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**FINAL SCOPE FOR  
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

**NP RIVERHEAD INDUSTRIAL, LLC – PROPOSED RIVERHEAD LOGISTICS CENTER**  
1743 MIDDLE ROAD  
HAMLET OF CALVERTON, TOWN OF RIVERHEAD, NY  
SCTM No.: DISTRICT 0600, SECTION 100, BLOCK 3, LOTS 3 AND 4

October 6, 2022

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**Introduction**

This document is the Final Scope for the Draft Environmental Impact Statement (DEIS) for a site plan application to the Town of Riverhead Planning Board for the Proposed Riverhead Logistics Center, which includes the development of two undeveloped parcels that total 39.7± acres and are zoned Industrial A (Ind A) with a 641,000± square feet (SF) warehouse distribution facility. The subject property is located at 1743 Middle Road in the hamlet of Calverton, Town of Riverhead.

The project site has approximately 460 feet of frontage on Middle Road on the western property boundary and directly abuts the clover leaf entrance ramp to the westbound lane of the Long Island Expressway (I-495) on the south side. The southeast portion of the project site continues along the New York State right-of-way to the LIPA transmission lines, which lie along the northern property boundary. The subject property is designated on the Suffolk County Tax Map (SCTM) as District 600 – Section 100 – Block 3 – Lots 3 and 4. Lot 3 is approximately 37± acres and Lot 4 is approximately 2.7± acres.

The proposed action is subject to permits and approvals from the Town of Riverhead Planning Board (Site Plan), Town of Riverhead Town Board (Riverhead Water District Extension, Riverhead Sewer District Extension, Chapter 229 Excavation/Exportation Permit), Town of Riverhead Board of Zoning Appeals (area variances), Riverhead Water District (Extension and Water Connections), Riverhead Sewer District (Extension and Sewer Connections), Town of Riverhead Highway Department (Road Opening Permit [Middle Road]), Riverhead Town Engineer (Stormwater Pollution Prevention Plan [SWPPP]), Riverhead Industrial Development Agency (IDA) (Authorizing resolution for economic incentives), Suffolk County Department of Health Services (SCDHS) (Sewer and Water) New York State Department of Transportation (right-of-way adjacent, potential roadway permits, and sewer easement), New York State Department of Environmental Conservation (NYSDEC) (State Pollution Discharge Elimination System [SPDES] permit (SWPPP); Water District Extension; Waiver to Exceed 5 acres of Disturbance). The Suffolk County Planning Commission (SCPC) also has planning review authority under General Municipal Law 239-m. Utility service connections are also required from PSEG Long Island and National Grid for electric and natural gas, respectively.

The proposed application was filed with the Planning Board on April 11, 2022. The Planning Board, by Resolution No. 2022-049, dated May 19, 2022, classified the action as a Type 1 Action pursuant to SEQRA, and commenced coordinated review among involved agencies. After review of Part 1 of the Full Environmental Assessment Form (FEAF) with the original application submitted by the Applicant in April 2022, the Planning Board prepared an FEAF, Parts 2 and 3/Determination of Significance, for the proposed application. The Parts 2 and 3/Determination of Significance identifies one or more significant adverse impacts may result from the proposed project, and thus, a Positive Declaration was issued by the Planning Board, as lead agency, by Resolution No. 2022-067, dated July 7, 2022.

To ensure that the DEIS will address all potentially significant impacts, in accordance with the New York State Environmental Quality Review Act (SEQRA) regulations set forth at 6 NYCRR §617.8, formal scoping is being undertaken. A Public Scoping Session was held by the Planning Board on September 1, 2022, and was continued on September 15, 2022. A period for submission of written comment was left open until September 26, 2022. This Final Scope provides a description of the proposed action and the proposed content for the DEIS, based upon the FEAF Part 2 and FEAF Part 3 – Evaluation of the Magnitude and Importance of Project Impacts and Determination of Significance (“FEAF – Parts 2 and 3/Determination of Significance”), as prepared by the Town Planning Board. This Draft Scope has been prepared in accordance with 6 NYCRR §617.8 and sets forth the following:

- Brief description of the proposed action.
- Potentially significant adverse impacts.
- Reasonable alternatives to be considered.
- Extent and quality of information needed to adequately address potentially significant adverse impacts, and information identified for inclusion in an appendix.
- Initial identification of mitigation measures.
- Issues determined to be neither relevant nor environmentally significant or that have been adequately addressed.

The proposed organization and overall content of the DEIS is also included herein.

### **Brief Description of the Proposed Project**

The proposed action includes the construction of a 641,000± square foot (SF) single building for use as a warehouse distribution facility. The subject property is zoned Ind A, which has the stated intent for industrial and warehousing uses. The purpose and intent of the proposed project is to develop the underutilized and vacant subject site by providing a Class A high cube warehouse in response to a growing market demand for modern commercial warehouse space. This use, consistent with the underlying Industrial A zoning, and strategic location in proximity to the Long Island Expressway will attract prospective tenants to meet the demands for storage and distribution of goods. High cube warehousing necessitates buildings that are large enough to contain dual truck unloading areas with associated “speed bays” for unloading goods on either side of the warehouse, as well tall enough to support the racking of goods in the center area of the building. Furthermore, adequate internal circulation roads and parking are required to support the operation.

Access to the proposed development would be provided on Middle Road. The proposed driveway would create a four-leg intersection with Middle Road and Manor Road and would be controlled with stop signs. Additionally, a 10-foot-wide access easement to maintain the existing access for the neighboring landowner (SCTM No. 600-100-3-2.6) is proposed along the western property boundary.

Based on ITE trip distribution data for warehousing, the peak traffic to/from the site is expected to occur during the midday peak hour (3:00 pm - 4:00 pm) for trucks and passenger vehicles. The types of trucks would be a mix of vehicles ranging from box trucks to tractor-trailers.

Land Use		Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
641,000 SF Warehousing <i>ITE Land Use 150</i>	Trucks	7	6	13	17	16	33	10	9	19
	Passenger Vehicles	70	18	88	11	73	84	19	65	84
	<b>Total</b>	<b>77</b>	<b>24</b>	<b>101</b>	<b>28</b>	<b>89</b>	<b>117</b>	<b>29</b>	<b>74</b>	<b>103</b>

On-site parking would include 305 total spaces (approximately one stall per 2,100± SF) for passenger vehicles (cars), including eight ADA-accessible stalls. An additional 143 trailer parking spaces are proposed. It is noted that the proposed number of parking spaces exceeds the Town Code (Town Code requires one parking stall per 1,000 square feet of gross floor area [GFA] up to 5,000 SF of GFA plus one additional space for each additional 10,000 SF of GFA [i.e., 69 stalls for the proposed building], and three loading spaces per 100,000 SF of GFA and one additional space for each 60,000 SF of GFA is required [i.e., 10 stalls for the proposed building]). All parking stalls for passenger vehicles (cars) would be 10 feet wide by 20 feet deep in accordance with the Town Code (§301 231.E.2) and industry standards. Trailer parking spaces would be 12 feet wide by 55 feet long in accordance with the Town Code (§301-232.B) and industry standards.

The proposed development would be constructed in a single phase over six-to-eight-months. Upon implementation of the proposed action, approximately 3.22± acres of existing woodland (represents 8.1 percent of the site) would be retained, and a landscape plan includes 6.56± acres of various tree species and native grasses (represents 16.5 percent of the site). The proposed action includes 15.53 percent of contiguous open space area comprised of the existing woodland areas and proposed native replanting areas, which exceed the required 15 percent in the Ind A Zoning District. The proposed design complies with the bulk and dimensional requirements of the Ind A Zoning District with the exception of maximum impervious lot coverage (permitted: 70 percent/ proposed: 75.36 percent), maximum building height (permitted: 30 feet/ proposed: 50 feet), and minimum non-disturbance side yard buffer to a residential-zoned or use parcel (required: 50 feet / proposed: 10 feet), which will require relief from the Riverhead Zoning Board of Appeals.

The proposed development includes extensions and connections to the Riverhead Sewer District and Riverhead Water District. Based on the SCDHS design flow factor of 0.04 gallons per day per SF for General Industrial Use, the projected sanitary flow and potable water demand for the proposed 641,000 SF industrial use building would be approximately 25,640 gpd. Additional water demand for irrigation and fire flow would also be required. As the subject property is situated with Groundwater Management Zone III, which is characterized as a deep recharge zone, the maximum permitted sanitary discharge for the use of individual on-site sanitary systems is 300 gpd per acre or approximately 11,910 gpd for the 39.7±-acre project site. Accordingly, an extension of the existing district boundary is proposed. Sanitary waste would be conveyed from the proposed development to the Riverhead Sewer District via a pump station in the southeast corner of the subject property and connected to the existing sanitary infrastructure within Route 58.

Regarding water supply, it is noted that consultations have commenced with the Riverhead Water District (RWD). By correspondence dated March 18, 2022, the consultants to the RWD have advised that “a hydraulic analysis of the projected water demands, specifically if the existing District facilities can support the anticipated domestic and fire protection demands and what is necessary to enable the District to adequately support the extension / development in accordance with regulatory requirements.” The applicant has submitted the requisite fee for such analysis to be conducted by the RWD.

The proposed action includes regrading for the building foundation, internal driveways and parking areas, utilities, and drainage infrastructure (inclusive of the recharge basin, leaching pools and catch basins). The proposed grading program includes a net cut of approximately 7,628 cubic yards; however, material is expected to be re-used on-site in landscaped berms. All stormwater generated on-site will be accommodated and recharged via drywells and catch basins that would direct stormwater to an on-site recharge basin located at the east end of the subject property. A six-foot high chain link fence with access gate would surround the proposed basin. The proposed drainage plan has been designed to accommodate a 100-year storm event, as required by the Town of Riverhead and the New York State Stormwater Management Design Manual.

Regarding utilities, the proposed development would require new connections to the existing electrical grid (PSEG Long Island) and natural gas supply (National Grid). Consultations with National Grid have been undertaken and service availability with infrastructure improvements has been confirmed. As part of the proposed design, energy conservation measures are planned, including the potential construction of a rooftop solar array, high-efficiency mechanical equipment, low flow water fixtures, LED lighting with occupancy sensors (interior) and dark sky compliant exterior lighting. The proposed building would be designed to meet or exceed the requirements of the New York State Building and Energy Code.

The subject property is located within a federal Opportunity Zone (Long Island Region) for community development, a New York State Potential Environmental Justice Area (PEJA), the Central Suffolk (North) Special Groundwater Protection Area (SGPA), and the Peconic Estuary Program (PEP) boundaries.

### **Involved And Interested Agencies / Required Permits and Approvals**

SEQRA defines an “involved agency” as “an agency that has jurisdiction by law to fund, approve or directly undertake an action. If an agency will ultimately make a discretionary decision to fund, approve or undertake an action, then it is an ‘involved agency’ notwithstanding that it has not received an application for funding or approval at the time the SEQR process is commenced. The lead agency is also an ‘involved agency.’” An “interested agency” under SEQRA is defined “an agency that lacks the jurisdiction to fund, approve or directly undertake an action but wishes to participate in the review process because of its specific expertise or concern about the proposed action. An “interested agency” has the same ability to participate in the review process as a member of the public. The following agencies are identified as either involved or interested:

#### **Involved Agencies**

- Town of Riverhead Town Board
- Town of Riverhead Planning Board
- Town of Riverhead Zoning Board of Appeals
- Town of Riverhead Building Department
- Town of Riverhead Fire Marshal

- Riverhead Water District
- Riverhead Sewer District
- Riverhead Town Engineer
- Town of Riverhead Highway Department
- Town of Riverhead Industrial Development Agency
- Suffolk County Department of Health Services
- Suffolk County Planning Commission
- New York State Department of Environmental Conservation
- New York State Department of Transportation
- U.S. Department of Transportation (for Alternative Access Plan only – see “Reasonable Alternatives to be Considered” in this Draft Scope)
- National Grid
- PSEG Long Island

**Interested Agencies / Parties**

- Riverhead Central School District
- Riverhead Police Department
- Riverhead Volunteer Fire Department
- Riverhead Volunteer Ambulance Corps, Inc.
- Greater Calverton Civic Association

In order to develop the site as proposed, the following approvals are required:

<b>Agency</b>	<b>Permit/Approval</b>
Town of Riverhead Planning Board	Site Plan
Town of Riverhead Town Board	Water District Extension, Sewer District Extension (filed April 18, 2022), Chapter 229 Excavation/Exportation Permit
Town of Riverhead Board of Zoning Appeals	Area Variances (Maximum Impervious Lot Coverage; Maximum Height; and Non-disturbance Side Yard Buffer)
Town of Riverhead Industrial Development Agency	Authorizing Resolution for Economic Incentives
Town of Riverhead Highway Department	Road Opening Permit (Middle Road)
Riverhead Water District	Water District Extension/ Connection
Riverhead Town Engineer	Stormwater Pollution Prevention Plan
Riverhead Sewer District	Sewer District Extension/ Connection
Suffolk County Department of Health Services	Sewer and Water
Suffolk County Planning Commission	NYS General Municipal Law Referral (239-m) (Filed 5-23-2022, File No. RH-22-04)
New York State Department of Transportation	Right-of-Way adjacent, potential roadway permits, and sewer easement

Agency	Permit/Approval
New York State Department of Environmental Conservation	State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharge during Construction Activities (Stormwater Pollution Prevention Plan); Water District Extension; Sewer District Extension; Waiver to Exceed 5 Acres of Disturbance
PSEG Long Island/National Grid	Electric and Natural Gas service connections
Suffolk County Department of Public Works	Highway Work Permit for Installation of Sewer Main Within Old Country Road (County Route 58)

The section of the DEIS entitled *Description of the Proposed Action* will provide a thorough description of the existing conditions on the 39.70±-acre subject property, and a description of the proposed project. The *Description of the Proposed Action* section of the DEIS will specifically include information relating to the following:

- Project location, setting, land use, and zoning, with appropriate maps and aerial photographs.
- Summary of the surrounding land uses and zoning.
- Physical characteristics of the site, including property acreage, site cover types (e.g., pervious and impervious areas), and existing structures.
- Project layout and design, including information about the proposed development, zoning compliance, changes in site cover types, site landscaping and screening, access, circulation, and parking.
- Infrastructure requirements, including water supply, sanitary waste disposal, drainage, and utilities.
- Solid waste management, solid waste generation, and the proposed plans for on-site minimization and recycling, for handling and disposal by a licensed private carter.
- Project objectives and benefits to the community, including consistency with the economic goals for the federal Opportunity Zone (Long Island Region).
- Construction and operations including the projected construction duration, schedule, hours of operation, security measures and deliveries/loading areas.
- Required local, county and state approvals.

**Potentially Significant Adverse Impacts**

The DEIS will be prepared in accordance with the Final Scope promulgated by the lead agency and in accordance with 6 NYCRR §617.9(b). Based upon review of the site, site plans and the FEAF Part 1 prepared by the Applicant, the Planning Board prepared a FEAF – Parts 2 and 3/Determination of Significance, for the proposed application which indicates that one or more significant adverse impacts may result from the proposed project. The Planning Board issued a Positive Declaration on July 7, 2022, specifically identifying as potential moderate to large impacts to Land, Groundwater, Air, Agricultural Resources, Aesthetic Resources, Critical Environmental Areas, Transportation, Energy, Noise, Odor and Light, Consistency with Community Plans, Consistency with Community Character, and Plants and Animals.

The DEIS will fully address the identified potential significant adverse impacts, as well as other relevant issues and required sections. Where the impact analyses conducted in the DEIS indicate the potential for significant adverse

impacts, the DEIS will set forth measures to mitigate those impacts. A description of each section of the DEIS is set forth below, followed by a proposed outline for the DEIS.

### **Natural Environmental Resources**

#### **Soils and Topography**

This section of the DEIS will identify the existing soil type(s) on the overall subject property, based upon the Suffolk County Soil Survey (USDA) and soil borings, as well as field verification of available data. A Phase 1 Environmental Site Assessment will be performed, and if necessary, a Phase 2 ESA will be performed. The potential impacts to soils will be discussed in terms of soil constraints and the loss of prime agricultural soils for future agricultural use will be evaluated. The grading program will also be discussed, based upon the plans and data (e.g., cut/fill, and maximum depths of cut/fill). Soil quality based on the historical agricultural uses on the subject property will also be evaluated. The existing topographic setting and post-development grade changes will be described. A topographic map will be provided. Construction-related impacts associated with the projected truck trips for the removal of vegetative material and the associated truck routes, and the proposed erosion and sedimentation controls, would be evaluated. The property's location within a PEJA will also be discussed as it relates to the removal of vegetative material, the planned reuse of cut material in landscaped berms, and construction traffic. Mitigation measures for any potential impacted soils, for erosion, sedimentation, dust generation during construction activities, and for any identified soil limitations/constraints, to the extent necessary, will also be included in this section.

#### **Water Resources**

This section of the DEIS will describe the groundwater conditions, including depth to groundwater, and groundwater quality beneath the subject property, based upon relevant documentation and/or limited on-site groundwater sampling. The Hydrogeologic and Groundwater Management Zone (i.e., Zone III), and the site's location within a Special Groundwater Protection Area (SGPA), a Critical Environmental Area, will also be described. Groundwater flow direction based upon USGS Groundwater Contour Maps and/or other published sources will be identified. The proposed action's consistency with the relevant recommendations from the SGPA Plan, as well as other relevant policies and guidance documents (208 Study, Suffolk County Comprehensive Water Resources Management Plan and Suffolk County Subwatersheds Wastewater Plan) will be evaluated. The property's location within a PEJA will also be discussed as it relates to the protection of groundwater.

Groundwater quantity associated with the post-development warehouse use, including potable water, irrigation supply, and fire suppression, will also be evaluated. The application to extend the RWD boundaries as well as the extension of facilities and infrastructure requirements will also be evaluated through the preparation of a Map and Plan, prepared by the RWD's consulting engineering firm, H2M. Through consultations with the RWD, the DEIS will include the capacity and ability for the RWD to serve the proposed development and any identified necessary measures to be undertaken by the applicant and/or RWD to adequately support the extension/proposed development, including identification of methods of water conservation, including but not limited to water efficient fixtures and smart irrigation systems.

Upon completion of the Map & Plan, the RWD shall make an application to the NYSDEC for the extension of the Water District boundaries. The application and all related correspondence shall be included in the DEIS.

The post development sanitary wastewater generation will be quantified, and the proposed extension of the Riverhead Sewer District (RSD) will be described, including the proposed infrastructure improvements. The DEIS will include a Map and Plan, prepared by the RSD's consulting engineering firm, H2M, to determine if sufficient capacity exists in the sewer district's collection system and at the treatment facility to accommodate the additional flow and determine what, if any, impacts there will be. If improvements to the collection system of the treatment plant are necessary, the cost of improvements will be borne by the Applicant.

Upon completion of the Map & Plan, the RSD shall make an application to the NYSDEC for the extension of the Sewer District boundaries. The application and all related correspondence shall be included in the DEIS.

This section will also address existing drainage, the proposed stormwater management plan and consistency with the relevant standards including Chapter 275 (Stormwater Management and Erosion and Sediment Control) and Chapter 301-116 (Supplemental Guidelines for Industrial A Zoning District) of the Town Code. The proposed SWPPP will also be presented.

Although available resources do not indicate the presence of any local, state, or federal wetlands on-site, field studies will evaluate the presence any on-site wetlands, with findings included in the DEIS.

This section will also include a discussion and evaluation of the potential impacts to any nearby wetlands and the Peconic Estuary watershed. The Peconic Estuary Comprehensive Conservation and Management Plan (2020) will also be discussed. Finally, as required for inclusion in a DEIS, the effects of climate change as it relates to sea level rise will be addressed. Mitigation measures which may reduce potential water quality or quantity impacts will also be identified, as necessary.

This section will also identify the location of any public and private water wells within a one-mile radius. Much of the surrounding area is not served by public water, and the DEIS must identify any potential contaminants from oil, vehicle chemical spills, and how stormwater management will serve to mitigate the potential for contamination to public or private wells.

### **Plants and Animals (Ecological Resources)**

This section of the DEIS will address the existing ecological resources on the subject property and past land uses, including the former agricultural use of land. As part of the DEIS, a qualified biologist/ecologist will inspect the site to determine the vegetation, wildlife, and general habitat character, and a detailed discussion of the forest resources based on the extent of proposed forest removal will be included. Discussion of the property's size, existing vegetative coverage, and its proximity to the Peconic River and eastern migratory bird and waterfowl flyways will be addressed. An inventory of flora and fauna, as observed, will be prepared and included in this section of the DEIS, and an assessment of the species that could be expected to utilize the subject site will be performed. Protected native plants, plant and animal species listed as endangered, threatened, and special concern (or with other protective status) will be identified. The NYSDEC Environmental Assessment Form (EAF) Mapper indicated the subject property is mapped with the potential presence of, or habitat for, the Tiger Salamander, which is listed as an endangered species by the NYSDEC. It is noted that a water resource (Latitude 40.92259, Longitude -72.721757), which is not indicated in the NYSDEC EAF Mapper, is located within 1,000 feet of the site, and



will be included along with any other side findings as part of the overall Tiger Salamander evaluation. Additionally, the Town of Riverhead is listed by the NYSDEC as a summer occurrence area for the Northern Long-eared bat (a threatened species). An ecological survey will be conducted to determine the species present at the subject property. Consultations with the New York Natural Heritage Program will be undertaken for site information related to habitats, plant and animal species. This section of the DEIS will include the quantitative impacts to habitats as well as a qualitative assessment of the impacts to any threatened or endangered plants and animal species identified in the area of the site as a result of the loss of vegetation from the proposed development. Mitigation measures to reduce potential impacts will be identified.

## **Human Resources**

### **Land Use, Zoning and Plans**

This section of the DEIS will describe the historic, existing, and proposed land uses and zoning of the subject site and in the surrounding area within one-mile feet of the subject property. Discussion of the potential impacts the proposed development will have on the surrounding land use, zoning, and neighborhood character will be included. Photographs of the site and surrounding properties, as well as land use and zoning maps, will also be included. A description of the prevailing zoning, including the bulk and dimensional standards, and supplementary guidelines for development, and consistency therewith will also be included.

As area variances have been identified as being required for maximum impervious lot coverage, maximum height, and non-disturbance side yard buffer this section will include an analysis of the criteria for the issuance of area variances in accordance with §301-115 of the Town of Riverhead Zoning Code. The potential lighting impacts will also be assessed in this section of the DEIS, with the proposed lighting plan and photometric analysis presented and evaluated for compliance with the Article XLIX (Exterior Lighting) of the Town Code.

An in-depth discussion of the significant request for a variance for increase building height, proposing 50 ft. above grade where 30 ft. above grade is permitted by the Town Code (a 66% increase above that which allowed by the Town Code). A discussion of the potential to set precedent setting nature of this request will be included in this section of the DEIS.

An analysis of the proposed action's consistency with the Town of Riverhead Comprehensive Plan dated November 2003, Long Island North Shore Heritage Area Plan, Suffolk County Comprehensive Master Plan 2035: Framework for the Future, and applicable policies from the Suffolk County Planning Commission guidance documents (Suffolk County Planning Commission Guidebook [July 2012] and Managing Stormwater – Natural Vegetation and Green Methodologies [2015]) will also be included. The property's location within a PEJA will also be discussed. Finally, this section of the DEIS will generally discuss the socioeconomic impacts of the proposed development (i.e., tax revenue and jobs).

The socioeconomic impacts of the proposed development will also include a comprehensive needs and benefits analysis, and an evaluation of the market demand for this type of industrial use, specifically in relation to the nearly 11 million square feet of speculative industrial development proposed for the Nassau/Suffolk County area. The needs and benefits of the project, within a PEJA, must be weighed against the long-term impacts to the local community and the residents of the PEJA.

As technology trends towards distribution facilities which are largely automated, the DEIS will include a discussion of national trends for these types of facilities to use automation, and how automation will impact potential employment at this facility in the future.

### **Aesthetic Resources and Community Character**

This section of the DEIS will describe the existing viewshed and general consistency or compatibility with existing elements of the community will be described. As part of the assessment of impacts on visual resources, to-scale 3D computer-generated imagery will be prepared by the project architect to depict post-development viewshed changes from public rights-of-way, including Middle Road, Manor Road, Middle Country Road, Old Country Road, Deep Hole Road, the Foxwood Residential community, the Long Island Expressway, and from surrounding residential and agricultural uses. An assessment of the impacts to the viewshed based upon the computer-generated imagery would be performed. The proposed lighting plan and consistency with the Town Code (Chapter 301) would also be included. The DEIS will discuss the potential for the site to create ambient “sky glow,” especially during times of inclement weather including fog and rain, which could significantly impact residential communities and properties given the rural nature of the area of the elimination of all existing vegetative buffers on the project site. This section of the DEIS would also include the potential impacts to the character of the community as it relates to the development of the proposed industrial land use on the vacant parcel. Measures to mitigate impacts will be identified, as appropriate.

### **Transportation**

This section of the DEIS will describe the existing traffic conditions and evaluate the effects of the proposed action on the surrounding area roadways and parking. This section intends to include a Traffic Impact Study (TIS), prepared by Stonefield Engineering & Design, LLC. Specifically, the TIS will include the following:

- Collect intersection turning movement counts during the following times when the adjacent roadways experience peak levels of traffic:
  - Summer – during peak season for the nearby Splish Splash water park. Data must be sought from Splish Splash water park, including vehicle counts entering and exiting the park, in order to identify “peak” time period. If Splish Splash water park is not forthcoming with traffic data, or does not have the necessary data available, the applicant must conduct summer weekday counts for the entire business day for Splish Splash, beginning two hours before the park opens, and concluding one hour after the park closes.
    - Weekday morning peak period from 7:00 AM to 9:00 AM
    - Weekday midday peak period from 11:00 AM to 2:00 PM
    - Weekday evening peak period from 4:00 PM to 7:00 PM
    - Saturday midday peak period from 11:00 AM to 2:00 PM
  - Autumn – during peak season for the nearby agricultural harvest activities (mid-September through late October)
    - Weekday morning peak period from 7:00 AM to 9:00 AM
    - Weekday midday peak period from 11:00 AM to 2:00 PM
    - Weekday evening peak period from 4:00 PM to 7:00 PM

- Saturday midday peak period from 11:00 AM to 2:00 PM
- Collect intersection turning movement counts at the following intersections:
  - NY Route 25 & Manor Road/Splish Splash Drive
  - NY Route 25 & Edwards Avenue
  - NY Route 25 & County Route 58 Merge
  - Middle Road & Manor Road
  - Middle Road & Deep Hole Road
  - Middle Road & Hemlock Way
  - Middle Road & Mill Road
  - Middle Road Traffic Circle
  - Middle Road & Harrison Avenue
  - Middle Road & Roanoke Avenue
  - Middle Road & Ostrander Avenue
  - Middle Road & Northville Turnpike
  - Manor Road & Twomey Avenue
  - Sound Avenue & Twomey Avenue
  - Twomey Avenue & Riley Avenue
- Tabulate traffic count data and identify peak hour factors.
- Weekdays when the manual turning movement counts are to be collected should be a mid-weekday, Tuesday, Wednesday, or Thursday.
- Turning Movement Counts (TMC's) should be conducted for more than one day in order to create a representative sampling pool (or supported with additional ATR data).
- TMC's will include a detailed breakdown by vehicle class and be summarized to identify heavy trucks, light trucks, buses, and passenger vehicles. Data collection must be consistent with New York State Department of Transportation's (NYSDOT) requirements for air and noise analysis.
- ATR tube counters should be installed at the following three locations:
  - Manor Road, between Middle Road and NY Route 25.
  - Middle Road, north of Manor Road.
  - NY Route 25, just east of Manor Road.
- ATR data should include 24-hour traffic volumes for nine consecutive days, including two full weekdays.
- Obtain traffic accident data for the latest available three-year period for the study intersections and the roadway links between them. Summarize the accident history by type of accident, time, severity, pavement condition and apparent contributing factors. Crash data analysis will follow the NYSDOT methodology and procedures and include a comparison of crash rates with the statewide average for comparable conditions. If conditions exceed the statewide average, collision diagrams will be prepared. Note any significant trends and identify countermeasures to mitigate any potential impacts.
- Project future traffic conditions along the study roadway network in Build year of 2024.
- Confirm with Town Planning Staff to identify Other Planned Developments in the nearby area that may affect the study intersections.
- Develop future No Build volumes for the study intersections. The volumes will be adjusted to future levels using an annual growth factor obtained from the NYSDOT. Volumes generated by Other Planned Developments will be added.

- Prepare trip generation projections for the proposed warehouse using data provided by the Institute of Transportation Engineers (ITE) within the Trip Generation Manual, 11<sup>th</sup> Edition.
- Prepare trip generation projections using data provided by the Institute of Transportation Engineers (ITE) within the Trip Generation Manual, 11<sup>th</sup> Edition, or obtain trip generation projections from traffic studies prepared for the Other Planned Developments in the project area.
- A discussion of the use of the proposed facility as a distribution center (“Logistics Center,” as indicated in the application name), will be included, and must identify if trip generation data for warehousing is accurate given the rise of “e-commerce” warehousing and distribution.
- Traffic data from other e-commerce warehouses and last mile distribution facilities recently constructed in the Nassau/Suffolk County area must be included in order to determine whether or not “warehouse” trip generation data accurately reflects the proposed traffic impacts from the operation of the site.
- Seasonal data from other e-commerce warehouses will be included in order to understand seasonally driven changes in traffic levels, i.e., during holiday season where e-commerce would be expected to increase, summer time when population levels on the east end of Long Island increase.
- Discussion of paths of travel for vehicles traveling from the project site to points east will be included.
- Prepare a trip distribution and assignment of site-generated traffic based on roadway network and existing travel patterns established by the turning movement counts.
- Perform intersection capacity analyses for the study intersections identified above, which includes the site access driveways. Analyses will be performed using industry-standard traffic engineering modeling software based on the Highway Capacity Manual in order to provide level of service results at the intersections and site access locations. The analyses will be completed for Existing, No Build, and Build Conditions.
- Identify impacts at study intersections and develop mitigation measures, if necessary. Cost of improvements, the timeline for implementation, and the party responsible for implementing the improvements will be detailed.
- If the proposed mitigation measures should include a new traffic signal, a Signal Warrant Analysis will be conducted per the requirements of NYSDOT. The data collection effort will include ATRs at every approach to each intersection that may warrant a future traffic signal.
- Evaluate the adequacy of the proposed off-street parking and review the proposed site layout.
- Qualitatively evaluate the construction-related traffic volumes, impacts, and truck routes. Construction related impacts will identify the various construction phases and duration, the number of workers on site by stage, material deliveries, truck trips by type.

This section of the DEIS will include a detailed analysis and discussion of the present conditions of Middle Country Road, Manor Road, Middle Road, and Twomey Avenue. The discussion will consist of roadway characteristics including right-of-way width, width of improved roadway surface, lane width, shoulder width, road construction specifications, and drainage systems. Discussion of visibility on all right-of-way’s will be included, and will identify any areas where road geometry presents issues with motorist visibility.

Consultation with the Riverhead Central School District, and will identify any and all school bus stops within a one-mile radius of the project site.

This section of the DEIS will also include potential impacts to alternative methods of transportation in the surrounding area including bicyclists, walkers, and individuals who utilize public transportation, such as Suffolk County Transit bus routes, and will look at adjoining roadways inclusive of Middle Country Road, Manor Road, Middle Road, and Twomey Avenue,

### **Air Quality and Odors**

This section of the DEIS will include the existing (ambient) air quality conditions based on published data by the NYSDEC. As the proposed action will result in an increase in vehicular trip traffic (passenger vehicles and trucks), the potential air quality and odor impacts associated with increased emissions will be evaluated. The property's location within a PEJA will also be discussed as it relates to mobile source emissions. This section of the DEIS will also evaluate the potential air quality impacts associated with the proposed use of the project site, and the loss of vegetation. An air quality assessment will be performed to append the DEIS and summarized in the body of the text, and would include the following:

#### Mobile Source Analysis

The latest version of the Motor Vehicle Emission Simulator (MOVES3), developed by the USEPA Office of Transportation and Air Quality, will be used to estimate criteria, greenhouse gas and hazardous emissions associated with on-road and non-road mobile engines. If available, emission factors shall be obtained from the NYSDEC or NYSDOT MOVES specific data for the County of Suffolk, otherwise national average emission factors in MOVES for Suffolk County using default distribution assumptions will be used. Mitigation measures, as required, will also be identified.

#### *Off-Road Mobile Equipment*

Activity levels (i.e., hours of operation) of each piece of equipment will be estimated based on the square footage of the construction area and the associated activity type. The activity levels represent the total number of hours each piece of equipment is anticipated to be used for the duration of the project. Operating hours shall be based on the projected need for the equipment rather than assuming continuous operation. It is assumed that all off-road equipment will operate on diesel fuel. Off-road mobile equipment emission rates for criteria pollutants will be computed and compared with USEPA National Ambient Air Quality Standards (NAAQS). Emission rates for hazardous air pollutants will be calculated and compared to New York State Department of Environmental Conservation NYSDEC – DAR-1 – Guidelines for the Evaluation and Control of Ambient Air Contaminants under Part 212. Dispersion modeling of criterial pollutant concentrations at closest sensitive receptors from intersections where an increase in traffic volumes would result from the proposed development will be required for comparison to the U.S. Environmental Protection Agency (USEPA) and New York State Department of Environmental Conservation standards.

#### *On-Road Mobile Vehicles*

Vehicle miles traveled (VMT) data for each on-road construction vehicle and employee trips will

be estimated from roundtrip distances and the number of vehicles and employees based on the activity specific construction schedule. It is assumed that all on-road equipment will use either gasoline or diesel fuel. Typical vehicle types will be passenger car, passenger truck, single unit short-haul, and commercial short-haul. The emission rates for criteria pollutants on-road construction vehicles will be calculated and compared to New York State Department of Environmental Conservation NYSDEC – DAR-1 – Guidelines for the Evaluation and Control of Ambient Air Contaminants under Part 212.

#### Stationary Source Analysis

An air quality analysis from stationary emissions sources, including idling vehicles, refrigeration units, backup generators, etc., will be included.

#### Carbon Sequestration Analysis

As part of the air quality assessment, the “carbon value” of the existing vegetation will be estimated to quantify the impacts associated with the proposed removal of vegetation. Carbon sequestering estimates will be determined utilizing published sources, including but not limited to: USEPA, Office of Atmospheric Programs, Greenhouse Gas Mitigation in U.S. Forestry and Agriculture carbon sequestering factors; U.S. Forest Service tools for carbon inventory, management and reporting; U.S. Department of Energy, Energy Information Administration, Method for Calculating Carbon Sequestration by Trees in Urban and Suburban Settings; and/or 2006 Intergovernmental Panel on Climate Change (IPCC) Guidelines for National Greenhouse Gas Inventories. Sources will be dependent on the most up-to-date and appropriate specific to the types of vegetation/soil conditions and the classification of the area to be cleared. Carbon sequestering is dependent upon growth rate, which varies by location and other conditions. Average survival rates will be considered and are also based on site conditions. Once the vegetation types are inventoried and determined, carbon calculation tools such as the U. S. Forest Service CarbonPlus Calculator and/or Forest Vegetation Simulator will be used to estimate the carbon stock. Soil types will be identified from soil boring logs and published data through the USDA Suffolk County Soil Survey. Mitigation measures will be identified, as necessary.

This section of the DEIS will include a discussion of information on the health impacts from airborne pollutants.

Air quality impacts from construction and operation of the developed site will be discussed separately. Operational air quality impacts will include an assessment of all potential on-site sources of air pollution.

#### **Noise**

This section will include the existing (ambient) noise environment based on sound level measurements and evaluate the potential noise from regular operation of the completed project, including construction activities on site, and additional impact of additional traffic at receiving locations along the truck route. Sound level measurements will include monitoring sound using a 1/3 octave band spectrum analyzer at eight locations along the property line continuously for a period of two full weeks at each location, resulting in sixteen full weeks of data collected. The existing (ambient) sound level measurements will be taken at two points along the property’s southern boundary abutting the Long Island Expressway entrance ramp

and the remaining NYSDOT right-of-way, two points along the northern property boundary abutting the Long Island Power Authority transmission lines, two points along the property's western frontage adjacent to Suffolk Cement and the neighboring residential property, and at two points along the property's frontage with Middle Road. The existing (ambient) sound level measurements will be taken during the time period of peak traffic activity on the Long Island Expressway entrance ramp. Additionally, to identify existing ambient (or background noise levels), in both the morning and the afternoon, during times representative of the operation of the proposed Riverhead Logistics Center and construction period, the acoustical consultant will take four readings at four different locations along the proposed route for trucks for 20 minutes each with pictures taken at each location at the time of each reading. The noise analysis will be performed in consideration of the Town of Riverhead Noise Ordinance (Chapter 251), and relevant criteria of the NYSDEC and NYSDOT. Measures to mitigate impacts will be identified, as appropriate.

An analysis of operational noise should estimate noise contribution from operational activities and project induced traffic. Operational and construction noise impacts will be discussed separately.

Hours of operation of the proposed facility will be disclosed in this section of the DEIS.

### **Vibration**

As the proposed action has the potential for significant increase in heavy vehicle traffic, a vibration analysis will be performed. A vibration analysis will be performed along Manor Road and Middle Road to identify current levels from existing traffic, and will be supplemented with project vibration impacts from anticipated traffic levels from the proposed development. Mitigation measures will be identified, as necessary.

### **Community Services and Facilities**

As the proposed action includes the development of a vacant parcel, the project would generate a new demand for community services, including police, fire, and ambulance, water supply, wastewater treatment, and solid waste disposal services. Consultations will be undertaken with the Riverhead Police Department, Riverhead Fire District, and Riverhead Volunteer Ambulance Corps, Inc., the Riverhead Water District, and the Riverhead Sewer District, to evaluate the potential impacts of the proposed action and to determine if any mitigation measures are required. This section of the DEIS will summarize each of these service entities and evaluate the potential impacts of the proposed development.

### **Energy**

This section of the DEIS will describe the proposed energy sources and the projected levels of consumption. Consultations with the service providers (PSEG LI and National Grid) will be undertaken and the findings and recommendations of these providers will be included. Additionally, energy conservation measures, including building construction methods, will be described including the potential inclusion of a rooftop solar array on the proposed building, and geothermal heating and cooling systems. Measures to mitigate impacts will be identified, as appropriate.

Discussion of the location of existing utilities, including electrical lines and gas mains, as well as the improvements necessary to provide utility service to the site, will be included in this section of the DEIS.

## **Environmental Justice**

This section of the DEIS will identify the Potential Environmental Justice Area (PEJA) to be affected, describe the existing environmental burden on the PEJA, and evaluate the additional burden of any significant adverse environmental impact on the PEJA.

## **Other Required Sections**

**Cumulative Impacts** – This section of the DEIS will evaluate the potential cumulative impacts of increased demands for water supply, including the impacts of multiple water district extensions throughout Town to support new residential and industrial users, the impacts of cumulative sanitary wastewater management, and the cumulative traffic impacts with other pending developments or project sites, as provided by the Town of Riverhead. This section will include full disclosure of any additional sites within the Town of Riverhead that the project sponsor has purchased, or is in negotiations to purchase. If any additional properties are identified in this section, a discussion of conceptual development plans must be included.

**Use and Conservation of Energy** – This section of the DEIS will describe the proposed energy sources, the projected levels of consumption, and the proposed methods/measures to reduce consumption.

**Unavoidable Adverse Impacts (Short-Term and Long-Term)** – This section enumerates those short and long-term impacts that cannot be mitigated.

**Irretrievable and Irreversible Commitment of Resources** – This section includes a brief discussion of natural resources consumed as a result of project implementation.

**Growth-Inducing Aspects** – The potential growth-inducing aspects of the project will be presented in this section.

## **Reasonable Alternatives to be Considered**

Pursuant to 6 NYCRR Part 617, the DEIS must contain a description and evaluation of reasonable alternatives to the proposed action that are feasible, considering the objectives and capabilities of the project sponsor. This DEIS will analyze the impacts of the following alternatives and compare (quantitatively and qualitatively) these impacts to those associated with implementation of the proposed action, based upon the specific impact issues outlined above:

- No-Action (site remains as it currently exists)
- As-of-Right Development without Variances – This alternative includes an as-of-right or permitted land use with no area variances required.
- Alternate Access Plan – This alternative includes the proposed action with direct access to and from the Long Island Expressway.
- Reduced Clearing Alternative Plan - This alternative includes a modification to the site design to reduce the clearing to 60 percent of the existing naturally occurring vegetation based on the condition of approval contained within Resolution No. ZSR-22-20 of the Suffolk County Planning Commission.
- Alternative Use as Last-Mile Distribution Center – This alternative includes use of the proposed building as a last-mile distribution center (i.e., delivery to the local consumer) based on a request of the Town Planning staff.
- Alternative development plan with alternate location for sewer connection, in the event that the project



sponsor is unable to obtain a sewer easement through the NYSDOT right-of-way.

- Alternative as-of-right development plan in the event the boundaries of the Riverhead Sewer District cannot be extended.

### **Extent and Quality of Information Existing and Needed**

In order to conduct the analyses of potential adverse impacts, available information will be collected and reviewed, and empirical information will be developed. While it is not possible to determine all information sources to be used, the following represent sources/research that have been preliminarily identified as necessary to perform the required analyses in the DEIS.

The DEIS will be analytical and concise, and not encyclopedic. All sources will be well documented, and consistent with the standards and specifications set forth in the implementing regulations of SEQRA at 6 NYCRR Part 617 as well as The SEQR Handbook, Fourth Edition, 2020 (NYSDEC). The DEIS will summarize technical information in the body of the document and supporting materials will be attached as an appendix to the document (including, but not limited to, select maps/graphical data, reports and assessments, engineering plans, architectural renderings, and agency correspondence). Below are the sources of information that have been preliminarily identified to be used in completing the analyses of the impact issues. During preparation of the DEIS, additional sources may be required or used for the completion of analyses.

### **Soils and Topography**

- USDA, Suffolk County Soil Survey
- USGS Topographic Map
- Boundary and Topographic Survey
- Proposed Site Development Plans
- Soil Boring Logs
- Cut/Fill Estimates
- Phase I Environmental Site Assessment, as prepared by EBI Consulting
- Soil sampling
- Agricultural Data Statement and related Agricultural Markets Map (2010)
- Construction vehicle trip generation and analysis

### **Water Resources**

- Soil borings and limited groundwater sampling (on-site, as requested by RWD)
- USGS Water Table map and monitoring well data, as available
- USGS Groundwater Maps
- Hydrogeologic Zone Map
- Groundwater Management Zone Map
- Special Groundwater Protection Area (SGPA) Map
- Consultations with Riverhead Water District
- Consultations with Riverhead Sewer District
- Town of Riverhead Freshwater Wetland Map
- NYSDEC Freshwater Wetland Map
- U.S. Fish and Wildlife Service (USFWS) – National Wetlands Inventory
- Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map

- Peconic Estuary Watershed Map
- New York State Energy Research and Development Agency (NYSERDA) Coastal New York Future Floodplain Mapper
- Relevant plans, standards and regulations, including: *208 Study*, Long Island Special Groundwater Protection Area Plan, Suffolk County Sanitary Code (Relevant Articles), Town of Riverhead Town Code (Chapter 275 - Stormwater Management and Erosion and Sediment Control), *New York Standards and Specifications for Erosion and Sediment Control*, *New York State Stormwater Management Design Manual*, *Suffolk County Subwatersheds Wastewater Plan*, Suffolk County Planning Commission: *Managing Stormwater – Natural Vegetation and Green Methodologies (2015)*, *Suffolk County Comprehensive Water Resources Management Plan*, and Peconic Estuary Comprehensive Conservation and Management Plan (2020).

### **Ecological Resources**

- Correspondence with the New York Natural Heritage Program
- Observation data from field investigations
- Published material regarding the potential presence of protected native plants, plant and animal species listed as endangered, threatened, and/or special concern (or with other protective status) and significant habitat areas on or in the vicinity of the project site
- Ecological Communities Map

### **Land Use, Zoning and Plans**

- Proposed Site Development Plans
- Town of Riverhead Zoning Code and Zoning Map
- Site and Area Inspections
- Photographs of Site and Surrounding Area
- Town of Riverhead Comprehensive Plan dated November 2003
- Suffolk County Comprehensive Master Plan 2035: Framework for the Future
- Suffolk County Planning Commission Guidebook (July 2012)
- Suffolk County Planning Commission's *Managing Stormwater – Natural Vegetation and Green Methodologies (2015)*
- Suffolk County Planning Commission goals for PEJA's (Staff Report dated July 6, 2022)
- Long Island North Shore Heritage Area Management Plan 2005

### **Aesthetic Resources and Community Character**

- Architectural floor plans and elevations
- Computer-generated 3D imagery
- Proposed Lighting Plan with photometric analysis
- Site and area inspections, with photographs documenting site and surrounding views
- Town of Riverhead Town Code Chapter 301 (Zoning)

### **Transportation**

- Manual traffic counts or data collection from NYSDOT, County and other sources

- Most-recent three-year accident data
- The Institute of Transportation Engineers, Trip Generation Manual, 11th Edition
- The Institute of Transportation Engineers, Parking Generation Manual, 5th Edition
- The Institute of Transportation Engineers, Trip Generation Handbook, Chapter 6
- Highway Capacity Manual, latest edition
- Consultations with NYSDOT
- Consultations with Suffolk County Transit

### **Air Quality and Odors**

- Traffic Impact Study
- Ecological inventory
- Motor Vehicle Emission Simulator (MOVES3)
- Published emission factors from NYSDOT, NYSDEC and/or USEPA
- Construction schedule, with projected truck and equipment types
- USEPA, Air Emission Factors and Quantification, AP-42: Compilation of Air Pollutant Emission Factors
- USEPA, CHIEF (Clearinghouse for Inventories and Emission Factors)
- Carbon sequestering estimates to be based on published sources, including but not limited to USEPA, Office of Atmospheric Programs, Greenhouse Gas Mitigation in U.S. Forestry and Agriculture carbon sequestering factors; U.S. Department of Energy, Energy Information Administration, Method for Calculating Carbon Sequestration by Trees in Urban and Suburban Settings; and/or 2006 Intergovernmental Panel on Climate Change (IPCC) Guidelines for National Greenhouse Gas Inventories, U.S. Forest Service.
- Code of Federal Regulations – Title 40, Part 50, National Ambient Air Quality Standards (NAAQS)
- New York State Department of Environmental Conservation: DAR-1 Guidance (February 12, 2021)

### **Noise**

- Town of Riverhead Noise Ordinance (Chapter 251)
- Ambient Sound Levels based on monitoring on-site
- Relevant criteria of the NYSDEC and NYSDOT for projected impacts

### **Community Services and Facilities**

- Consultations with the Riverhead Police Department, Riverhead Volunteer Fire Department and Riverhead Volunteer Ambulance Corps, Inc.

### **Energy**

- Consultations with PSEG LI and National Grid.

### **Initial Identification of Mitigation Measures**

Preliminary mitigation actions have been identified and are listed below; however, as the DEIS analyses have not yet been conducted, there may be additional mitigation required based on the findings and conclusions of such analyses. Furthermore, the analyses conducted as part of the DEIS may result in the modification or elimination of select preliminary mitigation measures if information supports changes.

### Soils and Topography

- Erosion and sedimentation control plans will be prepared in accordance with the *New York State Standard and Specifications for Erosion and Sediment Control* (November 2016) and Town of Riverhead regulations (Chapter 275). Erosion and sedimentation controls will be undertaken prior to and during construction and will be routinely inspected and maintained.
- The proposed grading program includes a net cut of approximately 7,628 cubic yards; however, material is expected to be re-used on-site in landscaped berms such that no cut material would require removal via trucks.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

### Water Resources

- A SWPPP will be prepared in accordance with the SPDES General Permit (GP-0-20-001) and the Town of Riverhead requirements (Chapter 275) and will include erosion and sediment controls, as well as water quality and quantity controls. The SWPPP will ensure the management of stormwater generated on the site during construction activities, and post-construction.
- The stormwater management controls will be designed to accommodate a 100-year storm event, in accordance with the Town of Riverhead regulations (Chapter 275).
- The proposed project will incorporate native and/or drought tolerant plantings for water conservation and will utilize a smart irrigation control system to reduce or eliminate the use of the irrigation system during periods of rain.
- The proposed landscaping plan would consist of native and/or drought-tolerant plants and groundcover to promote water conservation and minimize the need for fertilization to the maximum extent practicable.
- All sanitary waste is proposed to be accommodated via the RSD and through consultations with the RSD, the required infrastructure will be installed and/or funded by the applicant.
- Water supply is proposed to be accommodated via the RWD and through consultations with the RWD, the required infrastructure will be installed and/or funded by the applicant.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

### Ecological Resources

- If the ecological survey identifies the Eastern Tiger Salamander as being present on-site, efforts to avoid impacts to the species will be undertaken. However, the nearest breeding pond is located 1,475 feet south of the subject property and exceeds the NYSDEC guidance that requires conservation efforts within 1,000 feet of breeding ponds.

- No known invasive plant species will be utilized, including those species specifically those species listed in Resolution 614-2007 enacted by the Suffolk County Legislature and 6 NYCRR Part 575 enacted by New York State.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

#### Land Use, Zoning and Plans

- As the proposed project requires area variances for maximum impervious lot coverage, maximum height and non-disturbance side yard buffer, an analysis of the project's consistency with the criteria for issuance of area variances in accordance with New York State Town Law Article 16, Section 267-B will be performed and mitigation or project modifications will be proposed, if necessary.
- The proposed site development plans will be evaluated for compliance with Chapters 275 and 301 of the Town Code, and mitigation or project modifications will be proposed, if necessary.
- A photometric analysis of the proposed lighting plan will be performed to ensure no off-site trespass or glare on the neighboring properties. Mitigation or project modifications will be proposed, if necessary.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

#### Aesthetic Resources and Community Character

- As the proposed project requires area variances for maximum impervious lot coverage, maximum height and non-disturbance side yard buffer, an analysis of the project's consistency with the criteria for issuance of area variances in accordance with New York State Town Law Article 16, Section 267-B will be performed and mitigation or project modifications will be proposed, if necessary.
- A photometric analysis of the proposed lighting plan will be performed to ensure no off-site trespass or glare on the neighboring properties. Mitigation or project modifications will be proposed, if necessary.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

#### Transportation

- All proposed roadway improvements will comply with the jurisdictional authority and consultations will be undertaken with the agencies during the DEIS (i.e., Town of Riverhead and NYSDOT).
- The proposed site circulation design will ensure that safe pedestrian movements are considered, and mitigation or project modifications will be proposed, if necessary.
- The proposed site layout inclusive of off-street parking will be reviewed for safe movements, and mitigation will be proposed, if necessary.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

### **Air Quality and Odors**

- An Air Quality Analysis will be prepared to evaluate mobile source emissions as part of the DEIS.
- During construction, no truck idling will be permitted.
- Fugitive dust mitigation during construction will include the employment of proper and standard construction management methods including the application of water to bare soils during dry periods, minimizing the duration of bare soils by reseeded or landscaping, the covering of soil stockpiles, and the use of covered haul trucks to move construction material.
- All HVAC equipment will include systems rated as energy-efficient to ensure minimal emissions.
- The proposed plan will include a select number of parking spaces for clean energy vehicles and future electric-vehicle charging stations.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

### **Noise**

- A comprehensive noise study will be performed to evaluate the potential noise impacts from the increase in vehicular traffic. If the noise study indicates the potential for adverse impacts, mitigation or project modifications will be proposed.
- The comprehensive noise study will evaluate noise impacts during construction for consistency with Chapter 251 of the Town Code and mitigation or project modifications will be proposed, if necessary.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

### **Community Services and Facilities**

- Through consultations with the Riverhead Police Department, Riverhead Volunteer Fire Department and Riverhead Volunteer Ambulance Corps, Inc., mitigation measures or project modifications will be implemented, as necessary.

### **Energy**

- Energy conservation measures will be undertaken and will include high-efficiency mechanical equipment, low flow water fixtures, LED lighting with occupancy sensors (interior) and dark sky compliant exterior lighting.
- The proposed building will be designed to meet or exceed the requirements of the New York State Building and Energy Code.
- There may be additional mitigation proposed based on the analyses and conclusions of the DEIS.

### **Proposed Organization and Overall Content of the DEIS**

The DEIS will conform with the basic content requirements as contained in 6 NYCRR Part 617.9 (b)(3). The proposed outline of the DEIS is as follows:

**Executive Summary**

**1.0 Description of the Proposed Action**

- 1.1 Project Location and Site Conditions
- 1.2 Project Design and Layout
- 1.3 Project Objectives and Benefits
- 1.4 Construction and Operations
- 1.5 Required Permits and Approvals

**2.0 Natural Environmental Resources**

**2.1 Soils and Topography**

- 2.1.1 Existing Conditions
- 2.1.2 Potential Impacts
- 2.1.3 Proposed Mitigation

**2.2 Water Resources**

- 2.2.1 Existing Conditions
- 2.2.2 Potential Impacts
- 2.2.3 Proposed Mitigation

**2.3 Ecological Resources**

- 2.3.1 Existing Conditions
- 2.3.2 Potential Impacts
- 2.3.3 Proposed Mitigation

**3.0 Human Environmental Resources**

**3.1 Land Use, Zoning and Plans**

- 3.1.1 Existing Conditions
- 3.1.2 Potential Impacts
- 3.1.3 Proposed Mitigation

**3.2 Aesthetic Resources and Community Character**

- 3.2.1 Existing Conditions
- 3.2.2 Potential Impacts
- 3.2.3 Proposed Mitigation

**3.3 Transportation**

- 3.3.1 Existing Conditions
- 3.3.2 Potential Impacts
- 3.3.3 Proposed Mitigation

**3.4 Air Quality and Odors**

- 3.4.1 Existing Conditions
- 3.4.2 Potential Impacts
- 3.4.3 Proposed Mitigation

**3.5 Noise**

- 3.5.1 Existing Conditions
- 3.5.2 Potential Impacts
- 3.5.3 Proposed Mitigation

**3.6 Vibration**

**3.6.1 Existing Conditions**

**3.6.2 Potential Impacts**

**3.6.3 Proposed Mitigation**

**3.6.7 Community Services and Facilities**

- 3.67.1 Existing Conditions
- 3.67.2 Potential Impacts
- 3.67.3 Proposed Mitigation

**3.78 Energy**

- 3.78.1 Existing Conditions
- 3.78.2 Potential Impacts
- 3.78.3 Proposed Mitigation

**3.9 Potential Environmental Justice Area**

**3.9.1 Existing Conditions**

**3.9.2 Potential Impacts**

**3.9.3 Proposed Mitigation**

**4.0 Other Required Sections**

- 4.1 Cumulative Impacts
- 4.2 Use and Conservation of Energy
- 4.3 Unavoidable Adverse Impacts (Short-Term and Long-Term)
- 4.4 Irretrievable and Irreversible Commitment of Resources
- 4.5 Growth-Inducing Aspects

**5.0 Alternatives and Their Impacts**

- 5.1 Alternative 1: No-Action Alternative
- 5.2 Alternative 2: As-of-Right Development without Variances
- 5.3 Alternative 3: Alternate Access Plan
- 5.4 Alternative 4: Reduced Clearing Alternative Plan
- 5.5 Alternative 5: Alternative Use as Last-Mile Distribution Center

**6.0 References**

**Issues Determined to be Neither Relevant nor Environmentally Significant or That Have Been Adequately Addressed**

This section is reserved for the lead agency and to be determined after completion of the public scoping period and included in the Final Scope.