DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

H.K. Ventures, LLC – Proposed Industrial Park

4285 Middle Country Road

Hamlet of Calverton, Town of Riverhead

Suffolk County, New York

Lead Agency

Town of Riverhead
Planning Board
201 Howell Avenue
Riverhead, New York 11901
(631) 727-3200

Prepared By

P.W. Grosser Consulting, Inc.
630 Johnson Avenue, Suite 7
Bohemia, New York 11716
(631) 589-6353

Applicant

HK Ventures, LLC.
147 Steamboat Road
Great Neck, NY 11024

November 2022

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Lead Agency:	Town of Riverhead Planning Board 201 Howell Avenue Riverhead, New York 11901 (631) 727-3200
Applicant:	HK Ventures, LLC. 147 Steamboat Road Great Neck, New York 11024 Contact: Keith Brown, Esq. Brown Altman & DiLeo, LLP 538 Broadhollow Road Melville, New York 11747 (516) 222-0222 (Attorney for Applicant)
Project Location:	30.25-acre parcel Hamlet of Calverton, Town of Riverhead Suffolk County, New York SCTM No: 600-116-1-2
Prepared by:	P.W. Grosser Consulting, Inc. 630 Johnson Avenue, Suite 7 Bohemia, New York 11716 Contact: Kim Gennaro-Oancea, MS, AICP CEP, Vice President (631) 589-6353 (Environmental and Planning Consultant)
With Technical Assistance From:	Stonefield Engineering & Design, LLC. 584 Broadway, Suite 310 New York, NY 10012 Contact: Amanda LaRosa (718) 606-8305 (Transportation Engineering)
Date of Submission:	November 21, 2022
Date of Acceptance:	December 1, 2022
Date by which comments must be submitted to lead agency:	The minimum public comment period on the DSEIS shall be 30 days, which shall run from the first filing and circulation of the Notice of Completion of DSEIS.

Availability of Document: Copies of the DSEIS are available for public review at the offices of the lead agency, Office of the Town Clerk, and the Riverhead Public Library. The DSEIS may also be viewed on the official website at https://www.townofriverheadny.gov.

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1.0 EXECUTIVE SUMMARY

Introduction

This document is a Draft Supplement Environmental Impact Statement (DSEIS) prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617 for the action contemplated herein and is based upon the Positive Declaration Resolution adopted by the Town of Riverhead Planning Board (the "Planning Board"), as lead agency, on October 20, 2022. The proposed action includes the development of the Calverton Industrial Park, a light industrial use consisting of eight (8) buildings with a total gross floor area of 412,629 square feet (SF) that would be constructed in two phases located at 4285 Middle Country Road (NYS Route 25) in the hamlet of Calverton, Town of Riverhead, Suffolk County, New York. The proposed building sizes would range from approximately 44,100 SF to 56,672 SF. The buildings are proposed as multi-tenant occupancies with user types differing on the east and west sides of the subject property. The proposed action includes the construction of an on-site sewage treatment plant (STP) which would be situated in the center of the proposed development, along the east side between Building 4 and Building 6.

This DSEIS addresses the trip generation from new projects in the surrounding area and an analysis of the impacts to the Middle Country Road (State Route 25) and Edwards Avenue intersection. Specifically, the following projects are considered: JPD Calverton; U-Haul Calverton; and Riverhead Logistics Center (aka Northpoint). Additionally, this DSEIS addresses cumulative impacts from commercial solar energy production from facilities in the hamlet of Calverton. This Executive Summary is followed by a Description of the Proposed Action in Section 2.0, Cumulative Traffic Impacts in Section 3.0 and other Cumulative Impacts in Section 4.0, consistent with the NYSDEC SEQR Handbook, Fourth Edition (2020), as excerpted from page 138: "…the extent of the supplemental EIS should be limited to a reassessment of the relevant significant adverse environmental impacts based on the new information identified."

2.0 DESCRIPTION OF PROPOSED ACTION

2.1 Project Description

The proposed action includes the development of the Calverton Industrial Park, a light industrial use consisting of eight (8) buildings with a total gross floor area of 412,629 square feet (SF) that would be constructed in two phases. Phase 1 would include constructing four (4) buildings (226,469± SF of floor area) to be occupied by various tenants and a 1,500± SF cafeteria as an ancillary offering intended to serve employees of the various tenants. Phase 2 would include constructing the remaining four (4) buildings (186,160± SF of floor area). The proposed building sizes would range from approximately 44,100 SF to 56,672 SF. The buildings are proposed as multi-tenant occupancies with user types differing on the east and west sides. The eastern buildings are proposed to be developed with loading docks capable of handling tractor trailers, while the western buildings envision users requiring box trucks.

The proposed action includes the construction of an on-site sewage treatment plant (STP), which would be situated in the center of the proposed development along the east side between Building 4 and Building 6. The proposed STP is intended to be over-designed to accommodate a sanitary flow of 20,000± gallons per day (gpd) to allow for some flexibility with future tenants. The proposed STP is designed with a 100 percent plant expansion area, and 100 percent leaching pool expansion area. The development of the STP is subject to the approval of the Suffolk County Department of Health Services (SCDHS).

Access to the proposed development will be provided via one (1) full-movement driveway along Middle Country Road, with signalization of the project site driveway. It is noted that consultations have been undertaken with the New York State Department of Transportation (NYSDOT) regarding the preferred signalization and preliminary acceptance of the proposed plan. A Highway Work Permit application is currently in progress and the NYSDOT granted the approval for the construction of a traffic signal at the site driveway.

The proposed development includes a total of 326 surface parking stalls, inclusive of 16 ADA accessible parking spaces, to be situated between the two rows of buildings, with landscaped islands incorporated into the proposed design. The proposed development includes 101 loading spaces for both tractor trailers and box trucks to be located along the east and west sides of the property. Specifically, the proposed design includes loading docks sized to accommodate box trucks on the west side of the property for Buildings 1, 3, 5 and 7. The proposed loading docks on the east side of the property that would serve Buildings 2, 4, 6 and 8 would be sized for tractor trailers and would each contain retaining walls with fall protection railings. The proposed internal driveways would include wayfinding to guide truck traffic. Two (2) fire lanes with striping and pavement markings would also be provided along the western and eastern portions of the project site adjacent to the proposed side yards landscaped buffers.

To accommodate pedestrians, a continuous four (4)-foot concrete sidewalk would be situated along the frontage on Middle Country Road and along the east side of the proposed site access driveway. A six (6)-foot wide crosswalk would also be placed in front of the site access along Middle Country Road. Interior to the project site, the proposed design includes sidewalks along the sides of the proposed buildings facing the center drive aisle. Also, bike racks would be installed along the north side of each building within the central drive aisle.

2.2 Application History

This document supplements the Draft Environmental Impact Statement (DEIS) for the proposed action, which was deemed complete by the Town of Riverhead Planning Board (hereinafter "Planning Board"), as lead agency, on June 17, 2021. The Notice of Completion of DEIS was published in the New York State Department of Environmental Conservation (NYSDEC) Environmental Notice Bulletin on June 30, 2021, providing a public comment period to August 16, 2021. The DEIS was also circulated to all involved and interested agencies. A public hearing on the DEIS was held on August 5, 2021. The DEIS evaluated the following issues, based on the Positive Declaration issued by the Planning Board on August 6, 2020: Soils and Topography; Water Resources; Ecological Resources; Land Use and Zoning; Transportation; Aesthetic Resources; Historic and Archeological Resources; Construction-Related Impacts; and Energy Resources. The DEIS also evaluated seven alternative plans, including Alternative One: No-Action Alternative, Alternative Two: Maximum Build Out Plan with As-of-Right Uses, Alternative Three: Proposed Development with Alternative Water Source, Alternative 4: Completing Construction in a Single Phase Rather Than Phased Development, Alternative 5: Proposed Development with On-site Septic System Rather Than On-site STP, Alternative 6: Proposed Development with Alternate Drainage Design, and Alternative 7: Proposed Development with Cross Access Across Sky Materials Site.

Following the completion of the DEIS, a Final Environmental Impact Statement (FEIS) was prepared in response to an adopted Resolution prepared by the Planning Board on August 19, 2021, additional comments by the Town's planning staff and Town's consultants, Walden Environmental Engineering, PLLC (Walden) and L.K. Mc Lean Associates (LKMA) and the comments received at the aforementioned public hearing on the DEIS held on August 5, 2021. No written comments were received from the public during the written comment period that expired on August 16, 2021. On May 25, 2022, the applicant submitted a FEIS, entitled "Final Environmental Impact Statement HK Ventures, LLC – Proposed Industrial Park," prepared by P.W. Grosser Consulting, Inc., dated May 2022. The FEIS was accepted by the Planning Board on August 18, 2022, its Notice of Acceptance was published in the NYSDEC Environmental Notice Bulletin on August 31, 2022 and it was made available for public review and comment.

Upon review of the FEIS, the Town of Riverhead Planning Board determined there have been several site plan applications made to the Planning Department for industrial developments in Calverton, which have the potential to impact common resources, including but not limited to, traffic congestion and the construction of multiple commercial solar energy production facilities in the hamlet of Calverton, which were not captured in the FEIS (see Figure 1). The Planning Board as SEQRA Lead Agency issued a Positive Declaration pursuant to SEQRA for the site plan application of HK Ventures on October 20, 2022. In the case of Supplemental Environmental Impact Statements, public scoping remains optional pursuant to 6 NYCRR 617.8(a), and as such, the Planning Board did not desire to hold a public scoping session for the preparation of a Supplemental EIS. As such, the Planning Board set the scope of the Draft Supplemental EIS (DSEIS) to study the following impacts:

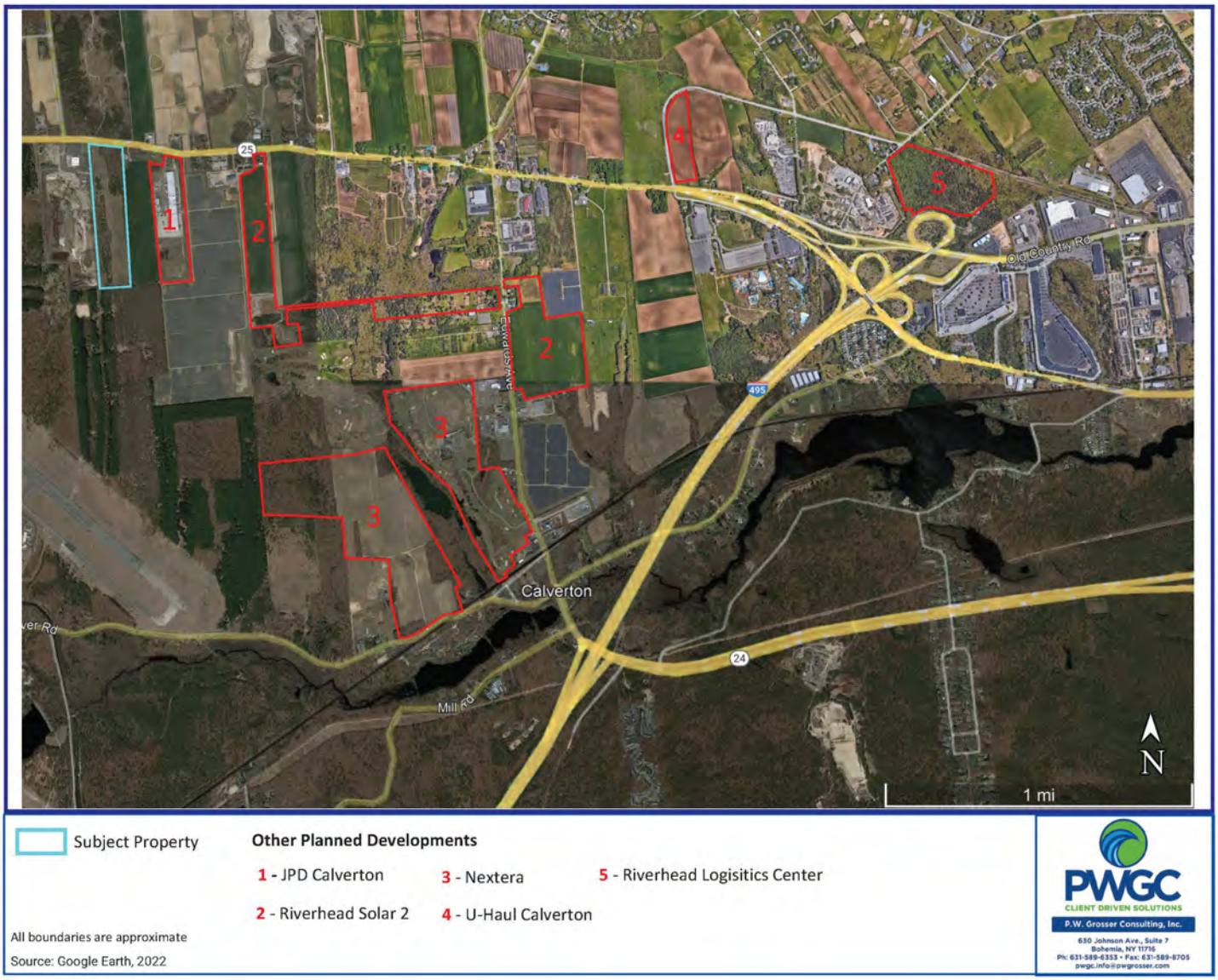
1. Trip generation from new projects, and an analysis of the impacts to the Middle Country Road (State Route 25) and Edwards Avenue intersection, with the following projects to be considered:

    a. JPD Calverton – Site plan application proposing 74,560 SF of multi-tenant warehouse space at 4195 Middle Country Road, Calverton, NY (SCTM No. 600-116-1-7.4).
    b. U-Haul Calverton – Site plan application proposing a 35,500 SF single story warehouse for the storage of U-Haul branded portable on demand storage containers, and a three-story self-storage warehouse with a total floor area of 116,115 SF on four parcels located on the northeast corner of the intersection of Middle Country Road (State Route 25) and Manor Lane (SCTM Nos. 600-99-2-21.3, 21.4, 21.5, 21.6).
    c. Riverhead Logistics Center (aka North Point) – Site plan application proposing a 50-foot-tall "Class-A" warehousing/distribution center with 641,000 SF of gross floor area at 1743 Middle Road, Calverton, NY (SCTM Nos. 600-99-2-100-3-3 & 4).

2. Cumulative impacts from commercial solar energy production facilities in the hamlet of Calverton, including:

    a. Calverton Solar Energy Center (Nextera) – Proposed 22.9 Megawatt (MW), 198-acre solar energy farm project on two parcels at 2714 River Road (SCTM No. 600-136-1-2.0) and 149 Edwards Avenue (SCTM No. 600-137-1-2.1).
    b. Riverhead Solar 2 – Proposed 36 MW, 290-acre solar energy farm project on several non-contiguous parcels. This project is currently under review by the New York State Office of Renewable Energy Siting (ORES) under a 94c permit process.

Figure 1 - Location Map



3.0 CUMULATIVE TRAFFIC IMPACTS

The transportation analysis presented in Section 3.0 of this DSEIS is a summary of the "Traffic Memorandum for Proposed Industrial Park" prepared by Stonefield Engineering & Design LLC. (hereinafter Stonefield) in November 2022 as a supplement to the revised Traffic Impact Study (TIS) completed in February 2022 for the FEIS. The Traffic Memorandum can be found in its entirety in Appendix B of this DSEIS.

3.1 New York State Department of Transportation (NYSDOT) Correspondence

As indicated in Section 2.0 of this DSEIS, a Highway Work Permit application is currently in progress with the NYSDOT. The NYSDOT concurred that a traffic signal is warranted at the intersection of Middle Country Road and the proposed site driveway, and therefore granted approval for the construction of a traffic signal at the site driveway, designated as "Access Condition B" within the revised TIS.

Therefore, as the proposed action would pursue the signalized site driveway access along Middle Country Road approved by the NYSDOT, the analysis contained in the Traffic Memorandum is a continuation on the findings presented within the revised TIS for the 2025 Phase 2 Build Condition for Access Condition B.

3.2 Other Planned/Proposed Developments (OPD's)

The following projects were evaluated:

- JPD Calverton is a proposed 74,560-SF multi-tenant warehouse space located at 4195 Middle Country Road, Calverton, NY (SCTM No. 600-116-1-7.4). The Town of Riverhead has provided only a filed site plan, which does not provide operations-related details. It is noted that the JPD Calverton site is approximately 0.20± mile east of the subject property.

- U-Haul Calverton is a proposed 35,500-SF single story warehouse for the storage of U-Haul branded portable on demand storage containers. Additionally, this proposed development includes a three-story self-storage warehouse with a total floor area of 116,115 SF on four parcels located on the northeast corner of the intersection of Middle Country Road (State Route 25) and Manor Lane (SCTM Nos. 600-99-2-21.3, 21.4, 21.5, 21.6). According to the Full Environmental Assessment Form (FEAF) – Part 1 dated May 17, 2022, the anticipated period of construction is a single phase over approximately 18 months. It is noted that the U-Haul Calverton site is approximately 1.91± miles northeast of the subject property.

- Riverhead Logistics Center (aka North Point) is a proposed 50-foot-tall "Class-A" warehousing/distribution center with 641,000 SF of gross floor area at 1743 Middle Road, Calverton, NY (SCTM Nos. 600-99-2-100-3-3 & 4). According to the FEAF – Part 1 dated April 4, 2022, the anticipated period of construction is a single phase of approximately six (6) to eight (8) months. Additionally, according to the Final Scope dated October 6, 2022, on-site parking would include 305 total spaces (approximately one stall per 2,100± SF), including eight (8) ADA-accessible stalls. It is noted that the Riverhead Logistics Center site is approximately 2.80± miles northeast of the subject property.

3.3 Trip Generation Assessment

In order to quantify the estimated impacts of the above-mentioned other planned developments (OPD's) on the adjacent roadway network, trip generation projections were prepared for each of the OPD's utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, as follows.

JPD Calverton

Trip generation rates associated with ITE Land Use 150 "Warehousing" were cited for the proposed 74,560 SF of warehouse space. Given the proposed land use, the projected traffic volumes were classified by passenger vehicle trips and truck trips. Table 1 of the Traffic Memorandum provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily trip generation volumes associated with the planned development.

U-Haul Calverton

Trip generation rates associated with ITE Land Use 150 "Warehousing" and ITE Land Use 151 "Mini-Warehouse" were cited for the proposed 35,500 SF of warehouse space and 116,115 SF of self-storage space, respectively. Given the proposed land uses, the projected traffic volumes were classified by passenger vehicle trips and truck trips. Table 2 of the Traffic Memorandum provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily trip generation volumes associated with the planned development.

North Point Calverton

Trip generation rates associated with ITE Land Use 150 "Warehousing" were cited for the proposed 641,000 SF of warehouse space. Given the proposed land use, the projected traffic volumes were classified by passenger vehicle trips and truck trips. Table 3 of the Traffic Memorandum provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily trip generation volumes associated with the planned development.

The total trip generation projections for the three (3) OPD's are summarized in Table 4 of the Traffic Memorandum.

3.4 Trip Assignment/Distribution

The trips generated by the OPD's were distributed based on the expected travel patterns by vehicle type and the access management plan of the sites. Separate distributions have been prepared for truck traffic and for passenger vehicles for each development, as detailed in the Traffic Memorandum.

The Truck Routing, Passenger Vehicle Routing, Site-Generated Truck Volumes, Site-Generated Passenger Vehicle Volumes, and Total Site Generated Traffic Volumes for the JPD, U-Haul, and North Point sites are illustrated on Figures 1 through 5, Figures 6 through 10, and Figures 11 through 15, respectively in the Technical Appendix of the Traffic Memorandum.

3.5 2025 Cumulative Build Traffic Volumes

The total site-generated trips for the three (3) OPD's were added to the 2025 Phase 2 Build Traffic Volumes for Condition B presented within the revised TIS to generate the 2025 Cumulative Build Traffic Volumes. The 2025 Cumulative Build Traffic Volumes are shown on Figure 16 in the Technical Appendix of the Traffic Memorandum.

2025 Cumulative Build LOS/Capacity Analysis

To address the comments contained within the aforementioned Resolution issued by the Town of Riverhead, a Level of Service (LOS) and Volume/Capacity analysis was conducted at the intersection of Middle Country Road and Edwards Avenue for the 2025 Cumulative Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours. Please note that the analysis assumes the implementation of the mitigation presented within the revised TIS for the intersection of Middle Country Road and Edwards Avenue during the weekday morning peak hour. Table 5 of the Traffic Memorandum provides a summary of the 2025 Cumulative Build Condition LOS and delay during the weekday morning, weekday evening, and Saturday midday peak hours.

Under the 2025 Cumulative Build Condition, the signalized intersection of Middle Country Road and Edwards Avenue is calculated to operate at overall LOS D during the weekday morning peak hour, LOS C during the weekday evening peak hour, and LOS B during the Saturday midday peak hour.

3.6 Conclusion

The findings of the 2025 Cumulative Build Condition are generally consistent with the findings presented in the revised TIS for the 2025 Phase 2 Build Condition for Access Condition B during the study peak hours. As such, based on the above, the proposed action, along with the other identified projects, are not anticipated to result in significant adverse impacts to the surrounding roadway network.

4.0 OTHER CUMULATIVE IMPACTS

As requested by the Planning Board, the cumulative impacts from the following commercial solar energy production from facilities in the hamlet of Calverton are to be evaluated:

- Calverton Solar Energy Center (Nextera) is a proposed 22.9 Megawatt (MW), 198-acre solar energy farm project on two parcels at 2714 River Road (SCTM No. 600-136-1-2.0) and 149 Edwards Avenue (SCTM No. 600-137-1-2.1) to increase the renewable energy capacity and generation on Long Island. According to the FEAF – Part 1 dated September 4, 2018, the anticipated period of construction is a single phase of approximately six (6) months.

- Riverhead Solar 2 is a proposed 36 MW, 290-acre solar farm project on several non-contiguous parcels. This project is currently under review by the New York State Office of Renewable Energy Siting (ORES) under a 94c permit process.

Regarding Calverton Solar Energy Center (Nextera), according to the filed Project Narrative, dated September 2018, construction parking will be located on the Project Site (Site) and will not impact traffic along the local roads. There will be no full-time staff required to be located at the Site for operation of the solar energy center as the facility will be monitored remotely. Additionally, on-site personnel visits are anticipated to be largely limited to managing the property grounds and associated solar facilities in accordance with any permitting requirements and maintenance of equipment as recommended by manufacturer specifications. As indicated in the Traffic Memorandum (see Appendix B of this DSEIS), solar array developments are recognized throughout the industry to generate minimal traffic, particularly during typical peak hours of adjacent street traffic. While the specific operations of a solar farm may vary by location, solar farms typically operate such that site-generated trips are comprised exclusively of employee visits for occasional standard preventative and/or corrective maintenance requirements. Maintenance trips usually occur no more than one (1) to two (2) times per month as the solar farms are often managed and monitored from an off-site location, and employees would be expected to arrive in a shared maintenance vehicle as needed. Given that Nextera will not provide an ancillary building or office, it is expected that the study locations would operate as such. Therefore, the cumulative traffic impacts to the adjacent roadway network associated with Nextera is anticipated to be negligible. Herbicide use will be limited to gravel and blue stone areas underneath electrical equipment. Based on the above, no adverse use-related impacts (traffic, noise and occupancy) and no utilities (water and sewer) or solid waste generation would occur. Personnel may also access the property in response to an automated alert of a system issue requiring further diagnosis. The proposed project's Renewable Operations Control Center (ROCC) is located in Juno Beach, Florida, and would provide notifications to local area operations and staff.

Regarding Riverhead Solar 2, the Town of Riverhead has provided only a filed site plan, which does not provide operations-related details. However, it is assumed that the Riverhead Solar 2 sites would be similar to the Nextera project in that there would be no full-time staff on-site as the site would be monitored remotely. On-site personnel visits for ground maintenance and system checks/repairs, as needed, would be limited. Given that Riverhead Solar 2 will not provide an ancillary building or office, it is expected that the study locations would operate as such. Therefore, the cumulative traffic impacts to the adjacent roadway network associated with Riverhead Solar 2 is anticipated to be negligible. No adverse use-related impacts (traffic, noise and occupancy) and no utilities (water and sewer) or solid waste generation would occur.

Based on the above, there would be no cumulative impacts with the proposed action and the other identified projects.

It is noted that the proposed action does include a 3.245 MW rooftop solar array capable of producing 2.4 MW of energy. Electricity from this solar array would be fed into the community solar program. Hence, there is a direct community benefit.

APPENDIX A

Planning Board Resolution adopted October 20, 2022

TOWN OF RIVERHEAD
PLANNING BOARD
201 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, EXT. 240, FAX (631) 727-9101

October 20, 2022

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

Resolution No. 2022-098
Issues Positive Declaration Pursuant and Calls for the Preparation of a Supplemental Environmental Impact Statement for the Site Plan Application of HK Ventures
4153 Middle Country Road, Calverton, NY
SCTM Nos. 600-116-1-2

Dear Mr. Brown:

The following resolution was duly adopted by the Town of Riverhead Planning Board at a meeting held on October 20, 2022:

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

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

WHEREAS, by Resolution No. 2020-031, dated May 21, 2020, the Riverhead Planning Board classified the site plan application as a Type 1 Action pursuant to 6NYCRR Part 617.4(b)(6) as the action proposed land disturbance in excess of 10 acres, and requested Lead Agency status in a coordinated review among involved agencies; and

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

WHEREAS, by Resolution No. 2020-066, dated October 1, 2020, the Planning Board scheduled a public scoping session to receive public comments on the Draft Scope; and

WHEREAS, the Planning Board held a public scoping session at its regular meeting on November 5, 2020, via Zoom, pursuant to Governor Cuomo's Executive Order 202.1 regarding the "Open Meetings Law," which authorized public meetings to be held remotely via conference call or other such similar service provided that the public has the ability to view or listen to such proceedings; and

WHEREAS, by Resolution No. 2020-075, dated November 19, 2020, the Planning Board adopted a Final Scope pursuant to SEQRA to be used for the preparation of a Draft Environmental Impact Statement (DEIS); and

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

WHEREAS, by Resolution No. 2021-064, dated Jun 17, 2021, the Planning Board deemed the DEIS adequate for public review; and

WHEREAS, by Resolution No. 2021-073, dated July 1, 2021, the Planning Board scheduled a public hearing on the DEIS; and

WHEREAS, a public hearing on the DEIS was held on August 5, 2021, at Riverhead Town Hall, 200 Howell Avenue, Riverhead, NY; and

WHEREAS, by Resolution No. 2021-091, dated August 19, 2021, the Planning Board set forth the requirements for inclusion in a Final Environmental Impact Statement (FEIS); and

WHEREAS, on May 25, 2022, the applicant submitted an FEIS, entitled "Final Environmental Impact Statement HK Ventures, LLC – Proposed Industrial Park," prepared by P.W. Grosser Consulting, Inc., dated May 2022; and

WHEREAS, by Resolution No. 2022-080, dated August 18, 2022, the Planning Board accepted the FEIS, entitled "Final Environmental Impact Statement HK Ventures, LLC – Proposed Industrial Park," prepared by P.W. Grosser Consulting, Inc., dated May 2022; and

WHEREAS, the FEIS was made available for public review and comment pursuant to SEQRA; and

WHEREAS, there have been several site plan applications made to the Planning Department for industrial developments in Calverton, which have the potential to impact common resources, including but not limited to traffic congestion, and the construction of multiple commercial solar energy production facilities in the Hamlet of Calverton, which were not captured in the FEIS. Now, therefore be it

RESOLVED, that the Planning Board as SEQRA Lead Agency, being aware of multiple applications for development not evaluated in the FEIS, hereby issues a Positive Declaration pursuant to SEQRA for the site plan application of HK Ventures; and be it further

RESOLVED, that pursuant to SEQRA, public scoping remains optional pursuant to 6NYCRR 617.8(a), and as such, the Planning Board does not desire to hold a public scoping session for the preparation of a Supplemental EIS; and be it further

RESOLVED, that the Planning Board hereby sets the scope of the Supplemental DEIS to study the following impacts:

1. Trip generation from new projects, and an analysis of the impacts to the Middle Country Road (State Route 25) and Edwards Avenue intersection, with the following projects to be considered:

    a. JPD Calverton – Site plan application proposing 74,560 sq. ft. of multi-tenant warehouse space at 4195 Middle Country Road, Calverton, NY (SCTM No. 600-116-1-7.4).

    b. U-Haul Calverton – Site plan application proposing a 35,500 sq. ft. single story warehouse for the storage of U-Haul branded portable on demand storage containers, and a three-story self-storage warehouse with a total floor area of 116,115 sq. ft. on four parcels located on the northeast corner of the intersection of Middle Country Road (State Route 25) and Manor Lane (SCTM Nos. 600-99-2-21.3, 21.4, 21.5, 21.6).

    c. Riverhead Logistics Center (aka North Point) – Site plan application proposing a 50 ft. tall "Class-A" warehousing/distribution center with 641,000 sq. ft. of gross floor area at 1743 Middle Road, Calverton, NY (SCTM Nos. 600-99-2-100-3-3 & 4);

2. Cumulative impacts from commercial solar energy production facilities in the Hamlet of Calverton; and be it further

RESOLVED, the requisite SEQRA Notice of Determination/Positive Declaration be filed with the NYSDEC Environmental News Bulletin (ENB) and all relevant information be filed with the Town Clerk; and be it further

RESOLVED, that the Town Clerk is hereby authorized to forward a certified copy of this resolution to the Planning Department, the ENB and to the applicant or his agent; and be it further

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

Very truly yours,

Joann Waski, Chairman
Riverhead Planning Board

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

THE VOTE

BAIER _X_ YES __ NO O'DEA_X_ YES __ NO

NUNNARO _X_ YES __ NO DENSIESKI _X_ YES __ NO

WASKI _X_ YES __ NO

THIS RESOLUTION _X_ WAS __ WAS NOT THEREFORE DULY ADOPTED

CC: Building Department
Town Clerk

APPENDIX B

Traffic Memorandum for Proposed Industrial Park as prepared by Stonefield Engineering & Design, LLC.

November 4, 2022

Town of Riverhead
Planning Board
201 Howell Avenue
Riverhead, NY 11901-2596
Attn: Joann Waski, Chairman

RE: Proposed Industrial Park
4285 Middle Country Road (NYS Route 25)
SCTM No. 600-116-1-2
Hamlet of Calverton, Town of Riverhead, Suffolk County, New York
SE&D Job No. NYC-200069

Dear Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this memorandum as a supplement to the Traffic Impact Study prepared by Stonefield as part of the Final Environmental Impact Statement (FEIS), dated February 2022, in connection with the proposed "HK Ventures" industrial park located at 4285 Middle Country Road (NYS Route 25) in the Hamlet of Calverton, Town of Riverhead, Suffolk County, New York. This report was prepared to evaluate the traffic impacts associated with various planned development projects located within the Hamlet of Calverton as identified within Resolution No. 2022-098 issued by the Town of Riverhead Planning Board, dated October 20, 2022.

NYSDOT Correspondence

It should be noted that in connection with the proposed industrial park application, a Highway Work Permit application is currently in progress with the New York State Department of Transportation (NYSDOT). As part of the review process, the Traffic Impact Study and Traffic Signal Warrant Analysis prepared by Stonefield, dated April 19, 2021, were submitted for NYSDOT review. Upon review of the submitted materials, the NYSDOT concurred that a traffic signal is warranted at the intersection of Middle Country Road and the proposed site driveway, and thereby granted approval for the construction of a traffic signal at the site driveway, designated as "Access Condition B" within the Traffic Impact Study. Correspondence with the NYSDOT confirming approval of the proposed signalized driveway access is appended to this report. As of the date of this report, conceptual design of the traffic signal has been submitted to the NYSDOT for review; the appropriate construction plans will be submitted in the future as part of the Highway Work Permit application following receipt of all zoning approvals.

Therefore, as the application will pursue the signalized site driveway access along Middle Country Road approved by the NYSDOT, the analysis contained herein is a continuation on the findings presented within the aforementioned Traffic Impact Study prepared by Stonefield as part of the FEIS for the 2025 Phase 2 Build Condition for Access Condition B.

Trip Generation Assessment

In order to address the comments contained within the aforementioned Resolution issued by the Town of Riverhead Planning Department, trip generation projections were prepared for the following planned development projects:

- JPD Calverton – Site plan application proposing 74,560 sq. ft. of multi-tenant warehouse space at 4195 Middle Country Road, Calverton, NY (SCTM No.600-116-1-7.4);

- U-Haul Calverton – Site plan application proposing a 35,500 sq. ft. single story warehouse for the storage of U-Haul branded portable on-demand storage containers, and a three-story self-storage warehouse with a total floor area of 116,115 sq. ft. on four parcels located at the northeast quadrant of the intersection of Middle Country Road (State Route 25) and Manor Road (SCTM Nos. 600-99-2-21.3, 21.4, 21.5, 21.6);

- Riverhead Logistics Center (aka North Point) – Site plan application proposing a 50 ft. tall "Class-A" warehousing/distribution center with 641,000 sq. ft. of gross floor area located at 1743 Middle Road, Calverton, NY (SCTM Nos. 600-99-2-100-3-3 & 4).

In order to quantify the estimated impacts of the above-referenced developments on the adjacent roadway network, trip generation projections were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, as detailed herein.

JPD Calverton

In connection with the planned JPD Calverton development, a review of the Site Layout Plan prepared by Bohler, dated April 15, 2022, was conducted. Trip generation rates associated with ITE Land Use 150 "Warehousing" were cited for the proposed 74,560 square feet of warehouse space. Given the proposed land use, the projected traffic volumes were classified by passenger vehicle trips and truck trips. **Table 1** provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily trip generation volumes associated with the planned development.

TABLE 1 – PROJECTED TRIP GENERATION – JPD CALVERTON

		Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Weekday Daily		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
74,560 SF Warehousing *ITE Land Use 150*	Passenger Vehicles	25	7	32	8	25	33	2	2	4	56	55	111
	Trucks	0	1	1	1	1	2	0	0	0	22	23	45
	Total	**25**	**8**	**33**	**9**	**26**	**35**	**2**	**2**	**4**	**78**	**78**	**156**

U-Haul Calverton

In connection with the planned U-Haul Calverton development, a review of the Site Plan prepared by Key Civil Engineering, dated October 14, 2022, was conducted. Trip generation rates associated with ITE Land Use 150 "Warehousing" and ITE Land Use 151 "Mini-Warehouse" were cited for the proposed 35,500 square feet of warehouse space and 116,115 square feet of self-storage space, respectively. Given the proposed land uses, the projected traffic volumes were classified by passenger vehicle trips and truck trips. **Table 2** provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily trip generation volumes associated with the planned development.

TABLE 2 – PROJECTED TRIP GENERATION – U-HAUL CALVERTON

		Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Weekday Daily		
		Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Building A	Passenger Vehicles	6	4	10	8	9	17	12	8	20	82	81	163
116,115 SF Mini-Warehouse	Trucks	0	0	0	0	0	0	0	0	0	2	3	5
ITE Land Use 151	Total	**6**	**4**	**10**	**8**	**9**	**17**	**12**	**8**	**20**	**84**	**84**	**168**
Building B	Passenger Vehicles	21	6	27	9	21	30	1	1	2	37	36	73
35,500 SF Warehousing	Trucks	0	1	1	0	1	1	0	0	0	10	11	21
ITE Land Use 150	Total	**21**	**7**	**28**	**9**	**22**	**31**	**1**	**1**	**2**	**47**	**47**	**94**
TOTAL TRIP GENERATION	Passenger Vehicles	27	10	37	17	30	47	13	9	22	119	117	236
	Trucks	0	1	1	0	1	1	0	0	0	12	14	26
	Total	**27**	**11**	**38**	**17**	**31**	**48**	**13**	**9**	**22**	**131**	**131**	**262**

North Point Calverton

In connection with the planned North Point Calverton development, a review of the Site Exhibit prepared by North Point Development, dated February 21, 2022, was conducted. Trip generation rates associated with ITE Land Use 150 "Warehousing" were cited for the proposed 641,000 square feet of warehouse space. Given the proposed land use, the projected traffic volumes were classified by passenger vehicle trips and truck trips. **Table 3** provides the weekday morning peak hour, weekday evening peak hour, Saturday midday peak hour, and weekday daily trip generation volumes associated with the planned development.

TABLE 3 – PROJECTED TRIP GENERATION – NORTH POINT CALVERTON

		Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Weekday Daily		
		Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
	Passenger Vehicles	70	18	88	19	65	84	20	12	32	333	333	666
641,000 SF Warehousing	Trucks	7	6	13	10	9	19	0	0	0	192	193	385
ITE Land Use 150	Total	**77**	**24**	**101**	**29**	**74**	**103**	**20**	**12**	**32**	**525**	**526**	**1051**

Total Trip Generation

The total trip generation projections for the three (3) planned development projects in terms of passenger vehicle trips and truck trips are summarized in **Table 4**.

TABLE 4 – PROJECTED TRIP GENERATION – TOTAL

			Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Weekday Daily		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
JPD	74,560 SF Warehousing *ITE Land Use 150*	Passenger Vehicles	25	7	32	8	25	33	2	2	4	56	55	111
		Trucks	0	1	1	1	1	2	0	0	0	22	23	45
		Total	**25**	**8**	**33**	**9**	**26**	**35**	**2**	**2**	**4**	**78**	**78**	**156**
U-Haul	116,115 SF Mini-Warehouse *ITE Land Use 151*	Passenger Vehicles	6	4	10	8	9	17	12	8	20	82	81	163
		Trucks	0	0	0	0	0	0	0	0	0	2	3	5
		Total	**6**	**4**	**10**	**8**	**9**	**17**	**12**	**8**	**20**	**84**	**84**	**168**
	35,500 SF Warehousing *ITE Land Use 150*	Passenger Vehicles	21	6	27	9	21	30	1	1	2	37	36	73
		Trucks	0	1	1	0	1	1	0	0	0	10	11	21
		Total	**21**	**7**	**28**	**9**	**22**	**31**	**1**	**1**	**2**	**47**	**47**	**94**
North Point	641,000 SF Warehousing *ITE Land Use 150*	Passenger Vehicles	70	18	88	19	65	84	20	12	32	333	333	666
		Trucks	7	6	13	10	9	19	0	0	0	192	193	385
		Total	**77**	**24**	**101**	**29**	**74**	**103**	**20**	**12**	**32**	**525**	**526**	**1051**
TOTAL TRIP GENERATION		Passenger Vehicles	122	35	157	44	120	164	35	23	58	508	505	1013
		Trucks	7	8	15	11	11	22	0	0	0	226	230	456
		Total	**129**	**43**	**172**	**55**	**131**	**186**	**35**	**23**	**58**	**734**	**735**	**1469**

Solar Array Developments

In addition to the planned industrial developments within the study region, an evaluation was requested to analyze the cumulative impacts of the following solar energy facilities in the subject site vicinity:

- Nextera (aka Calverton Solar Energy Center) – 22.9-MW solar project with frontage along Edwards Avenue, River Road, and Railroad Avenue in the Hamlet of Calverton;
- Riverhead Solar 2 – 36-MW solar project with frontage along Middle Country Road, Edwards Avenue, and Peconic Avenue in the Hamlet of Calverton.

It is important to note that solar array developments are recognized throughout the industry to generate minimal traffic, particularly during typical peak hours of adjacent street traffic. While the specific operations of a solar farm may vary by location, solar farms typically operate such that site-generated trips are comprised exclusively of employee visits for occasional standard preventative and/or corrective maintenance requirements. Maintenance trips usually occur no more than one (1) to two (2) times per month as the solar farms are often managed and monitored from an off-site location, and employees would be expected to arrive in a shared maintenance vehicle as needed. Given that the proposed solar farms will not provide an ancillary building or office, it is expected that the study locations would operate as such. Therefore, the cumulative impacts to the adjacent

roadway network associated with the identified solar array developments are anticipated to be negligible and are not considered in the analysis contained herein.

It should be noted that ITE does not publish data for a corresponding land use pertaining to a solar farm development. However, traffic assessment reports for various solar farms throughout the United States were reviewed to reach the above conclusions, including "Trip Generation Letter/Intersection Crash Analysis Letter" prepared by SRF Associates, dated May 31, 2019, for a solar farm located in the Town of Farmington, Ontario County, New York, which is appended to this report.

Trip Assignment/Distribution

The trips generated by the planned development projects were distributed based on the expected travel patterns by vehicle type and the access management plan of the sites. Separate distributions have been prepared for truck traffic and for passenger vehicles for each development, as detailed herein.

JPD Calverton

Truck traffic has been routed based on the following macroscopic patterns:

- 75% destined to/from the Long Island Expressway – traveling along Edwards Avenue and the segment of Middle Country Road between the subject site and Edwards Avenue.
- 25% destined to/from NYS Routes 25 and 25A and roadways that connect to these routes including but not limited to William Floyd Parkway and NYS Route 112 – traveling along the segment of Middle Country Road west of the subject site.

Passenger vehicle traffic has been routed based on the following macroscopic patterns:

- 50% destined to/from the Long Island Expressway – traveling along Edwards Avenue and the segment of Middle Country Road between the subject site and Edwards Avenue.
- 12.5% destined to/from locations along Long Island's north shore in Suffolk County – traveling along NYS Routes 25A and Middle Country Road west of the subject site.
- 12.5% destined to/from locations along Long Island's south shore in Suffolk County – traveling along William Floyd Parkway and Middle Country Road west of the subject site.
- 12.5% destined to/from locations along Long Island's north fork – traveling along Sound Avenue, Fresh Pond Avenue, and Middle County Road in the immediate site vicinity.
- 12.5% destined to/from locations along Long Island's south fork – traveling along NYS Route 24 to Edwards Avenue and the segment of Middle Country between the subject site and Edwards Avenue.

Please note that the routings described above are consistent with those presented within the aforementioned Traffic Impact Study prepared by Stonefield for the proposed industrial park development at 4285 Middle Country Road given the proximity between the proposed site and the planned JPD site.

U-Haul Calverton

Truck traffic has been routed based on the following macroscopic patterns:

- 75% destined to/from the Long Island Expressway – traveling along Middle Country Road east of the subject site to Manor Road; would not travel through the Edwards Avenue intersection.

- 25% destined to/from NYS Routes 25 and 25A and roadways that connect to these routes including but not limited to William Floyd Parkway and NYS Route 112 – traveling along the segment of Middle Country Road west of the subject site.

Passenger vehicle traffic has been routed based on the following macroscopic patterns:

- 60% destined to/from the Long Island Expressway – traveling along Middle Country Road east of the subject site to Manor Road; would not travel through the Edwards Avenue intersection.
- 12.5% destined to/from locations along Long Island's north shore in Suffolk County – traveling along NYS Routes 25A and Middle Country Road west of the subject site.
- 12.5% destined to/from locations along Long Island's south shore in Suffolk County – traveling along William Floyd Parkway and Middle Country Road west of the subject site.
- 12.5% destined to/from locations along Long Island's north fork – traveling along Sound Avenue, Edwards Avenue, and Middle County Road west of the subject site.
- 12.5% destined to/from locations along Long Island's south fork – traveling along NYS Route 24 to Edwards Avenue and along Middle Country Road west of the subject site.

North Point Calverton

Please note that given the locations of the planned U-Haul and North Point sites, it is anticipated that traffic patterns to and from the North Point development would be generally consistent with the traffic patterns associated with the U-Haul development. Therefore, the routings detailed above pertaining to the U-Haul development were also applied for the North Point development in the analysis contained herein.

The Truck Routing, Passenger Vehicle Routing, Site-Generated Truck Volumes, Site-Generated Passenger Vehicle Volumes, and Total Site Generated Traffic Volumes for the JPD, U-Haul, and North Point sites are illustrated on the appended **Figures 1** through **5**, **Figures 6** through **10**, and **Figures 11** through **15**, respectively.

2025 Cumulative Build Traffic Volumes

The total site-generated trips for the three (3) identified planned development projects were added to the 2025 Phase 2 Build Traffic Volumes for Condition B presented within the Traffic Impact Study prepared by Stonefield as part of the FEIS, dated February 2022, to generate the 2025 Cumulative Build Traffic Volumes. The 2025 Cumulative Build Traffic Volumes and are shown on appended **Figure 16**.

2025 Cumulative Build LOS/Capacity Analysis

To address the comments contained within the aforementioned Resolution issued by the Town of Riverhead, a Level of Service and Volume/Capacity analysis was conducted at the intersection of Middle Country Road and Edwards Avenue for the 2025 Cumulative Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours. Please note that the analysis assumes the implementation of the mitigation presented within the aforementioned Traffic Impact Study for the intersection of Middle Country Road and Edwards Avenue during the weekday morning peak hour. **Table 5** provides a summary of the 2025 Cumulative Build Condition Level of Service and delay during the weekday morning, weekday evening, and Saturday midday peak hours.

Comparative Level of Service (Delay) Tables

EDWARDS AVENUE & MIDDLE COUNTRY ROAD

EB (Eastbound) and WB (Westbound) approaches are the Middle Country Road approaches
NB (Northbound) and SB (Southbound) approaches are the Edwards Avenue approaches
X (n) = Level of Service (seconds of delay)

TABLE 5 – 2025 CUMULATIVE BUILD CONDITION

Lane Group	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Saturday Midday Peak Hour
EB Left	B (13.6)	D (38.0)	C (24.1)
EB Through/Right	D (44.8)	B (16.7)	B (15.9)
WB Left	D (52.6)	C (28.9)	C (28.2)
WB Through/Right	B (10.5)	C (22.4)	B (14.0)
NB Left	E (71.5)	D (41.5)	C (30.5)
NB Through/Right	C (27.6)	C (26.3)	C (24.3)
SB Left	C (33.1)	C (30.1)	C (29.8)
SB Through/Right	C (28.3)	C (28.0)	C (22.8)
Intersection	**D (37.7)**	**C (23.4)**	**B (18.6)**

Under the 2025 Cumulative Build Condition, the signalized intersection of Middle Country Road and Edwards Avenue is calculated to operate at overall Level of Service D during the weekday morning peak hour, Level of Service C during the weekday evening peak hour, and Level of Service B during the Saturday midday peak hour. The findings of the 2025 Cumulative Build Condition are generally consistent with the findings presented within the aforementioned Traffic Impact Study prepared by Stonefield for the 2025 Phase 2 Build Condition for Access Condition B during the study peak hours. Therefore, the identified planned development projects are not anticipated to have a significant adverse impact on the operations of the study intersection.

Please do not hesitate to contact our office if there are any questions.

Best regards,

Amanda LaRosa
Stonefield Engineering and Design, LLC

Matthew J. Seckler, PE, PP, PTOE
Stonefield Engineering and Design, LLC

TECHNICAL APPENDIX

NYSDOT CORRESPONDENCE

LaRosa, Amanda

From: Islam, Mohammad R (DOT) <Mohammad.Islam@dot.ny.gov>
Sent: Thursday, May 20, 2021 10:30 AM
To: LaRosa, Amanda; Villari, Andrew
Cc: Epstein, Victoria; Tariq, Melik (DOT); Smith, Eugene (DOT); Vijayendran, M.T.Vijay (DOT)
Subject: 84382 HK Industrial Park 4285 Middle Country Road Riverhead SCTM# 0600-11600-0100-002000

Good Morning,
Based on the Traffic signal warrant analysis provided, the signal warrants are met in 2025 build conditions. We have no objections to a new permit signal at the site driveway since it was found warranted.
Please submit a hard copy of the signal warrant analysis for our record keeping.

Thanks,
Mohammad R Islam
Assistant Engineer | Permits
New York State Department of Transportation, Region 10
Traffic & Safety
250 Veterans Memorial Highway, Room 6A-7, Hauppauge, NY 11788
631-952-6813 | Mohammad.Islam@dot.ny.gov
www.dot.ny.gov/permits

From: LaRosa, Amanda <alarosa@stonefieldeng.com>
Sent: Tuesday, May 4, 2021 10:34 AM
To: Islam, Mohammad R (DOT) <Mohammad.Islam@dot.ny.gov>; Villari, Andrew <avillari@stonefieldeng.com>
Cc: Epstein, Victoria <vepstein@stonefieldeng.com>; Seckler, Matthew <mseckler@stonefieldeng.com>; Mirsakov, Alexander (DOT) <Alexander.Mirsakov@dot.ny.gov>; Tariq, Melik (DOT) <Melik.Tariq@dot.ny.gov>; Smith, Eugene (DOT) <Eugene.Smith@dot.ny.gov>
Subject: RE: 84382 HK Industrial Park 4285 Middle Country Road Riverhead

Good morning Mohammad,

Our office has prepared the attached Traffic Signal Warrant Analysis. Based on the analysis documented in the report, MUCTD Warrant 1B (Eight-Hour Vehicular Volume), MUCTD Warrant 2 (Four-Hour Vehicular Volume), and MUTCD Warrant 3 (Peak-Hour Vehicular Volume) are met in the 2025 Build Condition. Therefore, a signal is warranted at the HK Ventures site driveway as a result of the proposed development and Access Condition B as analyzed in the Traffic Impact Study, dated April 19, 2021 is recommended to be implemented.

Please let us know if you have any further feedback or if you would like hard copies of the attached.

Thanks,

Amanda LaRosa
STONEFIELD
584 Broadway, Suite 310, New York, New York 10012
T 718.606.8305 | M 631.877.1425 | F 201.340.4472
alarosa@stonefieldeng.com | stonefieldeng.com

From: Islam, Mohammad R (DOT) <Mohammad.Islam@dot.ny.gov>
Sent: Friday, April 2, 2021 3:57 PM
To: Villari, Andrew <avillari@stonefieldeng.com>
Cc: LaRosa, Amanda <alarosa@stonefieldeng.com>; Epstein, Victoria <vepstein@stonefieldeng.com>; Seckler, Matthew <mseckler@stonefieldeng.com>; Mirsakov, Alexander (DOT) <Alexander.Mirsakov@dot.ny.gov>; Tariq, Melik (DOT) <Melik.Tariq@dot.ny.gov>; Smith, Eugene (DOT) <Eugene.Smith@dot.ny.gov>
Subject: Re: 84382 HK Industrial Park 4285 Middle Country Road Riverhead

Good Afternoon Andrew,

If a new traffic signal is not warranted at the site driveway then we have no objection to "Condition C". Which is widening of Middle Country Road to accommodate a shared two-way left-turn lane without a signal.

Thanks,
Mohammad R Islam
Assistant Engineer | Permits
New York State Department of Transportation, Region 10
Traffic & Safety
250 Veterans Memorial Highway, Room 6A-7, Hauppauge, NY 11788
631-952-6813 | Mohammad.Islam@dot.ny.gov
www.dot.ny.gov/permits

From: Villari, Andrew <avillari@stonefieldeng.com>
Sent: Friday, April 2, 2021 10:00 AM
To: Islam, Mohammad R (DOT) <Mohammad.Islam@dot.ny.gov>; Mirsakov, Alexander (DOT) <Alexander.Mirsakov@dot.ny.gov>
Cc: LaRosa, Amanda <alarosa@stonefieldeng.com>; Epstein, Victoria <vepstein@stonefieldeng.com>; Seckler, Matthew <mseckler@stonefieldeng.com>
Subject: RE: 84382 HK Industrial Park 4285 Middle Country Road Riverhead

Mohammad – Following up on this. Let us know if we can discuss this next week as a group. We can send a meeting invite with link to a video call. Thanks,

Andrew Villari, PE
STONEFIELD
584 Broadway, Suite 310, New York, New York 10012

718-606-8305 phone, 908-578-0182 cell
avillari@stonefieldeng.com | stonefieldeng.com

From: Villari, Andrew
Sent: Wednesday, March 24, 2021 7:42 PM
To: Islam, Mohammad R (DOT) <Mohammad.Islam@dot.ny.gov>; Mirsakov, Alexander (DOT) <Alexander.Mirsakov@dot.ny.gov>
Cc: LaRosa, Amanda <alarosa@stonefieldeng.com>; Epstein, Victoria <vepstein@stonefieldeng.com>; Seckler, Matthew <mseckler@stonefieldeng.com>
Subject: 84382 HK Industrial Park 4285 Middle Country Road Riverhead

Mohammad – As we discussed last week, we wrapped up a draft of the Traffic Impact Study for the industrial park application in Calverton. As a reminder, we had a video call with the Town planning staff back on December 16, 2020 (meeting minutes attached). The reason we want to send the draft study to the DOT is because we analyzed 3 access scenarios (see pages 17-18 of the PDF):

Condition A – assumes a traffic signal would be constructed at the existing intersection of Middle Country Road and Fresh Pond Avenue. Cross access would be needed with the property owner to the west. See attached letter from the adjacent property owner which indicates that they are not amenable to cross access.

Condition B – assumes a traffic signal would be constructed at the future driveway location for HK Ventures. The roadway would also be modified to have center left turn lanes.

Condition C – no new signals along Middle Country Road but a widening to accommodate a shared two-way left-turn lane.

The draft TIS analyzes the two phases of the proposed development under all three access scenarios. See the Level of Service tables provided on pages 41-43 of the PDF. Since cross access is unfeasible, Condition A will likely be ruled out. At this point in time, the applicant would like to pursue a traffic signal at their proposed site driveway under Condition B. On the 12/17/20 video call, we discussed that this would be possible and now we have provided an analysis showing how it would function with the volumes along Middle Country Road and with the site generated traffic overlaid. Please review the attached and provide feedback on the proposed access plan. We will be submitting a final study to the Town of Riverhead in about 30 days so we are looking for confirmation on access in the State ROW and ideally obtain a 'letter of conceptual approval' for the new traffic signal.

Perhaps we can set up a call in 2 weeks on April 7 to discuss. Thanks,

Andrew Villari, PE
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avillari@stonefieldeng.com | stonefieldeng.com

TRIP GENERATION LETTER - SRF ASSOCIATES

SRF ASSOCIATES
www.srfa.net
Transportation Planning / Engineering / Design

3495 Winton Place
Building E, Suite 110
Rochester, NY 14623

phone 585.272.4660

May 31, 2019

Town of Farmington
1000 County Road 8
Farmington, New York 14425
Attn: Mr. Peter Ingalsbe

RE: Solar Farm Development, Fox & Yellow Mills Road, Town of Farmington, NY
Trip Generation Letter/Intersection Crash Analysis Letter

Dear Mr. Ingalsbe:

The purpose of this Technical Letter is to provide a trip generation assessment and crash analysis for the proposed Solar Farm Development in the Town of Farmington, NY, as outlined in the attached site materials. This letter details projected trip generation volume estimates, existing roadway conditions, crash history, and discusses the thresholds for completing a Traffic Impact Study (TIS). The following outlines the results of the assessment.

EXISTING HIGHWAY SYSTEM

A. Existing Traffic Volume Data

Figure 2 illustrates the lane geometry at the study intersection and the Average Daily Traffic (ADT) volumes on the study roadways. The following information outlined in **Table I** provides a description of the existing roadway network within the project study area.

TABLE I: EXISTING HIGHWAY SYSTEM

ROADWAY	ROUTE[1]	FUNC. CLASS[2]	JURIS.[3]	SPEED LIMIT[4]	# OF TRAVEL LANES[5]	TRAVEL PATTERN/ DIRECTION	EST. AADT[6]	AADT SOURCE[7]
Fox Road	-	Local	OCDPW	Not Posted	2	Two-way/ East-West	1,517	OCDPW (2019)
Yellow Mills Road	-	Local	OCDPW	Not Posted	2	Two-way/ North-South	933	OCDPW (2019)

Notes:
1. "NYS Rte" = New York State Route
2. State Functional Classification of Roadway: All are Rural.
3. Jurisdiction: "OCDPW" = Ontario County Department of Public Works.
4. Posted or Statewide Limit in Miles per Hour (MPH).
5. Excludes turning/auxiliary lanes developed at intersections.
6. Estimated Annual Average Daily Traffic (AADT) in Vehicles per Day (vpd).
7. Source (Year). Obtained volumes represent the most recent available data.

Detailed ADT counts collected along both Fox Road and Yellow Mills Road on April 6, 2019 were provided by OCDPW. Based upon these volumes, the peak hours for the intersection were determined to be 7:00-8:00AM and 4:00-5:00PM. The existing peak hour volumes are shown in **Figure 3**.

B. Existing Crash Investigation

A crash investigation was completed to assess the safety history at the existing study intersection of Fox Road and Yellow Mills Road. Crash data was compiled during the five (5) year period from January 2014 through April 2019. This data was provided by the Ontario County Department of Public Works (OCDPW).

The purpose of this crash analysis is to identify safety issues by studying and quantifying crashes at the study intersections and identifying abnormal patterns and clusters. A crash cluster is defined as an abnormal occurrence of similar crash types occurring at approximately the same location or involving the same geometric features. The severity of the crashes should also be considered. A history of crashes is an indication that further analysis is required to determine the cause(s) of the crash(es) and to identify what actions, if any, could be taken to mitigate the crashes.

A total of 7 crashes were documented at the study intersection during the five-year investigation period. The severity of the documented crashes is as follows:

- 3 – Reportable – Injury
- 3 – Reportable – Non-Injury
- 1 – Non-Reportable/Unknown

Reportable (non-injury, injury, and fatal injury) type crashes are defined as damage to one person's property in the amount of $1,001 or more. The Non-Reportable type crashes result in property damage of $1,000 or less.

Crash rates were computed for the project study intersection and compared with the NYSDOT average accident rates for similar intersections, as summarized in the following table. Intersection rates are listed as accidents per million entering vehicles (Acc/MEV).

TABLE II: INTERSECTION CRASH RATES

INTERSECTION	NUMBER OF CRASHES	ACTUAL PROJECT RATE	STATEWIDE AVERAGE RATE
Fox Road/Yellow Mills Road	7	1.52	0.15

As shown in **Table II**, the intersection had a crash rate over ten times greater than the statewide average. The accident types that occurred over the investigation period were right angle (3 – northbound, 2 – southbound), left turn (1 – southbound), and other (1 – northbound). It is noted that all crashes occurred in the northbound and southbound directions. Upon further investigation there is a pattern of northbound and southbound drivers failing to yield the right of way to eastbound and westbound drivers. However, the number of collisions occurring during the five-year investigation period does not warrant corrective action. STOP Ahead signs (MUTCD W3-1) are located along Yellow Mills Road approximately 825' in advance of both the northbound and southbound stop signs. Additionally, Intersection Warning signs with 45 MPH advisory speed plaques are located along Fox

Road in both the eastbound and westbound directions approximately 825' in advance of the Yellow Mills Road intersection. If the number and/or severity of collisions increases, OCDPW may consider additional warning measures.

The solar farm site should not have any equipment or plantings within the sight lines of the Fox Road/Yellow Mills Road intersection.

PROPOSED DEVELOPMENT

The proposed project will construct a 35-acre solar panel facility. Access is provided via a new full access driveway along Fox Road about 835' west of Yellow Mills Road.

Trip generation for this site was developed based upon its expected operation and maintenance plans. The Solar Facility will operate 7 days per week, generating electricity during the daylight hours. Preventative maintenance activities will occur during normal working hours generally twice per year with the occasional need to conduct corrective maintenance to certain equipment or facilities during non-scheduled or weekend hours. **Table III** summarizes the volume of projected site trips during the weekday AM and PM peak hours.

TABLE III: SITE GENERATED TRIPS

DESCRIPTION	SIZE/ UNITS	AM PEAK HOUR		PM PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Solar Panel Facility	35 acres	1	0	0	1

The trip generation above assumes that the maintenance crew will be traveling in a single maintenance vehicle entering the site during the AM Peak (7:00-8:00AM) and exiting during the PM Peak (4:00-5:00PM). This trip generation is *only* projected for the two maintenance days per year that is anticipated for the proposed project.

THRESHOLDS FOR THE REQUIREMENT OF A TRAFFIC IMPACT STUDY

Reviewing agencies, including the New York State Department of Transportation (NYSDOT), use a guideline in determining whether a project warrants the preparation of a TIS. The applicable guideline is that if a proposed project is projected to add 100 site generated vehicles per hour (vph) on any one intersection approach, then that intersection should be studied for potential traffic impacts. The guideline was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen locations from requiring detailed analysis as they are unlikely to result in the need for mitigation.

Given that the proposed project is anticipated to generate an increase of one (1) vph or fewer entering and exiting the project site during the peak hours of study for any one approach, two times per year, the adjacent intersections and surrounding roadway network are very unlikely to experience any significant adverse traffic impacts and will not warrant a TIS.

CONCLUSIONS & RECOMMENDATIONS

Given the low volume of projected site generated traffic one (1) VPH or fewer entering and exiting the project site during the peak hours of study for any one approach) and the low ADT volumes of the existing roadways, it is our firm's professional opinion that the proposed project will not have any potentially significant adverse impact on traffic operations within the greater study area. The solar farm site should not have any equipment or plantings within the sight lines of the Fox Road/Yellow Mills Road intersection. No further study is warranted or recommended.

If you have any questions or require additional information, please do not hesitate to contact our office.

Very truly yours,
SRF Associates, D.P.C.

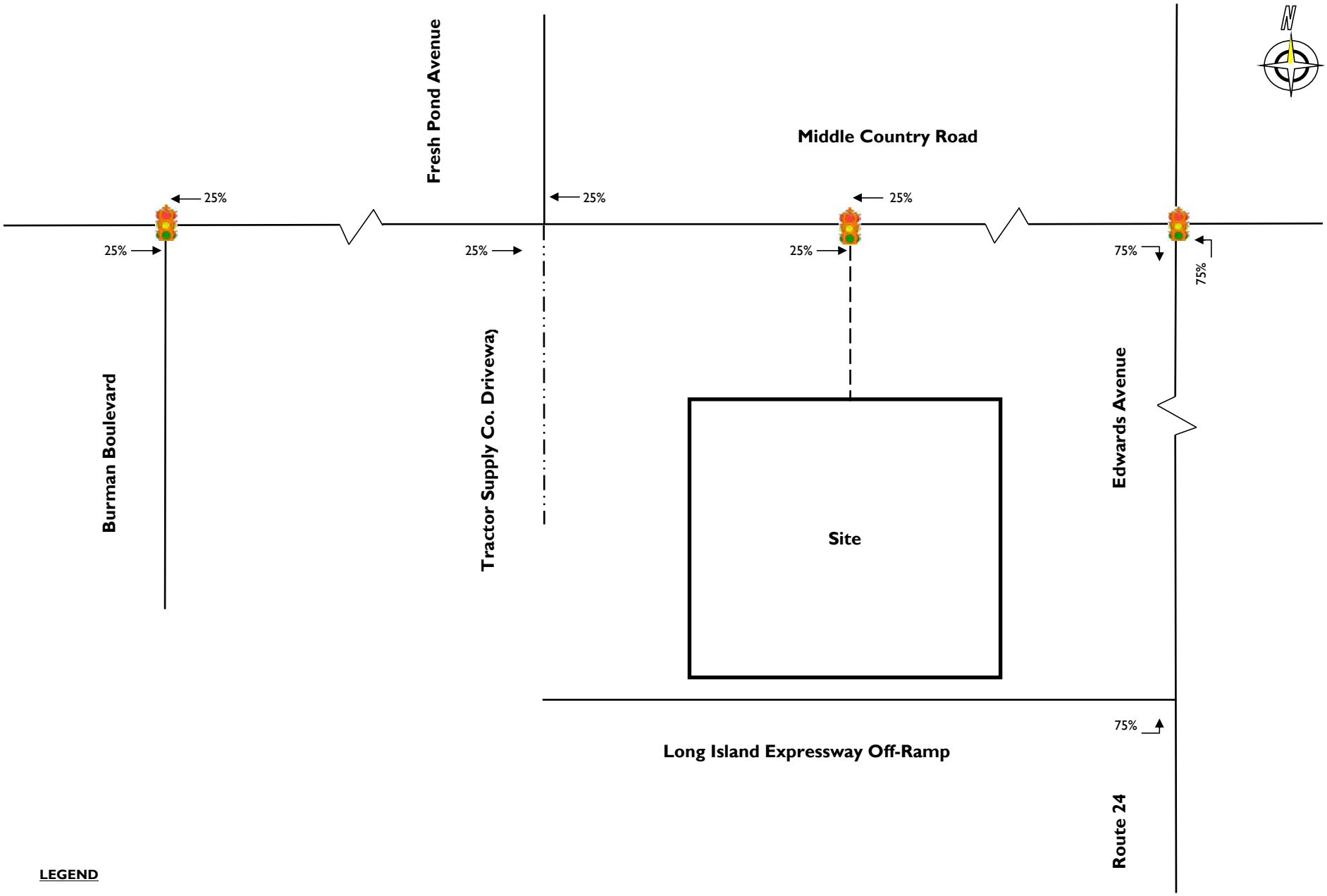
Amy C. Dake P.E., PTOE
Senior Managing Traffic Engineer

Attachments: Figures
Overall Site Plan
Trip Generation Estimates
Crash History Analysis

AD/pv

S:\Projects\2019\39036 Farmington Solar Farm\Report\Farmington Solar Farm - Traffic Analysis Letter.docx

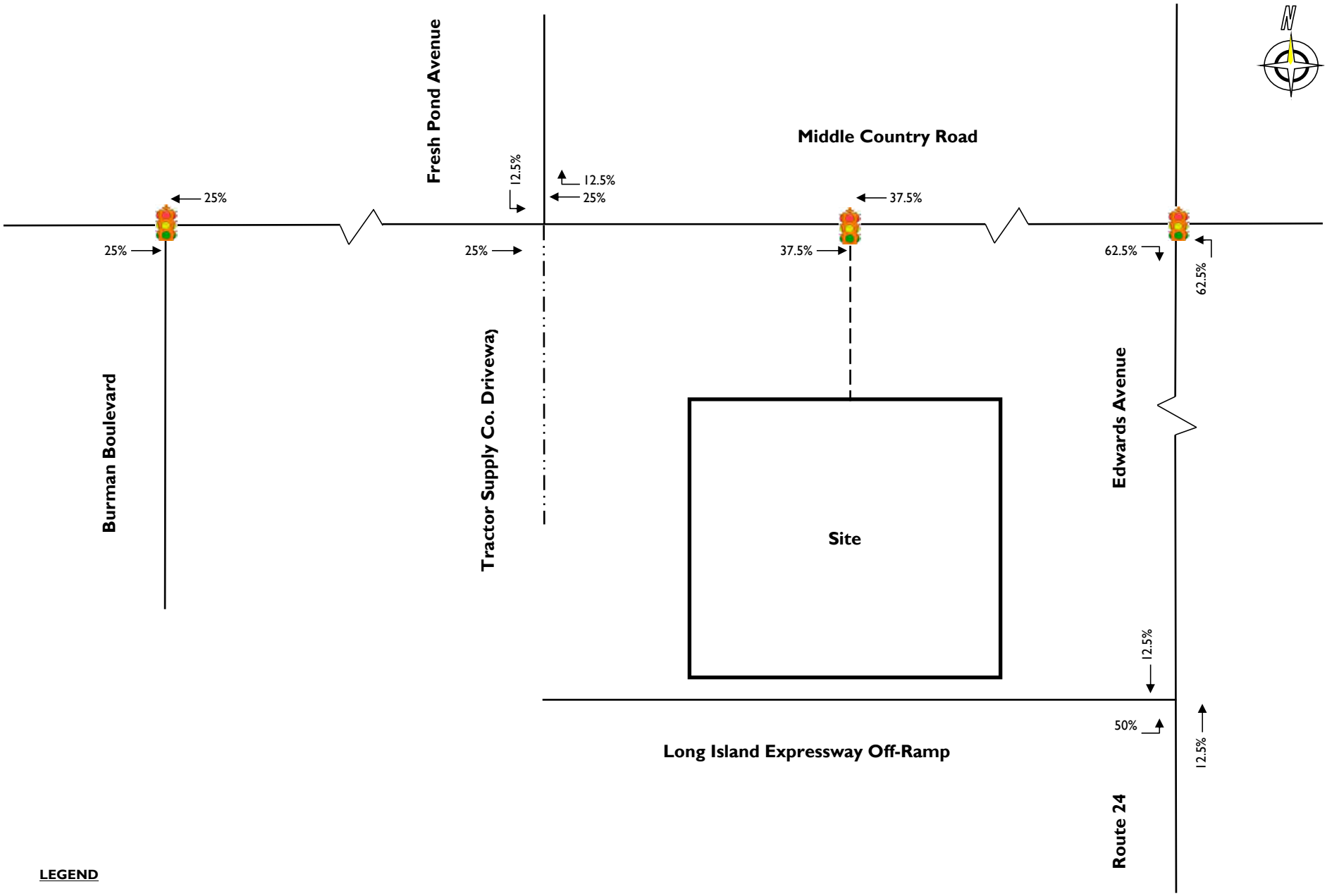
FIGURES



STONEFIELD

Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 1
Site-Generated Truck Distribution: JPD



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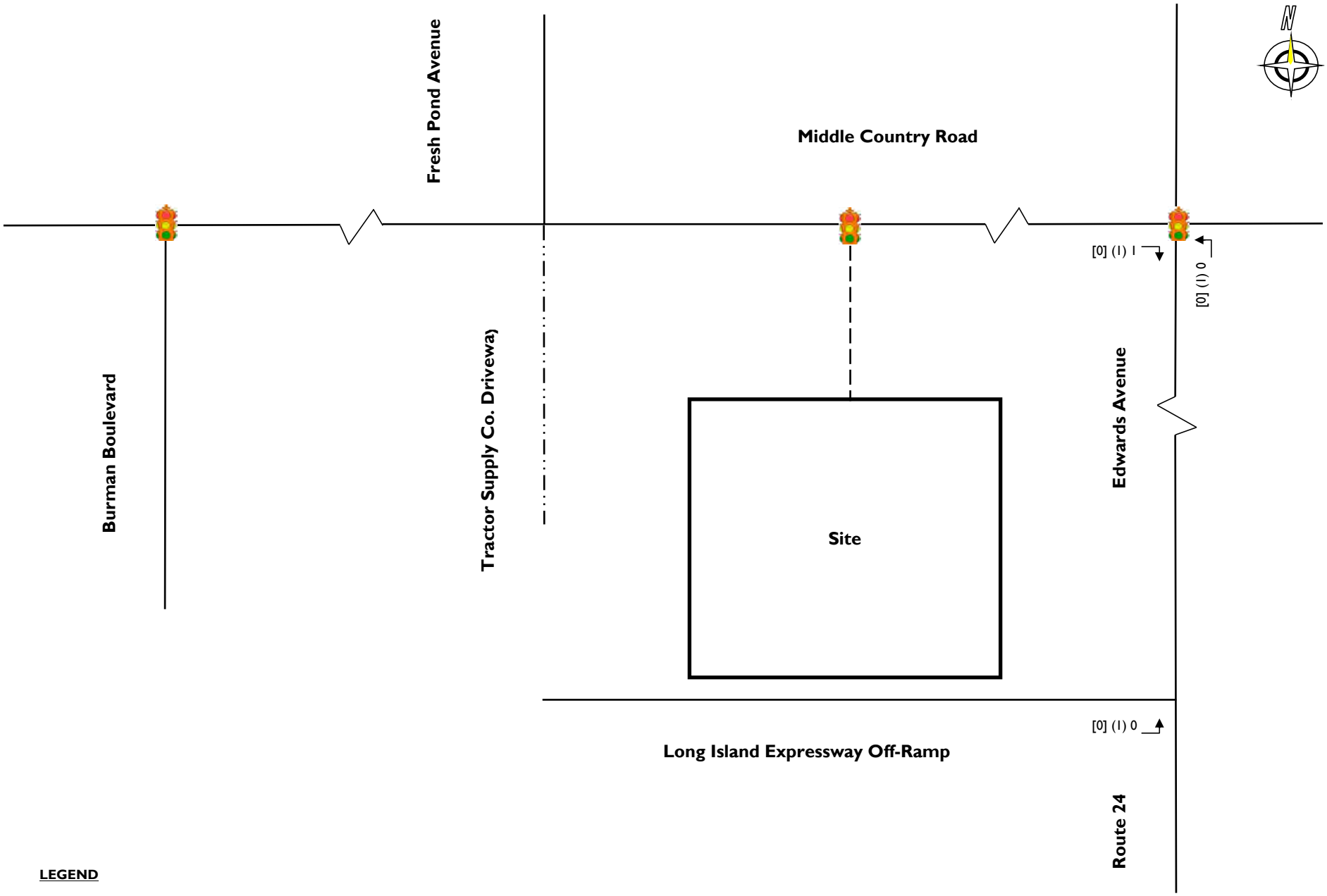
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 2
Site-Generated Passenger Vehicle Distribution: JPD



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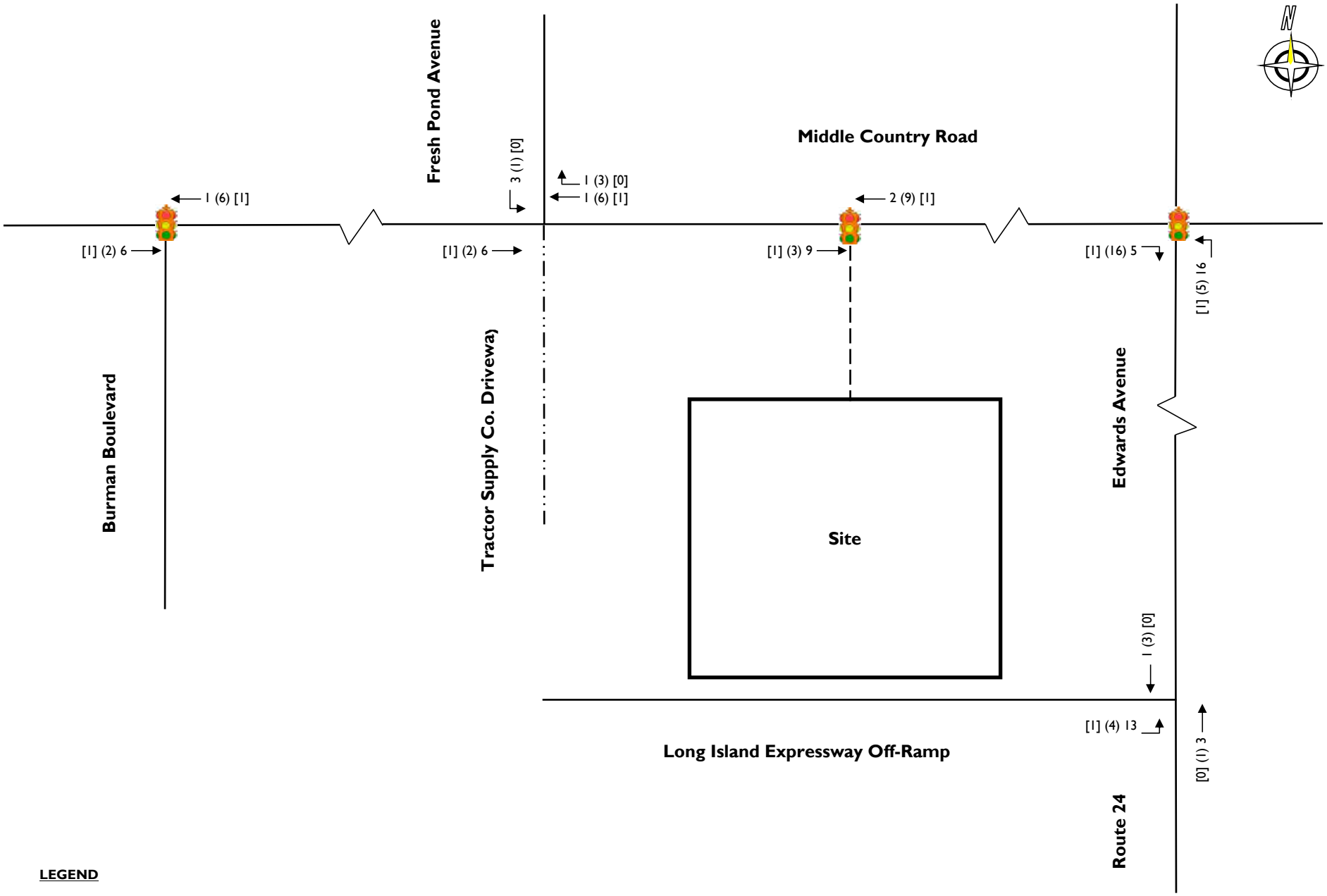
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 3
Site-Generated Truck Volumes: JPD



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

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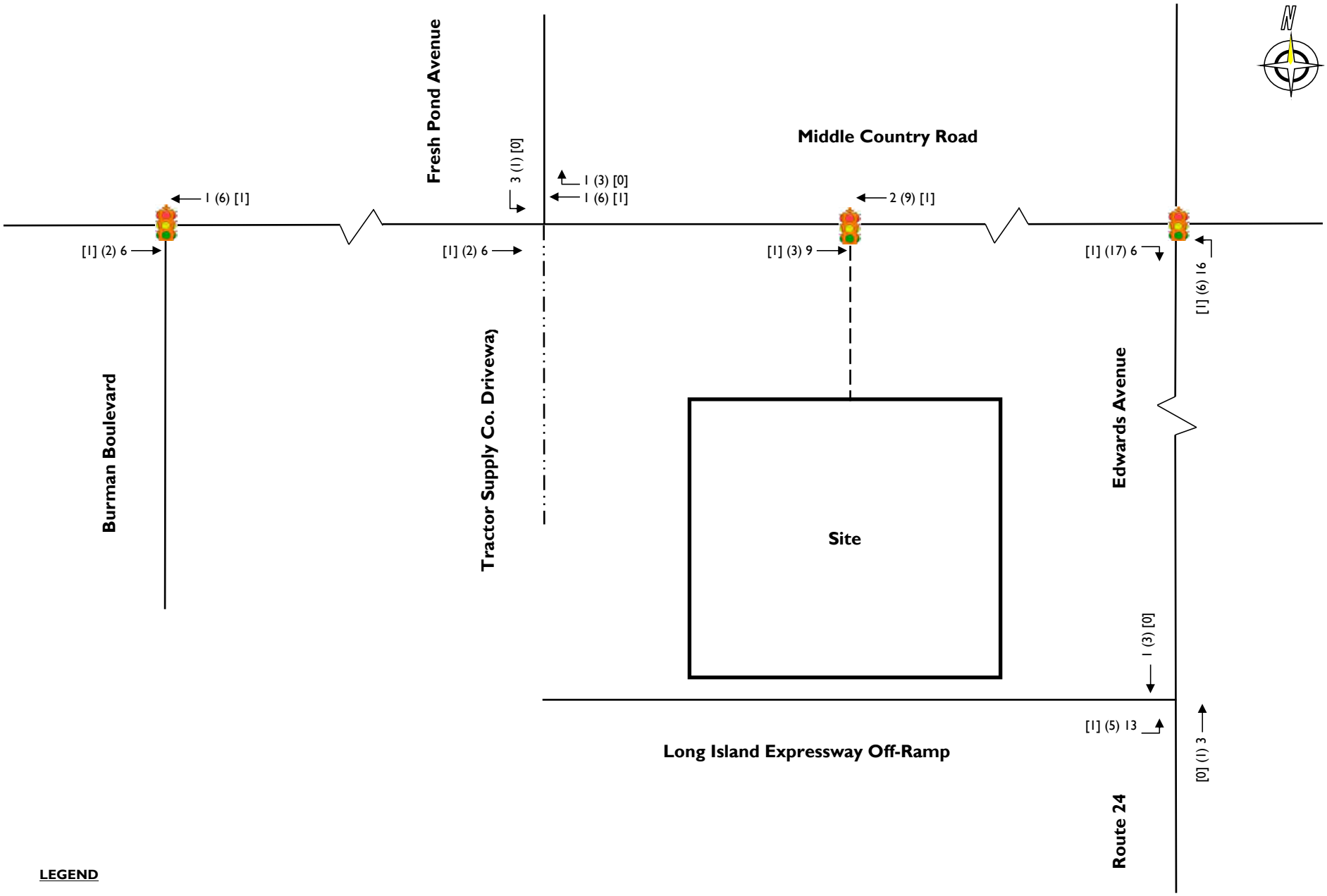
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 4
Site-Generated Passenger Vehicle Volumes: JPD



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

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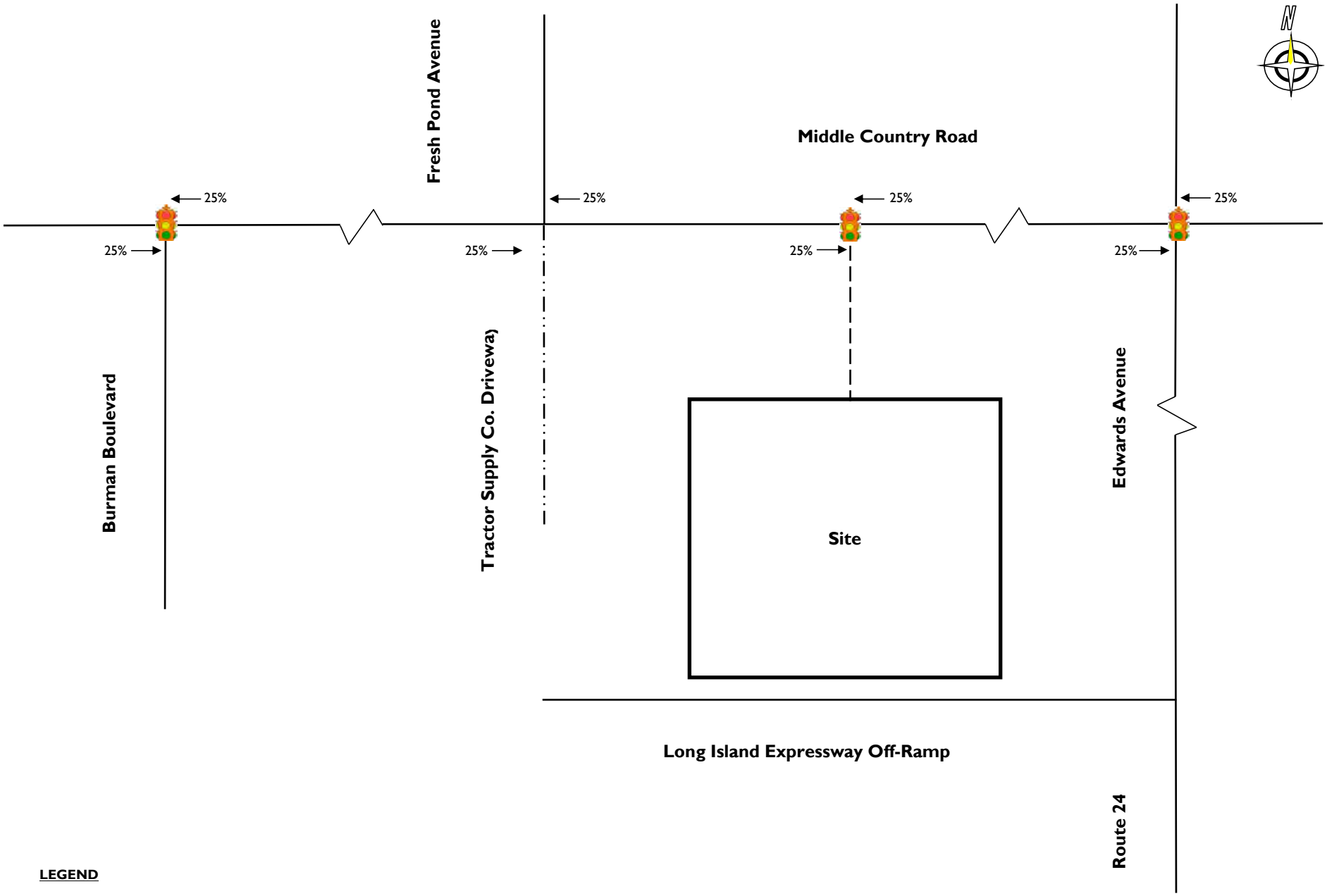
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 5
Total Site-Generated Traffic Volumes: JPD



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM Peak Hour Volumes
- Signalized Intersection

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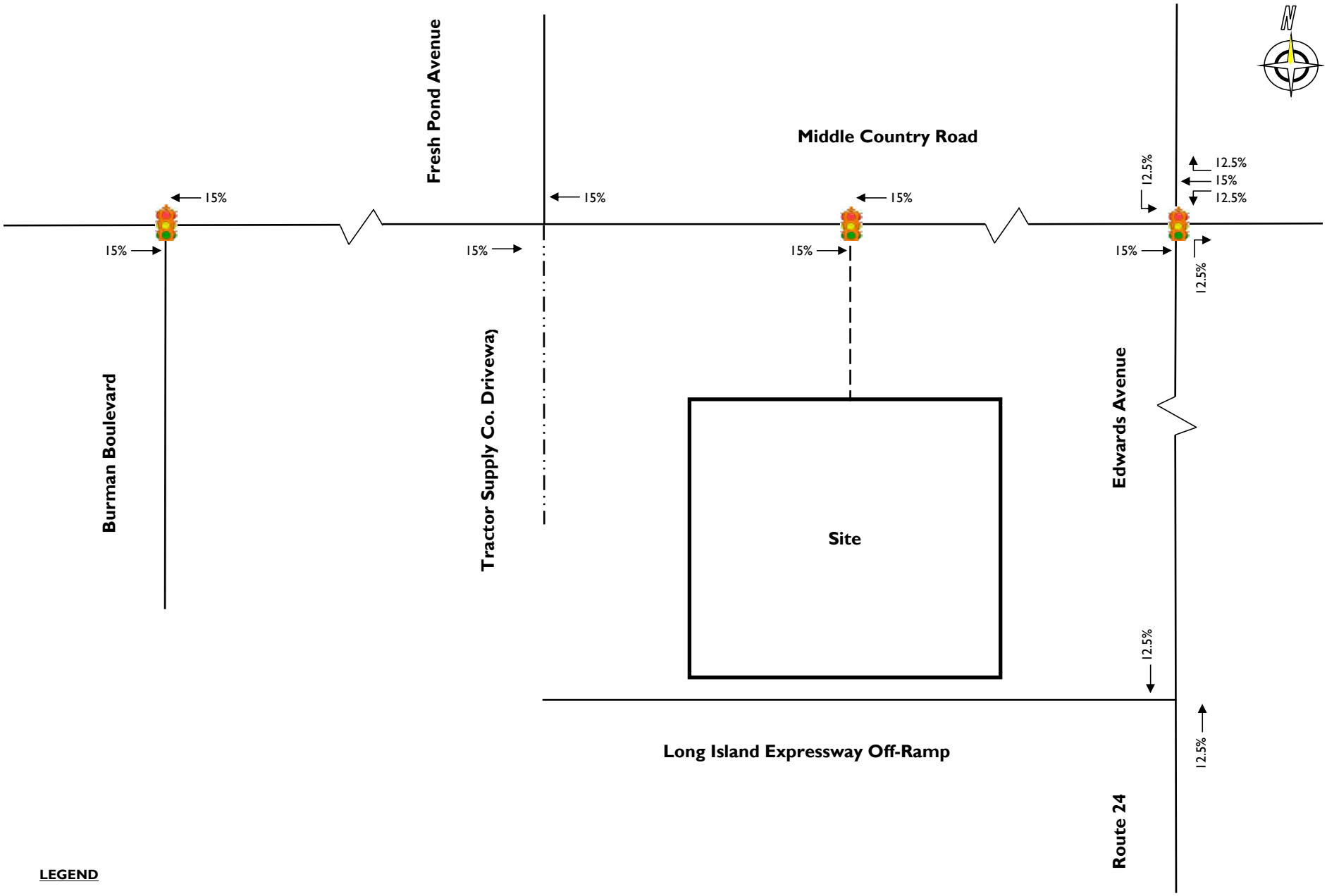
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 6
Site-Generated Truck Distribution: U-Haul



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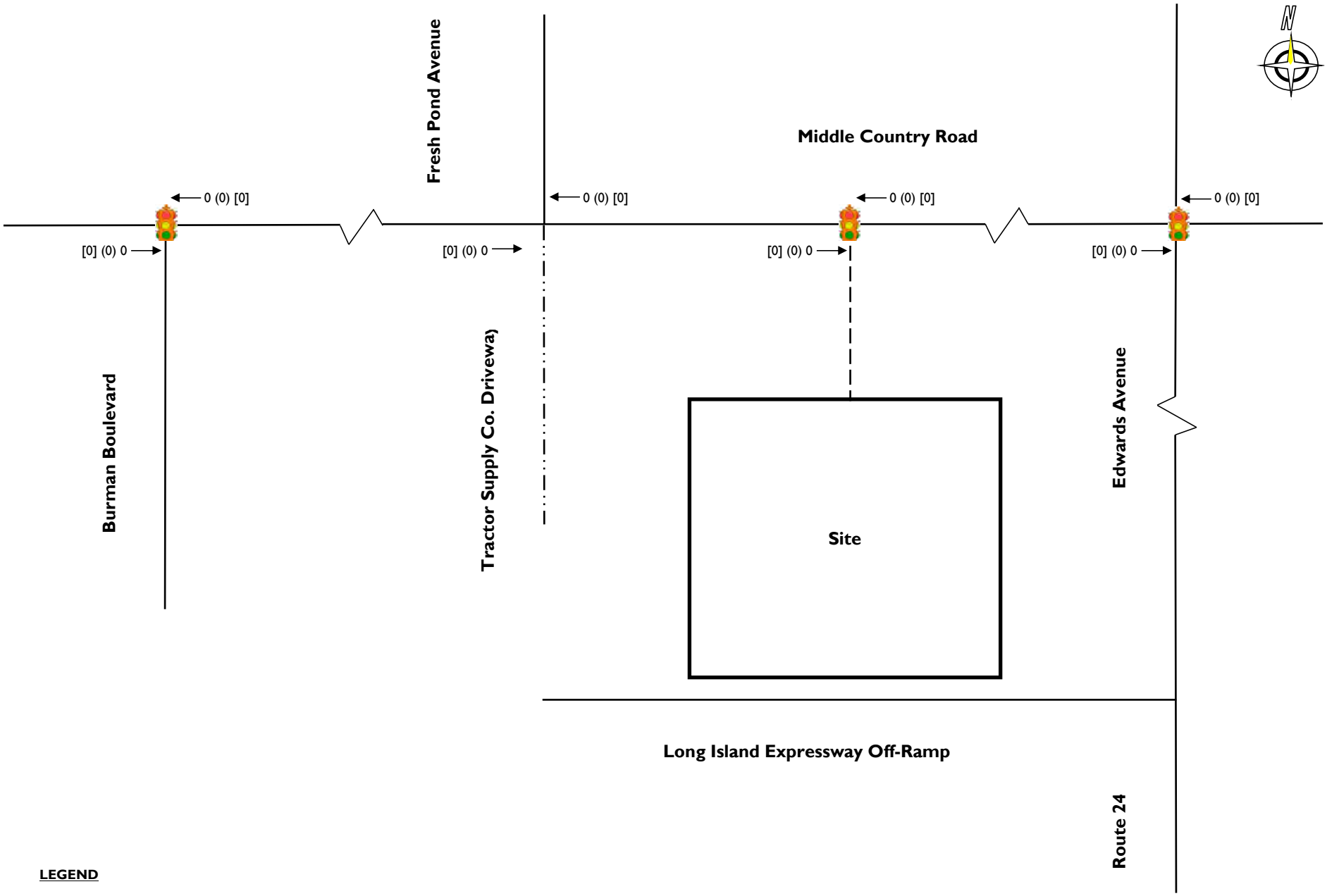
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 7
Site-Generated Passenger Vehicle Distribution: U-Haul



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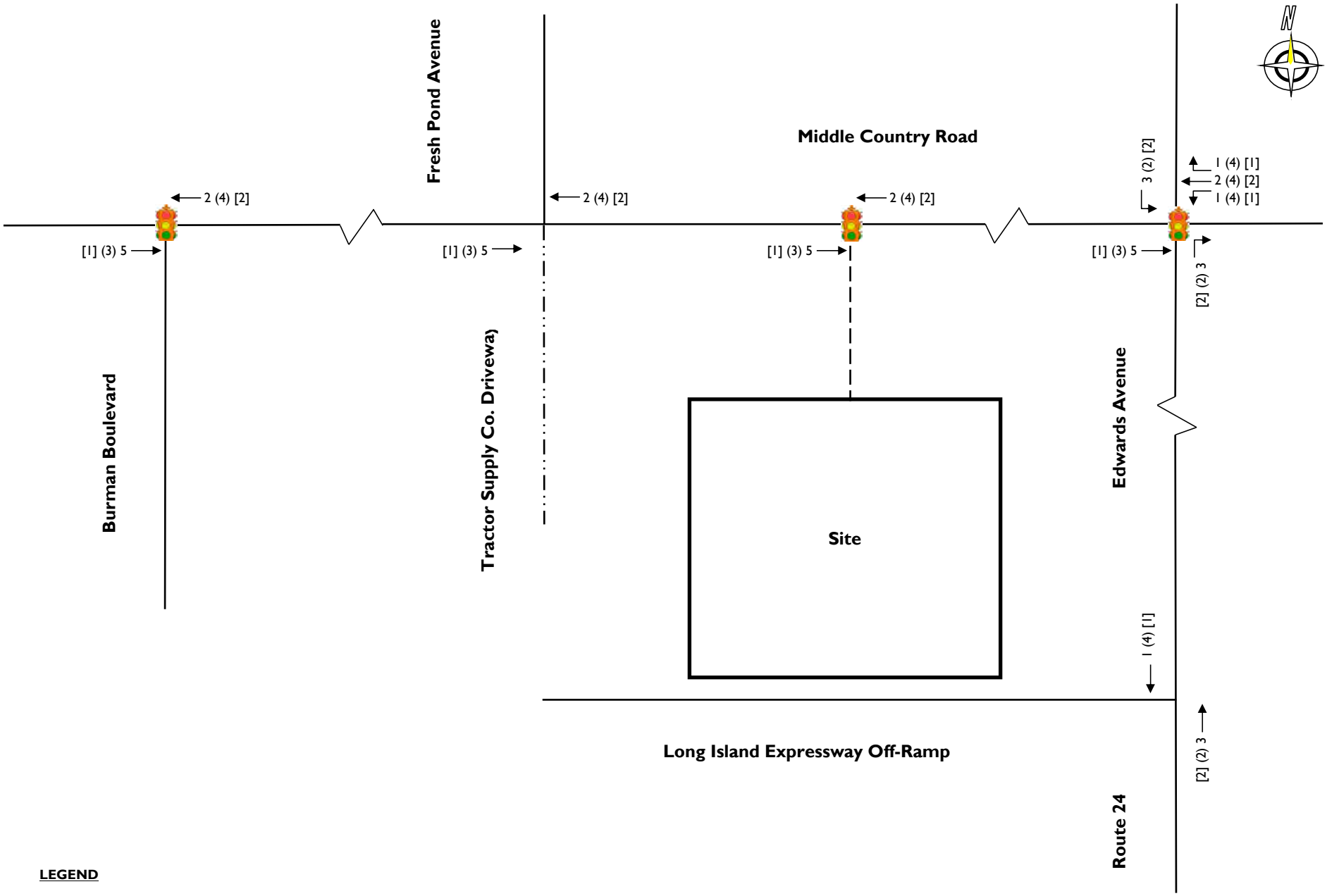
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 8
Site-Generated Truck Volumes: U-Haul



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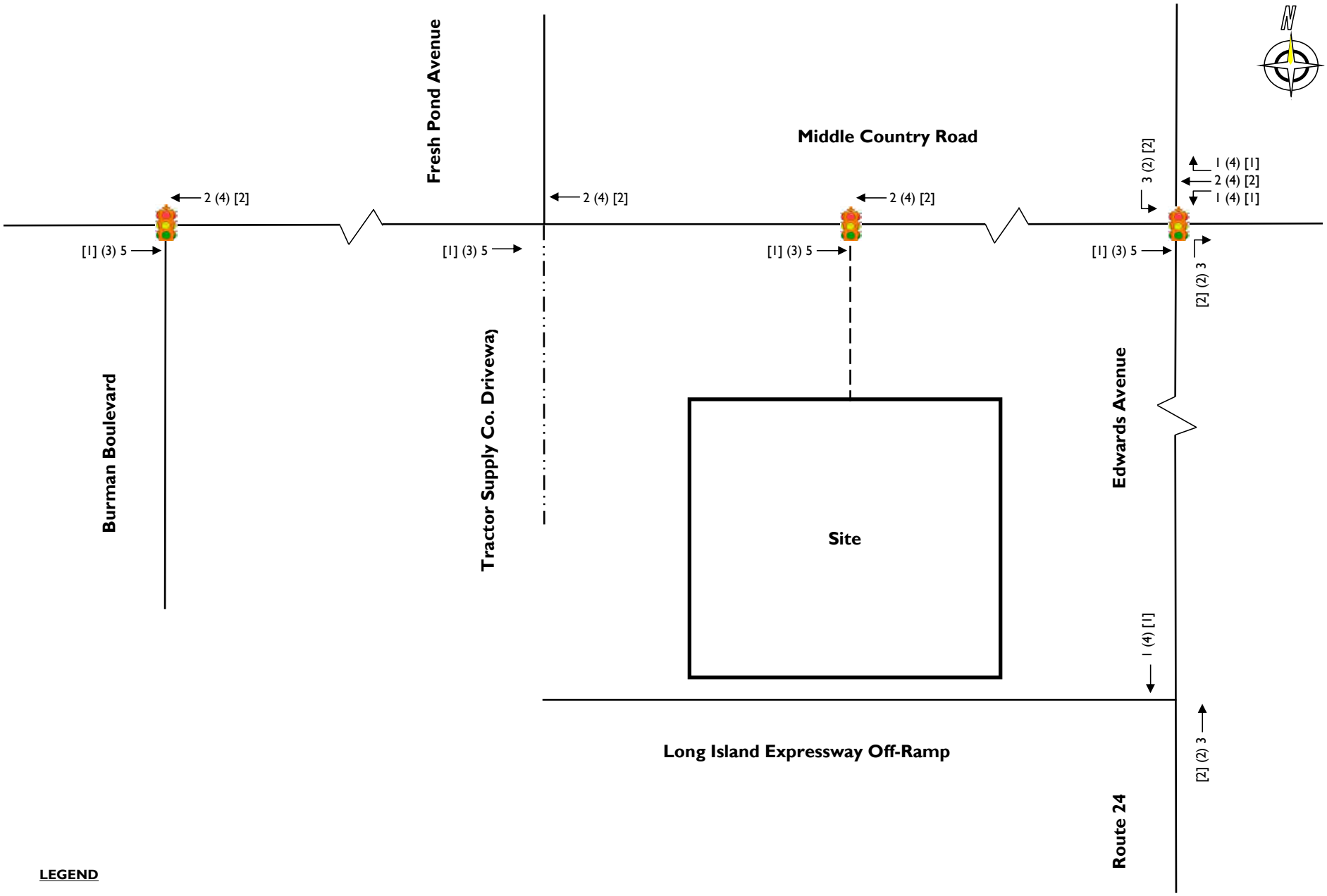
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 9
Site-Generated Passenger Vehicle Volumes: U-Haul



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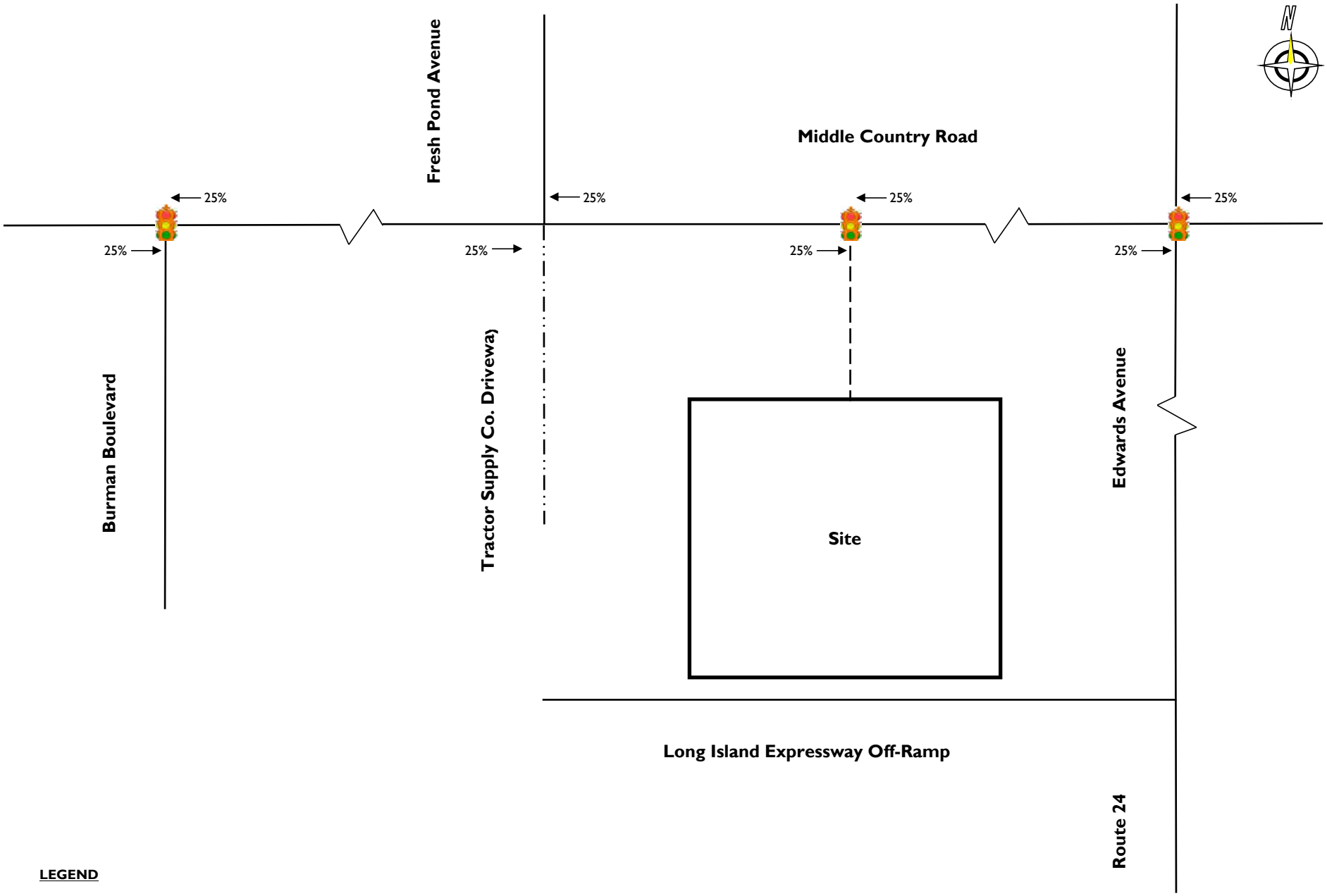
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 10
Total Site-Generated Traffic Volumes: U-Haul



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

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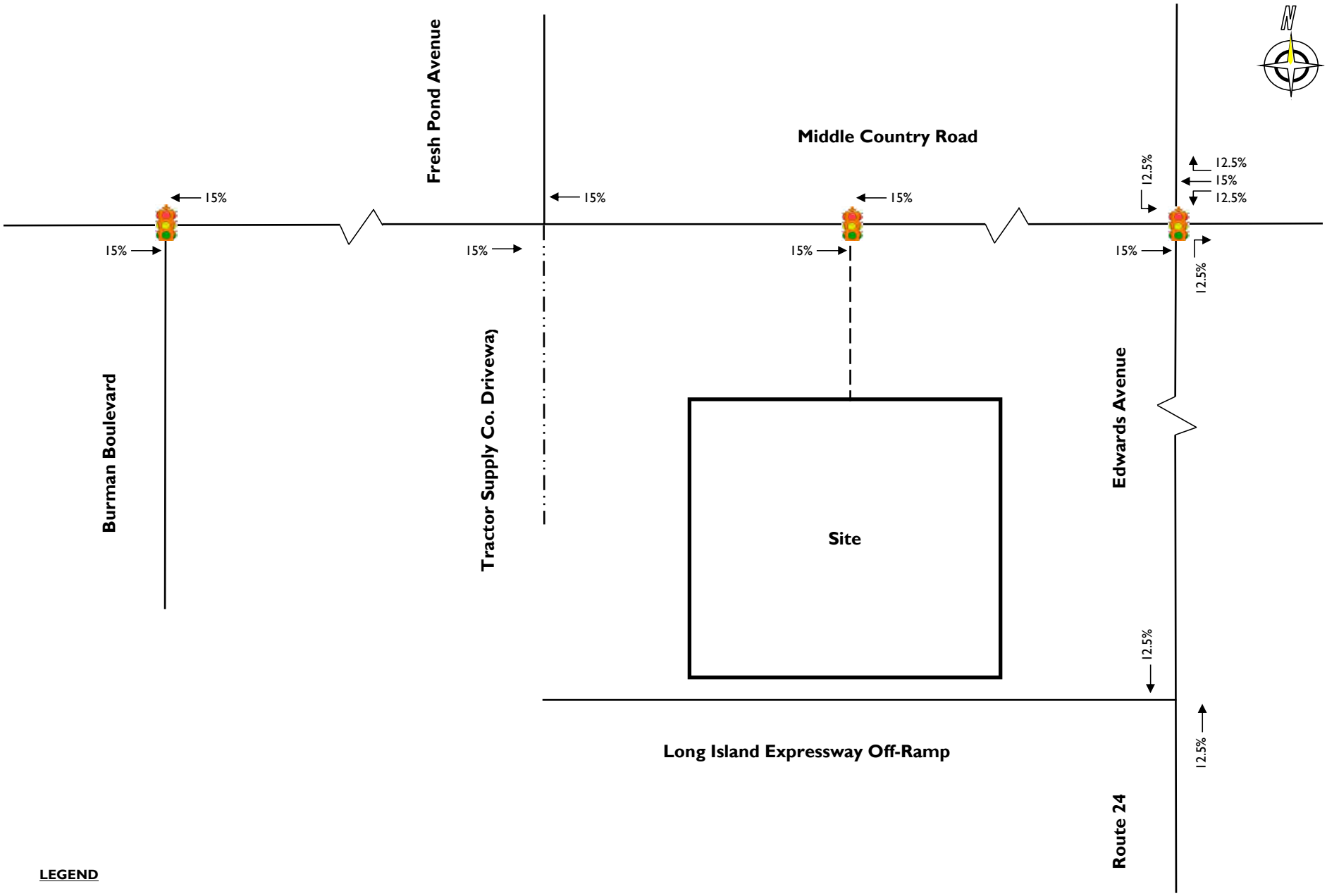
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 11
Site-Generated Truck Distribution: North Point



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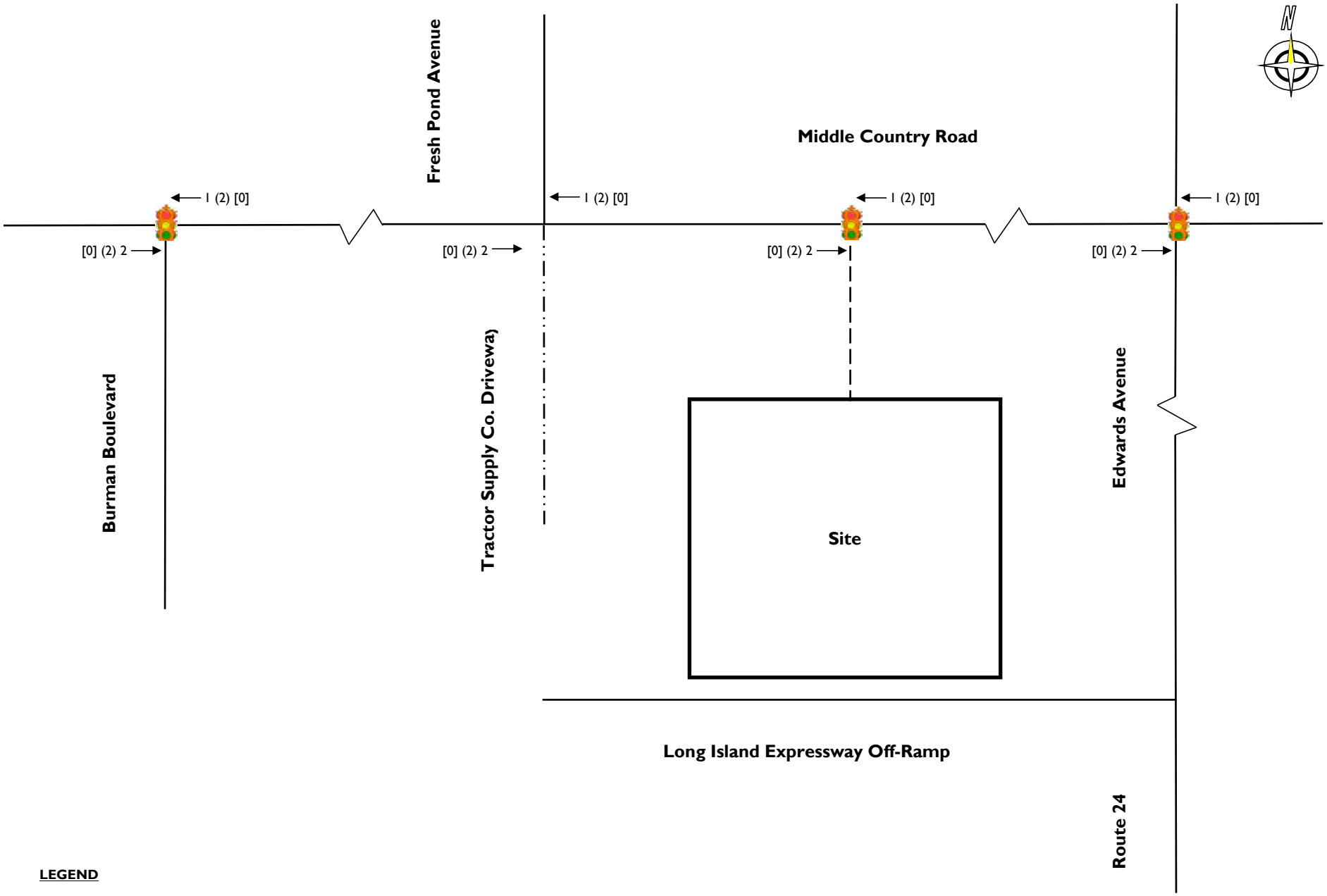
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 12
Site-Generated Passenger Vehicle Distribution: North Point



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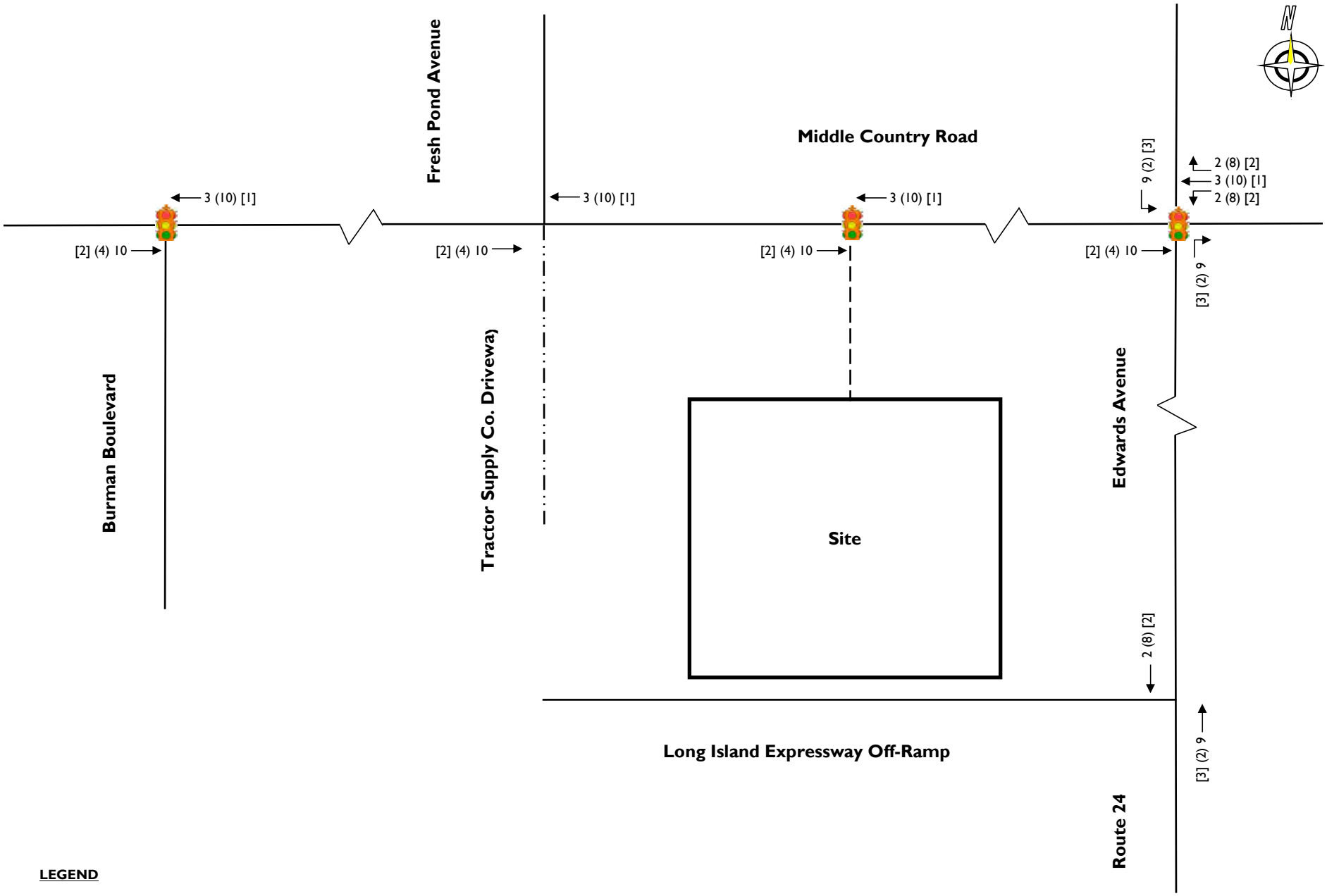
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 13
Site-Generated Truck Volumes: North Point



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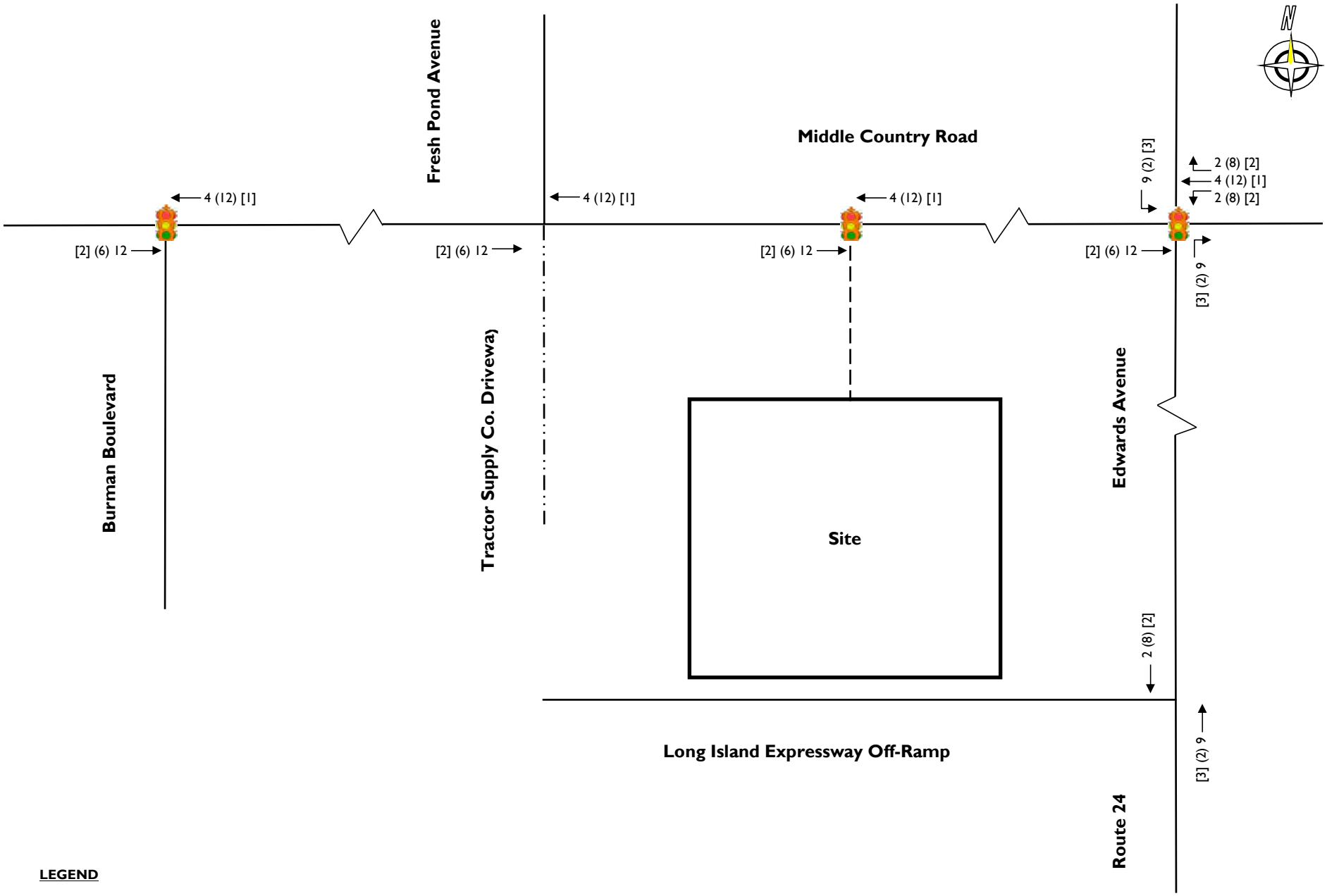
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 14
Site-Generated Passenger Vehicle Volumes: North Point



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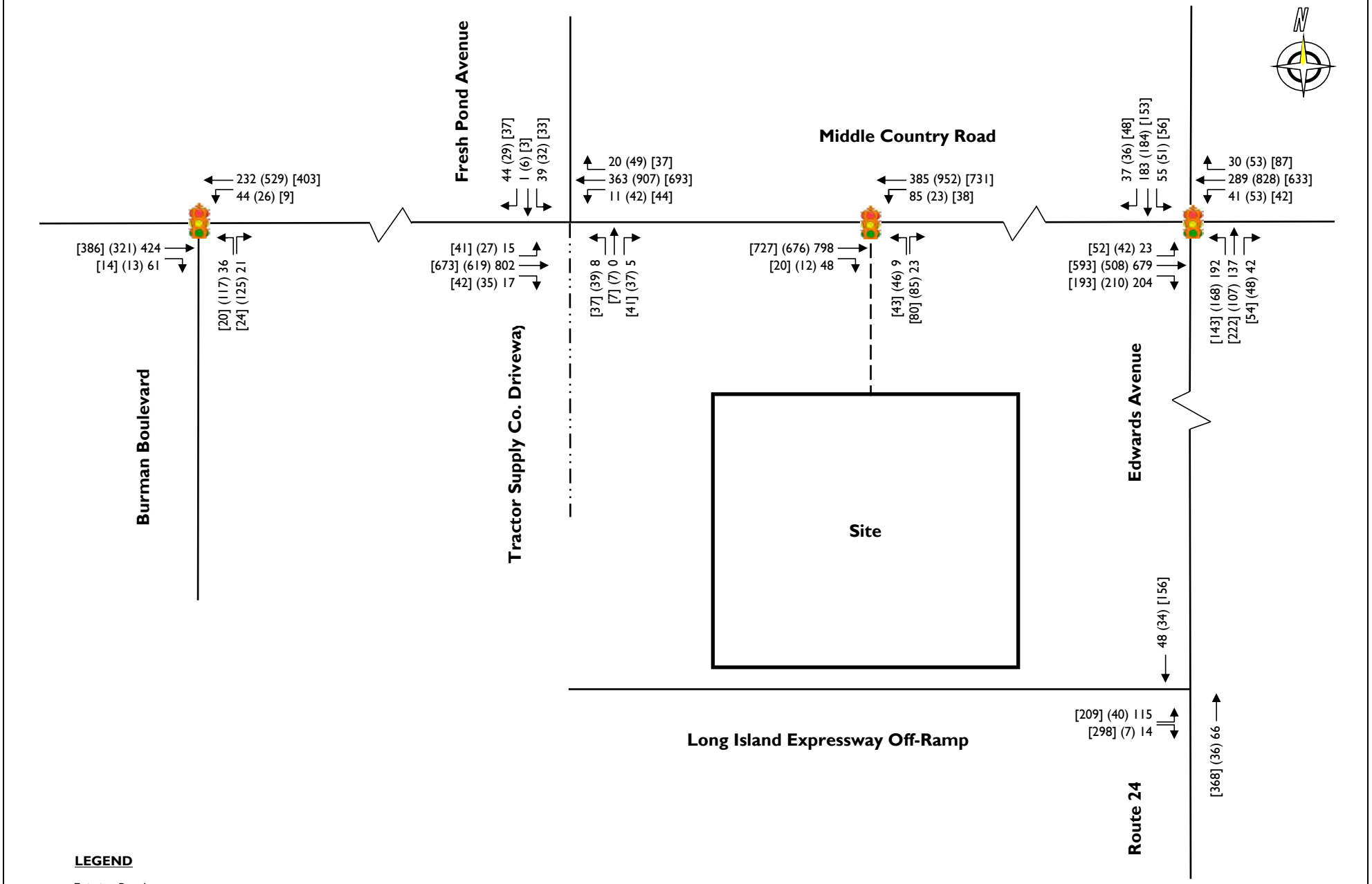
Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
Traffic Impact Study

FIGURE 15
Total Site-Generated Traffic Volumes: North Point



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

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Proposed Industrial Park
Middle Country Road (NYS Route 25)
Hamlet of Calverton, Town of Riverhead, New York
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FIGURE 16
2025 Cumulative Build Traffic Volumes