

   The goal of redevelopment of the EPCAL Property has been sought by the Town of Riverhead since the adoption of the *Comprehensive Reuse Strategy for the NWIRP at Calverton, Riverhead, Long Island,* in March 1996. The objectives outlined in that document were to attract private investment, increase the tax base, maximize job creation and enhance the regional quality of life. However, as stated above, redevelopment and economic development has not been fully achieved at EPCAL, partially due to the limited uses and restrictions prescribed by existing zoning and a lack of connection between such permitted uses and actual market conditions.

   From a zoning perspective, the PD District being contemplated by the Town Board as part of this proposed action would allow the Town to respond to market changes and would permit a variety of uses while maintaining the overall economic development objectives of the redevelopment of the subject property and protecting sensitive environmental resources. Accordingly, the proposed PD District would help the Town to achieve the goals contemplated at the time the property was transferred by the U.S. Navy and the adoption of the aforesaid *Comprehensive Reuse Strategy.*

2. The 2,900±-acre, "inside-the-fence" area of the NWIRP/Grumman property, was deemed an urban renewal area and the *Calverton Enterprise Park Urban Renewal Plan,* which was adopted in 1998, concluded that, based on the existing conditions of the site and land use and development trends,

redevelopment efforts should focus on utilizing existing infrastructure, respecting the natural environment, and encouraging redevelopment that reflects the existing character of the region. The 1998 *Urban Renewal Plan* calls for the adoption of a planned development district to permit multiple uses, extension of the Riverhead Water District, upgrades to the STP and improvements to existing area roadways. Following Articles 15 and 15A of New York State General Municipal Law, the 1998 *Urban Renewal Plan* permits amendments to that *Urban Renewal Plan*. As part of the proposed action, amendments are proposed to the *Urban Renewal Plan* that would reflect the current site conditions, current land use and development trends, any policy changes that have occurred since the adoption of the 1998 *Urban Renewal Plan*, and appropriate uses that are reflective of market conditions. Accordingly, adoption of the proposed amendments to the *Urban Renewal Plan* would facilitate the achievement of the economic development and environmental protection goals of the Town at EPCAL.

3. The eastern runway has been, and continues to be, an active runway and would be available for such use in the future. The western runway would also be available for its historic aviation use and/or renewable energy uses. Certain uses, such as model airplanes, car racing and windmills/turbines would not be permitted on either runway. Any proposed change in runway uses that would not comply with the foregoing would require additional environmental review.

4. The proposed action would be consistent with the goals, objectives and other applicable elements of the *2003 Town of Riverhead Comprehensive Plan*.

5. As described above, approximately 593.2 acres of the EPCAL Property would be available for development (excluding DRAs, roads and ROWs and including the western runway) and approximately 1,514 acres would be preserved and protected. Therefore, approximately 65 percent of the property will be preserved.

6. The subject property is located within the Long Island Central Pine Barrens. Approximately 300 acres on the western property are located within the Core Preservation Area and the remainder of the property is within the Compatible Growth Area. The Core Preservation Area will remain undisturbed. Pursuant to Chapter 9 (Section 9.2) of the "Comprehensive Land Use Plan" (CLUP), *Volume 1: Policies, Programs and Standards*, the redevelopment of the EPCAL Property was considered to be an economic development activity and, therefore, "considered a public improvement pursuant to Section 57-0107(13)(i) of the Pine Barrens Protection Act and therefore does not constitute 'development' within the meaning of all sections of the Pine Barrens Protection Act…[t]his policy was approved unanimously by resolution of the Commission at its 1/11/95 meeting." Nevertheless, the Town prepared an analysis with the standards and guidelines of the CLUP, and based upon this analysis, the proposed action was found to be in compliance with such standards and guidelines.

7. A 200-foot-wide non-disturbance buffer, incorporating the Peconic WSRRS Corridor, will be placed along Grumman Boulevard, north of the existing ROW and the proposed 20-foot-wide ROW dedicated for highway purposes, in the vicinity of proposed lots 30 and 31 (as depicted on the proposed Subdivision Map included in Appendix D of the FSGEIS). The ROW and buffer along Grumman Boulevard will protect the forested vegetation in that area and visually screen and soften

views of future development of proposed lots 30 and 31. In addition, much of the area along Grumman Boulevard will remain undisturbed, as discussed in the *Visual Resources* section, below.

8. Along NY 25, there will be a 20-foot-wide ROW dedicated for highway purposes, followed to the south by a 25-foot-wide ROW to be controlled by the Town CDA, which will include the walkway/bike trail. This ROW will be followed, to the south, by a 25-foot-wide vegetated buffer to be maintained on the individual lots that abut NY 25. These ROWs and buffers will maintain the visual character of the area and protect existing vegetation. The *Visual Resources* section, below, provides additional details regarding the buffers.

9. The walkway/bike trail will be maintained within a 25-foot-wide ROW located along NY 25 and will generally continue around the perimeter of the property. The walkway/bike trail will be located within the ROW along Grumman Boulevard. In isolated areas of the site, the segments of the walkway/bike trail that are not present will be established to provide a continuous ring. This alignment will circle the entire property for a length of approximately ten and one-half miles. The presence of this trail will provide recreational and fitness opportunities for the occupants of and visitors to the subdivision and for the public in general.

Socioeconomics

1. A Market Assessment and an Absorption Study were prepared by RKG Associates, Inc. (RKG) and Jeffrey Donohue Associates LLC for the purpose of analyzing socioeconomic (including demographic) trends, and providing an economic foundation for the development of alternative concepts for redevelopment of the EPCAL property and to analyze the potential land absorption, in terms of acreage and by use, for the development of the EPCAL site over the next fifteen years. According to RKG, there are a variety of different uses that could be feasible over the multi-decade redevelopment horizon, including, but not necessarily limited to: Multi-Modal Freight Village; Agri-Business/Food Processing; High-Tech Business/Green Technology/Research Park; Mixed Use Planned Development; Specialty Uses (e.g., aviation, entertainment, tourism), as described below.

   Based upon the Market Assessment and associated review by the Town Board, the PD District has been drafted to permit high-tech business, energy production, research and development, light industrial and aviation uses, with limited supportive residential and retail uses, and a potential energy park. Permitting these land uses will result in socioeconomic benefits, and will help the Town achieve its goal of economic development on the EPCAL property.

2. Construction activities would have a positive economic effect during the construction period. The regional economic benefits include direct expenditure on construction goods and services and indirect and induced economic activity within the region. Based on a projected labor cost of $582.5 million for full build-out under the Theoretical Mixed-use Development Program, the proposed development is projected to generate 482± full-time equivalent (FTE) construction jobs per year, or 9,635± FTE construction jobs over the anticipated build-out.

3. Permanent job generation ratios were calculated on a per-square-foot basis for the proposed mix of uses for the purposes of estimating the permanent job generation potential of the proposed full

build-out. The full build-out under the Theoretical Mixed-Use Development Program would be expected to generate thousands of permanent jobs (between approximately 5,400 and 25,000 in various fields, depending upon the ultimate level and type of development constructed).

4. Significant long-term economic benefits would result from implementation of the proposed action. Based on 2014 tax rates, the total projected property taxes, depending upon the ultimate level and type of development that is constructed, is expected to range between $8,500,000± and $40,000,000+.

   Based upon the foregoing, the proposed action has been developed to address the need for redevelopment of the EPCAL Property, such that it becomes a significant economic engine for growth and development within the Town of Riverhead, Suffolk County and State of New York, in accordance with the objectives of the federal government with respect to the transfer of the property to the Town of Riverhead.

Community Facilities and Services

1. The EPCAL Property is located within the jurisdiction of three fire districts. The majority of the subject property is situated within the service boundary of the Manorville Fire District. The service boundary of the Wading River Fire Department encompasses the northern portion of the subject property, running parallel to NY 25. The service area of the Town of Riverhead Fire District encompasses the southeastern portion of the subject property, primarily east of Calverton. While most of the area within proposed Lots 1 through 9 and 17 through 22 is within the Wading River Fire Department jurisdiction, the southern portion of these lots are located within the Manorville Fire District, as is most of the remainder of the development lots. At this time, both of these fire departments would share the responsibility of providing services to these lots. While the Board of Assessors has advised that it cannot determine the exact portion of property taxes that would be paid to each fire district, once development occurs within the subdivision, specific property taxes (based upon the $51.2± million assessed value) will be apportioned appropriately. This revenue could be used to offset costs associated with increased demand for service. Furthermore, in order to ensure that there would be no significant adverse impacts to the fire departments, future development would include: state-of-the-art building construction in accordance with the latest fire and building code regulations (which would incorporate the latest techniques and technology for optimizing fire suppression and fire protection); proper hydrant and standpipe placement; installation of fire control panels; and proper internal roadway design to accommodate emergency vehicles. Based upon the foregoing, no significant adverse impacts relating to fire protection are expected.

2. Emergency medical services (EMS) are provided to the subject property by the ambulance company associated with the Riverhead Volunteer Ambulance Corps, Inc. (RVAC). In addition, the Wading River Fire Department provides EMS services. The RVAC services almost the entire EPCAL Property with the exception of approximately 197 acres in the northern portion of the property, located within 500 feet of NY 25, west of Fresh Pond Road. RVAC indicated that there is little margin to accommodate an increase in call volume. The stations have insufficient space and facilities to meet current staffing and call volume. According RVAC, any significant increase

in call volume, especially in the western half of the Ambulance District would require the addition of a substation in that area, at least one additional ambulance and one additional first response vehicle. In order to address these concerns, the RVAC is expected to receive between approximately $99,000 per year and $494,000 per year at full build-out, depending upon actual level and type of development constructed. In addition, Lot 21, as shown on the proposed Subdivision Map (contained in Appendix D of the FSGEIS), which is approximately nine acres in size, would, in the future, continue to contain the existing one-acre Grumman Memorial Park. Due to the size of the overall parcel, it would also be available to community service providers (e.g., ambulance, fire, police) for establishment of satellite facilities. Therefore, no significant adverse impacts to EMS/ambulance services are projected.

3. The nearest receiving hospital to the subject property is the Peconic Bay Medical Center (PBMC), located at 1300 Roanoke Avenue in the Town of Riverhead, approximately eight miles east of the subject property. In addition, there are five other hospitals with 1,800 beds within a 25-mile radius of the subject property. While there will be a need for hospital beds to serve the permanent population, as residential development would be a relatively small portion of overall development at EPCAL, the need is not expected to be great. Based upon the foregoing, it is not anticipated that the proposed development would adversely impact health care services in the area.

4. The Town of Riverhead Police Department currently services the EPCAL Property. Based upon the analysis conducted, it is not expected that development of the EPCAL Property would result in a demand that causes significant adverse impacts to police services. It is anticipated that future tenants (e.g., industrial, office, energy park) would provide for their own internal safety and security operations. This may assist in reducing the number of calls to the Riverhead Police Department. While the EPCAL Property is currently not generating any property taxes, the site and surrounding area are currently patrolled by the Town of Riverhead Police Department. Upon redevelopment, the property will be placed back onto the tax rolls and future tenants will be generating property taxes to the Town of Riverhead General Fund, approximately 50 percent of which (between approximately $1,000,000 and $5,000,000 annually, depending upon the level and type of development ultimately constructed) will go to the Riverhead Police Department. This will help to address the potential increase in service demand.

5. The collection and disposal of all solid waste generated by the future development would be in conformance with Chapter 103, *Solid Waste Management*, of the Town of Riverhead Town Code. Development of the EPCAL Property in accordance with the Theoretical Mixed-Use Development Program would generate between approximately 352 tons per month and approximately 2,218 tons per month, depending upon the level and type of development ultimately constructed. The collection and disposal of solid waste would be performed by licensed, private carters. Thus, the ultimate disposal locations are at the discretion of the carter, pursuant to its disposal agreements, and thus, would not be expected to result in significant adverse impacts to the Town's waste management facilities, practices or plans. Furthermore, recycling would be encouraged and provision would be made for appropriate recycling containers. Therefore, no significant adverse impacts regarding solid waste are anticipated.

6. The subject property is located within the Riverhead Central School District (CSD). Based on data from the New York State Education Department website, the school enrollment within the overall Riverhead CSD for the 2012-2013 school year was 5,234, and for the 2013-14 school year enrollment was estimated at 5,015 children. The Town contemplates that future residential units could potentially be constructed at the EPCAL property to support the non-residential development that would take place at EPCAL. As the project is in the environmental analysis stage and no specific development is proposed, the residential units have not been designed. However, using widely-accepted published generation factors, such residences would be expected to generate 0.22 school-aged children per unit (assuming a maximum of 300 units, this represents approximately 66 school-aged children). For the 2013-14 school year, the per pupil expenditure in the Riverhead CSD was calculated at $23,450±. Therefore, the total cost to the Riverhead CSD, assuming the addition of 66 students, would be approximately $1,547,700 (based upon current expenditure per pupil). Since school property tax generation would be expected to range between approximately $5,000,000 and approximately $25,000,000, depending upon the level and type of development ultimately constructed, there would be a substantial annual net fiscal benefit to the Riverhead CSD, as the property tax generation from the proposed non-residential development on the site would more than offset the cost of educating the additional students that may reside on the site.

Transportation

1. Traffic was a significant issue evaluated in the SGEIS. In order to ensure that potential traffic impacts were comprehensively evaluated, detailed traffic analyses were conducted in the DSGEIS and the FSGEIS, which evaluated existing traffic conditions and future traffic conditions, both with and without the proposed action (i.e., the "Build" and "No Build" conditions, respectively). The No-Build condition represented the future traffic conditions that can be expected to occur, were the proposed subdivision developed. The No-Build condition serves to provide a comparison to the Build condition, which represents expected future traffic conditions resulting from both project- and non-project-generated traffic. Background traffic volumes in the study area were projected to the anticipated interim build year of 2025 and the ultimate build-out of 2035. The normal weekday commuting hours in combination with the peak hour site traffic is the critical condition with regard to the determination of traffic impacts and the development of appropriate mitigation. The following roadways were examined: Middle Country Road (NY 25), Wading River Manor Road, Edwards Avenue, Grumman Boulevard, River Road, and Burman Boulevard. The following intersections were analyzed in the DSGEIS:

   Signalized Intersections

   - Middle Country Road (NY 25) and Wading River Manor Road
   - Middle Country Road (NY 25) and Burman Boulevard
   - Middle Country Road (NY 25) and NY Route 25A
   - Middle Country Road (NY 25) and Edwards Avenue
   - Middle Country Road (NY 25) and Splish Splash Drive/Manor Road

Unsignalized Intersections

- Edwards Avenue and River Road
- Grumman Boulevard and Burman Boulevard
- Wading River Manor Road and Grumman Boulevard
- Wading River Road/Schultz Road and North Street
- Wading River Road and Long Island Expressway (LIE) North Service Road
- Wading River Road and LIE South Service Road.

In addition, in order to understand the traffic patterns on Middle Country Road in the vicinity of the site, as well as traffic on Burman Boulevard, Automatic Traffic Recorders were installed at the following locations:

- On Middle Country Road (NY 25) east of Burman Boulevard
- On Middle Country Road (NY 25) west of Burman Boulevard
- On Burman Boulevard south of Middle Country Road (NY 25)
- On Burman Boulevard north of Grumman Boulevard.

2. The analyses determined that extensive traffic mitigation measures would have to be implemented to accommodate various levels of development at the EPCAL Property. The mitigation identified is based upon the Theoretical Mixed-Use Development Program evaluated in the SGEIS. However, the actual uses developed will determine the actual traffic generation and the mitigation required (i.e., the traffic generated by a solar farm is negligible, but the traffic generated by a large-scale manufacturing facility could be substantial). In order to ensure that the traffic generated by the permitted development can be adequately mitigated, as each use is approved, constructed and occupied, traffic counts must be taken at the individual lot access points (as counting of the subdivision access points to the external road network would capture traffic not associated with the subdivided lots). The counts must capture the weekday a.m. peak period of activity, as this has been determined to be the critical time period.

   Based upon the analyses conducted as part of this SEQRA process, the maximum number of trips that could be generated at this site and reasonably mitigated at this site in the a.m. peak hour (the critical time period) is 5,000. Below the level of 5,000 trips per hour (combined entering and exiting) during the critical weekday a.m. peak hour, the impacted intersections can be mitigated with the physical changes set forth in the table entitled Table of Traffic Mitigation, below. Once the total number of trips generated at the EPCAL site reaches 5,000 trips per hour (combined entering and exiting) during the critical weekday a.m. peak hour, no further development can be approved until additional traffic evaluation is conducted and, based on actual conditions at that time, additional mitigation that is necessary and feasible to implement, is identified.

   It should be understood, however, that during the multi-decade redevelopment period, there is the potential that roadway conditions could change. For example, roadway improvements could be made that would affect the mitigation that may be necessary to accommodate the trips ultimately generated by the EPCAL development over time. Accordingly, if conditions change, the Town may conduct updated traffic analyses to assess actual mitigation required at the point in time various trip generation thresholds (as set forth below) are reached.

In the event mitigation measures requiring the construction of any of the off-site roadway or off-site signal improvements set forth in the Table of Traffic Mitigation (below) become necessary, the governmental jurisdictions involved will determine how the mitigation measures will be funded and implemented.

- *Initial Construction* (Mitigation Level One) – When warranted by a significant development within the subdivision, traffic impact mitigation measures will need to be implemented. These could include measures to reduce trips generated at the site (e.g., diverting some of the peak morning and late afternoon traffic generated on the entire EPCAL site, including the lots within the Calverton Camelot subdivision, to Grumman Boulevard; by implementation of car-pooling incentives by the Town; utilization of off-site parking for employees; requiring employers to stagger opening and closing hours; working with the Metropolitan Transportation Authority (MTA) to implement passenger rail transportation; through adoption of Local Law requirements and/or individual site plan approval conditions); and, as needed, the construction of the intersection configurations for locations 2, 8 and 9 (as indicated in the Table of Traffic Mitigation, which follows below) as described under Tier 1 by the authorities with appropriate jurisdiction. In addition, at that point of development, the authorities with appropriate jurisdiction will need to consider making the improvements detailed under Tier 1 for location 4 in the Table of Traffic Mitigation.

- *Mitigation Level Two* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 750 vehicles per hour (combined entering and exiting), based upon actual traffic counts taken, additional traffic impact mitigation measures will need to be implemented. These could include employing measures to reduce site-generated trips as set forth above, and, as needed, construction of the mitigation as detailed under Tier 1 by the authorities with appropriate jurisdiction for locations 1, 5, 7, 10, 12 and 13 in the Table of Traffic Mitigation.

- *Mitigation Level Three* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 1,500 vehicles per hour (combined entering and exiting), based upon actual traffic counts taken, additional traffic impact mitigation measures will need to be implemented. These could include measures to reduce site-generated trips as set forth above, and, as needed, construction of the mitigation as detailed under Tier 1 by the authorities with appropriate jurisdiction for locations 3, 6 and 11 in the Table of Traffic Mitigation.

- *Mitigation Level Four* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 2,000 vehicles per hour (combined entering and exiting), based upon actual traffic counts taken, additional traffic impact mitigation measures will need to be implemented. These could include measures to reduce site-generated trips as set forth above, and, as needed,

improvement by the State of Middle Country Road to a five lane section, as detailed under Tier 1 by the authorities with appropriate jurisdiction for location 14 in the Table of Traffic Mitigation.

- *Mitigation Level Five* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 3,000 vehicles per hour (combined entering and exiting), based upon actual traffic counts, additional traffic impact mitigation measures will need to be implemented. These could include measures to reduce site-generated trips as set forth above, and, as needed, construction of the mitigation as detailed under Tier 2 by the authorities with appropriate jurisdiction for locations 1, 3, 4, 6, 7 and 8 in the Table of Traffic Mitigation.

- *Mitigation Level Six* - As occupancy of buildings in the subdivision increase trip generation of the development during the weekday a.m. peak period above 4,000 vehicles per hour (combined entering and exiting), based upon actual traffic counts, additional traffic impact mitigation measures will need to be implemented. These could include measures to reduce site-generated trips as set forth above, and, as needed, construction of the mitigation as detailed under Tier 2 by the authorities with appropriate jurisdiction for locations 2, 5, 9, 10 and 11 in the Table of Traffic Mitigation.

Capacity Improvements			Signal Improvements		
itions	Tier 1	Tier 2*	Existing Conditions	Tier 1	Tier 2*
One exclusive left turn lane, ne and shoulder being used as ıe One exclusive left turn lane, ne and shoulder being used as ıe One shared left turn and and one exclusive right turn One shared left turn and and one exclusive right turn	Eastbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane Westbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane Northbound - One exclusive left turn lane, one through lane and one exclusive right turn lane Southbound - One exclusive left turn lane, one through lane and one exclusive right turn lane	Westbound – Two exclusive left turn lanes, two through lanes and one exclusive right turn lane Northbound - One exclusive left turn lane, one through lane and two exclusive right turn lane Southbound - Two exclusive left turn lanes, one through lane and one exclusive right turn lane	Two-phase semi-actuated signal with permitted left turns 80 Second cycle all time periods	Multi-phase Actuated-Coordinated signal East-West left turns fully protected North-South left turns protected/permitted AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda SB right NB righ Optimiz volume
One through lane and one turn lane One exclusive left turn lane gh lane One exclusive left turn lane ive right turn lane	Eastbound – Two through lanes and one exclusive right turn lane Westbound – Two exclusive left turn lanes and two through lanes Northbound - Two exclusive left turn lanes and two exclusive right turn lanes	Eastbound – Two through lanes and two exclusive right turn lane	Two-phase semi-actuated signal with permitted left turns 95 Second cycle all time periods	Multi-phase Actuated-Coordinated signal Westbound Lefts turns fully protected EB right turn overlaps NBL NB right turn overlaps WBL AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda Optimiz volume
One shared left turn and One through lane and one ght turn lane One exclusive left turn lane elized right turn lane	Eastbound – One exclusive left turn lane, two through lanes and one exclusive right turn lane Westbound - Two exclusive left turn lanes, two through lanes and one channelized right turn lane Northbound - Two exclusive left turn lanes, one through and one exclusive right turn lane Southbound - Two exclusive left turn lanes, one through and one channelized right turn lane	Northbound - Two exclusive left turn lanes, one through and two exclusive right turn lanes	Two-phase semi-actuated signal with permitted left turns 95 Second cycle all time periods	Multi-phase Actuated-Coordinated signal Westbound Lefts turns fully protected Northbound Lefts turns fully protected Other left turns protected/permitted WB right turn overlaps SBL NB right turn overlaps WBL AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda Optimiz volume

t which additional traffic analyses must be performed.

raffic Mitigation ...Continued 2 of 4

Capacity Improvements			Signal Improvements		
itions	Tier 1	Tier 2*	Existing Conditions	Tier 1	Tier 2*
ngle shared left turn/ through lane Single shared left turn/ ght turn lane (shoulder being ound turning vehicles and to rn) Single shared left turn/ ght turn lane Single shared left turn/ ght turn lane	Eastbound – One exclusive left turn lane, two through lanes and an exclusive right turn lane Westbound – One exclusive left turn lane, one through lane and a shared through/right turn lane Northbound - One exclusive left turn lane, one shared through /right turn lane Southbound - One exclusive left turn lane, one through lane and one exclusive right turn lane		Two-phase semi-actuated signal with permitted left turns 90 Second cycle all time periods	Multi-phase Actuated-Coordinated signal All left turns protected/permitted AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda SB right Optimiz volume
One exclusive left turn lane, a h / right turn lane One exclusive left turn lane, and an exclusive right turn One shared left turn/ and the approach flares to t turn lane Single shared left turn/ ght turn lane	Eastbound – One exclusive left turn lane, one through lane and shared through/right turn lane Westbound – One exclusive left turn lane, one through lane and a shared through/right turn lane		Semi-actuated signal with protected permitted westbound left turns 115 Second cycle all time periods	Multi-phase Actuated-Coordinated signal AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda Optimiz volume
One exclusive left turn lane, gh lane One through lane and one turn lane One exclusive left turn lane sive right turn lane	Eastbound – One exclusive left turn lane, two through lanes and an exclusive right turn lane Westbound – Two exclusive left turn lanes and two through lanes and one exclusive right turn lane Northbound - One exclusive left turn lane, a shared left turn / though lane and one exclusive right turn lane	Northbound - One exclusive left turn lane, a shared left turn / though lane and two exclusive right turn lanes	Unsignalized T-intersection Southbound Approach Stop Controlled	Signalize Multi-phase Actuated-Coordinated signal Westbound Lefts turns fully protected Eastbound left turns protected/permitted North-south split phasing AM/PM Cycle length: 100 seconds Saturday Cycle length : 90 Seconds Optimize phase splits to correlate to future volumes. Optimize offsets to the adjacent signals	AM/PM Saturda NB righ EB righ Optimiz volume

t which additional traffic analyses must be performed.

Traffic Mitigation ... Continued 3 of 4

Capacity Improvements			Signal Improvements		
litions	Tier 1	Tier 2*	Existing Conditions	Tier 1	Tier 2*
One shared left turn / through approach flares to provide a Single shared left turn/ through lane One shared left turn / through channelized right turn lane - Single shared left turn/ ıt turn lane		Northbound - One exclusive left turn lane, a shared left turn / through lane and one channelized right turn lane	Unsignalized Intersection Eastbound & Westbound approaches stop controlled	Signalize Two-phase semi-actuated signal with permitted left turns Northbound approach leading AM/PM Cycle length: 80 seconds Saturday Cycle length : 70 Seconds Optimize phase splits, vary with time period to correlate to future volumes	North-s EB right 90 Secor Optimiz correlat
ingle shared left turn / through Single shared through / right Single shared left turn/ right	Eastbound – One exclusive left turn lane and one through lane Westbound – Single shared through / right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane	Eastbound – Two exclusive left turn lanes and one through lane	Unsignalized Intersection Southbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with permitted left turns 70 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	80 Secor Optimiz correlat
	Eastbound – – One exclusive left turn lane, one through lane Westbound – Single shared through / right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane	Eastbound – One exclusive left turn lane, one through lane Westbound – One through lane and an exclusive right turn lane Southbound - One exclusive left turn lane and one exclusive right turn lane		Unsignalized Intersection Southbound Approach Stop Controlled	Signaliz Two-ph Southbc 80 Secor Optimiz correlat
One exclusive left turn lane and right turn lane Single shared through / right Single shared left turn /	Westbound – Two exclusive left turn lanes and one free channelized right turn lane Northbound - One through lane and a free channelized right turn lane Southbound - One exclusive left turn lane and a through lane		Unsignalized Intersection Westbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with permitted Southbound left turns 70 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	Optimiz correlat

t which additional traffic analyses must be performed.

Capacity Improvements			Signal Improvements		
:onditions	Tier 1	Tier 2*	Existing Conditions	Tier 1	Tier 2*
l – One shared left turn / ane, and the approach flares to right turn lane d – Single shared left turn/ ıd right turn lane ıd - Single shared left turn/ ıd right turn lane ıd - Single shared left turn/ ıd right turn lane	Eastbound – Single shared left turn/ through and right turn lane	Eastbound – One exclusive left turn lane and a shared through and right turn lane	All-way Stop	Signalize Two-phase semi-actuated signal with permitted left turns 70 Second cycle all time periods Optimize phase splits, vary with time period to correlate to future volumes	EB left t AM/PM Saturda Optimiz to corre
d – Stop Controlled with One : turn / through lane, and one lane ıd - One exclusive left turn ne through lane ıd - One through lane and a :d right turn lane	Northbound - One exclusive left turn lane and two through lanes		Unsignalized Intersection Westbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with protected/permitted Northbound left turns AM/PM Cycle length: 80 seconds Saturday Cycle length : 70 Seconds Optimize phase splits, vary with time period to correlate to future volumes	
:ed l – Stop Controlled with One : turn / through lane, and one lane ıd - One through lane and a :d right turn lane ıd - One exclusive left turn ne through lane	Signalized Eastbound – One exclusive left turn lane, one shared left turn / through lane, and one right turn lane		Unsignalized Intersection Eastbound Approach Stop Controlled	Signalize Two-phase semi-actuated signal with protected/permitted Southbound left turns AM/PM Cycle length: 80 seconds Saturday Cycle length : 70 Seconds Optimize phase splits, vary with time period to correlate to future volumes	
l – One through lane d – One through lane	Eastbound – Two through lanes Westbound – Two through lanes Center striped median/left turn lane		N/A	N/A	N/A

:d, at which additional traffic analyses must be performed.

seven and one-half miles and includes the approximately three and one-quarter mile section that abuts the subject property.

3. Under current conditions (e.g., given available rights-of-way, available land to expand rights-of-way), it would not be possible to accommodate a trip generation level of 5,000 total trips (combined entering and exiting) during the critical weekday a.m. peak hour. If the aforesaid 5,000 total trip level in the a.m. peak hour is reached, and the Town seeks to permit additional development, additional SEQRA review would have to be undertaken.

4. Access to the site from NY 25 will be provided by the existing signalized access point at Burman Boulevard. In addition, while not currently proposed to be developed, the rights-of-way for the construction of access on NY 25, both west and east of Burman Boulevard, have been provided for potential future use. Two access points would be provided on Grumman Boulevard and River Road, along the south of the site. One of these will be the existing Burman Boulevard T-intersection with River Road, which would be signalized. A second access point would be developed to the west of Burman Boulevard, forming a new T-intersection with Grumman Boulevard which would be signalized. The proposed Subdivision Map contained in Appendix D of the FSGEIS includes a system of internal roadways designed to provide connections from the external access point to the proposed lots. These proposed internal roadways, with the exception of some of the roadways leading to the access points, provide a paved width of 37 feet and a 55-foot right-of-way. In addition, the existing Burman Boulevard, which bisects the site between Middle Country Road and River Road, will remain to serve the proposed development. These internal roadways will remain under the jurisdiction and maintenance of the Town of Riverhead. STOP control should be installed on the minor legs of the internal intersections initially. As the subdivision occupancy increases, some of the internal intersections may be candidates for signalization. This situation should be monitored and traffic signals considered, if and when they become appropriate.

5. Significant infrastructure will be provided within the proposed subdivision dedicated to pedestrians and bicyclists. The entire former Calverton NWIRP is ringed by a walkway/bike trail, which exists just inside the existing fence. As part of the proposed action, this walkway/bike trail will be included in a 25-foot-wide right-of-way to be controlled by the Town of Riverhead CDA. The presence of this walkway/bike trail will provide recreational and fitness opportunities for the occupants of and visitors to the subdivision and for the public in general. While improvements have been identified for Middle Country Road, which includes widening of Middle Country Road, this widening must be performed to the requirements of the NYSDOT. It is anticipated that any widening of Middle Country Road will include a safety shoulder and will likely include a dedicated bicycle lane and sidewalks in areas with any significant roadside development.

6. When the Calverton NWIRP plant was in operation, it was served by a rail spur, which extended from the Ronkonkoma Branch, south of the site near Connecticut Avenue, north into the plant. This spur was utilized to move bulk materials and large items from points west to the plant for use in their manufacturing operations. This spur, long in a state of disrepair, was reconstructed and modernized in 2011 and returned to freight operations. It is utilized by some of the existing industrial uses that occupy the Calverton Camelot industrial subdivision, which is located adjacent to the proposed subdivision. The presence of the rail spur provides an opportunity for its use by future occupants of the EPCAL subdivision and could potentially reduce truck traffic to and from the site.

7. The proposed subdivision and proposed PD District envision a range of potential land uses from light industrial to energy park to multi-family housing, and includes uses such as office and retail.

As such, there may be a wide range of parking needs within the subdivision. Based on the parking analyses and the projected parking demand from mixed-use development in accordance with the PD District, parking ratios have been established that will ensure that there is sufficient parking to meet the demand. Accordingly, implementation of the proposed action will not result in significant adverse impacts to parking.

8. The proposed subdivision of the EPCAL property would result in construction of improvements to the subdivision lots over a period of many years. This study identified two analysis years, 2025 and 2035, as representative forecast years for which to evaluate potential impacts. Given the extended build-out anticipated, the exact duration and nature of construction on specific lots cannot be known at this time. However, in order to mitigate potential construction-related impacts, the Town requires a construction traffic management and logistics plan be developed and filed with each site plan application. It shall be made clear through the approval process that heavy vehicles shall arrive and depart the subdivision via major roadways only and avoid secondary minor streets.

9. It is recommended that the posted speed limit on the section of NY 25 between just east of CR 46 and east of Manor Road/Splish Splash Drive be set to 45 miles per hour (see discussion in the *Noise* section, below). However, this decision is ultimately under the jurisdiction of the NYSDOT.

Air Quality

1. An air quality evaluation was performed for the proposed action, which demonstrated that the development of the proposed project would not result in adverse air quality impacts. The air quality analysis evaluated existing conditions, the local air quality impacts from the proposed action, construction activity, and air toxics.

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

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

   The air quality study demonstrates that the proposed project conforms to the Clean Air Act Amendments (CAAA) and the State Implementation Plan (SIP) because:

   - No violation of the NAAQS would be expected to be created.

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

Furthermore, the following measures have been incorporated into the proposed action that will minimize air quality impacts:

- The proposed operational and physical roadway improvements will assist in reducing air quality impacts associated with mobile sources.
- Future development will be designed to meet or exceed the New York State Energy Conservation Construction Code, which requires the use of energy efficient products in all new and renovated construction.
- With respect to stationary sources, during the proposed project's design phase, the following greenhouse gas mitigation measures will be considered and encouraged:

    - Use of highly-reflective (high albedo) roofing materials
    - Use of green roofs
    - Maximization of interior daylighting
    - Glazing of windows
    - Installation of high-efficiency heating, ventilation and air conditioning systems
    - Incorporating additional insulation for the roofs and walls
    - Incorporating motion sensors and lighting and climate control
    - Use of efficient, directed exterior lighting
    - Reducing overall energy demand through appropriate design and sizing of systems
    - Supplementation with self-generated energy (e.g., on-site renewable energy sources)
    - Tracking of energy performance of building and developing a strategy to maintain efficiency.

Based upon this analysis, no significant adverse air quality impacts from the operational phase of the future development are anticipated.

Construction activities associated with the proposed action could result in a temporary increase in air quality impacts. The primary source of potential emissions is from fugitive dust resulting from construction operations (e.g., earthwork, clearing, grading, creation of stockpiles). In order to minimize this potential, dust control measures will be used during construction to protect air resources. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, spray adhesives, the use of stone in construction roads, and vegetative cover.

Furthermore, during construction, there is the potential for emissions associated with construction vehicles. Therefore, emission controls for construction vehicles emissions will include, as appropriate, proper maintenance of all motor vehicles, machinery, and equipment associated with construction activities, such as, the maintenance of manufacturer's muffler equipment or other regulatory-required emissions control devices.

Accordingly, no significant adverse impacts to air quality are anticipated during the construction period.

Noise

1. Implementation of the proposed action will result in both vehicular traffic and building operation noise sources. The vehicular traffic noise sources were compared to the Federal Highway Administration (FHWA) and the NYSDOT noise impact criteria and the building's mechanical equipment and operations were compared to the Town of Riverhead's noise control criteria. The equivalent sound level, or L_{eq}, is used as the monitoring and modeled sound level descriptor. The L_{eq} averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time. Based upon noise monitoring, the L_{eq} values at all monitoring locations, during all peak periods monitored, range between 46.3 dB(A) and 54.5 dB(A). The L_{eq} sound levels are below the lowest Noise Abatement Criteria (NAC) threshold [57 dB(A)] established by the FHWA to help protect the public health and welfare from excessive vehicular traffic noise.

   The L_{dn} sound level is the average of aircraft sound levels at a location over a complete 24-hour period. A ten-decibel "penalty" is added to those noise events which take place between 10:00 p.m. and 7:00 a.m. (local time). This ten-decibel adjustment represents the added intrusiveness of sounds that occur during normal sleeping hours. The flight tracks of the military jets previously operating at the site indicated that there were 242 flights per day that resulted in L_{dn} sound level contours that ranged from 65 dB through 85 dB over most of the EPCAL Property, as well as a small area of approximately ten acres south of Grumman Boulevard. Based upon the noise monitoring data, the elimination of the military jets operating at the subject property has resulted in a substantial reduction in L_{dn} sound level contours that now range from 44 dB to 53 dB.

   The noise study evaluated the mobile and stationary source sound levels associated with the proposed project to determine the potential change in sound levels at receptor locations on and in the vicinity of the EPCAL Property. The future sound levels included cumulative impacts from traffic growth over time and increases in traffic from the proposed project and other significant projects in the study area. The future sound levels were calculated following procedures and guidance of the FHWA and NYSDOT. Based upon the analysis, there are a number of receptors that would be impacted by the noise associated with the future traffic on area roadways, assuming that the subject site is built out as evaluated in the DSGEIS. However, if the uses that are ultimately developed on the site are less noise intensive and/or generate less traffic, the number of receptors experiencing noise impacts would be reduced.

Since travel speed is a major factor associated with vehicular traffic, managing the travel speed along a roadway could reduce sound levels at nearby receptor locations. Based upon this analysis, a five-mile-per-hour reduction in speed limit (to 45 miles per hour) could be employed on NY 25 to reduced noise levels, if necessary. However, the NYSDOT will make the final determination regarding the speed limit of NY 25.

Future development on the EPCAL Property will be required to be designed to minimize its sound levels to the surrounding areas. Moreover, specific development would include the necessary mitigation measures, such as:

- For potential noise-generating equipment on the exterior of buildings, equipment meeting applicable acoustic standards would be required
- Acoustic enclosures and exhaust silencers would be required if equipment is expected to generate excessive noise
- Equipment to be located on the roof of a building would be situated away from residential areas or in a penthouse.

With the incorporation the measures cited above, operational noise associated with future development occurring in conformance with the proposed action would not have a significant adverse noise impact.

2. Impacts on community sound levels during construction would include noise from construction equipment operating at the subject property. The sound levels would vary widely, depending on the specific construction activities being conducted and where the construction activities were occurring. Increased noise levels would be greatest during the early stages of each construction phase, although these periods would be of relatively short duration. The noise generated would be similar to other construction projects in the Town and all phases of construction would comply with the restrictions specified in the Town's *Noise Control* ordinance (Chapter 81 of the Town Code), such as days of week and time of day. Thus, no significant adverse noise impact during the construction period is expected.

Infrastructure

1. In conjunction with the Calverton STP, the existing network of gravity sewers, pump stations, and force mains has been supplemented in recent years in conjunction with the ongoing development of Calverton Camelot to include the extension of gravity sewers generally coincident with the Calverton Camelot roadways. The NYSDEC recognizes that the STP cannot meet current standards because of the low current flows and the composition of the sewage (no food, so it cannot create and maintain biomass for treatment). Therefore, the development of the EPCAL property would alleviate this situation by increasing the flow and providing varied waste materials. The upgraded STP would require a new/revised SPDES permit. It is estimated that development at EPCAL Property would generate between approximately 252,000 gpd of sewage effluent and 1,137,000 gpd of sewage effluent, depending upon the actual level and type of development constructed. The proposed upgrade and expansion of the existing Calverton Sewer District sanitary

collection, conveyance and treatment facilities will be phased to accommodate the amount and type of development anticipated and evaluated in the SGEIS. The Town's consultant, H2M, has prepared a map and plan for the Calverton STP upgrade, including moving the discharge area north of the groundwater divide. This map and plan was submitted to the New York State Environmental Facilities Corporation (NYSEFC) in July 2015. The Town has not yet received comments from the NYSDEFC. In addition, a NYSEFC loan application package was also submitted to NYSEFC in March 2016 to take advantage of its low interest long-term loans and short-term borrowing. Also, the Riverhead Town Board held a Public Hearing on April 19, 2016 wherein the project was described and the project budget presented and to seek comments on the proposed measures to upgrade the plant and eliminate the Peconic Estuary outfall. The Public Hearing comment has been closed and the Town Board passed a Bond Authorization and Estoppel Notice at the June 7, 2016 Town Board meeting. Additionally, the Town is awaiting approval from NYSEFC on the Design Report. The Town has secured the following four grants totaling $6,941,000, which cover approximately 92 percent of the total project cost of $7,560,000. The proposed STP upgrade schedule is as follows: Design Start Date - August 1, 2016; Construction Start Date - June 1, 2017; and Construction End Date - December 31, 2019.

2. Whereas currently sewage effluent generated by the STP is discharged into McKay Lake, in the future, such sewage effluent will be piped to an area north of the groundwater divide (Lot 42 on the proposed Subdivision Map in Appendix D of the FSGEIS) and will be disposed of in an area that would not impact the Peconic River watershed to the south. Based upon the upgrade to the STP and the relocation of the outfall, the proposed action is not expected to result in significant adverse impacts related to sewage disposal.

3. With an estimated peak water use of 350,000 gpd (243 GPM), the Riverhead Water District (RWD) would have sufficient supply well pumping capacity to meet the demands associated with the interim development level analyzed in the SGEIS. However, since the Water District must be concerned with the increase in demand of all development throughout the District, the Water District will be proposing to construct an additional water supply well with an estimated capacity of 2.0 mgd or 1,380 GPM within the near future (next several years) to accommodate District-wide growth. With an estimated peak water use of 1,990,000 gpd (1,382 GPM) at full build-out at EPCAL, the RWD does not have sufficient excess capacity at this time to meet this demand. The District would need to construct one additional supply well somewhere in the District to meet this need. The District routinely evaluates the demand of the District and the proposed developments that will increase the demand to ensure that sufficient capacity is available before the demand is in place. Water conservation measures, which may include low-flow fixtures, low-flow toilets, and/or drip irrigation, will be required for new development at the EPCAL Property. Based upon the proposed mitigation, and with the addition of one-to-two new wells (depending upon the ultimate level and type of development ultimately constructed at EPCAL, the proposed action would not have a significant adverse impact on the water supply.

4. An overall SWPPP will be prepared for the subdivision incorporating measures to control erosion and sedimentation in accordance with Chapter 110, *Stormwater Management and Erosion and Sediment Control*, of the Town Code. Each individual lot (at the time of development) will be

required to conform to the overall SWPPP and provide site-specific details regarding erosion and sedimentation control. Implementation of the sequenced construction process and other best management practices would assist in ensuring that the proposed development would minimize the stormwater runoff impact to groundwater and surface water resources.

5. The integrated stormwater management system (i.e., the collection system and drainage reserve areas) on the property would contain and recharge all stormwater on-site and would also serve to reduce pollutants that can be transported by stormwater runoff, from leaving the site as well. Each lot owner must provide for site-specific SWPPP coverage under the SPDES General Permit for the individual lots, and demonstrate that runoff from a two-inch storm will be collected and stored on the individual lots using drywells, on-site drainage reserve areas, or other drainage features acceptable to the Town, in accordance with Town and NYSDEC regulations. Further, the majority of the proposed drainage reserve areas will be restored to grassland, once reshaped, to contain the appropriate volume from an eight-inch runoff. The drainage reserve areas (DRAs) proposed to be re-vegetated to grassland will become part of the drainage infrastructure (in conjunction with the roads, catch basins, etc.); however, such DRAs would be maintained by the Town or Special District, if created by the Town, to manage the grasslands under the guidance of the CHPP. Where possible, the areas encompassing the DRA's will be left in their natural state. In such cases, no drainage structures (e.g., drywells) will be installed. Where grading is required in order to provide for the required storage volume or allow for the construction of the adjacent road, the areas will be restored with slopes that approximate the surrounding areas (typically no more than 1V:6H). Disturbed areas will be restored with a seed mix consistent with the existing natural areas, which will be detailed on the Final Subdivision Plans. The Town will maintain the grasslands in a manner consistent with the CHPP, which will be noted on the Final Subdivision Plans.

   As the proposed stormwater management system includes various methods of drainage (i.e., drywells, drainage reserve areas) and all stormwater would be handled on-site and in accordance with Town of Riverhead requirements), no significant adverse impacts are expected to result from the anticipated stormwater generation and runoff.

6. There is a natural gas line that serves the site and such service is provided to the area by National Grid. As the individual lots are sold for development, the individual owners must secure a service availability letter from National Grid with respect to their specific natural gas load requirements.

   Electric service is currently provided to the site by PSEG Long Island. PSEG Long Island responded that it will provide service to the proposed project in accordance with their filed tariff and schedules in effect at the time the service is required. According to the letter, the service is to be provided via customer installed underground cable to pole line on the south side of NY 25A. As the individual lots are sold for development, the individual owners must secure a service availability letter from PSEG Long Island with respect to their specific electric load requirements.

   Based upon the information provided by the service providers, no significant adverse impacts to natural gas or electrical service are anticipated.

Cultural Resources

1. As part of the environmental review in 1996, the U.S. Navy performed extensive historic and archaeological surveys of the NWIRP Calverton property in coordination with the OPRHP or SHPO, and in compliance with Sections 106 and 110 of the National Historic Preservation Act (NHPA) of 1966, as amended; Executive Order 11593; and NEPA. The prehistoric periods and historic period (1609 -1952), as well as the Grumman Era at Calverton (1952-1996) were analyzed in the environmental review process.

   A review of the National Register files of OPRHP showed that no architectural or cultural resources within the NWIRP Calverton Property are listed in the national or state registers. No cultural resources, determined eligible but not yet listed in the registers, are located within the NWIRP Calverton Property. In addition, the U.S. Navy received concurrence from the SHPO with findings of non-eligibility for a potential historic district.

   Phase IA and Phase IB Archeological Surveys were undertaken. Based upon these surveys, the area of archaeological sensitivity was concluded to be approximately 50 acres. Future consultations between the Town CDA and SHPO were outlined in MOA filed with the Town of Riverhead.

   Pursuant to the MOA, the conveyance document contained covenants to ensure the protection of such properties. This satisfied the requirements of 36 CFR 800.9[b] and mitigated the adverse effects of the transfer on the eligible historic properties. Based upon the foregoing, upon conveyance of the subject property from the U.S. Navy to the Town CDA, an agreement between the Town CDA and SHPO was executed on August 27, 1998 to establish specific covenants on the subject property related to historic and archaeological resources. Based upon the covenants, if in the future, the archaeological sensitivity map is revised such that the archaeologically sensitive areas are reduced in size due to the revision of boundaries of these areas, as authorized by the OPRHP, the provisions of the covenant will only apply to the reduced areas.

   The only segment of the EPCAL Property that is still within an area that has been identified as culturally sensitive is located in the northeastern portion of the EPCAL Property. This area is located outside the developable lots, is proposed to be preserved as open space, and thus would not be adversely impacted by the proposed action.

   The Town of Riverhead received correspondence from OPRHP, dated December 19, 2014, that indicates the agency has "no concerns regarding your project's potential impacts to archaeological resources, and it is our opinion that an archaeological survey is not necessary for your project." Therefore, no mitigation beyond adherence to the MOA and any remaining applicable restrictive covenants that were previously agreed upon by the Town CDA, are proposed. If any cultural resources are encountered during demolition and/or construction, OPRHP will be notified in accordance with the MOA, and mitigation, as identified by OPRHP and the Town based on the specific circumstance, will be employed. Based upon the foregoing, there would be no significant adverse impacts to cultural resources.

Geology, Soils and Topography

1. Since bedrock is estimated to be located approximately 1,200 feet beneath the EPCAL Property, there are no geologic features at the subject property, and no extensive excavation or filling of the property is anticipated, implementation of the proposed action would have no impact on the geological resources underlying the property.

2. A portion of the EPCAL Property has been previously disturbed by various earth-moving activities associated with the site's use as naval weapons production and air plane testing facility. While additional soils will be disturbed in order to implement the proposed action, the soils located in areas designated for preservation or open space, which comprise approximately 1,514 acres (65± percent of the site), would not be disturbed or altered.

   As part of site-specific applications for development within the EPCAL Property, applicants would be required to conduct on-site borings to determine specific soil conditions, and to ensure that appropriate measures are implemented to mitigate issues that may arise (e.g., the potential need for topsoil to establish landscaping, the potential need for excavation of unsuitable soils and the potential importation of material to facilitate proper drainage).

3. The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. All development within the EPCAL Property would be required to employ proper erosion and sedimentation controls (e.g., the strategic placement of silt fencing and hay bales to prevent overland runoff and to protect on-site drywells from siltation, maintenance of construction entrances to minimize the transport of sediment on to roadways, placement of appropriate cover over soil stockpiles to protect from wind and precipitation). Also, the Town of Riverhead requires the preparation of a Stormwater Pollution Prevention Plan in accordance with Chapter 110, *Stormwater Management and Erosion and Sediment Control*, of the Town Code.

4. Since the topography is relatively flat with moderate slopes, the topographic conditions would not be expected to limit the potential development/redevelopment of the site. Furthermore, as part of the site plan approval, applications for development would be required to comply with Chapter 63, *Grading*, of the Town Code. The cut and fill of the subdivision infrastructure (including roads and stormwater facilities) is expected to be balanced. Site engineering plans for each of the individual parcels will be developed based on detailed and accurate topographic information and detailed architectural design for the buildings. There would be opportunity during the development of the various lots to design grading plans so as to ensure earthwork will be balanced as development proceeds. Further, phasing of the project over a number of years would minimize the impact of excavation, as it would spread out the number of truck trips associated with soil removal.

   Based upon the foregoing, no significant adverse impacts to on-site geology, soils or topography would result during either the construction or operational phases of the future development.

Water Quality and Hydrology

1. The northern branch of the groundwater divide bisects the subject property, such that the northern portion of the site exhibits horizontal groundwater flow toward the north. The southern portion of the site is situated between the northern and southern branches of the divide, such that shallow flow recharge travels toward the Peconic River, or downward and eastward within the Magothy aquifer. The subject property is located in Zone III, which encompasses the eastern portion of the Magothy recharge zone and is generally of high water quality. However, it is partially within an area identified with shallow groundwater contamination with organics. It is also located within the Central Suffolk Special Groundwater Protection Area (SGPA), which is considered to be a Critical Environmental Area (CEA) for the purposes of SEQRA, and is located within the Central Suffolk Pine Barrens. Redevelopment of the EPCAL Property was considered to be an economic development activity and, therefore, "considered a public improvement pursuant to Section 57-0107(13)(i) of the Pine Barrens Protection Act and therefore does not constitute 'development' within the meaning of all sections of the Pine Barrens Protection Act." Nevertheless, the Town has designed the proposed EPCAL subdivision to comply with the standards and guidelines as set forth in the CLUP, and as such, the proposed action would be protective of groundwater resources.

2. In order to ensure the protection of groundwater, future site-specific development applications would comply with the relevant recommendations of the "Wastewater Management Alternatives" and the "Highest Priority Areawide Alternatives" of the 208 Study and all site-specific applications would be subject to compliance with the Town's stormwater ordinance (Chapter 110 of the Town Code). With respect to the impact to groundwater, stormwater would be contained and recharged on the site through the use of leaching pools and drainage reserve areas, which is a proper drainage method. In addition, the development would be connected to a municipal STP, which would remove nitrogen before recharge to groundwater. Much of the area to the south of the subject property is within the Peconic Headwaters Natural Resources Management Area. Therefore, the relocation of the sewage disposal area to north of the groundwater divide (and away from the Peconic River) would also have a positive impact on groundwater and surface water resources, reduce nitrogen loading to the estuary and improve the environmental health of the area. Development must limit the amount of fertilizer-dependent vegetation on individual lots to 15 percent and native and/or low-maintenance species must be incorporated, to the maximum extent practicable in accordance with the PD District. Also, water conservation methods would be used to the maximum extent practicable to decrease overall water usage and groundwater impacts, and would comply with the requirements of the Suffolk County Sanitary Code (Article 6).

3. There is property that the U.S. Navy has committed to transferring to the Town, which still has groundwater contamination. This property consists of approximately 200 acres, and is shown on the Subdivision Map as Navy Parcel "A" and Navy Parcel "B" (see Appendix D of the FSGEIS) both of which are located outside of any numbered lot. The U.S. Navy is actively involved in the remediation of this property, and will address the impacts of existing groundwater contamination beneath these areas, prior to their transfer to the Town CDA.

4. The subject property is not within an existing water district or service area. However, the RWD has made an application to the NYSDEC to annex the entire site into that district. Impacts and mitigation related to water use were discussed with the *Infrastructure* section, above. Moreover, an applicant for development must demonstrate that water conservation measures, which may include low-flow fixtures, low-flow toilets, and/or drip irrigation, will be implemented.

5. An individual applicant for development at the EPCAL Property must provide a letter of sewer availability upon application to the SCDHS, as part of the site plan approval process.

6. The proposed subdivision has been designed to maintain the scenic and undeveloped nature of the Peconic River headwaters and the WSRRS corridor. The Town is requesting a modification of the WSRRS boundary (as depicted on the proposed Subdivision Map in Appendix D of the FSGEIS), which will remove some of the area that is proposed to be developed on the EPCAL Property to outside of the corridor, but add other areas that are currently within the EPCAL property into the WSRRS corridor. These measures, along with the relocation of the sewage effluent disposal north of the groundwater divide and away from the Peconic River, will help to protect the Peconic River Headwaters.

7. The proposed action and the CHPP, discussed in the *Terrestrial and Aquatic Environment* section below, have been specifically developed to avoid the loss of, and to minimize development-related disturbance to, wetland and aquatic habitats, including the Peconic River Significant Coastal Fish and Wildlife Habitat. All of the wetland areas and ponds identified on the property will be preserved within open space areas, and no development would occur within 1,000 feet of any such identified pond, even if the water surface area is located off-site.

   Based upon the foregoing and with implementation of the proposed mitigation measures, no significant adverse impacts to water resources would be anticipated.

Terrestrial and Aquatic Environment

1. Existing ecological conditions at the subject property are well-documented, based upon numerous past studies of the site, as well as field surveys undertaken as part of the instant SEQRA process. Various on-site terrestrial ecological communities were identified including: pitch pine-oak forest; pitch pine-oak-heath woodland; pine/spruce/conifer plantation; successional old field; successional shrubland; and paved road/path. In addition, six NYS Endangered or Threatened species were identified in the *1997 FEIS*, including; eastern tiger salamander; spotted salamander; barrens buckmoth; rose coreopsis; Nuttal's lobelia and slender pinweed. The 1997 FEIS identified 25 wetlands, wetland complexes and deepwater habitats on the subject property. The NYSDEC identified four ponds on the site and six ponds adjacent to the site as potential tiger salamander breeding ponds.

   In order to protect the sensitive environmental features identified on the EPCAL Property, a CHPP has been prepared to mitigate the impacts of the proposed action on the existing ecological habitats

identified at the subject property through the preservation, creation and management of key habitat areas for resident plant and wildlife species. This plan will be submitted to the NYSDEC as part of the Incidental Take Permit prepared by the Town, pursuant to 6 NYCRR Part 182. Activities associated with the CHPP that are ultimately approved by the NYSDEC, will be funded by the full faith and credit of the Town of Riverhead. The monitoring of the of the height of the grasslands at EPCAL and the grasslands to be created pursuant to the CHPP and the mowing of these grasslands according to the habitat requirements set forth in the CHPP, will be funded by the full faith and credit of the Town of Riverhead or the Special District, if created. As an alternative to the above, the Town is researching the ability to partner with local not-for-profit conservation and land trusts, together with or including coordination by and between such conservation and land trusts and federal, state and/or local government entities related to such management and monitoring of the grasslands. In the event that any of the preserved grassland areas described herein are transferred, a security bond will be required to ensure that the required maintenance and monitoring will be funded.

Based upon the CHPP, the following measures would be implemented:

- 787.3± acres of woodland would be preserved (including 447.9 acres in wetland buffer area)

- 512.4± acres of existing grassland would be preserved and 70.6± acres of grassland would be created for a total of 583.0 acres of grassland at the site

- 117.6± acres of meadow/brushland, other than grasslands, would be preserved (including 66.1 acres in wetland buffer area)

- 9.3± acres of water bodies, other than wetlands, would be preserved

- 16.4± acres of on-site wetlands (i.e., identified eastern tiger salamander ponds) would be preserved. Specifically, various wetland and aquatic resources are located within or partially within the subject property boundaries, including ten National Wetland Inventory (NWI)-designated habitats and six NYSDEC-regulated wetland areas. The proposed Subdivision Map has been specifically developed to avoid the loss of wetland and aquatic habitats, and to minimize development-related disturbance to these resources. No development will occur within 1,000 feet of any such on- or off-site habitat, including the NYNHP-listed Coastal Plain Pond community. In addition, fencing will be required to be installed in that portion of the properties that infringe upon (proposed lot 28 and the southerly drainage area) or abut (proposed lot 39 as shown on the proposed Subdivision Map included in Appendix D of the FSGEIS) the 1,000-foot radius of eastern tiger salamander breeding ponds. Thus, the eastern tiger salamander breeding ponds and surrounding upland habitat would be preserved.

- The preservation of all wetland and aquatic habitats and adjacent upland areas located at the site, also allows for the protection of breeding and non-breeding habitat for the five NYS Special Concern amphibian or reptile species documented at the subject property (marbled salamander, eastern spadefoot toad eastern box turtle, spotted turtle and eastern hognose snake). Additionally, the NYS Special Concern snake species eastern worm snake has been documented in the vicinity of the subject property and may also occur on-site, particularly within moist forested areas near water features. If present at the site, potential on-site habitat protection for this species would also be afforded through the preservation of wetlands and adjacent habitats.

  Also, by preserving all on-site wetland/aquatic habitats, the CHPP would also preserve any potential habitat for the seven NYS-listed wetland-adapted plants for which on-site records exist (coppery St. John's-wort, comb-leaved mermaid-weed, small floating bladderwort, short-beaked beakrush, rose coreopsis, Nuttall's lobelia and Wright's panic grass).

- Large contiguous blocks of Pitch Pine-Oak Forest would be preserved at the subject property to the north of the eastern runway, to the south of both runways and particularly within the lands comprising the CPB Core Preservation Area at the western portion of the site. It is also anticipated that additional Pitch Pine-Oak Forest habitat will occupy the site over time, as preserved areas supporting Tree Plantation and Successional Shrubland communities located to the north of the eastern runway develop into forested communities through the process of ecological succession. The large contiguous blocks of Pitch Pine-Oak Forest will also provide potential habitat for the NYS-Threatened plant slender pinweed that was identified as occurring on-site.

- Preservation of forested habitat under the CHPP would also afford habitat protection for the NYS-Special Concern woodland bird species whip-poor-will, which was observed and noted as a probable on-site breeder in 2009.

- Vegetated open space areas within the proposed lots would be contiguous with each other and with vegetated areas on adjacent parcels. The proposed lot layout has specifically been configured such that areas of existing Pitch Pine-Oak Forest and other natural vegetation to remain are concentrated within the rear and side yards of the proposed lots, and contiguous to existing areas of Pitch Pine-Oak Forest on adjoining off-site properties.

- Although no records for the NYS-Threatened butterfly species frosted elfin (*Callophrys irus*) were reviewed as part of this assessment, the NYSDEC has identified this species as potentially occurring on-site. Accordingly, the large contiguous blocks of Pitch Pine-Oak Forest to be preserved under the CHPP represent significant potential habitat area for this species. Specifically, the two larval food plants that the frosted elfin relies on, blue lupine (*Lupinus perennis*) and wild indigo (*Baptisia spp.*, particularly *Baptisia tinctoria*), occur within

dry open woods, grassland, and/or disturbed open areas. In order to ascertain whether such plant species exist on the property, a field study, which was concentrated in the three habitat types preferred by the two plant species, was conducted by a representative of the NYSDEC, Region 1 and a representative of the Town of Riverhead on July 12, 2016. This study was conducted during the height of the growing season, when aboveground morphological characteristics (e.g., stems, leaves, flowers, etc.) of the two herbaceous plants would be readily apparent and identifiable. While potentially suitable habitat exists on the site, no evidence of either of these plant species was found during the on-site investigation.

Based on the lack of larval host plant species found within the site during the field survey, there is unlikely to be suitable habitat for the threatened frosted elfin. Therefore, no impact to the frosted elfin would be anticipated upon implementation of the proposed action.

- The Pitch Pine-Oak-Heath Woodland community occurs within scattered pockets at the southeastern portion of the site, in the area to the north of the eastern runway. This area would be preserved as open space and preservation of this community represents potential upland habitat for the five NYS-Special Concern species that have been documented at the subject property. The preservation of this community would also preserve the optimal on-site breeding, larval and adult habitat for the NYS-Special Concern coastal barrens buckmoth, as well as potential habitat for NYS-Threatened slender pinweed.

- The protection of portions of the former tree plantation areas on the site will provide additional upland habitat protection for the rare herpetofauna noted on-site, as well as potential habitat for slender pinweed.

- Successional Shrubland would be preserved within the proposed open space areas to the north and south of these lots. In the absence of additional disturbance, it is anticipated that the process of ecological succession that is already underway will continue within the Successional Shrubland habitats, resulting in the eventual conversion to wooded communities. The preservation of portions of the Successional Shrubland would afford upland habitat protection for the rare herpetofauna species noted on-site, as well as potential habitat for slender pinweed.

- Prior to any potential development of individual subdivision lots that abut on-site grassland habitats, a five-foot non-disturbance buffer area will be established during the site plan process. Covenants and restrictions will be required to preserve the buffer area in its natural state.

2. The subject property is located within the CPB, including over 300 acres on the western portion of the property, which are located in the Core Preservation Area. The remainder of the site is within the Compatible Growth Area of the CPB. As explained earlier in this Findings Statement, the

Town's position is that pursuant to Chapter 9 (Section 9.2) of the CLUP, the redevelopment of the EPCAL Property was considered to be an economic development activity and, does not constitute development. Nevertheless, the subdivision has been designed to comply with the standards and guidelines of the CLUP, as indicated in the *Land Use and Zoning* section, above.

3. As previously explained, the EPCAL Property is located within the Peconic Headwaters and the Peconic WSRRS corridor. No development is proposed for those portions of the subject property located within the WSRRS corridor boundary. It is proposed that the WSRRS boundary be relocated (as shown on the Subdivision Map in Appendix D of the FSGEIS) to remove certain acreage from the corridor, which is currently located within proposed development lots, and to add certain acreage to the corridor, which is proposed to remain in open space lots. . Wetland and adjacent upland habitats associated with the Peconic Headwaters and the Peconic River WSRRS corridor would remain as undeveloped/preserved lands following implementation of the proposed action. In addition, the relocation of the sewage disposal area to north of the groundwater divide (and away from the Peconic River) would also have a positive impact on the ecological resources within the Peconic Headwaters and WSRRS corridor.

4. The northern long eared bat is listed as federally-Threatened by the United States Fish and Wildlife Service (USFWS) under section 4(d) of the federal Endangered Species Act of 1973, due to significant population declines as a result of the white-nose syndrome fungal disease. According to the most recent USFWS white-nose syndrome zone map, Suffolk County is included among the counties containing hibernacula (winter hibernation sites) that are infected with white-nose syndrome. The USFWS final 4(d) rule for northern long-eared bat (effective February 16, 2016) , includes certain prohibitions against incidental take, which is defined as killing, wounding, harassing or otherwise disturbing a species that occurs incidental to, and is not the purpose of, an otherwise lawful activity. Pursuant to the final 4(d) rule, incidental take of northern long-eared bat within white-nose syndrome zone counties (i.e., Suffolk County) is prohibited if it occurs within a hibernacula or if it results from tree removal activities that occur within 0.25 mile of a known, occupied hibernacula. Further, incidental take of northern long-eared bat is also prohibited if it results from cutting or destroying a known, occupied maternity roost tree or other trees within a 150 foot radius from a maternity roost tree during the pup season from (June 1 through July 31). Any proposed activity that would result in prohibited incidental take of northern long-eared bat as described above would require USFWS consultation and/or permitting. Activities which would not result in prohibited incidental take of northern long-eared bat as described above can proceed without USFWS consultation or permitting.

   The final 4(d) rule further indicates that information for the locations of known, occupied hibernacula and maternity roost trees can be obtained from "state Natural Heritage Inventory databases." Correspondence from the New York Natural Heritage Program (NYNHP) indicates that no agency records currently exist for northern long-eared bat hibernacula or roost trees at or in the vicinity of the EPCAL site. Accordingly, pursuant to the final 4(d) rule, tree removal activities at the EPCAL site associated with the proposed action would not result in a prohibited incidental take of northern long-eared bat.

Research of records, including those of New York Natural Heritage Program, as well as discussions with NYSDEC representatives reveal that there are no known northern long-eared bat (*Myotis septentrionalis*) hibernacula at the EPCAL site. The Reuse and Revitalization Plan, which includes subdivision of the EPCAL property will, at ultimate build-out, preserve approximately 787 acres of forest/woodland, which represents approximately 56 percent of the existing 1,400± acres of forest/woodland at the property. The retention of approximately 787 acres of this forested/wooded acreage, will provide an abundance of potential roosting, breeding and foraging habitat suitable for this species. The preserved acreage would include large contiguous blocks of forested habitat to the north of the eastern runway, to the south of both runways and also within the lands comprising the CPB Core Preservation Area at the western portion of the EPCAL site. In addition, and in compliance with NYSDEC guidelines, to avoid a taking, the Town will restrict the clearing of trees on the lots proposed for future development to the winter hibernation period for this species (November 1 to March 31). In the event that a future landowner proposes to conduct clearing outside of the northern long-eared bat winter hibernation period or outside the parameters of the Incidental Take Permit obtained by the Town, such landowner would apply for an Incidental Take Permit pursuant to 6 NYCRRR Part 182, as same may be applicable based on prevailing regulations at the time of the proposed clearing.

5. The CHPP identifies the grassland birds that have been documented at the subject property and describes the general grassland bird management practices that apply to these species, based upon best management practice (BMP) guidance documents published by the NYSDEC and Audubon New York. Moreover, the CHPP identifies specific habitat requirements (i.e., recommended habitat sizes, shrub cover, forb cover, thatch depth, vegetation height/density) for upland sandpiper and seven other grassland bird species that have been documented at the subject property. The monitoring of the of the height of the grasslands at EPCAL and the grasslands to be created pursuant to the CHPP and the mowing of these grasslands according to the habitat requirements set forth in the CHPP, will be funded by the full faith and credit of the Town of Riverhead or the Special District, created by the Town. However, as noted above, as an alternative to the above, the Town is researching the ability to partner with local not-for-profit conservation and land trusts, together with or including coordination by and between such conservation and land trusts and federal, state and/or local government entities related to such management and monitoring of the grasslands.

Based upon the foregoing, no significant adverse impacts to terrestrial, wetland and aquatic resources are anticipated as a result of the proposed action.

Petroleum and Hazardous Materials

1. There are two additional parcels, shown on the proposed Subdivision Map (Appendix D of the FSGEIS) as Navy Parcel "A" and Navy Parcel "B," which are still owned by the U.S. Navy and comprise approximately 200 acres. These parcels are in the process of being remediated by the U.S. Navy. Upon completion of the remediation, and in accordance with the U.S. Navy's finding of suitability to transfer (FOST), outlining the environmental suitability of a parcel for transfer to nonfederal agencies or to the public, the parcels will be transferred to the CDA. These parcels will

then be preserved as open space and would be managed in accordance with the Habitat Protection Plan. Property transfer of contaminated areas would not occur prior to the construction, installation, and successful operation of an approved remedial design. Thus, no adverse impacts related to hazardous waste are anticipated.

2. While no other petroleum or hazardous materials impacts associated with the former use of the EPCAL Property have been identified, should such impacts occur during site development, they would be addressed in conformance with prevailing regulations and appropriate mitigation would be required.

3. As no specific users have yet been identified for the EPCAL Property, no specific needs for petroleum and hazardous materials handling, use or storage can be identified at this time. However, as site plans are reviewed, any users who propose to handle, use or store such materials would be required to comply with prevailing regulations, which are designed for protection of the environment.

Visual Resources

1. The visual impacts of the projected future development of the EPCAL Property have been studied extensively throughout the SEQRA process. In order to ensure that there would be positive impacts to the visual character of the EPCAL Property, and that the potential for significant adverse visual impacts would be minimized to the maximum extent practicable, the following specific measures have been incorporated into the proposed project design:

    - Preservation of approximately 787 acres of woodlands and wetlands, much of which is located along the most visible portions of the site (along NY 25 at the westernmost and easternmost extents of the property, including over 3,600 linear feet and over 2,500 linear feet, respectively).

    - Preservation of approximately 8,500 linear feet of woodland along the western extent of Grumman Boulevard, east of Wading River Manor Road (with the exception of the proposed driveway between lots 30 and 31), and approximately 8,500 linear feet, east of Burman Boulevard.

    - No disturbance of vegetation along Wading River Manor Road, thus preserving the existing visual character of the site frontage along this roadway.

    - Beyond the proposed 20-foot-wide dedication for highway purposes, establishment of a 25-foot-wide right-of-way to be maintained by the Town CDA for the construction and/or maintenance of a walkway/bike trail and an additional 25-foot-wide vegetated buffer within Lots 1 through 9 and 17 through 22 along NY 25 (as shown on the proposed Subdivision Map in Appendix D of the FSGEIS).

- Beyond the proposed 20-foot-wide dedication for highway purposes, a 200-foot-wide buffer (WSRRS boundary), including 25 feet of vegetation, north of Grumman Boulevard in the area adjacent to proposed Lots 30 and 31 (as shown on the proposed Subdivision Map in Appendix D of the FSGEIS) to visually screen and soften views of future development on these lots.

- Preservation/creation of approximately 583 acres of grasslands, which would enhance the appearance of the site.

In addition, the extension of the WSRRS boundary north onto the EPCAL Property will provide additional protection for the Peconic River, including its scenic resources, which, in turn, will assist in preserving visual resources on the southern portion of the site.

2. The proposed action incorporates the preservation and expansion of the walkway/bike trail generally around the perimeter of the site. The walkway/bike trail will be enhanced where necessary, and would be controlled by the Town CDA, outside of individual lots. The trail would traverse much of the wooded area of the site, offering scenic views to pedestrians and bicyclists using the site for recreational purposes.

3. The proposed new zoning district (the PD District) has been created to be sensitive to site and building design. The PD District incorporates specific design measures with regard to building setback and height, use of building materials, varied rooflines, and landscaping and buffering among other items, all which will affect the visual character in a positive way.

4. The issue of exterior lighting has been evaluated during the SEQRA process. Future facilities will be multi-level and generate light emissions related to exterior and interior lighting. Streets will also incorporate lighting. The new facilities on the site would increase the amount of exterior lighting viewed from the surrounding roads and developments. However, future development that occurs within the EPCAL subdivision is subject to the Town's regulations regarding exterior lighting, which addresses overlighting, energy waste, glare, light trespass and skyglow. Adherence to the Town regulations will prevent light spillover onto adjacent properties and roadways, as well as onto on-site protected environmental areas. Based upon the foregoing, no significant adverse lighting impacts would result from the implementation of the proposed action.

Use and Conservation of Energy

1. Future lot owners/tenants must demonstrate that their proposed plan meets or exceeds the New York State Energy Conservation Construction Code, which requires the use of energy efficient products in all new and renovated construction.

2. It is expected that the proposed action would not result in a significant adverse impact due to increased energy demands, and ultimately may be an energy producer should energy-related facilities locate on the EPCAL Property, as permitted by the proposed zoning.

In accordance with 6 NYCRR §617.11, the Town Board has considered the DSGEIS, FSGEIS, as well as the 1997 GEIS and Findings Statement prepared by the U.S. Navy for the proposed action, and certifies that it has met the requirements of 6 NYCRR Part 617. This Supplemental Findings Statement contains the facts and conclusions in the aforesaid documents, relied upon to support this decision, and sets forth the conditions and criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance.

A Copy of this Findings Statement has been sent to:

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