

## 4.0 ~~OTHER REQUIRED SECTIONS~~ OTHER REQUIRED SECTIONS

### 4.1 Construction-Related Impacts

**Section 1.6** describes the general construction process and presents more detailed information on various aspects associated with construction of the proposed project. **Section 4.1** below describes and analyzes the anticipated impacts associated with these construction activities, and describes the proposed mitigation measures.

It is noteworthy that the phased nature of the proposed project generally causes construction impacts to be limited in scale to only the impacts associated with the development in that phase, and will be limited in duration to only the time needed to construct the units and amenities in that phase.

#### 4.1.1 Noise

The construction phase of the project will include site grading and clearing, excavation and building activities that will result in elevated noise levels from vehicle engines, stationary equipment/generators, dump trucks, excavating equipment (e.g., bulldozers, excavators, front-end loaders and similar earth moving equipment), and construction/building activities (involving trucks and use of stationary equipment/generators such as cement mixers/spreaders).

Sound levels during construction are intermittent as well as variable depending on the type of work being completed during various phases of the construction process; however, such impacts are limited in both geographic extent and in time, and measures can be implemented to reduce these potential impacts. Noise levels will vary based on the construction phase, but typically heavy equipment utilized during the site preparation phase results in the highest levels of noise associated with development. Generally, the clearing/grading operation, typically the noisiest and therefore most severe impact to the neighborhood, is generally completed over a short time span.

A construction entrance would be placed at the Lakeland Avenue site entrance and the development area is large enough to allow staging and construction to occur within the site boundaries, thus limiting potential construction traffic disruption to the portion of Lakeland Avenue between the site entrance and NYS Route 27, and minimizing potential impact to neighboring properties as well.

Equipment-related construction noise is expected to be in the range of 76 to 88 dBA at a distance of 50 feet. However, clearing and grading activities will not occur closer than about 60 feet from the site's perimeter and, except for the nine homes along the west side of Chester Road, the nearest houses are across the bordering roadways, and so are an estimated 50

additional feet away. For the Chester Road properties, the perimeter park [\(if that development scenario is approved\)](#) is designed to be deeper, to provide more noise buffering for the rear yards of these homes. It is noteworthy that the above separation distances represent the minimum separations expected, as they have been taken from the interior edge of the public perimeter park; the separations between receptors and the proposed buildings are substantially greater (at least 100 and up to about 220 feet from the site’s border). During and after construction, a vegetated perimeter buffer will be preserved to attenuate noise generated on the project site.

**Table 4-1** provides sound levels of typical construction equipment anticipated to be used at the project site, audible at a distance of 50 feet. However, at a distance of 100 feet (the anticipated minimum distance to the nearest residential receptor, associated with site clearing and grading phase operations), sound levels are expected to be attenuated, thereby reducing potential impacts to these receptors. This attenuation is “the inverse square law”, in which noise generated by a point source (e.g., a piece of construction equipment) is reduced by 6 dBA for every doubling of the distance between source and receptor. The loudest noise levels of equipment listed in **Table 4-1** are 88 dBA, as measured at a distance of 50 feet. Thus, at a distance of 100 feet, these noises would be reduced to 82 dBA which, as listed in **Table 3-11**, would be “annoying”, and characteristic of a busy traffic intersection. This represents the highest level of noise impact expected, as other noise-generating construction activities would be farther from these receptors (150 to 270 feet), so that attenuation would be greater, and would thereby cause lesser impacts.

**Table**TABLE 4-1  
**TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS**

Item	Noise Level at 50 Feet (dBA)
Air Compressor	81
Asphalt Truck	88
Backhoe	85
Compactor	80
Concrete Mixer	85
Concrete Vibrator	76
Dozer	87
Dump Truck	88
Front End Loader	84
Generator	76
Hoist	76
Impact Wrench (steel bunting)	88
Motor Crane	83
Pneumatic Tools	85
Pump	76
Roller	80

Item	Noise Level at 50 Feet (dBA)
Scraper	88
Shovel	82
Truck (medium & heavy)	88

Additionally, as noted above, potential construction noise impacts would be intermittent, episodic and temporary, so that the noise impacts would also be limited in duration. Construction noise is inevitable in the short term and will be audible to surrounding residents; however, this impact is unavoidable and will be mitigated by limiting construction during hours proscribed by the Town of Islip Code in Chapter 35. Construction-related activity is exempt from the maximum sound levels as long it occurs between 7 AM and 8 PM. Contractors will be required to limit the hours of construction to within the period 7 AM to 8 PM on weekdays only (no construction activity is permitted on weekends and holidays) under Chapter 35 of Town Code.

Based on the above analysis, no significant, long-term construction noise-related impacts are expected.

An analysis was performed to consider whether construction noise would result in disturbances at the Edward J. Bosti Elementary School ~~An analysis of the potential for construction noise related impacts at the Edward J. Bosti Elementary School was specifically analyzed and, if so,~~ to determine whether mitigation measures should be implemented or construction in portions of the site be limited to summer months when school is not in session. Based upon ~~the~~ this “worst case” analysis, at the closest location where construction is to occur (1,300 feet from the school property) and assuming the use of three construction sources with individual sound pressure levels of 89.0 dBA (when combined, the utilizing decibel addition results in 93.8 dBA), there is a minimal increase in the sound level isof 1.6 dBA, which is barely discernable. The majority of construction will be located at a much greater distance and will be further attenuated and thus, no significant impact is anticipated, nor is there a need to modify the construction schedule to account for the school year.

#### 4.1.2 Odors and Dust

Possible impacts to local air quality that could occur during construction include the generation of dust (airborne particulate matter) during clearing and grading of the property, from unvegetated areas and from material tracked off site and deposited on adjacent streets. The potential for impact during construction with respect to the generation of airborne dust (and specifically, fugitive dust that reaches neighboring properties) could result from activities related to clearing, transfer of soil, and regrading; and following regarding the presence of bare soil which can become airborne in windy conditions. There are many variables that affect potential dust generation and the potential for impacts. Dust emissions can vary substantially

from day to day, and depend upon the level of activity, type of activity, prevailing meteorological conditions, moisture content and silt content of the soil (i.e. particles smaller than 75 microns in diameter).

To mitigate potential for erosion and generation of fugitive dust, control measures are to be employed during construction. Water trucks are to be utilized for suppression of dust during land clearing and grading activities. Unvegetated areas are to be seeded or planted with other groundcovers as soon as is feasible following regrading, and will continue to be monitored and sprayed during dry periods to prevent dust generation. Grading activities that could potentially generate airborne emissions will not be conducted if winds are in excess of 15 mph. Finally, the use of rumble strips is the control method proposed to be employed at the construction exit to minimize the quantity of material that is tracked off site.

Erosion and associated dust control measures will conform to applicable Town requirements; these mitigation measures are expected to include, but not be limited to, [street sweeping on adjacent roadways](#), the use of groundcovers and seeding, drainage diversions, soil traps, water sprays and minimization of the time span that bare soil is exposed to elements, to minimize the potential for impacts to sensitive on- or off-site natural or developed areas. The applicant has successfully applied control measures such as “rumble strips” (which cause truck tires to shed any mud trapped within the tire treads), and will install same at the construction entrance to reduce soil on truck tires from being tracked onto adjacent roadways, thereby reducing the potential for dust to be raised in order to mitigate this potential construction related impact. Overall, development of the subject properties is not anticipated to result in significant erosion/sedimentation or stormwater impacts due to the use of proper site grading procedures, implementing erosion controls and, for the long-term, use of properly-designed drainage systems, and particularly to conformance to the Town-required measures specified in the SWPPP and Erosion Control Plans and subject to the oversight of the Town Building Department.

#### 4.1.3 Trip Generation, Vehicle Access, Parking, and Loading/Unloading & Staging Areas

As described in **Section 1.6.1**, it is expected that the construction entrance will be located at the existing site vehicle entrance on Lakeland Avenue. As it is also expected that the majority of truck trips to and from the site would use NYS Route 27 (Sunrise Highway) to approach and depart the area, the portion of Lakeland Avenue that these vehicles would utilize will be limited. This would also reduce the potential impacts related to traffic flow during construction to this limited portion of Lakeland Avenue, as well as the potential impacts from air, noise, odors, and dust associated with truck traffic to the residents along this portion of Lakeland Avenue.

Also as noted in **Section 1.6.1**, ~~construction truck trips to and from the site would be expected to take place early in the workday and at the end of the workday, which are outside of the~~

~~hours when school buses will be operating in the area. This would tend to the~~2, construction activities would be limited to the hours of 7:00 AM to 6 00 PM on weekdays and, if necessary, on Saturdays. Generally, it is expected that school buses will be operating in the area on weekdays between 6:30 AM and 9:00 AM, and 2:00 PM and 4:30 PM. It is expected that construction workers would arrive prior to 7:00 AM, and depart after 6:00 PM so that interactions with school buses may occur from construction worker traffic in the mornings (as workers would depart after school bus operations have ceased in the evening). Truck trips for material and equipment deliveries and pick-ups could occur at diverse times between 7:00 AM and 6:00 PM, throughout the workday, but would take place primarily in the mid-morning hours (when workers would be present to receive/administer such deliveries/pick-ups), and outside the hours off school bus activities. As a result, interactions between truck trips and school buses are not expected, as trucks would not generally be traveling in the area when school buses are also present. This would tend to minimize the potential for accidents or impacts to school bus drop-offs, pick-ups and travel along Lakeland Avenue, or to any school-related pedestrians. Generally, construction vehicle traffic and its impacts would be temporary in duration and would occur on roads that have sufficient capacity to accommodate this traffic with minimal potential for impact. As a result, no significant or long-term construction or safety impacts to local roadways or the residents in the area are anticipated.

It is expected that areas for construction worker parking, truck loading/unloading, and material storage/staging will be designated within each Phase area, at the onset of development of each Phase. Assuming that the project's two main internal roadways will be installed in Phase 1, the site's residents will always have two vehicle accesses available that would not serve construction traffic, in case those drivers choose to avoid interactions with construction trucks using the third site vehicle access on Lakeland Avenue.

#### 4.1.4 Excess Soil Disposition

As noted in **Section 1.6.6** and based on a preliminary analysis, it is expected that 46,840 CY of excess soil generated during grading activities will have to be removed from the site. Assuming that trucks having a capacity of 40 CY are used to remove this material, a total of 1,171 truckloads would be required, or 2,342 truck trips would come to and depart from the site. Soil removal is a temporary condition that will occur during construction activities at the site. Truck access to the site is via Sunrise Highway, a major arterial roadway/state highway. The convenient access to Sunrise Highway and the short-term nature of this activity minimizes the significance of this impact. Control measures are outlined below with respect to further mitigation of these activities.

With respect to potential impacts from the soil removal process (such as dust and truck and equipment noises), these impacts will be temporary in duration, would be limited to the project site and, potentially, the neighboring residences, would be limited to weekday hours, and would conform to any and all Town requirements for specific hours of operation.

An off-site re-sale and transfer location will be used to dispose of the excess soil; the specific location has not been determined as of yet, but ~~it is expected that~~ the trucks from the site will use major roadways to the greatest extent practicable to approach that facility. As such, ~~it is expected that~~ all of the loaded trucks will depart the site via northbound Lakeland Avenue, and turn onto NYS Route 27 (Sunrise Highway) to depart the area. In this way, impacts to the residences along Lakeland Avenue will be limited to the fewest residences possible, and impacts to locales to the south will be eliminated altogether. The Applicant is willing to agree to a Town-specified limitation on the location of the construction entrance and/or use of Lakeland Avenue in this regard, to be established during the site plan review and approval process.

In any case, impacts would be limited in duration and geographic scope and would not be expected to be significant given the close proximity of a major east-west roadway.

#### 4.1.5 Proposed Mitigation

- ~~• It is noteworthy that the phased nature of the proposed project causes the construction impacts to be limited in scale to only the impacts associated with the units in that phases, and will be limited in duration to only the time needed to construct those units in that phase.~~
- A video record of existing roadway conditions will be prepared prior to the start of construction, to establish baseline conditions. At the completion of construction, any and all damage to local roads and/or roadway improvements that may have been caused by construction activities related to the project will be repaired or replaced by the Applicant, at the Applicant's expense, as directed by the Town Highway Department. Work for such repairs will be bonded/funded via a Letter of Credit at an appropriate level, to be determined by the Town as part of the site plan application review.
- Construction-related impacts such as dust raised by truck movements and odors from truck and/or equipment exhausts may occur; however, such impacts are limited geographically, and would be temporary in duration.
- Short term impacts may include dust, noise, truck activity on roads and disturbance in the area. Truck access will be only from the new site access on Lakeland Avenue, and all equipment, materials and trucks will be stored and staged within the site.
- A water truck will be provided during construction to wet dry soils when necessary.
- Groundwater impacts which may occur during construction activities could potentially result from building materials and equipment stored on-site. Building materials stored on-site are anticipated to be inert and therefore are not expected to have an adverse impact on the site. Equipment stored on-site which will be utilized during clearing and construction activities will be properly maintained and reputable contractors will be used for all site work.
- Potential noise impacts associated with construction activities will be mitigated by ensuring that these activities comply with the Town of Islip Noise Code Chapter 35, which specifies maximum permissible sound pressure levels. It is expected that construction will occur 5 days a week between 7 AM and 86 PM, though work on Saturdays may be necessary.
- ~~• An analysis was performed to consider whether construction noise would result in disturbances at the Edward J. Bosti Elementary School. Based upon a worst case scenario at the minimum distance of 1,300 feet and use of three construction vehicles/machinery with individual sound pressure levels of 89.0 dBA (when combined utilizing decibel addition results in 93.8 dBA), there is a minimal increase in the sound level of 1.6 dBA, is generally below the level of detection to the human ear.~~
- Noise-dampening practices will be utilized during construction to minimize the impact on surrounding areas including keeping all mechanical construction equipment maintained in good working order to minimize noise levels.
- The construction process will conform to the SWPPP to be prepared for the project and reviewed and approved by the Town.
- The erosion control measures to be implemented conform to applicable Town requirements and are expected to include, but not be limited to, use of groundcovers, drainage diversions, soil traps, water sprays and minimization of the time span that bare soil is exposed to erosive elements.
- Areas designated for construction worker parking, truck loading/unloading, and material storage/staging will be located within the project site, and will thereby mitigate potential impacts to the Lakeland Avenue corridor.

## 4.2 Cumulative Impacts

Cumulative impacts are the potential impacts of a proposed action taken in conjunction with other active or anticipated nearby development projects, where the sum may potentially result in cumulative impacts that are greater than the individual impacts from each project. An analysis of cumulative impacts is generally required within a DEIS when it is expected that multiple projects within the same area may result in a greater cumulative impact than is suggested by impact analyses of the individual actions.

As described in The SEQR Handbook (**NYSDEC, 2010**), cumulative impacts are:

Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, added to other past, present and reasonably foreseeable future actions. Cumulative impacts can result from a single action or from a number of individually minor but collectively significant actions taking place over a period of time. Cumulative impacts do not have to all be associated with one project sponsor or applicant. They may include indirect or secondary impacts, long-term impacts and synergistic effects.

Cumulative impacts are analyzed in this section, in fulfillment of SEQRA requirements. The analysis includes the following components. First, reasonably foreseeable pending projects are identified that could collectively result in cumulative impacts. Second, the various land use plans and studies that pertain to these projects are outlined in order to determine what land use controls would be expected in connection with planned development. Third, each impact category is discussed with respect to potential impacts and how these impacts could potentially be escalated as a result of some combined set of actions, or if no such cumulative impact is expected, this is so noted. The combination of these analyses provides a complete cumulative impact assessment in fulfillment of SEQRA.

The applicant offers sewer main infrastructure as a no-cost monetary benefit to the Town of Islip. Such infrastructure may be used for treatment of existing wastewater flow generated in the downtown Sayville area, which provides a substantial nitrogen environmental reduction benefit based on existing conditions. The Town will determine when and how such sewerage will occur. To realize this benefit, the Town will need to form a sewer district which will include a map and plan and rate/cost information for connectees. Once the service area of the district is determined, additional analyses may be needed to assess potential growth based on the district, existing zoning, Town comprehensive planning efforts and land use analysis. Given these factors, the offer of sewer main infrastructure remains a monetary benefit to the Town to address groundwater and downgradient surface water impacts from existing development.

### 4.2.1 Other Pending Projects



As part of the background information required for the TIS, the Town [Department of Planning & Development](#) was contacted with respect to other active or reasonably foreseeable future actions on sites in the vicinity of the project site. As advised by ~~the Town~~ [that department](#), the following proposed planned projects were included:

- **Ronkonkoma Hub** — This project is a Transit Oriented Development (~~TOD~~) which is currently under construction in the vicinity of the Ronkonkoma Train Station generally bounded by Union Street to the north, Village Plaza Drive to the east; Ronkonkoma Avenue, Garrity Avenue and Hawkins Avenue to the east; and the railroad tracks of the LIRR Long Island Railroad to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County, New York. The Ronkonkoma Hub TOD is a mix of residential, office, retail, medical office, hotel and restaurant uses. The project is under construction with an expected completion date of 2027. The 2027 completion year is beyond the 2026 completion year of the proposed project. However, to perform a conservative analysis, the Ronkonkoma Hub project traffic was included in the analyses of the final phase (Phase 6) of this project.
- **Islip Pines** — This project is a mixed-use development that is located on the north side of the NYS Route 27 North Service Road just west of Beacon Drive in the Town of Islip, Suffolk County, New York. The Islip Pines project is a mix of residential, office, retail, industrial/research, hotel and restaurant uses. Based on information obtained from Stonefield Engineering, the engineer preparing the traffic study for Islip Pines, Islip Pines is proposed to be constructed in two (2) phases:
  - Islip Pines Phase 1 will be completed in 2022 (2022 Build year) and ~~is comprised~~comprise of 350 residential units, 214,660 SF of retail space and 51,218 SF of ~~civic~~Civic space.
  - Islip Pines Phase 2 will be completed in 2027 (2027 Build year) and ~~is comprised~~comprise of 818,130 SF of ~~industrial/research~~Industrial/Research space, 200-room ~~hotel~~Hotel, 277,140 SF of retail space and 302,820 SF of office space.

The Island Hills project will be constructed in 6 phases with Build years of 2021, 2022, 2023, 2024, 2025 and 2026. Based on this phasing, Phase I of the Islip Pines project was included as a planned development in Phase 2 (2022), Phase 3(2023), Phase 4(2024), Phase 5(2025) and Phase 6(2026) of the proposed project. To perform a conservative analysis, a combination of Phases 1 and 2 of the Islip Pines projects was included the traffic analyses for Phase 6 of the proposed project. No other planned developments were considered under Phase 1 of the Island Hills project.

#### 4.2.2 Resource Impact Assessment

##### Soils and Topography

Soils and topography are site-specific characteristics having potential limitation that would be dealt with on a site-specific basis as each development application is reviewed by Town engineering staff. ~~Each individual site should be subject to evaluation of its soils and topography to ensure that any constraints are addressed in project design. Town engineering staff will review and must approve grading, drainage and erosion control plans as part of its site plan review; the applicant will implement these controls and thereby ensure stabilization of erodible soils and minimization of potential impacts to soils and topography.~~ A combination of

pending projects does not represent a significant loss of unique or agricultural soils or topographic features, and therefore can be evaluated and protected as needed based on specific project designs.

### Water Resources

Generally, the primary sources of impact to groundwater quality are by the recharge of nitrogen in sanitary wastewater, and by the recharge of stormwater. As described and analyzed in this document, the proposed project will be served by an on-site STP, conforming to SCSC Article 6.

In general, all projects are subject to the review and approval of the SCDHS, ensuring that no impacts to groundwater quality would occur from any one proposal, and thereby minimizing the potential for adverse cumulative impacts to groundwater from nitrogen in wastewater. All stormwater generated on each site will be retained on-site, to be recharged through a comprehensive system of drainage facilities. The design and installation of these systems will be subject to the review of the Town, thereby ensuring that these systems will operate properly. In this way, the potential for adverse cumulative impacts to groundwater resources from stormwater will be minimized.

Surface water impacts of significance relate to contaminant discharge to groundwater that could flow toward surface water bodies particularly Greens Creek and Great South Bay, and/or from stormwater runoff that is improperly or inadequately controlled and could impact surface water via surface flow. The sanitary wastewater treatment system for each of the projects evaluated herein will be subject to the review and approval of the SCDHS, to ensure that the treatment facilities would operate within applicable standards, and thereby minimize the potential for impact to surface water bodies. Additionally, Town engineering requirements prohibit a site design that would allow runoff from exiting a site, which is a secondary layer of protection for surface water resources. Thus, the features of the project itself, as well as its conformance to the County and Town regulations designed to protect this resource, will ensure that no cumulative adverse impacts to surface water resources including Greens Creek and Great South Bay would occur.

### Ecology

On a site-specific basis, each [project and its](#) site must be subject to [a thorough](#) review of ecological resources, which would include field inspection, identification of sensitive species or habitats, contact with the Natural Heritage Program and other evaluations. Protection of these resources would therefore be ensured for each site [so that, on a cumulative basis, ecological resources inventories and impact evaluations will also occur.](#)

### Air Quality

It is expected that the nature of the three projects evaluated herein will not include any activities that would include a potential for impact to air quality from emissions of toxic or hazardous gasses. Generally, the highest potential for adverse air quality impacts is associated

with vehicle exhausts, so that the magnitude of anticipated trip generations for each proposal would be proportional to its potential for air quality impacts. The traffic-related impacts of each project is subject to analysis in the form of a TIS, the output of which is in turn used to calculate the potential for adverse air quality impact, specifically at the intersections potentially most impacted by the vehicle trips generated by the project.

Each of the three projects will have been subject to a project-specific TIS, so that the potential impacts at the intersections studied will have been determined (the TIS for the proposed project specifically included the trips generated by the other two projects in its cumulative impact analysis). It is standard procedure that, for intersections expected to experience a net decrease in LOS to D, E, or F to prepare a Level I Screening Analysis per NYSDOT TEM. In conclusion, the potential that a detailed air quality screening analysis may be required by the Town [as a comment on the project's DEIS](#) during its [SEQRA](#) review of each of the three projects would ensure that no cumulative adverse impacts to air quality would occur.

### Vehicle Traffic, Transportation and Roadways

Traffic associated with the proposed project is addressed through a full TIS that considers other identified pending projects; however, no other pending projects were identified by the Town. Site specific TIS documents are used to assess project impacts, and any future such reports would consider pending projects at that time, thus ensuring that potential traffic impacts are addressed through mitigation and improvements, if necessary. The TIS for the Greybarn-Sayville PDD is included in **Appendix F-1**, and includes consideration of the traffic-related effects of the two cumulative projects noted above. These other projects will be subject to separate reviews to determine their potential traffic impacts, and so will build on the analysis provided herein with respect to their cumulative impacts. Site plan review and curb cut permits will provide forums for further consideration of traffic and appropriate mitigation. As a result, there is a framework for consideration of actions under site-specific review to ensure that cumulative environmental impacts would not occur.

### Land Use, Zoning and Plans

All sites are subject to Town zoning regulations and review under applicable land use plans. In addition, each proposal is subject to environmental review under SEQRA. These reviews will ensure that the pending projects will be consistent with the Town's overall goals, such that no cumulative impacts would be expected.

### Community Facilities and Services

The economic benefits resulting from proposed developments are projected to include increased tax revenues, ~~the creation of employment opportunities in the form of construction jobs,~~ mortgage recording taxes, and increased revenue streams throughout the community. ~~Moreover, as spending increases, this creates additional jobs and further increases business and household income. Such beneficial economic impacts that would result from the development of the proposed project in combination with other pending projects, are most crucial during Long Island's current economic state, and present significant opportunities for the local economy, and the significant number of persons who are unemployed throughout the region.~~

While multiple/future applications would combine to incrementally increase the demand upon local community services (e.g., fire and police protection, utilities, and solid waste handling), these services will receive an increase in funds from the tax revenues generated from these developments, which would enable these service providers to continue to fund sufficient capability to provide services.

### Community Character

Multiple projects will change the appearance of their sites. If these multiple projects are located in proximity to each other, there would be a potential for cumulative impact to the visual character of the community. However, the three projects under evaluation here are not close to each, and are located in different communities, so that there would be no significant

cumulative visual impacts. Additionally, the uses to be established on these sites will have been subject to the review and approval of appropriate Town entities, ensuring that sufficient scrutiny has been paid to potential aesthetic impacts specific to the community in which each project is located. The context of these sites in the area is regulated under the Town Zoning Code, and site plans are subject to review by the Town Planning Board. Each project will be required to conform to zoning (in terms of type of use proposed, building bulk and height, setbacks and retention of natural buffers, etc.) which relates to their locations and surroundings, which would tend to minimize the potential for adverse impacts on the character of the community. This is the case for the proposed project in relation to its neighbors along the bordering roadways; much of the existing perimeter buffer will be retained. In consideration of the above, adverse cumulative changes in community character are not expected.

### Cultural Resources

Cultural resources are a site-specific resource that would be dealt with as part of site-specific review of each of the three projects evaluated herein. Projects in culturally sensitive areas would be subject to Cultural Resource Assessments that would identify and protect any identified resources. A combination of pending projects does not represent a combined loss of unique cultural resources provided there are no extant historic structures, historic district issues or known archaeological issues that the sites share in common.

### Emergency Preparedness

Each of the three projects under evaluation here will develop ~~the site~~ their respective sites, so that there will be an increased potential for impact ~~to the either or both the~~ upon each site's occupants ~~and neighbors~~ from natural and human-related disasters. However, it is expected that each project's necessary conformance to Town and NYS requirements for engineering review, stormwater/drainage control, fire safety, evacuation, building construction and overall site development will protect each site and its occupants from impacts from most if not all reasonably foreseeable natural and human-related disasters. It is also expected that local, Town, County and NYS emergency police, fire safety, health, and social services would be available to help protect each site and its occupants during a disaster, by measures such as evacuation or direct intervention. These three sites are located inland, and so are not located within a flood-prone area, and therefore not subject to flooding. ~~The~~ three sites are located in proximity to major regional east-west roadways (i.e., NYS Route 27, and the LIE) and therefore should evacuation be needed, transportation systems are in place.

The types of disaster addressed in the All-Hazard Mitigation Plan focus that would apply to the three development sites evaluated here are related to stormwater/flooding and wildfires. It is expected that conformance to the applicable Town and NYS requirements for stormwater system design, and for conformance to applicable Town, County and NYS requirements for fire safety measures, will protect the site and its residents from potential impacts from most if not all reasonably foreseeable natural and human-related disasters that could occur.

### Open Space and Recreation

Each of the three sites under evaluation here are presently unavailable to the public for use as an authorized active open space or recreational resource. Therefore, the development of each would not cause any individual or cumulative reduction in the amount of such land or recreational facilities to the public—that is available to the public. It is acknowledged that the mere presence of an open space may represent a valued public resource whether available for visitation by the public or not. In this respect, these project sites would cumulatively reduce the amount of open space in their vicinities, and so represent a cumulative adverse impact. However, it should be remembered that each of these projects would undergo detailed evaluation and review by the Town, ensuring that open spaces are retained to the extent practicable, commensurate with applicable Town zoning requirements for open space retention.

~~To the contrary~~Generally, it ~~would be~~ expected that residents and/or occupants of the three projects would represent potential ~~increase~~increases in usage/visitation at the existing public open spaces and recreational facilities. However, such usage increases would not be expected to overburden these facilities, as public parks in the region are large enough to accommodate all likely, day-to-day visitors and only intermittent, incremental use by some of the new residents would be expected. Finally, the number of public recreational sites available to such potential users would tend to spread the visitation increases geographically, to reduce the potential impact of visitation at any one site.

It is noted that these three projects would be required to pay the Town's \$1,250/unit park fee, unless the Town Board were to accept the creation of a public park improvement to be developed in the hamlet of Sayville.

### Local Economy

The combination of projects outlined for cumulative impact potential represent different land uses in geographically separated areas. Islip Pines is located to the east at the intersection of NYS Route 454 and Sunrise Highway, and the Ronkonkoma Hub is located to the north and east of Smithtown Avenue, South of Union Avenue and north of the LIRR.

Local economy as related to the proposed project addressed:

- Housing
- Employment
- Consumer base
- Potential real estate impacts, and
- Tax revenue

Both Islip Pines and the Ronkonkoma Hub involve mixed-use projects that offer housing and commercial/retail use. These differ from the proposed project which is a residential/apartment project. Each will fulfill local and regional needs to different degrees depending on their

location. Each use will also offer work force housing which will assist in addressing community housing needs. Given the geographic separation of these projects, no cumulative housing impacts are anticipated.

The other planned projects will also increase construction and operational jobs, as with the proposed project. Operations employment related to the proposed project involves administration and service to the residential project, while Islip Pines and the Ronkonkoma Hub would be expected to offer greater direct employment due to commercial/retail use. All of these [projectprojects](#) will benefit the local economy through job creation.

The Greybarn at Sayville project creates a large consumer base that will provide spending power in downtown Sayville and the area since it is a residential project with only resident amenities provided on-site. Islip Pines and the Ronkonkoma Hub will both stimulate economic activity in the form of spending but will also introduce new businesses. Each of these projects will generate economic activity in the form of retail sales, sales tax and support for local and new businesses.

The proposed project was evaluated with respect to potential impact on home values, resulting in a finding that no impact on surrounding home values is expected. Islip Pines is near the corner of two major highways and the Ronkonkoma Hub is near the Ronkonkoma train station. The projects are geographically separated and each will have its own unique consideration with respect to immediately surrounding uses. As a result, this does not represent a cumulative impact.

Each project will generate substantial real estate tax revenue. Typically, the school district is the largest portion of the tax bill, ranging from 60-75% depending on the school district. Both of the other planned projects are located in the Sachem School District and therefore will generate tax revenue in other taxing jurisdictions (school, police, fire, ambulance). The Town tax base will be increased by the combination of these projects.

Potential impacts from the combined planned projects identified in the area to the local economy are generally positive and beneficial. Adding housing, employment, consumer spending and tax revenue will benefit the specific areas of each site, and the region in general. No adverse impacts to the local economy are expected.

#### Construction-Related Impacts

Construction impacts cause temporary increases in the potential for fugitive dust, and construction traffic and noise, but these impacts are limited in time to the construction period. These impacts will occur regardless of the type of land use of each proposal, and are not expected to occur simultaneously, as these projects will be constructed subject to individual schedules. Multiple sites would be subject to construction hour limitations and construction management oversight. The above-noted impacts are temporary and unavoidable; however, proper construction management will limit impacts to the maximum extent. Such measures



may include silt fencing, storm drain inlet protection, hay bales, and good housekeeping procedures. Additional measures that could be considered include temporary construction fencing to provide screening for aesthetic impacts, specifying construction entrances and staging areas in the least obtrusive locations, utilizing stabilized construction entrances and washout areas to minimize the transport of sediment off-site, stabilizing soil stockpiles, using wind screens to minimize fugitive dust and sediment transport off-site.

#### 4.2.3 Summary and Conclusion

In summary, based on the absence of any other pending projects in the vicinity, and the necessity to conform to the various land use plans and development regulations (applied at the Town, County and State levels), and the level of governmental scrutiny any future projects will undergo in order to receive approvals and permits, no cumulative impacts have been identified with respect to the proposed project and no other projects are pending that would result in any cumulative impacts.

### 4.3 Adverse Impacts That Cannot Be Avoided

The site and project have been characterized, and the potential impacts to the existing properties have been assessed, and mitigation measures have been described. Some adverse impacts may still exist for which no mitigation is available. Adverse impacts have been quantified and discussed; for those adverse impacts that cannot be quantified, qualitative discussions have been provided in previous sections of this document. The adverse impacts of the proposed project will be minimized where possible, but this section acknowledges those adverse impacts that may still occur, as follows:

- Grading will alter the topography of much of the subject property.
- There will be temporary increase in local traffic and noise conditions during the construction period.
- Despite the planned mitigation measures (such as soil wetting, etc.), there may be some fugitive dust raised during the construction period.
- There will be an increase in vehicle trips generated on the site and on area roadways when the site is occupied.
- [The vehicle trips associated with construction of the project and long-term occupancy of the completed project are expected to increase vehicle emissions. However, the Air Quality Analysis \(see Appendix A-8\) indicates that no further analysis in regard to potential air quality impacts is necessary, as a significant adverse impact on air quality is not expected.](#)
- The project is anticipated to clear a total of 109.22 acres of the overall site. This will reduce the amount of [open space and](#) habitat available for wildlife; however, the prior use was that of a maintained golf course.

- There will be an increased potential need for emergency services of the SCPD, the West Sayville Fire Department, and the Community Ambulance Service (increased costs offset by increase in tax revenues).
- There will be increased demand on the energy services of PSEG and National Grid (to be paid for according to rate tariffs).
- There will be increased demand for groundwater, to be supplied by SCWA for domestic purposes, as well as directly on the groundwater system for irrigation. It is noted that the SCWA has issued a Letter of Water Availability for the project.
- Construction activities will generate construction-related debris, which will require temporary on-site storage until it is removed for disposal.

#### 4.4 Irreversible and Irretrievable Commitment of Resources

This subsection is intended to identify those natural and human resources listed in **Sections 2.0 and 3.0** that will be consumed, converted or made unavailable for future use as a result of the proposed project. Development of the proposed project will result in irreversible and irretrievable commitment of resources. The importance of this commitment of resources is not anticipated to be significant, due to the fact that these losses do not involve any resources that are in short supply, semi-precious or precious to the community or region, or are otherwise substantial.

It is difficult to quantify the exact commitment of resources; however, once the project is complete, the following losses of irreversible and irretrievable resources are expected:

- Building materials used for construction, including but not limited to: wood, asphalt, concrete, fiberglass, steel, aluminum, brick, etc.
- Energy and related resources used in the construction, operation and maintenance, including fossil fuels, electricity and water.
- 109.22 acres of clearing on the overall site, of which 9.82 acres would be undisturbed natural vegetation along the site's perimeter.

#### 4.5 Effects on the Use and Conservation of Energy Resources

An increase in the consumption of energy resources would typically be expected from the intensification of land use on a site, particularly for sites which had been underdeveloped or unused. Therefore, development of the project will increase the use of energy on the site and within in the area. However, the project's demand on these energy sources are not expected to significantly strain the ability of either National Grid or PSEG to supply the site and the area, since each entity is chartered to supply energy within its service area, and each maintains sufficient energy generation (PSEG) and storage (National Grid) facilities and to serve the site.

As indicated in **Section 1.2.1**, in support of the project's use of incentive yield, the Applicant is committed to obtaining 30% of the project's energy needs from alternative renewable energy sources, most likely through passive and active solar energy collection. The Applicant is also committed to incorporating LEED® features, but does not intend to seek LEED® certification.

The Applicant understands that energy-efficiency benefits the overall environment, reduces dependency on non-renewable resources, and benefits residents through decreased operational costs. Therefore, the applicant proposes to construct an energy-efficient project that conforms to the goal and intent of Town Code Section 68-30 by embracing the concept of energy-efficiency to a degree in excess of that mandated by the NYS Energy Code. In pursuit of this goal, energy-conserving materials, fixtures and mechanical systems will be utilized where practicable to reduce the total energy demand of the project. No determination by the Applicant regarding use of specific solar energy equipment or systems (e.g., rooftop solar panels), has been made at the present stage of the application process.

Use of new, energy-efficient building materials (e.g., insulations, windows, weather stripping, door seals, etc.) and mechanical systems, (e.g., air conditioners, heating systems, HVAC systems, water heaters, heat pumps, etc.) is anticipated, which would mitigate the usage of energy resources required. Incorporation of such energy-conserving measures is not only required by New York State, but is a sensible business practice, particularly in light of the increasing cost of energy resources. The project will result in an overall development that includes sustainable design elements and Energy Star design/construction, in conformance with the applicable requirements of the Town Code.

The applicant has determined to include numerous advanced energy-related materials and systems in the construction of the project, and has committed to incorporating sustainable features in its design. In summary, though an increase in energy consumption is expected from the project, it is not anticipated that the project will result in any significant adverse impacts on the use and conservation of energy resources.

It is expected that specific sustainable energy-related features, systems and equipment will be determined in concert with the appropriate Town agencies during the site plan application review process.

There will be a short-term increase in energy use during the construction phase of the proposed project. This impact is expected to be of short duration, and the long-term energy demand is expected to remain stable.

#### **4.6 Growth-Inducing Aspects**

Growth-inducing aspects of a proposed development are those project characteristics and/or effects which would or could cause or promote further development in the vicinity, either due

directly to the project, or indirectly as a result of a change in the population, markets or potential for development in that community. Direct impacts might include, for example, the creation of a major employment center or institutional facility, installation or extension of infrastructure improvements or the development of a large residential project, particularly if that project were designed for a specific demographic group. An indirect impact would cause an increase in the potential for further development in an area, which in turn would result in direct impacts. In this sense, the proposed development projects would contribute to a trend for growth in the vicinity.

As detailed in **Section 3.4.2**, it is expected that the proposed project will change the trajectory of several demographic trends in Sayville, as projected to the year 2023. Absent the project the total population of Sayville is projected to increase by 0.72% from its present (2018) total, and the school-age population is expected to decrease by 8.03 % over that period. However, with the proposed project, **Sayville would experience an anticipated growth of 15.82%** in total population, and a 7.24% increase in school-age children to the year 2023.

It is anticipated that the project would contribute to an increase in activity for local businesses. The project will increase the number of potential shoppers in an area where commercial and service-oriented businesses are available by relatively short auto trips. These businesses, especially those serving the needs of family-oriented customers, would tend to experience increased activity due to the increase in their customer base; this is viewed as a benefit and does not require new facilities but supports existing ones.

Construction of the residences will create both short-term and long-term job opportunities. In the short-term, development will create construction jobs, and indirectly jobs may be created based on increased patronage of material suppliers. In the long-term, the proposed project will create a number of permanent operation and maintenance-related jobs. These jobs may be filled first from within the local labor pool.

These job opportunities would not require relocation of specialized labor forces or influx of large businesses from outside the area to provide construction support. The number of construction jobs created, estimated at 1,384 FTE over the multi-year phased construction period, is not expected to represent a growth inducing factor as these are temporary in duration; however, job creation is viewed as a substantial benefit to the local job market and local economy.

Development of the project will result in an incrementally increased usage of utilities. Electrical and natural gas services are generally available throughout Long Island, and SCWA water supply is available. Because these facilities and services already exist and have the capacity to service the proposed project, no significant growth is expected to result. As the proposed project is being developed with its own STP, no local or regional treatment facilities are needed that would induce growth. The proposed project includes [a significant capacity in its STP for 69,875](#)

gpd of treatment and a public sanitary sewer improvement that will benefit the existing businesses in downtown Sayville. As stated in Section 1.1:

The applicant offers sewer main infrastructure as a no-cost monetary benefit to the Town of Islip. Such infrastructure may be used for treatment of existing wastewater flow generated in the downtown Sayville area, which provides a substantial nitrogen environmental reduction benefit based on existing conditions. The Town will determine when and how such sewerage will occur. To realize this benefit, the Town will need to form a sewer district which will include a map and plan and rate/cost information for connectees. Once the service area of the district is determined, additional analyses may be needed to assess potential growth based on the district, existing zoning, Town comprehensive planning efforts and land use analysis. Given these factors, the offer of sewer main infrastructure remains a monetary benefit to the Town to address groundwater and downgradient surface water impacts from existing development