

**FINAL SCOPE FOR
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT FOR
DECLARATION AS SURPLUS AND SUBSEQUENT SALE OF 255 ACRES OF
COUNTY OWNED LAND IN YAPHANK FOR MIXED USE DEVELOPMENT
PURPOSES
SUFFOLK COUNTY, NEW YORK**

INTRODUCTION

This document is the Final Scope for the Draft Generic Environmental Impact Statement (“DGEIS”) for the Declaration as Surplus and Subsequent Sale of 255 Acres of County Owned Land in Yaphank for Mixed Use Development Purposes. It is anticipated that the land would be sold to one or more developers who would create a destination center featuring sports, entertainment, and cultural uses in conjunction with affordable workforce and market rate housing. The County has the option to sell the entire 255 acres to a single developer, or to sell portions of the property at different times, and/or to multiple purchasers. Prior to the declaration as surplus and sale of the property, and after a State Environmental Quality Review Act (SEQRA) Coordinated Review, Suffolk County, as SEQRA Lead Agency in resolution No. 45-2010 has determined that a Generic Environmental Impact Statement should be prepared to analyze the potential environmental impacts associated with the declaration as surplus, sale and subsequent development of the site. This Final Scope has been promulgated by the Lead Agency in accordance with 6 NYCRR Part 617.8 and sets forth the following:

- Brief description of the proposed action;
- Potentially significant adverse impacts;
- Extent and quality of information needed to adequately address potentially significant adverse impacts;
- Initial identification of mitigation measures;
- Reasonable alternatives to be considered;
- Identification of the information/data to be included in appendices rather than in the body of the DGEIS; and
- Those prominent issues that were raised during scoping and determined to be not relevant or not environmentally significant or that have been adequately addressed in a prior environmental review.

In order to allow for public input on the Scope, the Suffolk County Planning Department as the initiating unit in conjunction with the Council on Environmental Quality (CEQ) and the Suffolk County Legislature held a Public Scoping Session on March 16, 2010 at 7:00 pm in the Legislative Auditorium of the Riverhead County Center, 210 Center Drive, Southampton, and accepted written comments through March 30, 2010. The Final Scope includes relevant issues raised through scoping and describes issues raised during scoping that were determined not to be relevant or not environmentally significant. This Final Scope will serve as the basis for the DGEIS.

The DGEIS will be clearly and concisely written in plain language that can be read and understood by the public. Highly technical information will be summarized in the body of the document and attached as an Appendix.

BRIEF DESCRIPTION OF PROPOSED ACTION

The project consists of four distinct areas as shown in Figure 1. The analysis will address each area individually, as well as the project as a whole, to enable the County to dispose of the property by area, or in total. The following briefly describes the location of each area and the development proposed therein:

Area A - Area A is the northeast corner of the County's holdings. This area is bordered by the LIE service road to the north, Yaphank Avenue to the west, the Suffolk County Department of Public Works (DPW) Complex to the south, and a buffer area along the Carman's River to the east. This area contains 34.16± acres.

The following existing uses will be removed and relocated to an area east of Area D (see Figure 1):

- Ten (10) acres of County highway yards;
- Thirteen thousand (13,000) square feet of interior space for public works buildings;
- Sixteen thousand six hundred (16,600) square feet of interior space for a road salt storage building;
- Ninety (90) parking spaces for the County Board of Elections; and
- New doctor's cottage and shed (together with demolition and removal of the old cottage and shed)

Commercial and family-oriented entertainment uses would be in Area A and would include:

- Fifty thousand (50,000) square feet of interior space for sports and wellness facilities;
- Fifty thousand (50,000) square feet of interior space for office use;
- Four (4) restaurant locations of eight thousand seven hundred and fifty (8,750) square feet of interior space each;
- Seventy thousand (70,000) square feet of interior space for hotel use;
- Twenty-five thousand (25,000) square feet of interior space for retail use;
- Seventy two (72) rental units (affordable to residents earning up to eighty (80%) percent of Area Median Income) of one bedroom apartments each having six hundred fifty (650) square feet of interior living space.
- Arena (5,500 seats)
- Outdoor Stadium (5,000 seats)

Area B - Area B is a 121.13± acre rectangular parcel south of the County farm, west of Police Headquarters and north of the Correctional Facility. Mixed income rental and ownership housing would include:

- Seven hundred eighty five (785) Units of homes each having between nine hundred fifty (950) and one thousand two hundred fifty (1,250) square feet of interior living space and having no more than two (2) bedrooms, as follows:
 - Four hundred twenty nine (429) of these Units shall be affordable to residents earning up to eighty (80%) percent of Area Median Income.
 - Two hundred fourteen (214) of these Units shall be affordable to residents earning between eighty one (81%) percent and no more than one hundred (100%) percent of Area Median income
 - One hundred forty-two (142) of these Units shall be affordable to those earning between one hundred one (101%) percent and no more than one hundred twenty (120%) percent of Area Median Income
- Two hundred fifteen (215) Units of market rate homes, each having up to one thousand six hundred (1,600) square feet of interior living space, no more than two (2) bedrooms and an accessory apartment with separate entrance being permitted.
- Day Care Center having no less than twenty thousand (20,000) square feet of interior space.

Area C - Area C is a 28.32± acre parcel south of Area B and to the west of the County Correctional Facility, which will be used for athletic facilities and trails.

Area D - Area D is a 94.75± acre parcel in the southern portion of the County's holdings along Horseblock Road. This area would include light industrial uses with a focus on emerging alternative energy development companies. At least four (4) megawatts of electric production facilities will be built.

The section of the DGEIS entitled “Description of the Proposed Action” will provide:

- Background and history
- Purpose, need, and benefits (social, demographic, and economic) of the proposed project
- Location (description and map) and access points
- General design and layout
- Project phasing and anticipated construction schedule.
- Permits and approvals required for the development of the project
- The infrastructure requirements for the entire site will be described, including the improvements that would be required to the County’s wastewater treatment plant so that it could treat all of the wastewater generated by the development of the property.

POTENTIALLY SIGNIFICANT ADVERSE IMPACTS

The Positive Declaration adopted by the County determined that the declaration as surplus, sale and subsequent development of the site, as proposed, could result in significant adverse environmental impacts. Since a detailed site plan has not been developed, many of the issues will be addressed in a generic manner, identifying constraints that could affect development, or identifying specific criteria that would limit impacts. The methodologies that will be used to

evaluate these potential impact issues are described below. For each area of analysis, existing conditions and proposed conditions will be described, potential environmental impacts will be evaluated and required mitigation measures will be described.

The analyses to be performed in the DGEIS will identify specific impacts, based on the comparison of Project-induced environmental changes to the applicable regulatory thresholds or criteria. These references were identified in the list of resources for review, and also include the New York State Environmental Quality Review Act.

The County's Positive Declaration set forth in Resolution 45-2010, dated February 4, 2010, references subsets of Title 6 NYCRR Part 617.7(c)(1) to state a belief that the potential exists for significant environmental impacts to any or all of the following features: air quality, ground or surface water quality or quantity, transportation, noise, solid waste, erosion-flooding-leaching-drainage issues, ecology and natural resources (vegetation, animal species, habitats),, archaeology, visual aesthetics, community character, energy use, use of agricultural, open space, or recreational resources, increases in population, changes to cumulative environmental elements, cumulative actions which would have significant environmental impacts.

The DGEIS will analyze the specific impacts of the entire proposed development on Areas A, B, C, and D, as well as the proposed relocation site for the SCDPW highway maintenance facility and STP expansion. Based on the analyses and projections, the DGEIS will include a summary table of various features categorized on a by-Area basis (e.g. generated traffic, tax revenues).

Specific impacts may include the following:

- Impacts to groundwater and Carmans River
- Increased emissions from vehicle trip generation and construction activity; increased industrial emissions
- Increased impervious area impacts to stormwater runoff and surface water quality
- Increased traffic volumes and changed Levels of Service on Yaphank Avenue and Horseblock Road
- Increased noise levels above Town code-permitted levels from site operations, vehicle trips, or construction activity
- Increased solid waste generation, wastewater generation and resulting STP expansion
- Reduced open space impacts to wildlife habitats and vegetation
- Archeological and historic impacts to historic facilities such as the Doctor's Cottage
- Aesthetic and visual changes to the four areas (A, B, C, D, and highway maintenance yard and STP expansion), site lighting pollution
- Community character and population changes from residential, commercial, recreational, and industrial development in a rural/agricultural area
- Increased energy use due to the development of vacant parcels
- Increased demand for community services, schools, and emergency services
- Economic effects on community services, schools, and emergency services

- Potential cumulative impacts on each of the above features

Geology, Soils, and Topography

The DGEIS will include a discussion of the geology in the area of the project site. The *Soil Survey of Suffolk County* will be used to determine the soil types on the site and the characteristics of such soils. A map of the soil types on the site will be provided, along with a summary of the development constraints associated with those soil types. This information will be supplemented with any existing test hole data, if available, that document the subsurface conditions as well as the depth to groundwater. The suitability of the soils (stability, quality, etc.) and potential engineering limitations for the proposed site alterations and proposed uses on the site will also be examined. The DGEIS will address potential soil erosion and off-site transport associated with construction and will recommend mitigation measures to reduce off-site impacts including those on the Carmans River watershed.

The DGEIS will include mapping and quantification of slopes on the site using topographic information obtained through review of relevant USGS maps and site-specific topographic surveys (two-foot contours) as available. A high-resolution topographic model of the existing topography will be prepared using the County's LIDAR (Light Detection And Ranging) data, with color coding to clearly delineate the existing slope ranges (0-10%, 10-15%, 15-25%, >25%). The DGEIS will discuss the potential changes in topography that would result from the proposed action to the extent known as well as provide mapping and quantification of areas that would be disturbed by the proposed action. A thorough narrative description of potential impacts and strategies to minimize such impacts will be included in the DGEIS.

Subsurface Environmental Conditions

The potential for adverse impacts to future residents and users of the project site resulting from the property's and surrounding area's past development will be explored and documented by conducting a Phase I Environmental Site Assessment and supplemental tests, as needed.

The DGEIS will assess the environmental conditions (surface and subsurface) at the Site by compiling information from historic records and performing site inspections. The intent will be to ensure that the DGEIS represents an up-to-date assessment of the environmental conditions at the site in a manner consistent with American Society for Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process" (ESA). For ease in organizing the information for the DGEIS, four separate Phase I ESAs will be done: one each for Areas A, B, C, and D, and a general discussion will be provided of the SCDPW relocation and STP expansion areas. The Area A review will include any documented impacts from the County's prior and current use of the property.

The ESAs will seek to identify conditions indicative of releases and threatened releases of hazardous substances and petroleum products at the subject property or immediately adjacent to it, by reviewing information regarding:

- Current and past property uses and occupancies;
- Current and past uses of hazardous substances and petroleum products;
- Waste management and disposal activities;
- Current and past corrective actions and response activities at the subject property;

- Engineering controls at the subject property,
- Institutional controls at the subject property; and
- Properties adjoining or located nearby the subject property.

This information will be obtained, to the extent practical, through:

- Interviews with past and present owners, operators and occupants;
- Review of historical sources of information;
- Review of federal, state, tribal and local government records;
- Visual inspections of the facility and adjoining properties;
- Commonly known or reasonably ascertainable information about the property, and
- The degree of obviousness of the presence of contamination and the ability to detect the contamination by conducting an appropriate investigation.

The ESAs will include information on the plumes of ground water contamination that trespass beneath the property (trichloroethane, tetrachloroethene & perchlorate) and references to the supporting documentation (regulatory databases, reports, etc.). The ESAs will include a summary of the type(s) of contamination present and the regulatory status of the contaminant plumes, to the extent that this information is available in the documentation reviewed. The ESAs will incorporate, at a minimum, discussion of the three distinct plumes that are known as well as the issues these may present relative to the planned development and long-term use of the site.

The DGEIS will incorporate the findings of the Phase I ESAs including current ground water conditions (from published reports), and will evaluate the potential environmental impacts and will recommend possible mitigation measures. This evaluation will reference appropriate New York State (Department of Environmental Conservation and Department of Health) and Suffolk County Department of Health Services standards and/or guidelines related to environmental media (surface and ground water including the Carmans River watershed, soil and soil vapor/indoor air) in describing potential impacts and mitigation measures, where necessary.

Water Resources and Stormwater Management

A detailed discussion of the regional and local hydrogeological conditions (based upon the 208 Study and related investigations) will be provided. Existing groundwater quality will be identified from existing data. Information on groundwater contamination and plumes from the ESAs will be incorporated into the discussion. Existing data will be reviewed for (among other features) information about the tributary area to the Carmans River and the location(s) and extent of elevated nitrogen concentration.

Water use and sanitary flow will be projected. The DGEIS will include documentation confirming the availability of water, and will describe how sanitary flow will be collected, treated, and recharged. Potential impacts to groundwater and the Carmans River watershed from groundwater withdrawals and from sanitary recharge will be evaluated. The watershed boundary will follow the delineation provided by Suffolk County. Any impacts to groundwater or surface water quality will be evaluated against applicable regulatory criteria.

The stormwater catchment area will be documented along with drainage improvements that may exist on the site. Post-development stormwater conditions will be qualitatively evaluated in this section of the DGEIS, as the site plan and stormwater management improvements have not been designed. This evaluation will generally include estimates of stormwater to be generated, discussion of potential collection and management systems, limitations for stormwater management that may exist due to subsurface conditions and how these would be overcome, quality of recharge (given fertilization and pesticide applications), proposed future maintenance practices for stormwater collection and leaching structures, discussion of anticipated changes in drainage patterns, and analysis of how the stormwater management system would comply with applicable regulatory requirements, including the New York State Department of Environmental Conservation (“NYSDEC”) Phase II Stormwater Regulations, as well as prevailing Town and County (if applicable) regulations and standards for on-site storage volume. Specific stormwater pollutant loading impacts on the Carmans River will be estimated.

To adequately assess the potential impacts associated with the proposed declaration as surplus, sale and subsequent development, a consistency analysis with the recommendations and standards for development within the relevant hydrogeologic zone, as set forth in the *208 Study*, will be performed. In addition, the consistency of the proposed action with the findings and recommendations of the *Nationwide Urban Runoff Program (“NURP”), Nonpoint Source Management Handbook* will be evaluated.

An estimate of stormwater and groundwater nitrogen input to the Carmans River will be provided.

Terrestrial and Aquatic Ecology

Natural resources existing on the site will be evaluated in the DGEIS through an inspection of the site by a qualified biologist/ecologist to determine the vegetation, wildlife, and general habitat character. An inventory of flora and fauna observed and expected will be provided in this section of the DGEIS along with a vegetation map. Protected native plants, and plant and animal species listed as endangered, threatened, or of special concern, if any, will be identified. Recent reports of the Gray Fox in the vicinity of this property will be investigated. As part of the ecological assessment, the NYSDEC Natural Heritage Program will be contacted to obtain an update of available information on significant natural resources on the site and in the surrounding area. NYSDEC Freshwater Wetland maps and National Wetland Inventory maps will be consulted as to the presence of regulated wetlands on the site or in the vicinity thereof.

An accurate assessment of the land cover of the study area will be compiled using color-infrared imagery and remote sensing analysis, classifying it into several categories such as Deciduous Forest, Coniferous Forest, Mixed Forest, Grassland, Agriculture, Turf/Lawn, Water and Impervious/Developed.

Once the existing conditions data are obtained, future changes expected to impact natural resources on the site and in the surrounding area will be described. Specifically, this section of the DGEIS will evaluate potential impacts of the proposed redevelopment plan on site and area ecology, including Carmans River. Buffer areas, landscaping, landscaping maintenance practices and other proposed mitigation measures will be described.

Agricultural Resources

The DGEIS will assess the potential for short- and long-term impacts to the Suffolk County Farm operations, i.e., from construction and use of the proposed facilities. The physical and aesthetic compatibility of the proposed use with the Suffolk County Farm will be addressed under Land Use, Zoning and Community Character and Cultural Resources as described below.

Land Use, Zoning and Community Character

This section of the DGEIS will describe existing land use and zoning on the subject site and in the surrounding area, and any prior development proposals and/or approvals. As part of this section, relevant land use (comprehensive) plans and policies, including but not limited to, the Bi-County Master Plan (1970), Brookhaven Comprehensive Plan (1996), Brookhaven 2030 Comprehensive Plan, Yaphank County Center Evaluation Plan, Carmans Watershed Environmental Analysis and others will be assessed.

The DGEIS will describe the proposed plan for the subject site and will generally describe the areas to be developed with buildings, parking areas, roadways, walkways, etc. as well as other impervious areas and their use.

Based on the foregoing information, the DGEIS will assess the impacts and compatibility of the proposed action, including the building and parking configuration and proposed buffers, on land use, zoning (including bulk requirements) and the established development policies, patterns and neighborhood character, including proximate uses such as the Town compost facility and landfill, the County jail, and existing industrial uses. Growth-inducing aspects of the proposal will be identified. Loss of open space resulting from the development will be assessed. Design measures, which could be included in the proposal to preserve open space such as land banking of parking, etc., would be evaluated. The consistency of the proposal with Town and County planning documents and policies will be analyzed. Zoning approvals required for implementation of the proposed action will be reviewed. The general conformance to County Smart Growth policies will be analyzed.

Public Policy

This section will discuss policy issues, and legal issues related to declaration as surplus and sale of the Yaphank property at the same time the County is acquiring property elsewhere. This discussion will include an analysis with respect to the County's June 2007 Open Space Policy.

Transportation

To assess potential traffic and parking impacts that would be expected to result from implementation of the proposed action, a Traffic Impact Study will be prepared and included in the DGEIS. The Traffic Impact Study will include:

- Assessment of existing roadway conditions (e.g., traffic volumes, heavy vehicle percentages at certain locations, bus stops, intersection geometry and traffic controls, traffic flow quality, accident history, speed limits, prevailing travel speeds) surrounding the site;
- Projection of traffic conditions to a future Build year of 2025 without the proposed action;
- Projection of traffic conditions to 2025 with the proposed action:

- Determine future site-generated trips;
- Origin/destination analysis to project future site-generated traffic distributions;
- Ingress and egress evaluation, including determination of requirements for auxiliary turning lanes and/or signalization at proposed site driveways;
- Parking demand (Town requirements, proposed parking, ADA Accessibility Guidelines for handicapped parking); and
- Need for additional or changed traffic control devices at existing intersections.

Transportation impacts will be evaluated by a qualified traffic engineer who will perform visual observations and collect existing empirical data on traffic flow and parking conditions, using accepted methodology. The specific tasks include the following:

- Review existing conditions on and near the subject site, the concept plans, local ordinances, AADT (Annual Average Daily Traffic) volumes on nearby roadways, and identify key intersections that might be affected by the proposed development;
- Determine the key intersections to include in the traffic study:
 - Yaphank Avenue (CR 21) at Long Island Expressway (LIE) North Service Road
 - Yaphank Avenue (CR 21) at LIE South Service Road
 - Yaphank Avenue (CR 21) at SCDPW Driveway
 - Yaphank Avenue (CR 21) at Gerard Road
 - Yaphank Avenue (CR 21) at Glover Road
 - Yaphank Avenue (CR 21) at Horseblock Road (CR 16)
 - Yaphank Avenue (CR 21) / Horseblock Road (CR 16) at Sunrise Highway Exit 57
 - Horseblock Road (CR 16) at Woodside Avenue (CR 99)
 - Horseblock Road (CR 16) at the Brookhaven Town Landfill
 - Horseblock Road (CR 16) at Patchogue-Yaphank Road (CR 101)
 - Horseblock Road (CR 16) at Bellport Road
 - Horseblock Road (CR 16) at LIE North Service Road
 - Horseblock Road (CR 16) at LIE South Service Road

These intersections are shown on Figure 1.

- Perform traffic counts (including typical vehicles, heavy vehicles/trucks, buses, and pedestrians) at the key intersections during four (4) typical peak traffic periods:
 - 7:00 – 9:30 am: the AM peak period
 - 11:00 am – 1:00 pm: the Midday peak period
 - 3:30 – 6:00 pm: the PM peak period

- 11:00 am – 1:00 pm: the Saturday peak period

Traffic counts will be performed during typical peak conditions, and will comply with all Suffolk County Department of Public Works (SCDPW) and New York State Department of Transportation (NYSDOT) regulations. Counts will not be done on any legal holiday, on Fridays, or when the data might be impacted by construction, inclement weather, or temporary road closures. Counts at any intersection within ¼ mile of a school, or on a known school bus route, will be extended to 9:30 am and to a 3:00 pm start to include school-related traffic.

Collected data will be supplemented with available County and State data.

- If applicable, seasonal adjustments will be applied to project a typical month, using the latest available NYSDOT monthly factors.
- Analyze the latest available three-year accident history at the study locations, and indicate intersection accident rates compared to statewide average rates;
- Evaluate the sight distance and identify physical sight obstructions in the vicinity of the proposed access points;
- Assess the extent of nearby emergency services;
- Expand counted volumes to account for ambient growth, add in traffic from other planned projects in the area, and add in proposed roadway/intersection geometric improvements to project No Build volumes to the year 2020;
- Determine the numbers of trips the proposed uses will generate during peak periods, and distribute this traffic to the key intersections. Trip calculations will be based as much as possible on the Institute of Transportation Engineers (ITE) *Trip Generation* manual (8th Edition), and any proposed use not contained within the manual will be based on locally-based data (e.g., County facilities) and projections of similarly sized arenas. As applicable, trip generation numbers will be adjusted for internal trips/shared trips between uses on the same parcel;
- Distribute site-generated trips to the expanded volumes based on the observed traffic volume flows and existing travel patterns (e.g., prevailing residential trip distribution towards the Long Island Expressway and Sunrise Highway during the morning peak hour period to account for commuter trips). Based on data research for Suffolk County Transit use and/or LIRR station use, determine an appropriate mode split between trips made in personal vehicles vs. buses and trains. Add the site trips to the No Build volumes to determine year 2020 Build traffic volumes;
- Use Synchro version 7, a software package accepted and utilized by the Suffolk County Department of Public Works (“SCDPW”) to determine the Existing, No Build, and Build levels of service at the key intersections. Any genuine difference between No Build and Build scenarios indicates an initial impact on traffic conditions;
- Assess in qualitative terms the potential impacts to pedestrian walkability, bicycle accessibility, and public transit routes in the surrounding area, in terms of potential ridership increases and corresponding needs for increased service and/or improvements at

the Yaphank LIRR station;

- Propose mitigation, as needed, to minimize or eliminate traffic impacts associated with implementation of the proposed action;
- Describe the potential entry and exit periods of the proposed arena and potential annual event frequency, based on operating features of similar arenas. Assess in qualitative terms the potential for relative traffic impacts along fronting road segments (i.e. Yaphank Avenue near the LIE, the extension of the LIE South Service Road) based on projected arena trip volumes as compared to the typical decreases in roadway volumes during the periods when the arena would host events (e.g. weekdays after 6:30 pm and on weekend evenings);
- Determine peak parking demand using the ITE *Parking Generation* manual (3rd Edition), the Urban Land Institute (ULI) *Shared Parking* manual, and locally-based data including Town code calculations. Perform spot weekday midday parking counts at Suffolk County DPW facilities to determine its local parking demand;
- Compare provided parking to the corresponding Town of Brookhaven parking ordinances and assess how parking will be accommodated on site;
- Perform a separate Build year analysis using as of right development as the basis for site-generated trips, and compare the No Build and As of Right Build scenarios as above;
- Consult with the SCDPW and the New York State Department of Transportation (“NYSDOT”) with regard to proposed access and associated transportation improvements. All correspondence to and from either municipal body and the applicant (and/or its consultants) will be included in the DGEIS.

Air Quality

The existing climate (temperature, humidity, precipitation, and wind) including seasonal variations will be described. The existing air quality and attainment status for carbon monoxide (CO) and ozone (O₃) in the vicinity of the subject parcel will be identified based on the most recently approved conformity determination for the New York Metropolitan Transportation Council (NYMTC) Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP).

The DGEIS will discuss, in general terms, the potential for stationary source and mobile source impacts from the proposal. The document will identify in general terms the potential air quality impacts of the proposal associated with traffic and construction activities, and will identify means of minimizing such impacts in general terms.

Air Quality Screening will be performed to determine the need for micro-scale CO emissions analysis based on the methodology identified in the NYSDOT Environmental Procedures Manual (EPM) dated January 2001. To the maximum possible extent, the screening will describe the relative separations between proposed industrial uses and any sensitive receptors (i.e. residences and daycare facilities). The screening will also describe site features meant to minimize the impact of greenhouse gas emissions.

A survey of nearby industrial sources will be conducted to determine if there is a potential for air quality impacts on sensitive receptors that would result from development of the site, such as housing and recreational facilities.

Noise

The DGEIS will provide the existing noise levels and sources on and in the immediate vicinity of the site. To assess existing conditions, 24 hour noise level monitoring will be conducted at 5 locations across the various land parcels to capture existing traffic noise, train noise, and ambient noise levels. This will be supplemented by short term measurements at various locations around each land parcel.

Applicable sections of the Town of Brookhaven Noise Ordinance that would apply to the land parcels will be identified and summarized. Traffic noise assessment will be conducted based on estimates of existing and future traffic counts, distances to neighboring properties, topography, and existing ambient noise levels. The potential for noise transmission from new mechanical equipment associated with the various usages as compared to applicable noise code standards will be assessed. The potential for noise transmission from the recreational usage, including the vehicular traffic associated with the proposed arena, will be evaluated, noting that the arena will not be open to the outside and noise impact of event sounds will be determined by the building construction of the arena itself. Noise transmission from the LIRR to the residential portions of the land parcels will be assessed.

Conceptual recommendations for noise mitigation measures to be employed to minimize intrusive noise (construction-related and long-term), especially during sensitive time periods, will be presented in the DGEIS.

Utilities, Community Facilities, and Services

Impacts to school district(s) will be evaluated. The projected number of school-age children and potential cost to the school district(s) will be evaluated. The additional school costs will be compared to the estimated additional property tax revenues.

Emergency service providers (police, fire, ambulance, health care and social services) will be identified, and their ability to accommodate the proposed project will be described. Existing and proposed water supply, sanitary sewage, and solid waste collection and disposal will be described and quantified. The impact assessment will include consultations with the various service providers to confirm the capacity of their existing facilities and assess their ability to serve the proposed development.

Existing recreational facilities will be identified along with the proposed new recreational facilities. The adequacy of the existing and proposed recreational facilities to serve new residents will be evaluated.

The proposed development includes reliance on renewable (solar and geothermal) sources for all routine energy needs. The proposed development is planned to be a zero energy consumption development. Supplemental or back-up power needs from the public electric and gas utility services (LIPA, National Grid) for the proposed action will be identified and their availability confirmed. Any issues related to the power transmission lines that bisect the property will be identified. The DGEIS will also document the need to keep any proposed utility corridors within existing County and Town rights of way or existing Service Road utility corridors.

Demography and Economic Impacts

A Demographic and Economic Analysis will be conducted to evaluate the potential economic impacts (positive and negative) of the project on municipal revenue and expenses. The analysis will include:

- Existing socioeconomic conditions in Suffolk County, Brookhaven Town, and Yaphank including demography, income, occupation, and industry.
- Existing business conditions in Suffolk County, Brookhaven Town, and Yaphank including jobs, payrolls, business establishments, and major employers.
- Projected socioeconomic and business conditions in Long Island, Suffolk County, Brookhaven Town including projected population by age and projected employment by industry.
- Housing conditions in Suffolk County, Brookhaven Town, and Yaphank including recent construction, age of housing, owner vs. rental housing, single-family vs. multi-family housing, affordability of owner and renter housing and future housing demand. Next, although SEQRA does not require such analysis for a DGEIS, the potential impact of the proposed affordable and market rate houses on the value of houses in the surrounding area will be addressed through a review of existing planning literature.
- Economic aspects of mixed use communities including case studies of sports/destination centers as economic development vehicles.
- Jobs and payrolls during the construction phase including direct construction jobs, and secondary impact of construction spending on local output, earnings and employment.
- Permanent job creation including permanent jobs and payrolls at full development and occupancy, secondary economic impact of direct jobs and payrolls on local employment, output and earnings.
- Projected resident population by age at full development and occupancy, purchasing power of residents and secondary economic impact of purchasing power.
- Tax impact including projected sales, property and entertainment taxes at full development and occupancy, and allocation of property taxes to affected taxing districts.
- Costs and benefits to school district(s) and to other tax districts: e.g. fire, police, sewage disposal including estimated additional service costs vs. projected additional taxes. The analysis will discuss in general terms the tax division between the local school and fire districts.

Cultural Resources

Visual Resources - Significant visual resources in the vicinity of the subject parcel will be identified including the Suffolk County Farm. Depictions of the site from proximate areas and roadways, under existing conditions will be provided. Post-development conditions will be assessed to the extent that information is available. This section will provide descriptions and graphics showing the proposed architectural features of the development to the extent available.

Project lighting will also be discussed, and acceptable light levels at the site boundaries will be

identified. The DGEIS will provide the timeframes for use of exterior lighting and criteria for potential compliance with dark sky criteria.

Historic and Archaeological Resources - Information from the New York State Office of Parks, Recreation and Historic Preservation (“OPRHP”) regarding potential for cultural sensitivity will be presented in the DGEIS, including conformity analysis with Section 14.09 of the Parks, Recreation, and Historic Preservation Act, and including correspondence regarding OPRHP opinions with respect to impacts on properties on or eligible for the State and/or National Register. If required by the OPRHP, archaeological studies will be undertaken by a qualified archaeologist and included in the DGEIS. The status and potential impacts to the Doctor’s Cottage, the County Farm and the Yaphank Historic District will be evaluated.

Construction Impacts

The general construction schedule will be described and specific construction activities will be identified by projected timeframe within the construction period to the extent that information is available. The amount of solid waste and debris that will be generated by demolition and construction will be estimated, and disposal options will be discussed. Potential measures to mitigate traffic, air quality, noise, soil erosion, stormwater runoff, and the proposed slope stabilization methods during construction will be identified. Potential construction vehicle routing will be identified in general terms (e.g. Long Island Expressway and/or Sunrise Highway to Yaphank Avenue, with no use of local roadways).

EXTENT AND QUALITY OF INFORMATION NEEDED TO ADEQUATELY ADDRESS POTENTIALLY SIGNIFICANT ADVERSE IMPACTS

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 DGEIS.

Multiple Sections

- Relevant regulatory criteria to establish impact thresholds, including but not limited to: Town of Brookhaven codes, ordinances, and Department standards (e.g., traffic Level of Service changes, decibel levels); Suffolk County Health Department (e.g., allowable groundwater nitrogen, wastewater discharge limits, water usage); Suffolk County Department of Public Works standards (e.g., traffic Level of Service changes); US EPA standards (e.g., allowable groundwater nitrogen); New York SEQRA regulations; and other local, State, and Federal criteria.
- Relevant LEED criteria associated with project construction, demolition of existing structures, and operation of project elements

Geology, Soils and Topography

Existing Data Review:

- USGS Reports
- Soil Survey of Suffolk County
- USGS Maps and site-specific topographic surveys

- Suffolk County LIDAR data

Data Collection:

- Not Applicable

Subsurface Environmental Conditions

Existing Data Review:

- Reports and data from local, Town, State and Federal sources
- Environmental Site Assessments
- Documentation from appropriate agencies including SCDHS and NYSDEC

Data Collection:

- Not Applicable

Water Resources and Stormwater Management

- Existing Data Review: Suffolk County Department of Health Services (SCDHS) data and information
- Long Island Comprehensive Waste Treatment Management Plan
- Nationwide Urban Runoff Program (“NURP”)
- Nonpoint Source Management Handbook
- Consultations with water purveyor
- Stormwater calculations and stormwater management plans, if available

Data Collection:

- Not Applicable

Ecology

Existing Data Review:

- Consultations with the NYSDEC Natural Heritage Program
- Review of NYSDEC Wetland Maps and National Wetland Inventory Maps
- Land cover maps and color-infrared imagery for habitat and land cover classification purposes

Data Collection:

- Site inspections by a qualified biologist/ecologist

Land Use, Zoning and Community Character

Existing Data Review:

- Available and relevant zoning codes and maps,
- Town and County comprehensive plans and planning documents (master plans, planning

documents, such as the Bi-County Master Plan (1970), Brookhaven Comprehensive Plan (1996), Brookhaven 2030 Comprehensive Plan, Carmans River Environmental Assessment, 2004 Montauk Highway Corridor Study & Land Use Plan for Mastic and Shirley, 2006 Middle Country Road Land Use Plan for Coram, Middle Island, and Ridge, the Greater Bellport Sustainable Community Plan, the Mastic Beach Vision plan, the Comprehensive Lane Use Management Plan for the Carmans River Watershed (if available), open space reports, etc.)

- Aerial photographs

Data Collection:

- Site and area inspections

Transportation

Existing Data Review:

- Accident data review
- Projections of site-generated traffic using ITE publication entitled *Trip Generation*, Eighth Edition, local traffic counts, and empirical data
- Available data from similar uses
- Highway Capacity Manual, latest edition
- NYSDOT Long Island Transportation Plan 2000
- Projections of parking needs using ITE publication entitled *Parking Generation*, Third Edition and the ULI publication, *Shared Parking*
- *American Association of State Highway and Transportation Officials* (“AASHTO”) publication, *A Policy on Geometric Design of Highways and Streets*, 2001 Edition
- NYMTC Transportation Improvement Plan and Regional Transportation Plan
- Consultation with Town of Brookhaven and other nearby municipalities with respect to other pending projects in the area
- Consultations with SCDPW
- Consultations with NYSDOT
- NYSDOT Route 27 Corridor Study (when available)

Data Collection:

- Traffic counts, parking counts, signal timing and coordination, accidents, other planned projects’ scopes and locations, applicable trip and parking generation data from local sources

Air Quality

Existing Data Review:

- Local air quality data

- Traffic analyses
- Regulatory standards
- NYSDOT *Environmental Procedures Manual*, January 2001
- NYSDEC data on stationary sources
- NYMTC Transportation Improvement Plan and Regional Transportation Plan

Data Collection:

- Not Applicable

Noise

Existing Data Review:

- Town of Brookhaven Noise Ordinance
- Traffic and parking information
- Noise monitoring data
- Applicable noise standards/guidelines

Data Collection:

- 24-hour noise level monitoring

Utilities, Community Facilities and Services

Existing Data Review:

- Consultations with community service providers (school district, police, fire departments/districts, ambulance services, water purveyors, sanitary and solid waste facilities, utility providers) and Tax Assessor
- Demand projections

Data Collection:

- Not Applicable

Demographics and Economics

Existing Data Review:

- Suffolk County Planning Department Reports
- United States Census Data
- Rutgers University Center for Urban Policy research Demographic Multipliers

Data Collection:

- Not Applicable

Aesthetic and Cultural Resources

Existing Data Review:

- Renderings, and post-development depictions, if available
- State and National Registers of Historic Places
- Review of OPRHP database, and, as appropriate, consultations therewith

Data Collection:

- Site and area inspections and photographs
- Archeological survey, if necessary

Construction Impacts

Existing Data Review:

- Construction schedule
- Limitations on times and days of construction
- Relevant regulations regarding construction activities

Data Collection:

- Not Applicable

Summary of Data Collection

These identified resources, and additional resources identified or made available during the course of the DGEIS, will be reviewed only if they are complete and available for review. In addition to document review, the data to be collected as part of the DGEIS preparation (as described above) will include:

- Traffic data: traffic volumes, accident data
- Site Inspection to identify and map natural resources existing on the site: vegetation, wildlife, general habitat character
- 24 hour noise level monitoring at 5 locations
- Consultations with service providers to confirm their existing capacity and ability to serve the proposed development

INITIAL IDENTIFICATION OF MITIGATION MEASURES

Where the impact analyses conducted in the DGEIS indicate the potential for significant adverse impacts, this section of the DGEIS will set forth measures to mitigate those impacts. As this is a Generic EIS, the Findings will include thresholds beyond which additional analysis and mitigation may be required.

With respect to meeting municipal requirements, the Findings will dictate methods of ensuring compliance. These methods may include Covenants and Restrictions which would run with the land regardless of who holds title.

In addition, in instances where Town of Brookhaven requirements are stricter than County or State requirements, the Town standard will be specified as the governing threshold. This will accommodate future scenarios with the County's land sold to a private developer.

In general terms, the Findings will specify that, to avoid the need for a Supplemental Environmental Impact Statement (SEIS), the land uses must:

- Be LEED Certified
- Meet Dark Skies requirements
- Meet all Town Codes
- Not exceed the identified impact thresholds for the topics included in the DGEIS

Preliminarily, potential mitigation measures may include but would not be limited to the following items:

- Overall: Conformance to the applicable requirements of the Town Zoning Code and Town Departmental standards, Suffolk County Sanitary Code, SCDPW roadway and traffic signal design standards, NYSDEC requirements; Use of elements during construction and during Project operation which yield LEED (Leadership in Energy Efficient Design) credits or Energy STAR compliance
- Geology, Soils, and Topography: an Erosion and Sediment Control Plan
- Subsurface Environmental Conditions: Balance site cut and fill volumes as much as practicable to avoid excess removals
- Water Resources and Stormwater Management: requirement of a SWPPP (Stormwater Pollution Prevention Plan), use of water-conserving fixtures, measures to mitigate nitrogen inputs to groundwater and surface waters, limits on future pesticide and fertilizer use, requirement that all stormwater recharge be contained on-site, expansion of wastewater treatment plant
- Ecology: Use of native vegetation for landscaping, site layouts which preserve contiguous open space and sensitive habitats.
- Land Use, Zoning, and Community Character: Identify architectural styles, materials, and colors, and provide landscaped buffers that would complement the existing development; Create a mixed use, walkable, destination with housing, employment, sports, and entertainment which can reduce automobile dependence; provide a connection to public transportation
- Transportation: Traffic signal timing improvements and/or road and intersection improvements as identified in the Traffic Impact Study; incorporate site development and Travel Demand Management (TDM) elements to encourage carpooling, walking, and bicycling and thus reduce traffic generation; possible expansion of mass transit access to points in and near the project areas; Parking Management Plan(s); incorporate cross access between developed properties; an arena Event Management Plan
- Air Quality: Future HVAC equipment to comply with Energy Star; vehicle traffic reduction elements to reduce vehicle emissions
- Noise: Consolidation of loudest construction activities as appropriate and schedule construction to comply with local noise ordinances; Locate and utilize HVAC equipment known to be low noise generating

- **Utilities, Community Facilities, and Services:** Use of low-wattage and/or LED lighting; Expansion of STP to accommodate development; Incorporate required smoke and carbon monoxide detectors and fireproof or fire-retardant building materials to reduce emergency services needed; incorporate strategies to reduce energy consumption during construction and project operation – this may include but will not be limited to:
 - Energy Star compliant equipment (HVAC, appliances, etc.)
 - Town Codes
 - LEED
- **Demographics and Economics:** Require appropriate affordable housing components and density; add land to County tax rolls to offset potential costs to the community
- **Aesthetic and Cultural Resources:** Use shielded lighting and comply with “Dark Skies” measures to mitigate or avoid light pollution and comply with Town of Brookhaven and Suffolk County related light pollution avoidance requirements; Incorporate appropriate architectural design elements (e.g., building color, material, height); identify appropriate lighting criteria for the future development; consider relocation of the Doctor’s Cottage to another County property; require elements to encourage walkable/bike-able site development.
- **Construction Impacts:** Implement a Construction Management Plan to include truck routes, construction hours, appropriate construction staging areas, cleaning of truck tires before leaving for the local road network; possible re-use of construction materials from the demolition of structures on Area A to the maximum practical extent

ALTERNATIVES TO THE PROPOSED ACTION

Pursuant to 6 NYCRR Part 617, the DGEIS must contain a description and evaluation of reasonable alternatives to the proposed action. Thus, the DGEIS will analyze the impacts of the following alternatives and quantitatively and qualitatively compare these impacts to those associated with implementation of the proposed action, based upon the specific issues outlined above:

- No Action - the No-Action Alternative will describe and evaluate the potential impacts of retention of the site by Suffolk County with development for county municipal and institutional uses.
- Existing Zoning - the Existing Zoning Alternative will describe and evaluate the potential impacts of developing the site in accordance with existing zoning.
- No Development – the No Development Alternative will describe and evaluate the potential impacts of preserving the site as open space.

OTHER REQUIRED SECTIONS

- Cumulative Impacts – identify other pending projects in the vicinity and their status by contacting the Town of Brookhaven. Where applications are advanced enough to provide appropriate data, incorporate those projects into the analyses herein. This section will incorporate any available public data associated with the Town *Land Use Management*

Plan for the Carmans River Watershed, which is currently in progress.

- Unavoidable Adverse Impacts – identify any potential adverse impacts that cannot be avoided.
- Irreversible and Irretrievable Commitment of Resources – discuss the resources necessary to complete the declaration as surplus, sale, development and operation of the project site.
- Growth Inducing Aspects of the Proposed Action – discuss the secondary growth expected.
- Use and Conservation of Energy Resources – describe the energy needs of the proposed development and the zero energy consumption model proposed, which includes generation of renewable energy and energy conservation methods.
- Criteria for subsequent review of detailed project components including:
 - The establishment of performance standards, conditions, or impact thresholds which could apply to future site or project specific reviews.
 - Thresholds and conditions that would trigger the need for supplemental determinations of significance or site-specific EISs.
 - A preliminary scope of the environmental issues which would need to be addressed in any supplemental EISs prepared after the original generic EIS.

IDENTIFICATION OF THE INFORMATION / DATA TO BE INCLUDED IN APPENDICES RATHER THAN IN THE BODY OF THE DGEIS

Until the DGEIS has been completed, it is not possible to determine all information/data that will be included in appendices, rather than in the body of the DGEIS. However, it is anticipated that the following would be provided as appendices to the DGEIS:

- Positive Declaration and Final Scope;
- Project conceptual plans;
- Site and area photographs;
- Aerial photographs;
- Soil boring logs, if available;
- Copies of correspondence related to the DGEIS;
- Traffic Study;
- Air Quality Screening Analysis;
- Noise Study;
- Economic Analysis;
- Ecological Study;
- Environmental Audits and Reports

- Hydro-geological Study; and
- Renderings and post-development depictions, as available.

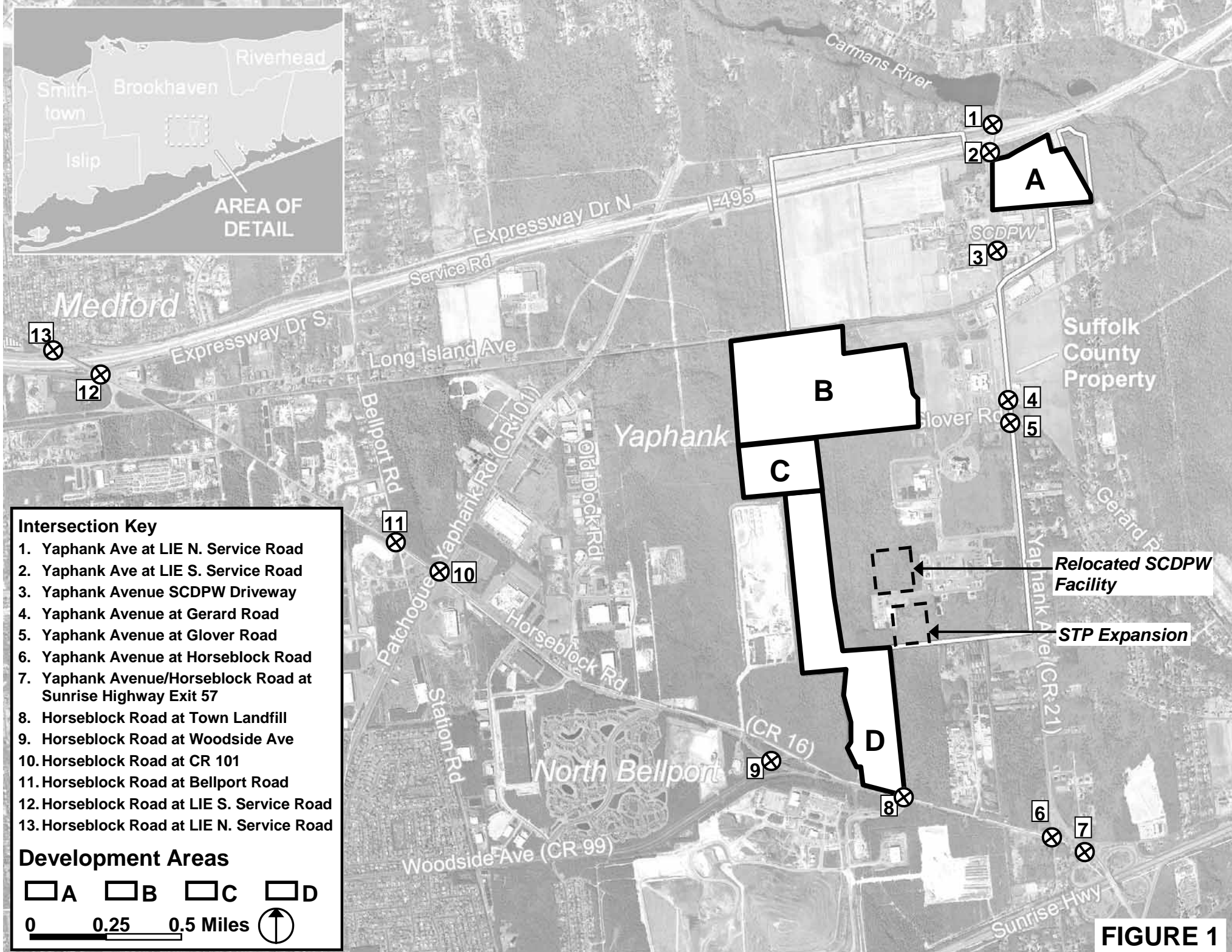
**ISSUES RAISED DURING SCOPING AND DETERMINED TO BE NOT RELEVANT
OR NOT ENVIRONMENTALLY SIGNIFICANT**

The following are various suggestions which were made during the review of the Draft DGEIS Scope. As discussed below, the suggestions were deemed to be either not relevant in accordance with SEQRA standards, beyond the statutory jurisdiction of SEQRA and its implementing regulations, or not environmentally significant pursuant to SEQRA standards:

- The suggestion to project future conditions to multiple Build years. Multiple Build year analysis is not commonly done for the scope of SEQRA for a GEIS.
- The suggestion to include the Long Island Expressway between Exits 66 and 67, potential service roads in this section, LIE Interchanges 66 through 68, and Sunrise Highway Interchanges 54 through 56 in the Transportation scope, in addition to other intersections. Upon further discussions, it was determined that this suggestion was based on the incorrect assumption that the Action included property that fronts the segment south of the LIE in this area. It was later confirmed that the County Farm is not part of the DGEIS, so the Expressway locations are excluded. As mentioned in the discussion of “review of available information,” it is acknowledged that NYSDOT is currently performing a Sunrise Highway Corridor Study, which will be reviewed as available.
- The suggestion to include additional intersections. The scoped intersections were selected based on their proximity, their existing volumes, their connections to major roadways, and their signalization, all of which lend these intersections to the highest potential for significant traffic impacts.
- The suggestion to incorporate additional time periods based on a minor league game and simultaneous arena events. The Action will not include a minor league stadium, and the Findings will include requirements that the future arena management would supply the State DOT and SCDPW with an Event Management Plan and supporting analysis.
- The suggestion to incorporate the NYMTC (New York Metropolitan Transportation Council) Best Practices Model (BPM). As a core-based model, the BPM is not appropriate for this document. It is more appropriate to project conditions based on growth rates provided by NYSDOT (typically from the Long Island Transportation Plan 2000 (“LITP 2000”) model).
- The suggestion to incorporate pedestrian and bicycle analysis. These types of analysis are not appropriate for a Generic EIS. The Findings will include requirements that any pedestrian- and bicycle-related designs and accommodations should be designed according to Chapters 17 and 18 of the NYSDOT Highway Design Manual and Chapter 23 of the Code of Federal Regulations section 652.5.
- The suggestion to identify major corridor rights of way for specific improvements. This is not appropriate for the GEIS stage, as there are no design plans yet. With respect to

rights of way for future utility corridors, the Findings will require proposed utility corridors to be within existing County or Town right of way or existing Service Road utility corridors, and to not encroach into Federal Aid highway right of way.

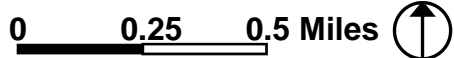
- The suggestion to include transportation-related energy impacts. This is not appropriate for the GEIS stage. The level of analysis is not meant to be project-level analysis.
- The suggestion to include regionally significant projects or FHWA funded projects. The GEIS does not involve roadway-specific projects and this suggestion does not apply to this Draft GEIS.
- The suggestion to include Mobile Source Air Toxics (MSATs) analysis. The Draft GEIS is not a NEPA analysis, so the scope includes air quality screening as appropriate.
- The suggestion to develop an Infrastructure Implementation Plan. This will be part of the Findings Statement: the future developer will be responsible for developing such a plan.
- The suggestion to consider Air Quality screening tasks associated with project funding from FTA or FHWA. This project is not federally funded and is not subject to the corresponding conformity requirements.
- The suggestion to include Volatile Organic Compound (VOC) tests from toxic plumes. It is not appropriate on the DGEIS level to collect new data on this matter; the document will review existing information and analyze Project-related impacts.
- The suggestion to identify the timing of potential construction of improvements. A DGEIS will not yield specific formal design plans or project schedules; scheduling information will be required as part of the Findings.



Intersection Key

1. Yaphank Ave at LIE N. Service Road
2. Yaphank Ave at LIE S. Service Road
3. Yaphank Avenue SCDPW Driveway
4. Yaphank Avenue at Gerard Road
5. Yaphank Avenue at Glover Road
6. Yaphank Avenue at Horseblock Road
7. Yaphank Avenue/Horseblock Road at Sunrise Highway Exit 57
8. Horseblock Road at Town Landfill
9. Horseblock Road at Woodside Ave
10. Horseblock Road at CR 101
11. Horseblock Road at Bellport Road
12. Horseblock Road at LIE S. Service Road
13. Horseblock Road at LIE N. Service Road

Development Areas



Relocated SCDPW Facility

STP Expansion

FIGURE 1