

DRAFT SCOPE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
GYRODYNE, LLC SUBDIVISION

MILLS POND ROAD AT NORTH COUNTRY ROAD
ST. JAMES, TOWN OF SMITHTOWN, SUFFOLK COUNTY, NEW YORK

Introduction

This document is a Draft Scope for the Draft Environmental Impact Statement (DEIS) for the proposed action, a subdivision of the Gyrodyne property. The proposed action (“the Gyrodyne Subdivision”) would facilitate the development of a mixed-use sustainable campus development comprised of land uses that would have synergies with Stony Brook University, Medical Center, and the Research and Development Park: hotel, general offices, medical offices, research and development-R&D offices, and assisted living. Additionally, the subdivision would house a new wastewater treatment plant, plus interior roads that accommodate bicyclists and new pedestrian greenways. Currently, the westernmost sections of the site are occupied by mixed-use light industrial and commercial uses and the Flowerfield Celebrations catering facility.

The Proposed Action is not based on a formal site plan, but rather, it comprises a guide for future development and the corresponding mitigation measures. The DEIS is intended to establish a range of potential impacts and associated mitigation for one or more categories (e.g. transportation and wastewater treatment) that would apply to different land use mixes so long as they are predominantly similar to the DEIS framework.

The 74.98-acre property (also known as “Gyrodyne” or “Flowerfield”) comprises 65.41 acres zoned LI (Light Industrial) and 9.57 acres zoned R-43. No changes of zone are proposed. The property is situated on the east side of Mills Pond Road, the south side of North Country Road-NYS Route 25A, the north side of the Long Island Rail Road (LIRR) tracks, and generally west of Stony Brook Road. The property is in the hamlet of St. James, Town of Smithtown, Suffolk County (SCTM 0800-40-2-4, 13.3, 13.4, 14, 15).

To ensure that the DEIS will address all significant issues, the Planning Board of the Town of Smithtown, as lead agency, has issued a Positive Declaration and has elected to conduct formal scoping pursuant to the New York State Environmental Quality Review Act (SEQRA) regulations set forth at 6 NYCRR §617.8. This Draft Scope provides a description of the proposed action and the applicant’s proposed content for the DEIS. This Draft Scope has been prepared in accordance with 6 NYCRR §617.8(f) 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

Organization of DEIS

The DEIS will comply with 6 NYCRR Part 617.9 (b)(3) which specifies the content of an EIS. A proposed table of contents follows:

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Brief Description of the Proposed Action

The Gyrodyne site was historically utilized as an industrial and commercial property. Until the fall of 2005, the Gyrodyne property comprised ±320 acres including the current subject property and the ±245 acres on the south side of the LIRR tracks. On-site building space comprised approximately 180,000 square feet of space.

In the fall of 2005, New York State undertook a condemnation action (“eminent domain”) to acquire the southerly 245-acre portion and the buildings located thereon. The taking area is now utilized as the Stony Brook University Research and Development Park.

Subsequent to the completed State taking of the southerly property, Gyrodyne has examined multiple possibilities for redevelopment on its remaining, current 74.98-acre property. Prior proposals had involved a change of zone, whereas the proposed subdivision does not. All potential new uses are permitted in the LI zone.

**Gyrodyne LLC, St. James
Proposed Subdivision
Draft Scope for DEIS**

The subdivision and proposed land use mix are based on extensive market study and the Town's stated desire for development that complements and benefits from proximity to Stony Brook University (including the Medical Center and the Research and Development Park).

The proposed action is a subdivision of the Gyrodyne property into up to nine (9) separate lots: eight (8) lots that could be developed in the future together or individually, and a ninth lot comprised of commonly-owned, non-developed areas including 200-300 foot buffers and open space. As this action is a subdivision, the eventual development could vary. An envisioned land use mix is as follows (see attached subdivision plan):

Existing uses – to remain:

- Lot 1: the existing light industrial uses
- Lot 2: the existing Flowerfield Celebrations catering hall

Potential new uses:

- Lot 3: envisioned as 181 landbanked parking spaces that would serve potential future overflow from Lot 1, and which would only be paved/built if needed
- Lot 4: envisioned as a 150-room hotel with a 150-seat restaurant, a 500-seat conference space, and a 10,000 square foot day spa/fitness center. The hotel would serve the local community as well as the on-site catering hall, on-site offices, Stony Brook University, Stony Brook University Medical Center, and the Stony Brook Research and Development Park.
- Lots 5 and 6: envisioned as 130,000 square feet combined of medical office, general office, or technical R&D office space that could support Stony Brook University, Stony Brook University Medical Center, and/or the University's Research and Development (R&D). The lots could be developed separately or as one larger lot.
- Lots 7 and 8: envisioned as 220 total assisted living units that could be developed separately or in one combined larger lot. There would be a synergy with the University Medical Center and with the subdivision's medical office space for residents' medical care.
- Lot 9: a commonly-owned and operated lot encompassing ±24 acres of open space, the internal road network, drainage, and a proposed wastewater treatment plant (WWTP) to serve all of the uses on the 74.98-acre property.

Vehicular access on Mills Pond Road will remain the same. A new Route 25A access is proposed near the mid-point of the site's northerly frontage, and the existing Route 25A curb cut near the northeast corner of the site will remain as emergency access and as access to the proposed WWTP.

The overall property would have 2,002 paved parking and 322 land-banked spaces, utilizing shared parking to limit paved area.

The subdivision would have a new WWTP and would add to existing connections to public water, electrical distribution, and natural gas infrastructure.

To implement the proposed action, the following approvals/permits are required:

Agency	Approval/Permit
Town of Smithtown Planning Board	Subdivision
Town of Smithtown Town Board	Stormwater Pollution Prevention Plan (SWPPP)
St. James Water District	Connect new uses to the public water system
Suffolk County DHS	Subdivision, On-Site Wastewater Treatment Plant (WWTP)
Suffolk County Planning Commission	Subdivision Referral (complete as of 2018)
NYSDEC	Freshwater Wetlands Permit, SPDES Permit for on-site WWTP
NYSDOT	Highway Work Permits

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, the proposed plan and the Environmental Assessment Form (EAF), a Positive Declaration was issued by the Planning Board of the Town of Smithtown on May 9, 2018 identifying the following potential impact issues:

- visual and community character;
- drainage and wastewater; wetlands;
- surface water and groundwater quality and quantity;
- traffic and associated air quality/public safety (emergency response time);
- on-site arsenic contamination;
- cumulative impacts with the adjacent Stony Brook University property;
- growth-inducing impacts of the on-site WWTP;
- viability of the project; and
- conformance with the (not adopted) 2016 Draft Comprehensive Plan Update (currently in the process of being rewritten).

The identified potential significant adverse impacts (both during construction and operation of the proposed subdivision uses), as well as other relevant issues, will be fully addressed in various DEIS sections, as briefly outlined below.

Extent and Quality of Information Needed to Address Potentially Significant Impacts

The following describes the level and type of analysis to address each section of the DEIS.

Description of the Proposed Action

Project Introduction and Location

- There will be a brief discussion of the project location, including appropriate maps and aerial photographs, tax lot numbers, tables, and a discussion of adjacent land use.
- Discuss the proposed subdivision and the history of the site, including historical uses, past zoning applications, the 2005 eminent domain property taking by New York State, and the current uses on the site.

Purpose and Need

- The document will discuss the justification for the proposed subdivision in terms of the potential new land uses the subdivision could accommodate, Town goals for the site as issued in earlier Town planning documents, and public needs.

Subdivision Benefits

- This section will discuss the subdivision's potential environmental benefits. Describe how sustainable and Complete Streets planning guidelines are incorporated into the subdivision.
- Include a complete Fiscal and Economic analysis to determine benefits to the local school district, Town, and County tax revenues, construction and long-term job creation, and the direct, indirect, and induced benefits from newly created jobs (the "economic ripple effect").

Operation

- This section will describe the potential land use on each lot, including the proposed wastewater treatment plant.

Covenants, Restrictions, and Easements

- There will be a discussion of relevant easements and/or deed restrictions at the property.

Design and Layout; Landscaping and Site Amenities

- This section will provide information on the proposed subdivision, including zoning, build-out data (e.g., areas of buildings, impervious pavement, landscaping, buffers, etc. expressed in acreages and percentages) for individual lots and for the overall property.
- Describe the design approach to enhance aesthetics, maintain required buffers, provide a connective green belt, etc.

Parking and Access Improvements, Circulation

- This section will summarize the proposed parking on each lot and on the entire site, and will describe the proposed shared parking and landbanked parking.
- Provide a discussion of the proposed subdivision road layouts, lengths, and width as it pertains to Town standards and available width for pedestrians and bicyclists.

- Describe the proposed changes to site access, and projected use of stop sign vs. signal control.
- Describe traffic generation, on-site wayfinding signage.

Sustainability, Use and Conservation Of Energy

- Describe existing utilities and on-site and adjacent infrastructure systems. Describe infrastructure requirements, including wastewater treatment and stormwater management.
- Describe potential means of conserving energy once the subdivision uses are operating.
- Discuss sustainability practices, such as green technologies, subdivision green belt, landbanked parking, on-site WWTP) in a qualitative manner.

Regulatory/Approval Process

- This section will provide a discussion of the SEQRA process as it pertains to the proposed subdivision. The required local, County, and State approvals will be listed as well.

Construction

- This section will describe the projected construction schedule, the opportunity for phased construction, and potential mitigation measures to mitigate construction impacts.
- Summarize the potential impacts associated with demolition and construction of the proposed subdivision. It is premature to discuss construction schedules and phasing. A qualitative discussion of travel routes and construction-related traffic and parking (construction workers) will be included. Potential noise impacts associated with demolition and construction activities will be qualitatively evaluated compared to applicable noise limits (Town noise ordinance). Potential construction-related erosion and sedimentation due to ground disturbance and grading, air quality (including fugitive dust), vibration and visual/aesthetic impacts will also be qualitatively discussed, as will the anticipated mitigation measures inherently required by a SWPPP. Construction-related employment projections, as well as the socioeconomic impacts of construction on the surrounding community will be summarized, based on the Fiscal and Economic analysis.

Geology

This section will briefly describe the underlying aquifer and the depth to bedrock below the property, with a discussion of the subdivision's impacts to surface glacial deposits.

Soils and Topography

The Soil Survey of Suffolk County will be used to determine the general soil types on the site and the characteristics of such soils. Soil borings will be discussed in terms of their applicability to the future stormwater management system design. If available, site-specific soil boring data will be presented and discussed in this section of the DEIS.

The DEIS will also include topographic information reviewed from both the relevant United States Geologic Survey (USGS) maps and site-specific topographic survey.

A thorough narrative description of the potential impacts to soils and topography and strategies to minimize such impacts will be included in the DEIS. This section will include a discussion of typical mitigation measures for potential erosion and off-site sediment transport, and the means by which the Town will enforce same, as typically required for a Stormwater Pollution Prevention Plan (SWPPP). The DEIS will also discuss the changes in topography that would result from the proposed action and will provide estimates of the cut and fill required, as applicable.

This section will discuss the project's site history and current environmental conditions of the site based on published data and available Phase I and Phase II Environmental Site Assessments (ESAs). The results of such ESAs and/or subsurface investigations will be summarized in this section. An evaluation of this information and the proposed action will determine whether the project may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. This section will include the results of the recently completed closure reports of the Phase II and Phase III ESA's remediation recommendation and actions, and will include a description of the Soil Management Plan specified for the management of arsenic-impacted soils during the construction of the proposed development.

Vegetation and Wildlife

This section of the DEIS will describe the ecological surveys done at the property in 2006, 2008, and 2017 as part of ecological conditions assessments. Ecological communities, nearby wetlands, identified flora and fauna, and endangered species will be described.

The subdivision's potential impacts to these features will be described, as will the mitigating measures incorporated to minimize said impacts. The relative impacts of project alternatives will be qualitatively described.

Groundwater and Stormwater Collection, Treatment, and Recharge; Wastewater Recharge

This section will describe groundwater and surface water. The site is currently served by public water (St. James District), and sanitary flow is proposed to be accommodated via the proposed on-site WWTP. A discussion of the hydrogeologic zone, general groundwater quality and depth to groundwater will be included. Potable water demand and sanitary flow for the proposed action will be projected. Additional discussion of water supply and sewage disposal, including infrastructure issues, will be included in the Community Services section of the DEIS.

Site drainage and stormwater management will also be presented. Existing and proposed on-site stormwater management infrastructure will be described, with supporting calculations of the proposed on-site stormwater storage capacity relative to the amount of new stormwater runoff. The proposed methodology behind the new stormwater collection, conveyance, and management systems will be discussed and analyzed for compliance with applicable regulatory requirements, including the County regulations and standards for on-site storage volume.

This section will discuss the proposed stormwater management system's design to minimize stormwater impacts from the proposed subdivision and make use of Best Management Practices (BMPs) and green infrastructure.

There is a mapped wetland at the southwest corner of Route 25A and Mills Pond Road. The potential for impacts will be presented in this section of the DEIS.

Recharge associated with the WWTP will be addressed with a specific discussion about groundwater travel rates, in accordance with the Suffolk County Comprehensive Water Resources Management Plan model of groundwater travel time to the nearest major surface water interface.

Transportation and Parking

A comprehensive transportation and parking study will be conducted of the existing traffic conditions to evaluate the effects of the proposed subdivision on the surrounding roads and intersections. The results will be summarized in this section and the complete study will be appended to the DEIS.

Existing roadway features in the study area, including the number, direction and width of travel lanes, posted speed limits, maintenance jurisdiction, and traffic control devices will be identified.

Turning movement counts will be conducted on typical weekdays during the weekday a.m. peak period (7:00 a.m. to 9:00 a.m., extended to 9:30 a.m. at two intersections), weekday p.m. peak period (4:00 p.m. to 6:00 p.m.), and Saturday midday peak hour (11:00 a.m. to 2:00 p.m.) at the following intersections (also depicted on Figure 2, attached). These timeframes coincide with the peak periods of traffic activity of the property and surrounding roads. Traffic counts will be adjusted as appropriate to an average month using NYSDOT monthly adjustment factors.

- Route 25A at Mills Pond Road
- Route 25A at Stony Brook Road
- Route 25A at Lake Avenue
- Route 25A at Moriches Road
- Moriches Road at Lake Avenue
- Moriches Road at Mills Pond Road
- Moriches Road at Woodlawn Avenue
- Route 347 at Moriches Road
- Route 25A at Main Street
- Stony Brook Road at South Drive
- Stony Brook Road at Oxhead Road

- Stony Brook Road at Hallock Road
- Stony Brook Road at Route 347
- Mills Pond Road Existing Site Access 1
- Mills Pond Road Existing Site Access 2
- NYS Route 25A Site Access (proposed)
- Stony Brook Road and Development Drive (not counted on Saturday due to the inactivity at the Stony Brook Research & Development Park)

The intersections include the entire scope of prior traffic studies of the Gyrodyne property, intersections studied for the Stony Brook University 2004 Final Generic Impact Statement (FGEIS), and supplemented with input from the Town of Smithtown Department of Environment and Waterways (DEW).

The traffic study will determine the existing “Level of Service” (LOS) operating conditions during these three peak hour periods using the appropriate methodology presented in the *Highway Capacity Manual* using Synchro software.

An assessment of the most recent 3-year accident history from NYSDOT for key locations will be performed: North Country Road between Mills Pond Road and Lotowana Lane, past Main Street, and Stony Brook Road between North Country Road and Glenridge Avenue, just south of Hallock Road). The data will be summarized for any significant trends/patterns that might be impacted by the proposed subdivision, to identify or tailor corrective measures.

"No Build" traffic conditions in the year 2020 (the “Build year”) will be projected by applying a background traffic growth factor from NYSDOT to the counted traffic volumes. In addition, traffic generated by other planned developments in the vicinity of the site will be identified and if warranted, will have their projected traffic included in the “No Build” scenario. Projected traffic will be based on the Institute of Transportation Engineers (ITE) *Trip Generation* manual, 10th Edition, using focused northeast-U.S. data where available. Additionally, planned or approved NYSDOT road/intersection improvements will be incorporated into the No Build scenario.

The traffic study will include “traffic signal warrant” analysis at the intersection of Route 25A-Mills Pond Road to determine if a signal installation approved by NYSDOT in 2007 is still warranted. Additional signal warrant analysis will be done at other study intersections as appropriate. Signal warrant analysis will follow the protocols in the federal *Manual on Uniform Traffic Control Devices* (MUTCD) and New York State Supplement.

Trip generation will be projected based on the ITE *Trip Generation Manual, 10th Edition*, using focused northeast-U.S. data where available. Based on the anticipated mix of uses and the LIRR

grade crossing to access the Stony Brook Research and Development Park, shared/internal trips will be determined and applied.

The subdivision-generated traffic, based on a preferred mix of land uses and densities, will be distributed to the key intersections and added to the No Build volumes to calculate “Build” scenario traffic volumes. Recognizing that the ultimate build-out might be a variation of compliant land use and density, the Alternatives section of the DEIS document includes three (3) variations of similar land use and density to illustrate the potential range of development options within proposed associated mitigation. The No Build and Build scenarios will be analyzed using the latest version of Synchro to determine the impacts of the proposed subdivision on surrounding roads.

The study will determine the appropriate traffic control and number of entry-exit lanes at each site access (existing and proposed).

On-site parking will be compared to Town of Smithtown requirements, and the use of landbanked parking and shared parking (individual paved spaces which can serve different uses at different times) will be incorporated based on ITE *Parking Generation* data, as a green, sustainable measure. Internal circulation for the subdivision and emergency access will be discussed.

Complete Streets will be discussed with respect to interior road widths, bicycle use, pedestrian routes, and the proposed greenbelt within the subdivision. The availability of public transportation options and potential impacts as a result of the project will be evaluated.

The study will qualitatively discuss use of the railroad crossing gate between Gyrodyne and the Stony Brook Research and Development Park, relative to the frequency of trains on this branch.

The potential for any construction-related traffic impacts due to the project will be qualitatively evaluated using any available information about the construction process.

The need for traffic mitigation measures will be determined based upon the results of the traffic analyses. The study will identify the parties responsible for implementing off-site traffic mitigation.

At the intersection of Route 25A and Stony Brook Road, per direction from NYSDOT, the study will examine two potential means of mitigation intended to address existing congestion-safety concerns as well as accommodating subdivision traffic.

Community Services

The existing community facilities and services, as well as utilities (i.e., police, fire, ambulance, solid waste, water supply infrastructure, sewer infrastructure, electricity and natural gas), and the ability of these services to accommodate the proposed development will be discussed. The impact assessment will include consultations with each respective service provider, to the extent possible, to determine the existing facilities and ability to serve the proposed future development.

Taxes/Economic Impacts

This section of the DEIS will discuss the existing economic development associated with Gyrodyne and Flowerfield catering hall. The analysis will calculate the socioeconomic impacts of the new land uses. Employment benefits, including the generation of construction and permanent jobs, will be estimated using an economic modelling program, IMPLAN. Changes in economic productivity including direct, indirect, and induced spending will also be calculated. The net effect (increased economic productivity, relative to increased demand on services) will be assessed. Specifically, the DEIS will discuss the net property tax benefits associated with increased school district revenues compared to adding zero school-aged children (tax positive project).

Land Use and Open Space Preservation

This section of the DEIS will describe and provide maps depicting the existing land uses, zoning, and character of the project site and the surrounding area. The surrounding properties will be identified in this section of the DEIS, as defined by the following boundaries: the west side of Mills Pond Road, the north side of North Country Road-NYS Route 25A, Stony Brook University and Stony Brook Medical Center, and the Stony Brook Research and Development Park. A physical description of the site (i.e., size, boundaries, etc.), along with the existing facilities, will also be provided. As part of this effort, relevant land use plans and zoning regulations will be reviewed and analyzed.

This section of the DEIS will also discuss the proposed review and approval process that will pertain to the subdivision plan and subsequent detailed site plans, and will describe any provisions for flexibility to allow the adjustment of uses as the subdivision is developed over the long term.

This section will also describe the proposed action in detail. The DEIS will present the subdivision plan that will clearly identify all areas proposed for development with buildings, parking areas, walkways, landscaping, etc. as well as all impervious areas and their use, and will compare same to the existing condition.

Furthermore, an analysis will be performed to gauge the constraints to be incorporated into the subdivision plan (i.e. required buffers on Route 25A and from any residentially zoned property, maximum building heights, limits on development) to minimize impacts to community character. The findings of this analysis will be documented in the DEIS.

The above information will be compiled into an assessment of the subdivision's compatibility with surrounding land uses and zoning and the project's conformance with relevant land use plans, as applicable. This section will also include a discussion of the potential changes in the character of the surrounding community, including land use patterns and socioeconomic characteristics, due to the proposed subdivision.

Air Quality

Existing ambient air quality, climate, and meteorological data for the project area will be and summarized. The project area's status regarding the National Ambient Air Quality Standards (NAAQS) (i.e., whether the affected areas are designated as being attainment [complying with the NAAQS], nonattainment [not complying with the NAAQS] and maintenance [previously nonattainment that currently complies]) will be identified.

The subdivision will not generate a significant number of diesel trucks or be of air toxics concern, so a mobile source air toxics analysis (MSATs) will not be required.

Noise

This section of the DEIS will qualitatively assess potential significant adverse noise impact associated with the proposed action. The document will discuss the anticipated buffers to nearby streets, the type of anticipated land uses and their typical propensity for generating exterior noises, and the ability to minimize new site-generated noise and construction noise using best management practices.

This section of the DEIS will also examine potential construction-related noise impacts, relative to the Town's noise ordinance requirements.

Visual Impacts

This section of the DEIS will discuss and depict (through representative photographs) the aesthetic character of the subject site and surrounding area. Views of the subject site from surrounding areas will be presented from vantage points along Mills Pond Road and North Country Road-Route 25A. Potential changes to visual character from various off-site vantage points will be evaluated through the provision of post-development depictions (i.e., sight-line studies and realistic photo-simulations/renderings) of these same vantage points, supplemented with narrative descriptions.

The wide existing and proposed buffers to adjacent streets/uses will be described.

The potential architectural style of the proposed WWTP will be described vis-à-vis its planned contextual aesthetic.

Historic and Cultural Resources

The document will discuss the lack of anticipated impacts to historical properties eligible for or listed on the State and/or National Registers (S/NR) of Historic Places. This section will also summarize the results of past Stage 1A, Stage 1B, and Stage 2 archeological studies of the Gyrodyne property that were performed for prior development applications, tailored to remove data that references the area taken by New York State under eminent domain.

Summary of Alternatives

This section will provide a summary of the relative impacts associated with project alternatives.

Town Required Alternatives:

- No Action (site remains as it currently exists)
- Public Acquisition
 - The applicant's interpretation is that the Town or County would acquire and subdivide the vacant area and preserve it as public open space. This has the same relative environmental impact as the No Action scenario, except the acquiring agency would have to fund on-site demolition and remediation. This scenario is not included as a separate alternative.
- Development in conformance with Draft Master Plan
 - While this alternative is mentioned in the Town's Positive Declaration, it is the applicant's understanding that the Draft Plan, which was never adopted, will be fully rewritten. Based on these circumstances, this Alternative will be limited to a discussion describing why the un-adopted Draft Master Plan is not a relevant document and warrants no further analysis.

As the project is a subdivision and the future uses are not specifically known, three potential alternatives based on similar trip generation projections, room for adequate on-site parking, and similar projected water demand and wastewater generation will also be analyzed to illustrate the potential range of development options following subdivision of the property:

- Development Alternative 1: Retain existing uses, 100-room (smaller) hotel, 150,000 s.f. (larger) offices, and 150 (fewer) assisted living units
- Development Alternative 2: Retain existing uses, no hotel, 150,000 s.f. (larger) offices, and 192 (fewer) assisted living units
- Development Alternative 3: Retain existing uses, 120-room (smaller) hotel, 136,000 s.f. (larger) offices, and 250 (more) assisted living units

Two additional alternatives 4 and 5 represent non-subdivided development in accordance with existing LI zoning, for comparative purposes.

- Development Alternative 4: Retain existing uses, no hotel or assisted living, 244,000 s.f. (larger) medical office
- Development Alternative 5: Retain existing uses, no hotel or assisted living or offices, and 382,500 s.f. of new light industrial uses

List of Acronyms and Abbreviations

The document will list the technical acronyms-abbreviations for reference.

Glossary

This section will define technical terms utilized in the document.

Bibliography

This section will list the titles, authors, and publication dates (and online website addresses, as applicable) for referenced information not provided by the applicant.

Extent and Quality of Information Needed to Adequately Address Potentially Significant Adverse Impacts

To conduct the analyses of potential adverse impacts, available information will be collected and reviewed, and empirical information will be developed. Relevant information from previous DEIS analyses for the Gyrodyne property will be incorporated as appropriate. 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.

Geology

- NYSDEC environmental databases
- Relevant NYSDEC, USEPA and Town documents related to the subject property

Soils and Topography

- *Soil Survey of Suffolk County*
- Soil borings and soil sampling on-site, as available
- Phase I and Phase II reports
- United States Dept. of Agriculture Natural Resources Conservation Service Soil Survey Manual
- USGS Maps and site-specific topographic surveys

Vegetation and Wildlife

- Previous ecological site assessments

Groundwater; Stormwater Collection, Treatment, and Recharge; Wastewater Recharge

- USGS water table map, Long Island Depth to Water Viewer, and monitoring well data
- *Suffolk County Comprehensive Plan 2035*, Groundwater travel time model, and Volume 1 Appendix B, Map 2 Hydrogeologic Zones
- Suffolk County Sanitary Code
- *New York Guidelines for Urban Erosion and Sediment Control*
- *New York State Stormwater Management Design Manual*
- Consultations with SCDPW
- NYSDEC Freshwater Wetland/National Wetland Inventory maps

Transportation and Parking

- Traffic data collection
- Most-recent three-year accident data
- Institute of Transportation Engineers (ITE) *Parking Generation*, 4th Edition
- Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition
- *Highway Capacity Manual*, latest edition
- Synchro software
- American Association of State Highway and Transportation Officials (AASHTO) “Policy on Geometric Design of Highways and Streets”

- Federal Highway Administration “Manual on Uniform Traffic Control Devices” (MUTCD) and New York State Supplement
- Consultations with Town of Smithtown, SCDPW, NYSDOT, Stony Brook University

Community Services

- Consultations with community service providers (e.g., police, fire departments, ambulance services, water purveyors, sanitary and solid waste facilities, utility providers [i.e., PSEG Long Island, National Grid])

Taxes/Economic Impacts

- IMPact analysis for PLANning (IMPLAN) input-output model for Suffolk County
- U.S. Census data and Regional Economic Models, Inc.
- STR (hotel/hospitality data analytics and market research)
- Stony Brook University Strategic Plan

Land Use and Open Space Preservation

- Available and relevant Town zoning codes, maps, and planning documents
- Site and area inspections
- Cleaner Greener Long Island Regional Sustainability Plan, May 2013

Air Quality

- Traffic data (collected and analyzed as part of the Transportation and Parking Study)
- U.S. Environmental Protection Agency National Ambient Air Quality Standards (NAAQS)
- NYSDEC Designation Recommendations for the 2015 Ozone NAAQS, High Ozone Values During 2017, 8-Hour Averages, and 2016 High Ozone Values data table
- New York State Ambient Air Quality Reports (<http://www.dec.ny.gov/chemical/8536.html>)

Noise

- Traffic data (collected and analyzed as part of the Transportation and Parking Study)
- Town of Smithtown noise ordinance

Visual Impacts

- Local and state cultural databases
- Site and area inspections and photographs
- Stage 1A, Stage 1B, and Stage 2 Archeological Surveys conducted for earlier applications

Historic and Cultural Resources

- Local and state cultural databases
- Site and area inspections and photographs
- Stage 1A, Stage 1B, and Stage 2 Archeological Surveys conducted for earlier applications

Construction Impacts

- Local noise and construction ordinances

- Local and State building codes
- Relevant standards and regulations governing sediment and erosion control
- IMPLAN – economic modelling program inputs

Initial Identification of Mitigation Measures

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. Such measures will be discussed, by topic, along with the existing environmental setting and the potential environmental impacts. Based on prior and recent studies, certain mitigation measures and improvements have already been identified, as listed below.

- Maintaining the required 200-foot buffer along North Country Road and 50-foot setbacks from all residentially zoned parcels.
- Covering spoil piles, covering the haul vehicle loads that contain fill or cut materials, spraying the site with water during construction, and providing paved vehicle wash-down areas.
- Adequate maintenance of equipment, including proper engine maintenance, adequate tire inflation, and proper maintenance of pollution control devices.
- Running times for fuel-burning equipment would be kept to a minimum, and engines would be properly maintained. Ultra-low sulfur diesel fuel would also be utilized.
- Measures to reduce runoff e.g. construction site stabilization, dust control, sediment traps, and temporary swales. Coverage under NYSDEC SPDES General Permit would be required.
- Revegetation of exposed soils should use native planting of landscape vegetation following construction.
- Though sites are not within invasive species quarantine zones, BMPs required by USDA and NYS Department of Agriculture and Markets would be used if invasive species are discovered.
- Construction activities shall abide by local noise ordinances, with no operation of heavy machinery during early morning or late evening hours or on Sundays/holidays.
- Local ordinances for work around utilities must be followed. Utility connections shall be approved by the affected public service companies and be completed in accordance with their requirements and local building codes.
- Excavated soil and waste materials shall be managed and disposed of in accordance with applicable federal, state, and local regulations. Solid waste haulers shall be required to have an NYSDEC waste hauler permit and all must shall be disposed of or processed at an NYSDEC permitted facility.

Unavoidable Adverse Effects

The environmental impacts associated with the proposed subdivision and the proposed mitigation measures to minimize such impacts will be described in the previous sections. Those impacts that cannot be either entirely avoided or fully mitigated will be described in this section of the DEIS.

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. The DEIS 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:

Irreversible and Irrecoverable Commitment of Resources

An irreversible or irretrievable commitment of resources refers to impacts on or losses to resources that cannot be recovered or reversed. Such resources will be described in this section of the DEIS.

Growth-Inducing Aspects

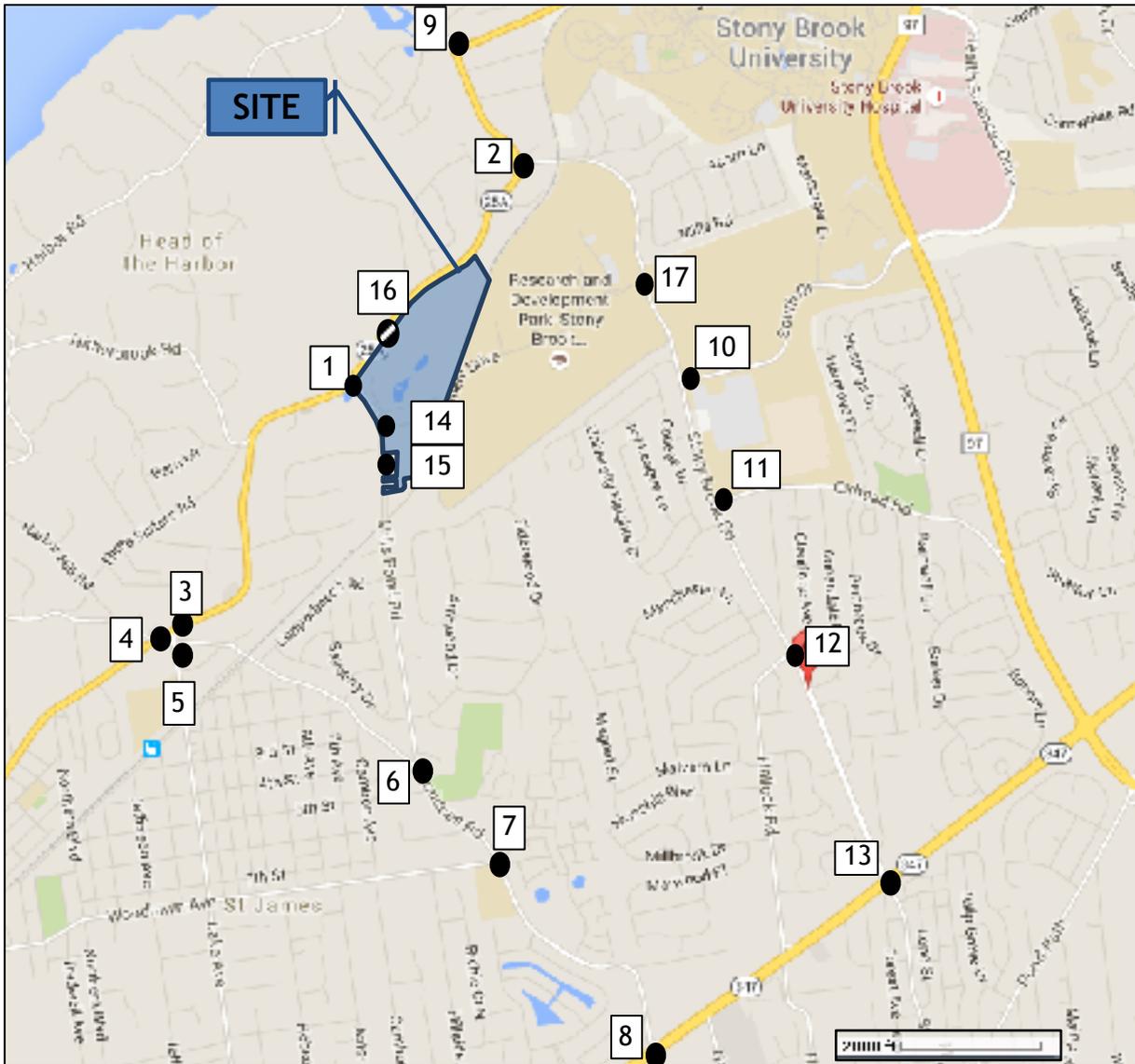
Growth-inducing aspects are generally described as the long-term secondary effects of the proposed action. The Town has requested this section of the DEIS to discuss the WWTP's potential for the plant as designed, to have expansion capacity to accommodate the sewerage of the St. James business district. The formulation of a sewer district to serve the business district would be subject to a separate SEQRA action.

Figure 1 – Subdivision Plan Excerpt



Long Island Rail Road

Figure 2 – Traffic Study Intersection Map



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|---|---|
| <ol style="list-style-type: none"> 1. Route 25A at Mills Pond Road 2. Route 25A at Stony Brook Road 3. Route 25A at Lake Avenue 4. Route 25A at Moriches Road 5. Moriches Road at Lake Avenue 6. Moriches Road at Mills Pond Road 7. Moriches Road at Woodlawn Avenue 8. Route 347 at Moriches Road 9. Route 25A at Main Street 10. Stony Brook Road at South Drive | <ol style="list-style-type: none"> 11. Stony Brook Road at Oxhead Road 12. Stony Brook Road at Hallock Road 13. Stony Brook Road at Route 347 14. Mills Pond Road Site Access 1 15. Mills Pond Road Site Access 2 16. Route 25A Site Access (future) 17. Stony Brook Road and Development Drive (north intersection, un-gated) |
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