

**DRAFT SCOPE  
DRAFT ENVIRONMENTAL IMPACT STATEMENT  
SYOSSET PARK <sup>SM</sup>**

**ROBBINS LANE AND NORTH SERVICE ROAD OF THE LONG ISLAND EXPRESSWAY  
SYOSSET, TOWN OF OYSTER BAY, NASSAU COUNTY, NEW YORK**

Overview

This document is a Draft Scope for the Draft Environmental Impact Statement (DEIS) for the proposed mixed-use development to be known as Syosset Park<sup>SM</sup>. The proposed action involves changes in zoning classifications or six parcels designated on the Nassau County Tax Maps as Section 15 - Block H - Lots 243, 244, 247, 248, 251, and 252 (“the subject property”), now classified in the Light Industry (LI) Zoning District to the proposed Planned Unit Development/Mixed-Use (PUD/MU) District.

The subject property, located in the hamlet of Syosset, consists of approximately 92.8 acres and is situated generally east of Robbins Lane, south of the Long Island Rail Road (LIRR) and north of the North Service Road of the Long Island Expressway (LIE) (also known as Miller Place), in the Town of Oyster Bay (the Town), County of Nassau, New York. The 92.8 acres comprises approximately 39 acres of the former Cerro Wire and Cable Company property (“Cerro Wire Property”) (western portion); and approximately 53.8 acres that are occupied by various Town of Oyster Bay facilities, including but not limited to, the Town of Oyster Bay Department of Public Works (DPW) and Department of Environmental Resources (DER), Town animal shelter and former Syosset Landfill (collectively known as the “DPW Site”).

To ensure that the DEIS will address all significant issues, the Town Board of the Town of Oyster Bay, 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

Site History

The Cerro Wire and Cable Company (Cerro Wire) operated on the western portion of the subject property from the early 1950s to circa 1986, when it terminated its manufacture of steel electrical conduits, hot-rolled copper rods and steel strips. In accordance with New York State Department of Environmental Conservation (NYSDEC) regulations, Cerro Wire created a decommissioning program involving site clean-up. In 1983, the site was listed as an inactive hazardous waste disposal site requiring proper closure and disposal of chemicals and hazardous materials. Extensive investigations and remediation were completed between 1978 and 1993 under the oversight of the NYSDEC and New York State Department of Health (NYSDOH), and in 1994 the site was delisted by the NYSDEC and NYSDOH. Between 1997 and 2004, additional investigations conducted at the former Cerro Wire

Property identified several areas of soil contamination and those impacts were remediated under NYSDEC and NYSDOH oversight. Some of the investigations performed during this period were conducted by a prospective purchaser of the former Cerro Wire Property, while others were conducted in connection with the demolition and removal of buildings and structures formerly located at the Cerro Wire Property.

The DPW Site contains the 38±-acre Syosset Landfill. This site, a former sand and gravel mining operation, was used for solid waste disposal from 1933 to 1975. In 1975, the landfill was closed due to suspected groundwater contamination. In 1983, the United States Environmental Protection Agency (USEPA) placed the landfill on the Superfund National Priorities List, and in 1986 the Town entered into a Consent Order with the USEPA that required the Town to undertake an on-site remedial investigation at the landfill. In 1990, based on the results of the on-site remedial investigation conducted by the Town and after community participation, the USEPA issued a Record of Decision (ROD) wherein it announced the remedy selected to address impacts associated with the landfill. The remedy included capping the landfill pursuant to the NYSDEC landfill closure regulations, and requiring long-term groundwater and air monitoring of the landfill. In its ROD, the USEPA also specified that a supplemental investigation had to be conducted to evaluate potential off-site impacts from the landfill. The off-site remedial investigation was completed by the Town in 1996 and, that same year, the USEPA issued its ROD relating to potential off-site impacts. In that second ROD, the USEPA selected a no further action remedy in connection with potential off-site impacts, concluding that landfill capping and monitoring remedy selected in its 1990 ROD was adequate to protect human health and the environment associated with potential off-site impacts from the landfill.

The capping and closure of the landfill was completed in 1997, and annual groundwater and air monitoring has since been performed by the Town. In addition, as required by federal law, the USEPA conducts five-year reviews of the monitoring data to ensure that the remedy continues to be effective. In the USEPA's last five-year review report dated January 18, 2012, the agency concluded that the remedy remains protective of human health and the environment.

The former Cerro Wire Property was the subject of a prior application by Oyster Bay Associates Limited Partnership on behalf of The Taubman Company (the former applicant). The proposed action, the construction of a 960,000 square-foot regional up-scale retail mall (known as "The Mall at Oyster Bay") was analyzed in a DEIS. The DEIS was completed in December 1999. Subsequent to the acceptance of the DEIS, the former applicant submitted revised plans to the Town Board depicting a smaller mall (860,000 square feet). This was done in response to the Town's comments suggesting that the project was too large. The revised plan was analyzed in the May 2000 Final EIS (FEIS). The Town's September 8, 2000 public hearing on the application, in which the former applicant sought Town Special Use Permit and Site Plan approvals, was heavily attended by community residents and other interested parties. A majority of the community strongly opposed the application to create the Mall at Oyster Bay. Community opposition leaders instead proposed alternate development, which the proposed action is intended to address.

The Town Board adopted a Findings Statement regarding the 860,000 sf mall proposal in May 2001, which concluded that adverse impacts could not be mitigated sufficiently for the project to be approved. A further reduction of the size of the mall proposal to 750,000 sf was submitted in correspondence to the Town in May 2001, after the Town Board's adoption of the Findings Statement. The Town rejected the 750,000 sf mall proposal as untimely, and denied the application for an 860,000 sf mall in June 2001. The former applicant initiated an Article 78 challenge to the Town Board's June 2001 decision to deny the 860,000 sf proposed mall.

Litigation was finally decided in June 2009 when the Court of Appeals declined to consider the former applicant's appeal of an Order issued by the Appellate Division of the Supreme Court in January 2009, which upheld the Town's right to require a Supplemental EIS (SEIS) to further evaluate unresolved environmental issues regarding

the 750,000 sf mall proposal. In the end, preparation of the Court-ordered SEIS did not progress, and the Mall at Oyster Bay application was eventually abandoned.

In August 2013, the Town of Oyster Bay approved a referendum to sell the 53.8 acre DPW Site to the current applicant (Syosset Park Development, LLC). In January 2014, the former applicant sold the 39-acre former Cerro Wire Property to the current applicant. .

Since the acquisition of the subject property by Oyster Bay Development, LLC, (now known as Syosset Park Development, LLC) significant outreach has been conducted to ensure that the plan being put forth by the current applicant is consistent with the community's vision for development of this area.

The applicant has met with several community groups, civic associations, service providers (including the school district and fire district), and infrastructure, transportation and environmental agencies, and has conducted three large-scale community meetings (over five separate days) that were open to the public. These meetings were advertised in local papers and postcards were mailed to residents living in the surrounding area. In addition to the meetings and correspondence, the applicant maintains a website, [www.syossetpark.com](http://www.syossetpark.com) (activated on April 2, 2015), and has a Facebook page, both of which: 1) provide information regarding the proposed project, 2) provide a forum for inquiries about the proposed project, and 3) offer updates on the status of the proposed project.

### Description of the Proposed Action

The proposed action consists of the creation of a planned unit development (PUD) district (to be known as PUD/MU), application of the newly-created PUD/MU District to the subject property, and development of the subject property with a mix of uses in accordance with the requirement of the ultimately-adopted PUD/MU District.

Syosset Park<sup>SM</sup> is proposed to feature a variety of residential ownership choices, shops, restaurants, corporate style offices, entertainment and hotel choices in the heart of the development, and a 30-acre community park, in a fully integrated setting. . The DEIS will discuss, to the extent possible, the process that will be undertaken to design the park and its proposed uses, the timing of park construction, the constraints of park use and facilities presented by the landfill cap, park ownership, and responsibility for park construction and long-term park maintenance. Syosset Park<sup>SM</sup> would be a walking "village" that meets the demands of the 21<sup>st</sup> century. It would be a live, work, play, and relax environment with passive and active amenities for all age groups.

The proposed development specifically consists of the following (see attached proposed site plan):

- Office: 200,000 square feet
- Destination Shops: 135,000 square feet
- Retail Shops: 194,000 square feet
- Service/Retail 2<sup>nd</sup> Story: 35,000 square feet
- Theater/Entertainment: 35,000 square feet
- Restaurants/Cafes: 65,000 square feet
- Community Meeting Space: 14,000 square feet
- Residential: 625 units
- Hotels: 350 rooms
- Public Park: 30± acres

Vehicular access is proposed from both Miller Place and Robbins Lane. There would be approximately 3,000 parking spaces associated with the non-residential development and two spaces per home, plus adjacent on-street residential guest parking separate from the non-residential parking.

It is anticipated that public water to serve the site would be provided by the Jericho Water District. Sewage is expected to be handled by the Nassau County municipal system and discharged at the Cedar Creek Water Pollution Control Plant. As explained later in this Draft Scope, water and sewer demand projections will be presented in the DEIS, and consultations will be undertaken with both the Jericho Water District and the Nassau County Department of Public Works (NCDPW).

In order to implement the proposed action, the following approvals are required:

Agency	Type of Permit/Approval
Town of Oyster Bay Town Board	Adoption of PUD/MU Zone · Change of Zone · Master Plan (PUD/MU Plan) Approval · Detailed Site Plan Approval
Town Highway Department	Highway Work Permit
Jericho Water District	Water Connection
Nassau County Planning Commission	239m Referral · Subdivision Approval
Nassau County Department of Public Works	239f Review – Stormwater, Highway Work Permit, Sewer Connection
Nassau County Health Department	Realty Subdivision Review · Sanitary Disposal, Water Supply
Metropolitan Transportation Authority/LIRR	Grade Crossing Improvement Design Review and Approval
NYS Department of Transportation	Highway Work Permit
NYS Department of Environmental Conservation	SPDES General Permit for Stormwater Discharges for Construction Activities (GP-0-15-002 or as amended) · Notice of Intent, Certificate of Completion (No Further Action Regarding Brownfield Cleanup)*
United States Environmental Protection Agency	Consent to Reuse Syosset Landfill

\*The Certificate of Completion would be concurrently issued by the New York State Department of Health. This Certificate of Completion would only be required should the project qualify for entry into the New York State Brownfield Program.

The section of the DEIS entitled *Description of the Proposed Action* will provide a thorough description of the proposed action and of the existing conditions on the approximately 92.8-acre subject property. The *Description of the Proposed Action* section of the DEIS will specifically include information relating to:

- Description of the proposed action, including appropriate maps, aerial photographs, tables, etc.
- Discussion of the SEQRA process as it pertains to the proposed action
- Site and project history and current levels of activity on the project site
- Comparison of the proposed action to prior development proposals (i.e., prior mall proposals)
- Outreach undertaken by the applicant
- Project purpose and need
- Project benefits
- Physical characteristics of the site, such as the boundaries, size and existing pervious and impervious areas and site conditions
- Utilities and existing on-site and adjacent infrastructure systems
- Summary of surrounding land use and roadway/highway network
- Information about the proposed development, including zoning and build-out data (e.g., areas of buildings, impervious pavement, landscaping, buffers, etc. expressed in acreages and percentages)
- Summary of proposed traffic and circulation, parking and access
- Infrastructure requirements, including water supply, wastewater treatment and stormwater management
- Projected construction schedule and detailed phasing plan
- Required local, county and state approvals.

## Potentially Significant Adverse Impacts

The DEIS will be prepared in accordance with the Final Scope promulgated by the lead agency and in accordance with 6 NYCRR §617.9(b). Based upon review of the site, the proposed plan and the Environmental Assessment Form (EAF), a Positive Declaration was issued by the Town Board of the Town of Oyster Bay on February 23, 2016 identifying the following potential impact issues: Zoning, Land Use and Community Character; Soils and Topography; Subsurface Conditions; Transportation; Water Resources; Visual Resources; and Public Controversy. The identified potential significant adverse impacts (both during construction and operation of the proposed project), as well as other relevant issues will be fully addressed in various DEIS sections, as briefly outlined below.

### Soils and Topography

The *Soil Survey of Nassau County* will be used to determine the general soil types on the site and the characteristics of such soils. Soil borings will be conducted on the site and site-specific boring information will be presented and discussed in this section of the DEIS. The suitability of the soils (stability, quality, etc.) and potential engineering limitations for the proposed site alterations and proposed uses on the site will also be examined.

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

An evaluation of the potential impacts to soils and topography and strategies to minimize such impacts will be included in the DEIS. . A description of the measures that will be implemented to mitigate potential impacts from erosion and off-site sediment transport during construction will be presented. The DEIS will also describe the changes in topography that would result from the proposed action, and will provide a discussion of proposed earthwork.

### Subsurface Conditions

This section of the DEIS will describe soil and groundwater conditions at the subject property, with particular emphasis on the former Syosset Landfill and former Cerro Wire Property. The discussion will include a detailed summary of the on-site and off-site soil, groundwater and landfill gas investigations that were conducted at the former landfill under USEPA oversight, the remedy selected by the USEPA to ensure that the landfill will not pose a threat to human health or the environment, the 1997 capping and closure of the landfill in accordance with the NYSDEC's landfill closure requirements, the restrictive covenants imposed by USEPA in connection with the future use of the landfill, and the ongoing maintenance and monitoring activities currently conducted at the landfill. The section will also include a description of the applicant's discussions with the USEPA and the Town regarding the future proposed reuse of the landfill as a community park and parking area.

With regard to the former Cerro Wire Property, this section of the DEIS will include a summary of the myriad soil and groundwater investigations, remedial activities conducted at the site, the involvement of the NYSDEC and NYSDOH in the investigation and cleanup of the site and the demolition of site structures, and the activities planned by the applicant and the NYSDEC and NYSDOH to ensure that the future proposed use of the former Cerro Wire Property is protective of human health and the environment. The summary will also describe the applicant's plan to apply to enter the former Cerro Wire Property into the New York State Brownfield program, and will include a detailed description of that program.

This section of the DEIS will also discuss known soil and groundwater conditions at the portion of the DPW Site that is used by the Town as an impound lot, animal shelter, and various buildings used by the Public Works,

Highway and Sanitation Departments. The discussion will include a detailed description of Phase I and Phase II Environmental Site Assessments conducted at this portion of the subject property, as well as additional investigative activities the applicant intends to perform after the Town has vacated the area. If additional mitigation and/or remedial measures are required, they will be developed with the appropriate involved agencies to ensure the protection of human health and the environment during both the demolition/construction and operational phases of the proposed project, and will be summarized in this section of the document.

### Water Resources

In this section, regional and local hydrogeological conditions and water quality will be discussed. Depth to groundwater will be provided. To adequately assess the potential impacts associated with the proposed development, a consistency analysis with the recommendations and standards for development within the relevant hydrogeologic zone, as set forth in the *Long Island Comprehensive Waste Treatment Management Plan* (the "208 Study"), will be performed. The relevant requirements, and sections of the Nassau County Public Health Ordinance will be reviewed, and the compliance of the proposed action therewith will be evaluated.

Since the eastern portion of the site is a former landfill, groundwater monitoring wells were installed as part of the remediation process. Information regarding the groundwater quality, level and direction obtained from these monitoring wells will be included in this section of the DEIS.

The site is currently served by public water (Jericho Water District), and sanitary flow is proposed to be accommodated via connection to the Nassau County municipal sewer system. Potable water demand and sewage generation would be projected. Additional discussion of water supply and sewage disposal, including infrastructure issues, will be included in the DEIS section entitled, *Community Facilities and Utilities*.

Existing and post-development drainage conditions and stormwater management measures will be evaluated. Based upon engineering information provided, a proposed stormwater management system will be designed to minimize stormwater impacts from the proposed development. In addition, localized stormwater mitigation measures will be used to minimize potential stormwater impacts. Thus, this section of the DEIS will include projections of stormwater to be generated, discussion of the proposed collection and management systems, discussion of anticipated changes in drainage patterns, and analysis of how the proposed stormwater management system will comply with applicable regulatory requirements, including the prevailing local and County regulations and standards for on-site storage volume.

Based on review of the NYSDEC Freshwater Wetland maps as well as site inspections, there are no wetlands on the subject property. This information will be incorporated into the DEIS.

### Zoning, Land Use and Community Character

This section of the DEIS will describe and provide maps depicting the existing land uses and zoning on the subject site and the surrounding area. The study area encompasses the following boundaries, New York State Route (NY RT) 106/107 to the west, NY RT 135 to the east, Woodbury Road to the south, and approximately ½-mile north of Jericho Turnpike to the north. A physical description of the site (i.e., size, boundaries, landscaping, open space, etc.) will be provided in the DEIS. The character of the surrounding community will be described in terms of specific uses and land use patterns, zoning, socioeconomic characteristics, and other factors. As part of this effort, relevant land use plans (if any) and zoning regulations will be reviewed and analyzed.

The proposed zoning to be created and applied to the site will be described in this section and included as an appendix to the DEIS. This section of the DEIS will also discuss the proposed review and approval process that

will pertain to the approved master plan (known as the PUD/MU plan) as well as subsequent detailed site plans, and will describe any provisions for flexibility to allow the adjustment of uses or other elements of the approved master plan to enable the developer to respond to changes in market trends as the proposed development is built over the long term.

This section will also describe the proposed changes in the land use of the site, as well as provide a detailed description of the proposed development. The DEIS will describe and quantify the areas to be developed with buildings, roadways, walkways, etc. as well as other impervious areas and their use.

An assessment of the compatibility of the proposed action with surrounding land uses and zoning and the project's conformance with land use plans, if applicable, will be conducted. This section will also include a discussion of the potential changes in the elements comprising the character of the surrounding community, including land use patterns, socioeconomic characteristics and other factors, due to the proposed project. Furthermore, an analysis will be performed to determine the potential for the proposed rezoning and changes in land use to cause secondary development in the surrounding area. The findings of this analysis will be documented in the DEIS. This section will include a discussion and analysis regarding existing, successful mixed-use communities and how these communities are or are not analogous to the proposed Syosset Park development.

### Transportation and Parking

This section of the DEIS will describe the existing traffic conditions and evaluate the effects of the proposed action on the surrounding area roadways and parking. A complete Traffic Impact Study (TIS) and Shared Parking Demand Study will be prepared and appended to the DEIS and summarized in the body of the text.

The scope of the Transportation and Parking section of the DEIS closely follows the Final Scope for the DEIS for the Mall at Oyster Bay. The analysis locations in regard to intersections and ramps and weaving areas are the same, with the exception of proposed access point locations. However, as the proposed Syosset Park is a mixed-use proposal, the DEIS will include the analysis of a weekday a.m. peak hour period. The Mall at Oyster Bay, as retail-only, analyzed the weekday p.m. and Saturday midday peak time periods. In addition, as the proposed Syosset Park includes additional property currently housing Town facilities, traffic counts quantifying current activity at those facilities are also included.

In order to provide the basis for the existing condition for the TIS, the following data collection plan is proposed. As a part of the traffic volume data collection, the following tasks will be conducted and the results included in the TIS.

- Manual turning movement counts will be conducted at the following intersections on one typical weekday during the a.m. and p.m. peak periods and on one typical Saturday during the Saturday midday peak period:
  - Robbins Lane at Marlene Drive
  - Robbins Lane at North Service Road of the LIE (I-495)
  - Robbins Lane at Aerial Way
  - Robbins Lane at Birchwood Park Drive
  - Robbins Lane at Lydia Place at Robbins Lane School
  - Robbins Lane at Jericho Turnpike (NY RT 25)
  - Jericho Turnpike (NY RT 25) at Michael Drive
  - Jericho Turnpike (NY RT 25) at Underhill Boulevard
  - Jericho Turnpike (NY RT 25) at Gordon Drive

- Jericho Turnpike (NY RT 25) at Lafayette Drive
- Jericho Turnpike (NY RT 25) at South Oyster Bay Road
- Jericho Turnpike (NY RT 25) at Woodbury Road
- South Oyster Bay Road at North Service Road of the LIE\* (I-495)
- South Oyster Bay Road at South Service Road of the LIE (I-495)
- South Oyster Bay Road at Woodbury Road
- South Oyster Bay Road at Old Country Road
- NY RT 106/107 at North Service Road of the LIE (I-495)

\*The North Service Road is also known as Miller Place

Figure A, attached, presents the location of all the above noted study intersections on an aerial base map. The counts will be conducted between 7:00 and 9:00 a.m. and between 4:00 and 7:00 p.m. on a typical weekday. Additionally, traffic counts will be conducted between 10:00 a.m. and 2:00 p.m. on a typical Saturday. These time periods are expected to coincide with the peak periods of traffic activity of the use and surrounding roadways.

- Twenty-four hour Automatic Traffic Recorder (ATR) data will be collected at the locations below for use in the performance of ramp and weaving analysis. This data will be collected for seven consecutive days.
  - The ramp connections on Jericho Turnpike (NY RT 25) to and from NY RT 106/107 (12 locations)
  - The ramp connections on Jericho Turnpike (NY RT 25) to and from the Seaford-Oyster Bay Expressway (six locations)
  - The ramp connections on South Oyster Bay Road to and from the Northern State Parkway (10 locations)
  - The five merge and diverge points on the LIE (I-495) from the North and South Service Roads serving Robbins Lane and South Oyster Bay Road (five locations)
  - The weave section located on the North Service Road of the LIE (I-495) between the LIE (I-495) ramps (one location)
  - The weave section located on the South Service Road of the LIE (I-495) between the LIE (I-495) ramps (three locations)

The attached Figure A, also presents the location of the above-noted interchanges, with the exception of the ramp and weaving sections along the LIE and its Service Roads, which are excluded to preserve clarity.

- Manual turning movement counts will be conducted for the same hours as the turning movement counts above during the weekday only for the five access points to the Town of Oyster Bay municipal office and Town DPW yard (collectively the DPW Site) on the LIE North Service Road (Miller Place).

The TIS will include the following data and analyses:

- Existing roadway features in the study area, including the number, direction and width of travel lanes, posted speed limits, maintenance jurisdiction, parking regulations, signs, bus stops and traffic control devices will be identified.
- Traffic accident data for the most recent three-year period for the study intersections and roadway segments between them will be obtained from the New York State Department of Transportation (NYSDOT) and will be summarized and tabulated. This will include studied ramp and weaving areas. Should the NYSDOT identify a High Accident Location (HAL) in the vicinity of the site additional, more detailed accident analysis will be required by NYSDOT.

- The collected weekday a.m., p.m. and Saturday midday traffic data as described above will be compiled and an analysis will be conducted of the existing operating conditions at study intersections using the appropriate methodology presented in the latest edition of the *Highway Capacity Manual*. The analysis will be conducted utilizing the latest Synchro analysis software.
- The collected ATR data will be compiled and an analysis of the existing operating conditions at freeway ramp junctions and weaving areas will be performed. This analysis will be performed using the appropriate methodology presented in the latest edition of the *Highway Capacity Manual*. The analysis will be conducted utilizing latest Highway Capacity Software or CORSIM Software.
- The "No-Build" base traffic conditions will be estimated by applying a background traffic growth factor, using NYSDOT's Long Island Transportation Plan (LITP) growth rates, to the existing traffic volumes. In addition, traffic generated by other planned developments in the vicinity of the site will be identified and if warranted, will be included in the "No-Build" base condition.
- Trip generation estimates for the weekday a.m., p.m. and Saturday midday peak periods will be estimated using recognized traffic engineering resources, such as the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 9<sup>th</sup> Edition.<sup>1</sup> As the proposed development is mixed-use and contains components that will result in internal trip making between uses, appropriate internal capture credits will be determined and applied. These credits will be determined through the review of published sources and be mutually agreed upon by the applicant and the Town. Appropriate pass-by credits will be used for the components of the development plan to which they apply.
- Based on a review of the proposed site access points and the existing travel patterns in the area, the trip distribution patterns will be determined and the site-generated traffic will be assigned to the roadway network in the study area. This assignment will be done based upon available market studies or other information which may aid in the development of the most accurate distribution.
- The site-generated traffic will be added to the "No-Build" volumes at each of the study intersections, site access points, ramp junctions and weaving areas to determine the "Build" conditions. The "Build" condition will then be analyzed using Synchro (latest edition) to determine the relative impacts of the proposed project on surrounding roadways.
- An evaluation of the proposed site driveway(s), the parking layout, and the overall site layout with regard to access and internal circulation, will be reviewed and recommendations will be provided.
- The potential for use of Gordon Drive to provide emergency access to the site as well as the potential for use as local access to the public park portion of the project will be discussed.
- Discussion of existing railroad and railroad crossing gate operations, including timing and frequency of trains passing the site.
- As part of the development of the master plan (PUD/MU plan), an assessment of the Robbins Lane grade crossing was conducted to evaluate the improvements that would be required at that crossing to accommodate the proposed action. The performance of such an assessment includes a Team Diagnostic

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<sup>1</sup> Appropriate ITE Land Use Codes will be used to apply trip generation rates to the various components of the proposed mixed-use plan. Similar commercial/retail land uses will be aggregated and treated as one ITE Land Use category. For example, the Village Center portion of the development plan is proposed to contain a variety of uses that will be categorized as the ITE Land Use "Shopping Center," and will be treated as such for the purposes of trip generation. This is standard practice for impact studies of this type and also consistent with the ITE Land Use Code used in the EIS for *The Mall at Oyster Bay*.

Review process, which is advised by the Federal Railroad Administration (FRA), part of the United States Department of Transportation (USDOT). The Team Diagnostic Review process is performed to reach agreement on the improvements required for the Automatic Highway Crossing Warning Systems (AHCW) for the subject grade crossing by all agencies that have an interest in the grade crossing. The Diagnostic Team assembled for the Robbins Lane Grade Crossing included FRA, the Town, LIRR, PSEG-LI, and NYSDOT.

The Diagnostic Team review considers the age and condition of the existing AHCW equipment; the condition of the roadway crossing surface; how the proposed roadway modifications will require modifications to the existing system; if additional improvements are warranted for the crossing due to accident history or changes in standards; and the standard materials and equipment currently used by the railroad on other crossings. A report was prepared entitled, *Team Diagnostic Review Grade Crossing Improvement Project Robbins Lane*, which summarizes the initial assessment of the Robbins Lane grade crossing. This report will be summarized in the body of the DEIS and will be annexed as an appendix. The aforesaid report was reviewed at a Diagnostic Team Meeting held on-site on July 23, 2015 with personnel from the Town, FRA, LIRR, and PSEG-LI. At this Diagnostic Team Meeting, the required improvements to the grade crossing were agreed upon collectively, and include, among others, a new roadway median with flexible bollards, new gates, new cantilevers, new flashers, new warning signs, resetting of the overhead power lines, and an extension of the concrete grade crossing surface to accommodate a new sidewalk along Robbins Lane in front of the project site. The Robbins Lane Crossing Layout Plan highlights these improvements, and this plan will be discussed in the DEIS and appended to the document.

In addition, although not proposed as part of the action contemplated herein, the history of past efforts to grade separate the current at-grade crossing, and conceptual feasibility of grade separation will be included in the DEIS.

- A Traffic Signal Warrant Analysis will be performed using the most applicable warrants contained in the Federal Manual of Uniform Traffic Control Devices for each proposed signalized access point (assumed two on Robbins Lane).
- An evaluation of the potential for increased use of neighborhood streets by project traffic (cut-through traffic) will be performed. This will include a study of logical paths that cut-through traffic may use in the neighborhood west of Robbins Lane to NYS RT 106/107 (East Birchwood) as well as paths through the neighborhoods south of the LIE west of South Oyster Bay Road (Birchwood at Syosset and Birchwood Park at Locust Grove). This evaluation will include distances travelled, speeds, and traffic controls on these potential cut-through routes and a determination of the likelihood of their use versus the use of the main roadways in the study area in arriving and leaving the site of Syosset Park.
- The impacts of the proposed development on local pedestrian activity will be evaluated. This will include discussion of the likelihood of the development to generate increased pedestrian activity in the area and what improvements will be proposed to accommodate increased pedestrian traffic in the area of the site on Robbins Lane. A discussion of pedestrian activity expected as a result of the development of the proposed park will also be included, as appropriate.
- Potential traffic related impacts of the proposed development on the operation of Robbins Lane School and the Syosset Library will be evaluated.
- The proposed parking provided will be evaluated through the performance of a shared parking study (described below).

- An evaluation of potential impacts on parking at the Syosset and Hicksville LIRR stations will be conducted, and a projection of increases in demand due to the proposed project will be performed, using United States (US) Census or other similar data.
- The need for traffic mitigation measures, recommended changes to site access, and project timing will be determined based upon the results of the analysis. The study will identify the parties responsible for implementing and funding the identified traffic mitigation.
- Identified mitigation will be evaluated with regard to potential phasing. This will identify thresholds of development at which levels of mitigation need to be in place to ensure significant impacts do not develop.
- A shared parking demand study will be developed for the proposed project. The goal is to understand the synergy between the different land uses and how parking demands vary throughout the day (i.e., retail demand peaks during the daytime while residential demand peaks overnight). This study will help achieve a reduced overall parking supply with a shared parking environment to reduce the total amount of parking needed compared to stand-alone land uses. Using industry standards and parking data from comparable sites (as available), a shared parking demand analysis will be developed. Hourly parking demand will be generated for each land use using the ITE parking rates. These estimates will indicate the peak parking demand for each land use by time of day. Cumulatively the combined estimates will arrive at a shared hourly demand for the project. These estimates will be conducted for a typical weekday and weekend as well as during the holiday shopping season when the retail parking demand typically increases.

As appropriate, an internal capture rate among the various land uses may be applied to the analysis since the traffic is not all destination traffic. The opportunity for trip sharing among the land uses will be investigated and a parking reduction applied to the parking volumes establish using ITE, if appropriate.

- With respect to demolition and construction, the potential impacts of construction-period activities on the roadway network in the vicinity of the site will be evaluated and recommendations regarding specifics of routing of construction vehicles (including heavy vehicles, deliveries and worker vehicles) will be made. In addition, this analysis will consider and discuss:
  - Construction schedule, by phase
  - Hours of construction activity, including arrivals and deliveries
  - Construction equipment to be used on-site, by phase, and the arrival routes and access points to be used
  - Demolition, as well as cut and fill, and estimate of trucks trips associated with these activities
  - Internal construction traffic circulation and the minimization of disruption to occupied portions of the site
  - Number of construction workers to be on-site by phase, and the arrival/departure routes and access points to be used
  - Parking accommodations for construction workers
  - Recommended construction access points and permits required
  - Methods to minimize construction-related traffic and parking impacts.

### Air Quality

Existing ambient air quality, climate, and meteorological data for the project area will be collected and summarized. The project area's current status with regard to 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.

A microscale (localized) carbon monoxide (CO) analysis will be conducted to determine whether project-related changes in local traffic conditions would cause or exacerbate a violation of the 8-hour NAAQS for CO.

- Local pollutant levels will be estimated as follows:
  - An intersection screening analysis will be conducted at 24 locations. Traffic data (volumes, levels of service) at the major roadways and intersections that may be affected by the proposed project will be reviewed to select six locations that warrant detailed analysis based on the NYSDOT *The Environmental Manual* (TEM) methodologies. Analysis sites will include intersections affected by vehicles generated by the project and the project-related vehicles entering and exiting proposed parking facilities that will be affected by increased queuing. Up to three peak hour time periods (i.e., a.m. and p.m. and Saturday midday) will be considered at each of these analysis sites.
  - Dispersion modeling analyses will be conducted at the six analysis site selected, utilizing the USEPA CAL3QHC (Version 2) mobile source dispersion model. CAL3QHC predicts peak one-hour pollutant concentrations using assumed meteorology and peak-period traffic conditions. All major roadway segments (links) within approximately 1,000 feet from each analysis site (i.e., congested intersection) will be considered. Geometries will be developed for each of the analysis sites. Speed runs will be collected at affected roadway links. These speed runs will be performed for the weekday a.m. and p.m. peak periods as well as the Saturday midday peak period. It is assumed that speed runs will be required on five identified roadway segments. At least three runs will be performed on each segment in each of the time periods noted.
  - Worst-case meteorological conditions, including wind speed, stability class, ambient temperature, and persistence factor, will be selected for the microscale CO analysis. Modeling inputs and background levels recommended by NYSDEC and NYSDOT will be used. Vehicular emissions will be computed using the latest version of USEPA's emission factor algorithm, currently MOVES2014. Proper credits to account for the region's inspection/maintenance and anti-tampering programs will be incorporated.
  - Pollutant levels will be estimated at each analysis site under existing conditions and two future years (under No-Build and Build conditions). Since the project is located in a CO maintenance area, the two future years of analysis will be analyzed including the opening year / Expected Time of Completion (ETC) and the worst-case of ETC +10 years or ETC +20 years, or the "critical year." The need for ETC + 10 or ETC + 20 will be determined based on a screening calculation. To support the air quality analysis at either ETC + 10 or ETC + 20 an additional set of future years No-Build and Build traffic analyses will be performed. At each analysis site, CO concentrations will be calculated. As no measurable change in diesel traffic is anticipated, no localized analysis of particulate matter (PM<sub>10</sub> or PM<sub>2.5</sub>) is proposed.
  - Peak one-hour CO concentrations will be estimated directly from modeling analysis results. Peak eight-hour CO concentrations will be calculated based on peak one-hour concentrations, a persistence factor and background concentration.
  - Estimated pollutant levels would be compared with the NAAQS.
  - If total predicted CO concentrations with the proposed project exceed the NAAQS, mitigation measures will be identified.

An air quality analysis will be conducted to estimate the potential impacts of the proposed parking garages and lots. Because the garages would be used almost exclusively by gasoline-powered automobiles and not diesel-fueled trucks, CO will be the only pollutant considered for this analysis. CO concentrations will be estimated near the exhaust vents of the facilities at receptors located at five (5) and 50 feet from the exhaust vents as well as at nearby windows, if applicable. Contributions from emissions generated by street traffic will be added to project-generated impacts and appropriate background levels to estimate the total concentration. The maximum total eight-hour CO concentration (i.e., including garage impact, street traffic contributions, and background concentration) will be estimated and compared to the CO NAAQS.

An air quality analysis using the USEPA AERMOD model with five years of meteorological data (2010-2013) will be conducted to estimate total pollutant concentrations. Total pollutant levels will be compared to the NAAQS, for one-hour standard for nitrogen dioxide (NO<sub>2</sub>) and sulfur dioxide (SO<sub>2</sub>), and the annual and 24-hour PM<sub>2.5</sub>. If concentrations with the proposed project exceed the NAAQS, mitigation measures will be identified.

In addition to operational impacts, the demolition and construction activities associated with the proposed project could potentially affect air quality levels at sensitive receptors in the surrounding study area. Potential air quality impacts associated with construction include emissions generated on-site (i.e., demolition, excavation activities, spoil and rock removal, construction equipment, and truck movement) and off-site (traffic effects due to construction truck trips and lane closures).

Specifically, the analysis will determine whether construction of the proposed project would:

- Cause or exacerbate violations of applicable NAAQS
- Cause impacts greater than the significant threshold values (STVs) established by NYSDEC.

The analysis of the potential impacts from on-site activities during the construction period will include estimates of emissions generated by diesel-powered construction equipment and dust-generating activities and, if necessary, the identification and evaluation of emission reduction measures that may be necessary to mitigate potential significant air quality impacts.

### Noise and Vibration

The proposed mixed-use development project will be evaluated for its potential noise and vibration effects. The evaluation will include an analysis of both mobile source and stationary source sound levels associated with the project. The evaluation will also include an assessment of existing sound levels and vibration levels based upon a monitoring program.

Six noise measurement locations around the perimeter and internal to the subject property, have been identified to conduct noise monitoring. These are located along the property boundary adjacent to: Robbins Lane, the LIRR tracks, LIE North Service Road (Miller Place), Gordon Drive, and South Grove Elementary School, with one to be located in the center of the subject property. Sound level measurements will be conducted for a 24-hour period at the selected locations using a Type 1 noise monitor to establish existing sound levels. Measurements will be conducted to capture conditions representative of a typical weekday and a typical Saturday. The noise monitor will meet the appropriate American National Standards Institute (ANSI) standards and will measure the following sound levels: L<sub>max</sub>, L<sub>min</sub>, L<sub>1</sub>, L<sub>10</sub>, L<sub>50</sub>, L<sub>90</sub>, L<sub>eq</sub>. The noise measurements will also include octave band data. The measurements of existing sound levels will be used to establish existing sound levels in the vicinity of the project site and will be used in the development of the traffic noise model.

Ground-borne vibration measurements will be conducted at up to three locations on the subject property near the existing LIRR tracks. Measurements will be conducted of up to 10 LIRR train pass-bys to characterize the existing vibration conditions at the closest proposed building locations. Measurements will be conducted using ground-mounted accelerometers and digital recording equipment.

A roadway noise analysis will be conducted using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) to calculate sound levels associated with mobile source from the project. The model will include major roadways, such as the LIE, and the local roadways in the vicinity of the project site. Noise monitoring data collected will be used to validate the TNM model. The TNM input data will include peak noise period traffic volumes, vehicle speeds, and roadway and receptor geometry. The attenuation effects of terrain, vegetation, trees, and building structures will also be included in the modeling analysis. Based upon this information, TNM will calculate sound levels at each receptor location within the study area for existing, future No-Build, and future Build conditions.

A noise and vibration impact assessment will be conducted of the rail activity associated with the LIRR line traveling along the west side of the subject property. The noise and vibration analysis will follow the procedures outlined in Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* guidance document. The noise analysis will utilize FTA's noise assessment spreadsheet model for determining potential impacts associated with the rail activities. Future vibration conditions will be predicted and the potential for impact (human annoyance and potential structural damage) will be assessed using the FTA's detailed vibration analysis methodology. The model will incorporate operation parameters, such as but not limited to, train schedule, type of train, number of locomotives, number of cars, and type of tracks.

A noise analysis of the stationary sources associated with the proposed project will be conducted using the Cadna-A model. The model will evaluate sound levels associated with the various mechanical equipment for each of the proposed building structures on the project site under future Build conditions. Noise specifications of the proposed mechanical equipment will be obtained to the extent practicable. The DEIS will include an analysis that projects the manufacturer's reference sound levels to sensitive receptor locations using the propagation of sound over distances. The calculations may include adjustments for terrain, building blockages, and potential mitigation measures.

The DEIS will include an assessment of the need for, feasibility and reasonableness of noise and vibration mitigation measures to minimize impacts to future residents of the development due to the site's proximity to transportation sources including LIRR trains and the LIE. As determined to be needed, feasible and reasonable, general noise and vibration mitigation recommendations will be provided in the DEIS.

This section of the DEIS will also examine potential construction-related noise impacts. The construction noise assessment will follow the guidelines of the NYSDOT TEM and be in conformance with the town's noise ordinance requirements in determining the potential for significant adverse construction noise impacts.

The noise analysis will evaluate the potential noise impacts from both on-site and off-site construction activities. On-site construction noise sources consists of both mobile and stationary sources. These sources could include, but are not limited to, demolition, the use of dump trucks, dozers, excavators, generators, and compressors. The noise analysis will consider site location, potential construction equipment, duration of use, surrounding land uses and topography. The noise analysis will also evaluate the potential noise impacts along the roadways that will be used by the construction vehicles to access the project site. The analysis will determine if sensitive receptor locations adjacent to the roadways, such as residential uses, will experience noise impacts based on state and local impact criteria. Should exceedances of the impact criteria occur, mitigation measures that could be undertaken to reduce these noise levels would be identified.

## Socioeconomics

This section of the DEIS will examine existing socioeconomic characteristics of the site and provide basic demographic data (e.g., population, housing, income, employment) for the surrounding area. The demographic analysis will include data from the hamlets of Syosset and Jericho, the Town of Oyster Bay and Nassau County. Projections of future socioeconomic conditions upon development of the proposed project will be presented, and mitigation presented, if warranted.

The economic and fiscal impact analysis will include the following information:

- Delineation of the trade area for the proposed retail portion of the development, based upon definitions from the Urban Land Institute.
- Demographic data for the overall trade area, by census tract, from the US Census Bureau.
- Retail sales and expenditure data for the trade area from ESRI, a national provider of geographic planning data.
- A retail “leakage” analysis to illustrate the specific retail sectors where consumers are spending their money within the identified region.
- Based upon the ESRI Business Analyst and field verification, the market supply of retail establishments within the trade area.
- An analysis of market demand and household buying power in the trade area, based upon US Census Bureau and ESRI Business Analysis data.
- An analysis of trade area capture rate and supportable retail space.
- Population projections, based upon the type and number of residential units proposed and projections from US Census Bureau.
- Employment projections for both the construction and operational phases of the proposed project using IMPLAN data and software<sup>2</sup>.
- Discussion of both direct and secondary economic impacts of the construction and operational phases of the proposed project, using IMPLAN data and software. A summary of the IMPLAN model report outputs for direct, indirect and induced effects on jobs, labor income and economic output for the construction period and the operations at build-out will be provided.
- Discussion of the proposed housing types including: projected price ranges, floor area calculations, bedroom mix, target market, and ownership restrictions (e.g., senior housing).
- Retail sales tax and hotel tax analysis.
- A property tax analysis of the proposed project at full occupancy, and projected potential costs of services to examine the net property tax effects. The DEIS will examine the balancing of the timing of the need for services versus the timing of the tax revenue generation (e.g., the timing of the generation of school-aged children versus generation of tax revenue from non-residential portions of the project, so that the development remains tax positive).
- Discussion of the potential tax abatements that will be sought for the proposed development.

## Community Facilities and Utilities

The existing community facilities and services, as well as utilities (i.e., schools, police, fire, ambulance, health care, parks and recreational facilities, solid waste, water supply, electricity and natural gas), and the ability of these services to accommodate the proposed development will be discussed. The impact assessment will include

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<sup>2</sup> The IMPLAN system relies on an input-output methodology. Input-output models map the linkages of inter-industry purchases and economic output within a region and can be used to estimate the economic impacts that occur as a result of “indirect” purchases that businesses and organizations make from other local industries using revenue gained from the initial direct spending.

consultations with each respective service provider to determine the existing facilities and ability to serve the proposed future development. This section of the DEIS will include documentation confirming consultations with the Jericho Water District and the NCDPW with respect to service availability.

### Visual and Cultural Resources

This section of the DEIS will discuss the visual character of the site and area, and representative photographs will be provided. Potential changes to visual character from various off-site vantage points will be evaluated through the provision of post-development depictions (i.e., realistic photosimulations/renderings) as well as narrative descriptions. Post-development depictions of the proposed development will be presented from: the residences along Abby Lane; the elementary school located along Colony Lane; the Long Island Expressway North Service Road (Miller Place); and Robbins Lane.

This section of the DEIS will also discuss potential lighting associated with the proposed development. It will discuss methods for ensuring that no spill-over lighting impacts will occur to adjacent properties and roadways.

A preliminary review of the database and maps of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) indicates that the subject property is not located within an area of potential cultural sensitivity. The Town of Oyster Bay List of Landmarks will be reviewed with respect to the presence of local historic landmarks, and will analyze impacts to same if they exist.

### Construction Impacts

This section of the DEIS will summarize the potential impacts associated with demolition and construction related to the proposed mixed-use development. This section will summarize the proposed construction schedule and phasing, addressed earlier in the DEIS. A discussion of travel routes, construction entrances and construction material staging and construction worker parking will be included in this section of the DEIS. Traffic associated with removal of demolition debris, earthwork, construction workers, material deliveries and construction equipment will be assessed. Furthermore, as described within the technical sections, potential noise impacts associated with demolition and construction activities will be evaluated for consistency with the NYSDOT TEM and the Town's noise ordinance. In addition, potential construction-related erosion and sedimentation due to ground disturbance and grading, air quality (including fugitive dust), vibration and visual/aesthetic impacts will be also be evaluated, as described above. Construction-related employment projections, as well as the socioeconomic impacts of construction on the surrounding community will be summarized in this section of the DEIS. A description of mitigation measures proposed to address and minimize the potential demolition and construction impacts also will be summarized in this section of the DEIS.

### Use and Conservation of Energy

The energy sources to be used, expected levels of consumption and means to reduce consumption are discussed in this section. In addition, a discussion of any measures related to the use and conservation of energy and other sustainability practices, such as the degree to which green technologies, Leadership in Energy and Environmental Design (LEED) elements and similar construction techniques will be used in the proposed development, will be included herein.

Energy (direct and indirect) and greenhouse gas (GHG) emissions estimates will be developed for the Build and No-Build conditions for Expected Time of Completion (ETC) and either ETC +10 years or ETC +20 years for the proposed action. The procedures used to assess and quantify the energy consumption impacts of the project will be based on NYSDEC's "Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impacts

Statements" and projected increases in project related electrical energy requirements and decreases in vehicle miles traveled (VMT). Energy consumption will be quantified in British Thermal Units (BTUs) and in equivalent barrels of crude oil (Bbl); changes in GHG emissions in carbon dioxide equivalents (CO<sub>2</sub>e) will also be presented.

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

In order to conduct the analyses of potential adverse impacts, available information will be collected and reviewed, and empirical information will be developed. Relevant information from the previous DEIS entitled *The Mall at Oyster Bay* and dated December 1999 and the subsequent May 2000 FEIS, will be incorporated, if and 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.

#### Subsurface Conditions

- Sampling results
- Reports regarding subsurface conditions and demolition activities
- Relevant NYSDEC, USEPA and Town documents related to the subject property

#### Soils and Topography

- *Soil Survey of Nassau County*
- Soil borings, as available
- USGS Maps and site-specific topographic surveys

#### Water Resources

- USGS water table map and monitoring well data, as available
- *Long Island Comprehensive Waste Treatment Management Plan*
- *New York Guidelines for Urban Erosion and Sediment Control*
- *Reducing the Impacts of Stormwater Runoff from New Development*
- *New York State Stormwater Management Design Manual*
- *Long Island Comprehensive Special Groundwater Protection Area Plan*
- Consultations with the NCDPW and the Jericho Water District
- NYSDEC Freshwater Wetland maps

#### Zoning, Land Use and Community Character

- Available and relevant zoning codes and maps and comprehensive plans (master plans, planning documents, such as the *Town of Oyster Bay Zoning Code*, *Nassau County Comprehensive Plan*, and *Town of Oyster Bay Final Groundwater Protection and Open Space Preservation Plan*)
- *Long Island Sustainability Plan*
- *Final Strategic Plan for Long Island* (Long Island Economic Development Council)
- Site and area inspections

#### Transportation and Parking

- Traffic counts
- Most-recent three-year accident data

- ITE's publication entitled *Trip Generation*, Latest Edition
- ITE's Shared Parking Guidelines
- *Highway Capacity Manual*, latest edition
- Synchro, latest edition
- American Association of State Highway and Transportation Officials (AASHTO) "Policy on Geometric Design of Highways and Streets"
- New York Metropolitan Transportation Council (NYMTC) 2010 to 2035 Regional Transportation Plan
- National Complete Streets Coalition and NYSDOT Complete Streets Policy
- Consultations with NCDPW, Town of Oyster Bay, NYSDOT, MTA/LIRR

#### Air Quality

- A New York State Ambient Air Quality Reports (2008 through 2013), <http://www.dec.ny.gov/chemical/8536.html>
- Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements. New York State Department of Environmental Conservation. Office of Air, Energy and Climate. July 15, 2009.
- New York State Greenhouse Gas Emissions Inventory and Forecasts for the 2009 State Energy Plan. New York State Energy Research and Development Authority. August 06, 2009.
- New York State Department of Transportation. *The Environmental Manual* Chapter 1.1 - Air Quality Project Environmental Guidelines, NYSDOT Environmental Analysis Bureau. New York, January 2001, Section 8. Air Quality Models updated in December 2012.

#### Noise

- Highway Noise Fundamentals, Federal Highway Administration, September 1980.
- Chapter 156, Code of the Town of Oyster Bay New York, v75 updated 04-01-2012
- 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise.
- New York State Department of Transportation. *The Environmental Manual*, Chapter 4.4.18, April 2011.
- Measurement of Highway-Related Noise, United States Department of Transportation, Federal Highway Administration, FHWA-PD-96-046, May 1996

#### Socioeconomics

- 2000 and 2010 Census Data
- IMPLAN
- Market data, where available

#### Community Facilities and Utilities

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

#### Visual and Cultural Resources

- Site and area inspections and photographs
- Town of Oyster Bay Landmarks Designation List and Town of Oyster Bay Code, Chapter 143, *Landmarks Preservation*
- Correspondence from OPRHP

### Construction Impacts

- Local noise and construction ordinances
- Relevant standards and regulations governing sediment and erosion control

### Initial Identification of Mitigation Measures

As the DEIS analyses have not yet been conducted, no specific mitigation measures have yet been developed. Nonetheless, where the impact analyses conducted in the DEIS indicate the potential for significant adverse impacts, this section of the DEIS will set forth measures to mitigate those impacts.

### 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. Thus, 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:

- No-Action (site remains as it currently exists)
- Development Pursuant to Prevailing Zoning (Office)
- Development Pursuant to Prevailing Zoning (Industrial)

While not a development alternative, for illustrative purposes, the impacts associated with the development of the Cerro Wire Property with 750,000 square feet of retail space (as described in the most-recent DEIS prepared by the prior applicant) and the DPW Site with 870,000 square feet of office space, in accordance with prevailing zoning, will be compared to those of the proposed action.

## Organization of DEIS

Although not required as part of a Draft Scope, so that involved agencies and interested parties can comment on the proposed sections of the DEIS, a proposed table of contents follows:

- 1.0 Executive Summary
  - 2.0 Description of Proposed Action
    - 2.1 Introduction
    - 2.2 Brief History of the Property and Summary of Prior SEQRA Process
      - 2.2.1 Property History
      - 2.2.2 Prior Application and SEQRA Process
    - 2.3 Summary of Existing Conditions
  - 2.3.1 Existing Land Use and Site Conditions
  - 2.3.2 Existing Transportation Network
  - 2.4 Proposed Action and Project Description
    - 2.4.1 Adoption of PUD District
    - 2.4.2 Application of the PUD District Zoning to Subject Property
    - 2.4.3 Development in Accordance with PUD District
  - 2.5 Purpose, Need and Benefits of the Proposed Project
  - 2.6 Demolition and Construction
    - 2.6.1 Demolition
    - 2.6.2 Project Phasing
  - 2.6.3 General Construction Sequencing
  - 2.7 Public Outreach
  - 2.8 Required Permits and Approvals
- 3.0 Existing Conditions, Potential Impacts and Proposed Mitigation
  - 3.1 Subsurface Conditions
    - 3.1.1 Existing Conditions
    - 3.1.2 Potential Impacts
    - 3.1.3 Proposed Mitigation
  - 3.2 Soils and Topography
    - 3.2.1 Existing Conditions
    - 3.2.2 Potential Impacts
    - 3.2.3 Proposed Mitigation
  - 3.3 Water Resources
    - 3.3.1 Existing Conditions
    - 3.3.2 Potential Impacts
    - 3.3.3 Proposed Mitigation
  - 3.4 Zoning, Land Use and Community Character
    - 3.4.1 Existing Conditions
    - 3.4.2 Potential Impacts
    - 3.4.3 Proposed Mitigation
  - 3.5 Transportation and Parking
    - 3.5.1 Existing Conditions
    - 3.5.2 Potential Impacts
    - 3.5.3 Proposed Mitigation
  - 3.6 Air Quality

- 3.6.1 Existing Conditions
- 3.6.2 Potential Impacts
- 3.6.3 Proposed Mitigation
- 3.7 Noise and Vibration
  - 3.7.1 Existing Conditions
  - 3.7.2 Potential Impacts
  - 3.7.3 Proposed Mitigation
- 3.8 Socioeconomics
  - 3.8.1 Existing Conditions
  - 3.8.2 Potential Impacts
  - 3.8.3 Proposed Mitigation
- 3.9 Community Facilities and Utilities
  - 3.9.1 Existing Conditions
  - 3.9.2 Potential Impacts
  - 3.9.3 Proposed Mitigation
- 3.10 Aesthetics and Cultural Resources
  - 3.10.1 Existing Conditions
  - 3.10.2 Potential Impacts
  - 3.10.3 Proposed Mitigation
- 3.11 Construction Impacts
  - 3.11.1 Potential Impacts
  - 3.11.2 Proposed Mitigation
- 4.0 Unavoidable Adverse Impacts
  - 4.1 Short-Term Impacts
  - 4.2 Long-Term Impacts
- 5.0 Alternatives and Their Impacts
  - 5.1 No-Action (site remains as it currently exists)
  - 5.2 Development Pursuant to Prevailing Zoning (LI)
    - 5.2.1 Office Development
    - 5.2.2 Industrial Development
  - 5.3 Illustrative Alternative Analysis (Retail and Office)
- 6.0 Irretrievable and Irreversible Commitment of Resources
- 7.0 Growth-Inducing Impacts
- 8.0 Use and Conservation of Energy
- 9.0 References

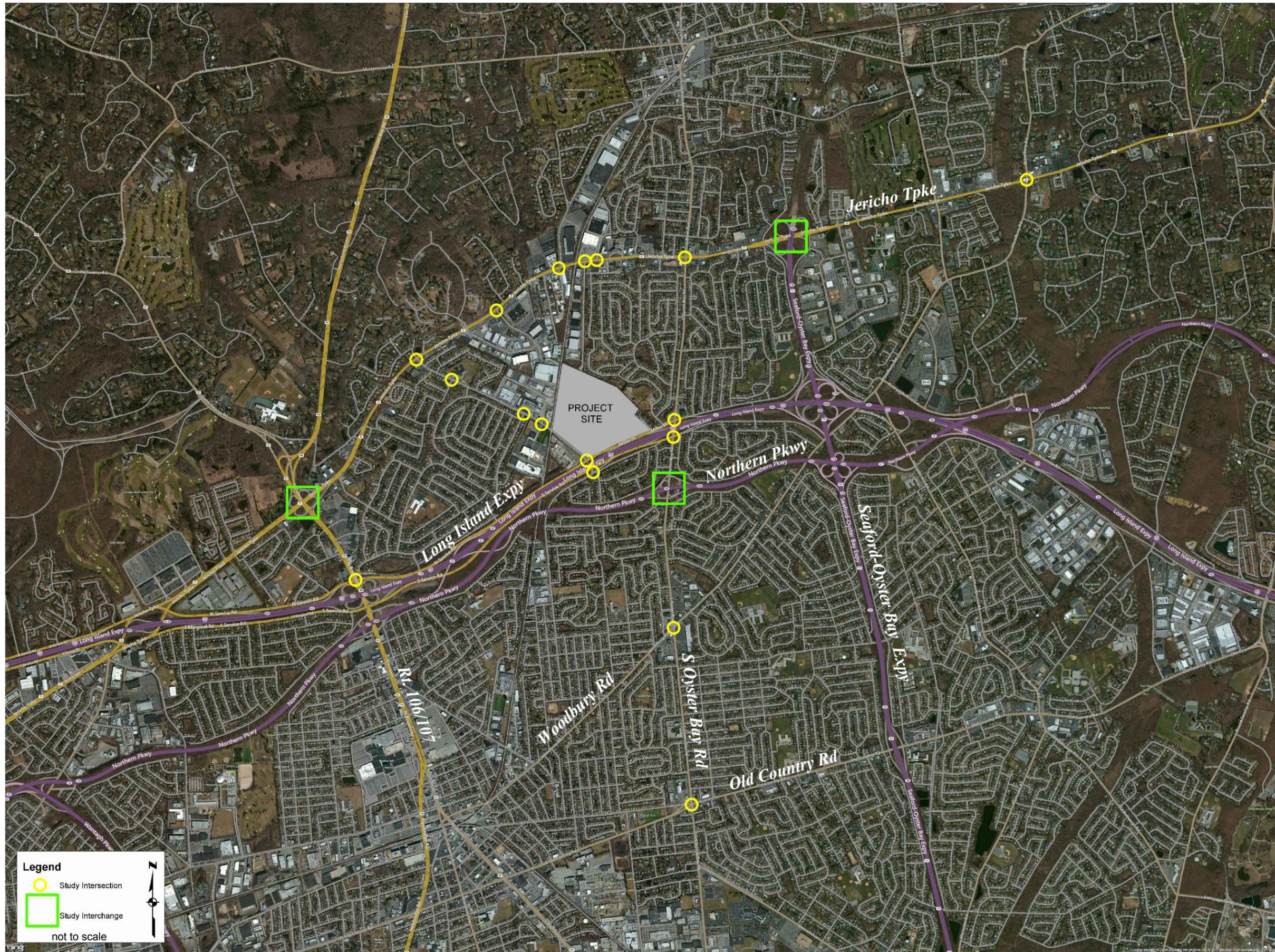


FIGURE A  
 TRAFFIC STUDY LOCATIONS  
 DEIS SYOSSET PARK