
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

FOR

PROPOSED WAL-MART STORE #4587

Project Location:

Intersection of Hospital Road and the North Service Road of Sunrise Highway (NYS Rt. 27)
In the Hamlet of East Patchogue, NY

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EXECUTIVE SUMMARY

Introduction

This document is the Draft Environmental Impact Statement (DEIS) for the proposed Wal-Mart retail store at East Patchogue, New York. The DEIS has been required by the Brookhaven Planning Board, as Lead Agency for administration of the Site Plan application. The requirement for a DEIS was contained in a Positive Declaration issued by the Brookhaven Planning Board on June 6, 2011.

The DEIS has been prepared in conformance with the requirements of the New York State Environmental Quality Review Act (SEQRA). The contents of the DEIS are based on a final scoping document issued by the Brookhaven Planning Board on August 8, 2011.

The DEIS and the SEQRA process are intended to provide comprehensive input in the decision-making process for use by involved and interested agencies in preparing their own findings and issuing decisions on their respective permits.

Project Location and Overview

The proposed action involves the development of a 98,000 square foot Wal-Mart store and 900 square foot office building on an approximately 16.64-acre parcel at the northeast corner of Hospital Road and the North Service Road of Sunrise Highway (NYS Rt. 27) in East Patchogue, NY. The construction of the site would be phased with the Wal-Mart store and all site parking being constructed during “Phase I” and the 900 square foot office building being constructed during “Phase II.” This parcel of land is currently undeveloped and is bordered by residential uses to the north and east, an existing recharge basin to the east, Hospital Road to the west, and Sunrise Highway to the south. This parcel of land is also bordered by a vacant lot, formerly a fuel station, to the southwest. The applicant does not presently own the site, but has entered into a contract to lease the property subject to approval of the Site Plan.

The property is under the jurisdiction of the Town of Brookhaven and is, according to the Town, currently zoned J Business 2 District – Neighborhood Business (J2), J Business 4 District – Professional and Business Offices (J4), and A – Residence 1 District (A1). The Wal-Mart store would be constructed on the J2 portion of the site, while the office building would be constructed on the J4 portion. No development is proposed on the A1 portion of the site.

The J2 and J4 portions of the site are each separate tax parcels and would be owned by separate entities. Off-street parking for the Wal-Mart store and office building would be provided on the J2 and J4 parcels in a total amount sufficient to comply with the Town's parking requirements for the Wal-Mart store and office building. To facilitate the proposed shared parking, a cross-access and parking easement would be executed to benefit and burden both the J2 and J4 parcels. In addition, because the lot has split zoning classifications, relief would be sought from the Planning Board, as needed, pursuant to Town Code Section 85-52, to facilitate the shared parking arrangement set forth above.

Chapter 85, Article XXI, § 85-226, of the Town of Brookhaven's Zoning Regulations presents uses permitted in the J2 district. Per § 85-226, the J2 district expressly allows the proposed project as a "commercial center," which is defined as "a retail use(s), which exceeds a gross floor area of 100,000 square feet and/or occupies a site of five or more acres." Although the proposed 98,000 square foot Wal-Mart retail center would not exceed a gross floor area of 100,000 square feet, it would occupy a site of five or more acres (12.27 acres). The J2 district also allows "shops and stores for the sale at retail of consumer merchandise and services", banks and pharmacies without drive-through facilities, offices, personal service shops, and take-out restaurants among other uses. The project would be consistent with the uses permitted in the J2 zoning district. Chapter 85, Article XXIII, § 85-247, of the Town of Brookhaven's Zoning Regulations lists administrative, financial, business, and professional offices as allowed uses in the J4 zone. Therefore, the proposed office building would be consistent with the uses permitted in the J4 zoning district. In addition, the site plan for the proposed project has been designed to meet the overall lot coverage, floor area ratio, setback, parking, loading, lighting standards, and other requirements as specified in the zoning regulations for the J2 and J4 districts. The proposed Wal-Mart retail store would meet or exceed all the dimensional and other requirements of the J2 and J4 zones.

Project Need and Purpose

Wal-Mart is pursuing approvals for a store in East Patchogue in order to better serve the community in this area. Wal-Mart has thoroughly reviewed this site and the surrounding area, taking into consideration the existing zoning, site accessibility, availability of utilities, commercial uses in the area, and the suitability of the site for development. Wal-Mart believes that a store at Hospital Road and the North Service Road of Sunrise Highway would be a superior location to serve the community and offer its customers the convenience of shopping for a wide range of retail and grocery products and services at competitive prices. A Wal-Mart store in East Patchogue would benefit the community by generating tax revenues which could be used to support local schools and town services. A Wal-Mart store would bring job opportunities to the area, attracting employees with competitive wages and benefits. Wal-Mart would also benefit area suppliers through local contracts for merchandise and services.

The proposed Wal-Mart retail store would be consistent with the uses permitted in the J2 zoning district, which is mapped on the project site and designed for business use. The proposed Wal-Mart retail store development would also be in accordance with previous commercial proposals for the project site as detailed in the Town of Brookhaven Final 1996 Comprehensive Land Use Plan (The Plan). The proposed project would meet The Plan's goal to create strong economic activity to provide jobs and an adequate tax base in the Town. In addition, the property owner's contribution to the costs of bridge reconstruction on Hospital Road spanning the Sunrise Highway would meet The Plan's goal to support appropriate roadway improvements to adequately serve adjacent land uses.

Project Design and Layout

The proposed 98,000 square foot Wal-Mart retail store would be situated in the southeast corner of the project site, facing west towards Hospital Road. The proposed office building would be situated at the north end of the project site. Access to and from the site would be provided via a new, full movement, signalized driveway opposite the existing North Patchogue Fire Station along Hospital Road. In addition, a right turn only egress onto Hospital Road would be provided near the office building at the north end of the project site. New curbs and sidewalks are proposed along the Hospital Road and North Service Road frontages of the site. The proposed project would provide shared parking for 572 vehicles, including 16 handicap spaces as well as 15 land banked spaces, and would include six (6) loading bays, of which five (5) would be for the Wal-Mart store and one (1) would be for the office building. Zoning requires the provision of one (1) parking space for every 175 square feet of gross building floor area for a commercial center and one (1) parking space for every 150 square feet of gross building floor area for office uses. The proposed development would therefore require 572 parking spaces which the proposed plan shows. To facilitate the proposed shared parking, a cross-access and parking easement would be executed to benefit and burden both the J2 and J4 parcels. In addition, because the lot has split zoning classifications, relief would be sought from the Planning Board, as needed, pursuant to Town Code Section 85-52, to facilitate the shared parking arrangement set forth above.

Public water and sanitary sewer facilities would service the proposed Wal-Mart store and office building. An existing water main along Sipp Avenue to the east would be extended along the North Service Road to the subject property. Arrangements have previously been made to connect the subject property to the public sewer system via the adjacent La Bonne Vie apartment complex's sewer and pump station. Connections for electric, gas, and telephone utilities would be made to existing services located within the adjacent R.O.W's. Stormwater runoff generated from on-site pavement, roof surfaces, and landscaped areas would be directed toward and collected in a system of drywells on the property so that there would be no overland runoff from the developed area onto adjacent properties or roadways in the vicinity of the subject site.

In developing the site, approximately 11.21 acres of existing vegetation would need to be cleared. Natural buffering would be left adjacent to the La Bonne Vie apartment complex and along Hospital Road and the North Service Road. The subject property also includes a +/-70' wide strip of land that extends easterly along the North Service Road to Sipp Avenue that would remain undeveloped. Upon completion of the project, approximately 7.48 acres (45%) of the property would be vegetated with natural and supplemental plantings and approximately 9.16 acres (55%) of the property would be covered by the buildings and parking areas.

The Wal-Mart building would be designed in the International Style, and the store would be constructed on a concrete foundation and footings with a concrete floor slab, erected on a steel grid frame with walls of Trespac and architectural concrete in neutral tones. The interior layout of the store would be divided between a grocery component and a soft/hard goods retail component. Screening would be utilized to minimize visual and noise related impacts of the rear loading dock and trash compactor as well as for rooftop and ground mounted equipment. The parking area lighting would be designed with dark sky lighting fixtures and include shielding to prevent spillover to adjacent properties.

Construction Process and Operations

The construction of the site would be phased with the Wal-Mart store and all site parking being constructed during "Phase I" and the 900 square foot office building being constructed during "Phase II." The Wal-Mart construction process would begin once all approvals have been obtained and utility agreements have been finalized. A general contractor would then be selected who would establish the construction schedule. Typically, the construction process takes 12 months from site preparation to building construction and landscaping to the store's grand opening. Off-site improvements are usually constructed concurrently with the site work. In addition to overseeing the construction schedule, the general contractor would coordinate truck deliveries to avoid peak traffic hours. These deliveries would be made along approved truck routes. Per the Town's noise ordinance, construction activities would be limited to weekdays between the hours of 7:00 AM and 6:00 PM.

Prior to the start of construction, a Stormwater Pollution Prevention Plan (SWPPP) would be developed and put in place in order to identify potential sources of pollution and prevent construction impacts on stormwater discharges. The SWPPP would be in compliance with the New York State Department of Environmental Conservation (NYSDEC) State Pollutant Discharge Elimination System (SPDES) General Permit GP-0-10-001. Erosion and sedimentation control measures, such as silt fences, sediment traps, and temporary berms, would be installed prior to construction. These measures would be maintained daily throughout construction of the project and remain in place until the disturbed areas are stabilized.

Permits and Approvals Required

Following SEQRA review, the project would require a number of local and State approvals prior to the start of construction. The site plan approval process would proceed through the Town of Brookhaven Planning Board and take place concurrently with the SEQRA review process. Following site plan review, building plans would be submitted to the Town of Brookhaven Division of Fire Prevention and Building Department for permit reviews. On the County level, approvals would be required from the Suffolk County Department of Health Services and the Suffolk County Department of Public Works for sanitary sewer and water connections. State approvals would be required from the New York State Department of Environmental Conservation for stormwater management and the New York State Department of Transportation for off-site roadway improvements. NYSDOT approval would also be sought for the designation of westbound Sunrise Highway between Sills Road and Medford Road and the section of Hospital Road between Sunrise Highway and the proposed site driveway as an Access Highway.

Topography

An ALTA/ACSM Land Title Survey, dated September 15, 2006, was prepared by Control Point Associates, Inc. This survey found that the elevation of the site ranges from +/-43 feet to +/-57 feet above mean sea level (msl). A small depression in the southeasterly portion of the subject site appears to serve as a stormwater overflow relief point for a recharge basin that is located on an adjacent property. From this depression, the elevation rises to +/-57 feet along the northerly and westerly boundaries adjacent to the La Bonne Vie residential development. In the northerly portion of the site, there are a few man-made piles of soil that extend up to an elevation of +/-62 feet above msl. Running parallel with Hospital Road, at the southwesterly side of the site, there is also a narrow, man-made, +/- 3 foot deep depression that appears to serve as a drainage overflow area for an inlet located along the roadbed opposite it.

The site slopes gently toward the south and southeast at slopes between 0.5% and 4% with some minor undulations. Other than the man-made features described above, maximum natural slopes do not generally exceed 3%. Slopes up to 33% are present along the man-made drainage depression and piles of soil.

The proposed action includes modification of grades and the installation of curb walls to stabilize slopes at specific areas along the north and east sides of the parking areas and to minimize disturbance of natural vegetation within the proposed buffer areas beyond. The existing slopes on the project site would be minimally altered as part of the proposed action, and no significant adverse impacts relating to topographic character are therefore expected. It is estimated that during the development of the project site approximately 2,727 cubic yards of cut material would be exported from the site.

Soils

The subject property is comprised wholly of Riverhead Sandy Loam, 0-3percent slopes (“RdA”). This type of loam consists of deep, well drained, moderately coarse textured soils that formed in a mantle of sandy loam over thick layers of coarse sand and gravel. These soils occur throughout the County in rolling to steep areas on moraines and in level to gently sloping areas on outwash plains. Riverhead soils have a moderate to high available moisture capacity. Internal drainage is good. Permeability is moderately rapid in the surface layer and in the subsoil and very rapid in the substratum. Natural fertility is low. Reaction is strongly acid to very strongly acid throughout. The hazard of erosion is slight on this Riverhead soil.

In August of 2007, preliminary subsurface investigations were undertaken by Whitestone Associates (Whitestone) to determine any pertinent geotechnical issues on the site. These investigations involved soil borings and in situ percolation tests taken at locations situated within proposed stormwater management areas. Whitestone’s preliminary investigation found conditions suitable for shallow foundation design but noted that some over excavation and/or recompaction may be necessary to provide a suitable sub-grade for foundations, floor slabs, and pavements. Whitestone also found a majority of the site soils suitable for reuse as compacted fill or backfill in structural areas with proper moisture control. In their exploration, Whitestone did not find evidence of either static groundwater or seasonal high groundwater. Percolation rates in the majority of the site soils were determined to be a minimum of 19 inches per hour.

Drainage

Currently, stormwater runoff generated on-site flows in a southeasterly direction toward the Sunrise Highway North Service Road and an existing recharge basin located adjacent to the easterly property line. Runoff flowing into the North Service Road is directed toward an existing drainage inlet that discharges to an on-site depression, located just south of the aforementioned off-site recharge basin. Runoff flowing into this depression and the adjacent recharge basin percolates into the underlying soils where it ultimately recharges the groundwater table underlying the site.

During post-development conditions, stormwater runoff generated from on-site pavement, roof surfaces, and landscaped areas would be directed toward and collected in a system of drywells that would allow the stormwater to leach into the underlying soils and recharge the groundwater table underlying the site. The proposed development on the subject site would include the provision of 89, 12-foot diameter drywells, having an overall capacity of 80,401 CF. This capacity is more than sufficient to handle the anticipated quantity of stormwater runoff that

would be generated from the proposed development on the subject site. There would be no overland runoff from the project's developed area onto adjacent properties or roadways.

Ecology

In May 2007, Bohler Engineering, Inc. completed a Flora and Fauna analysis of the subject property. The landscape was found to resemble a regional Pine/Oak forest with a slight coastal influence. The forest was found to be composed of multi-aged stands of Pitch Pine, Black Pine, and Oak, and, to a lesser degree, was spotted with Eastern Red Cedar, White Cedar, Black Cherry, Smooth Alder, Crabapple, Hackberry, and White Poplar. A dense, multi-layered, thicket of Multi-flora Rose, Bittersweet, Wild Violet, Highbush Blueberry, and re-sprouting Oak were found surrounding the exterior perimeters. Lowbush Blueberry, Huckleberry, Inkberry, Common Moss, and Sweet-fern were found sporadically occupying the forest floor. Wildlife species that were observed to be present, or are expected to be present based on the size of the subject parcel and its surrounding woodlands as well as the existing vegetation habitats, included the Chipping Sparrow, Black-capped Chickadee, Downy Woodpecker, Eastern Chipmunk, Little Brown Bat, and White Footed Mouse among others. The project site does not contain any rare, endangered, or unusual vegetation or wildlife species or any high quality habitat.

Approximately 11.21 acres of existing vegetation on the project site would be cleared for the development of the proposed Wal-Mart retail store and office building. Upon completion of the project, approximately 7.48 acres (45%) of the property would be vegetated with natural and supplemental plantings.

Approximately 5.43 acres of the vegetated portion of the property would remain undisturbed. Undisturbed areas would include buffers to the adjacent La Bonne Vie II apartment development, Hospital Road, and the North Service Road. The +/-70' wide strip of the subject property that extends easterly along the North Service Road to Sipp Avenue would also be preserved as undisturbed vegetated area.

Approximately 2.05 acres of new landscaping would be added to the site within parking lot islands and to supplement existing vegetation within the perimeter buffer areas. Landscaping would include the addition of approximately 62 deciduous trees, approximately 41 evergreen trees, approximately 407 deciduous and evergreen shrubs, approximately 173 groundcover plantings, and approximately 24 ornamental grass plantings. In areas near or adjacent to the natural areas to remain undisturbed, the plans propose seeding with Showy Northeast Wildflower Mix to provide revegetation back to natural conditions.

Land Use, Zoning, and Community Plans

The property is under the jurisdiction of the Town of Brookhaven and is currently zoned J Business 2 District – Neighborhood Business (J2), J Business 4 District – Professional and Business Offices (J4), and A – Residence 1 District (A1). Surrounding and nearby zoning districts and districts within 500 feet of the project site include B Residence (B), MF (Multi-Family), PRC (Planned Retirement Community), and J5 (High Intensity Business). The Wal-Mart store would be constructed on the J2 portion of the site while the office building would be constructed on the J4 portion. No development is proposed on the A1 zoned portion of the site.

The J2 and J4 portions of the site are each separate tax parcels and would be owned by separate entities. Off-street parking for the Wal-Mart and office building would be provided on the J2 and J4 parcels in a total amount sufficient to comply with the Town's parking requirements. To facilitate the proposed shared parking, a cross-access and parking easement would be executed to benefit and burden both the J2 and J4 parcels. In addition, because the lot has split zoning classifications, relief would be sought from the Planning Board, as needed, pursuant to Town Code Section 85-52, to facilitate the shared parking arrangement set forth above. Per Town Code regulations, the J2 district expressly allows the proposed Wal-Mart as a "commercial center" and the J4 district allows for the proposed office use. The proposed project would fall well within the overall dimensional requirements pertaining to lot coverage, floor area ratio, setbacks, number of parking spaces, loading, lighting standards, and other provisions of the zoning regulations.

The property is adjoined by the North Service Road of Sunrise Highway, Hospital Road, the La Bonne Vie apartment complex, an existing recharge basin, and a vacant lot, formerly a fuel station. Other land uses within 500 feet of the project site include the North Patchogue Fire District station house, Suffolk County water supply property, several single-family homes, and large amounts of vacant residentially and commercially zoned land. The proposed Wal-Mart retail store and office building would be appropriate uses at the subject location given the eclectic nature of the surrounding land uses and zoning districts as well as the property's location at a major roadway intersection with excellent transportation access to other areas of Long Island and the larger region.

In preparing this DEIS, a review of the Town of Brookhaven's *Final 1996 Comprehensive Land Use Plan* (The Plan) was undertaken. This Plan includes the findings of eight specific hamlet studies covering twenty-three individual hamlets of the Town. The subject site is located within the Brookhaven/South Haven Hamlet Study area. The purpose of these studies was to review land use issues and serve as a guide for future growth and development for the Town of Brookhaven. The Plan analyzes existing conditions, present zoning, existing codes, and community character, and provides land use solutions/recommendations and outlines goals for the future. The Plan also includes demographic studies and environmental resource

classifications as well as historic preservation, transportation, and existing land use discussions and recommendations. The retail portion of the proposed development project is comparable to development that was proposed for the project site at the time The Plan was written. The proposed project would meet The Plan's goal to create strong economic activity to provide jobs and an adequate tax base in the Town. In addition, the property owner's contribution to the costs of bridge reconstruction on Hospital Road spanning the Sunrise Highway would meet The Plan's goal to support appropriate roadway improvements to adequately serve adjacent land uses.

Several public policy documents have been issued by and/or for New York State, Suffolk County, the Town of Brookhaven, the Greater Bellport community, and the Village of East Patchogue. These documents contain recommendations pertaining to land use, transportation, utilities, natural resources, and other concerns, some of which are relevant to the proposed project. As detailed in Chapter 10, the proposed Wal-Mart retail center and office building development would be in compliance with all of the relevant provisions of these documents.

Community Facilities and Services

Public water for the proposed development would be provided by the Suffolk County Water Authority (SCWA). In order to service the proposed project, an existing water main along Sipp Avenue to the east would be extended along the North Service Road to the subject property. Arrangements have previously been made to connect the subject property to the public sewer system via the adjacent La Bonne Vie apartment complex's sewer and pump station. The proposed Wal-Mart retail store and the proposed office building would be serviced by existing electric, gas, and telephone utilities located within the adjacent R.O.W's. No significant adverse impacts are expected relative to the provision or supply of these utility services.

Solid waste from the Wal-Mart store would be stored on-site in a compactor which would be screened to minimize visibility to the public while maintaining accessibility for removal. Wal-Mart would retain the services of a licensed private carter to dispose of its solid waste. Pallets and cardboard materials would be separated for recycling as bales and retained on-site in the bale and pallet enclosure area for pick-up and removal from the site. The bales would be transported to a local transfer station for distribution to either a permitted landfill or a solid waste management system center for recycling. Global reduction in packaging and reclamation of recycled materials is a top priority of Wal-Mart's in order to reduce landfill use. Solid waste generated by the proposed office building would be held in a refuse bin for pick-up and be taken off-site for disposal.

The subject property is located in close proximity to the Brookhaven Memorial Hospital and is within the purview of the South Country Ambulance District. The project site is located less than

three miles from the Hagerman Fire Department, is directly across Hospital Road from the North Patchogue Fire Department sub-station, and is less than four miles from the Suffolk County Police Department, 5th Precinct. The subject property is within easy travel distance for local emergency service providers in the event a need for assistance arises. The proposed project would generate significant annual tax revenues to the County and Town which is assumed would be apportioned to the provision of these municipal services.

The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. These operating hours would provide shopping opportunities not typically offered by other stores in the area. This would be of benefit to local hospital workers from the nearby Brookhaven Memorial Hospital and emergency service personnel who have non-traditional work shifts. It is assumed that the proposed office building, subject to the tenant's use, would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis. The proposed project would include design features such as vegetated berms and truck dock and rooftop mechanical unit screening as well as parking area lighting fitted with dark sky lighting fixtures and shielding to minimize noise and lighting impacts on the adjacent residences. To ensure customer and employee safety, Wal-Mart stores are designed with 360° camera surveillance, monitored by full-time security staff. Cameras are located inside the store, on all exterior walls, and in the parking lot. Foot patrols are regularly conducted in the store and parking lot area.

Potential impacts of the proposed Wal-Mart store on the downtown areas of the Village of Bellport and the Village of Patchogue

The downtown area of the Village of Bellport, which extends over an approximately four block area, is located approximately 4 miles driving distance from the project site. The downtown area of the Village of Patchogue, which extends over an approximately eleven block area, is located approximately 3.1 miles driving distance from the project site. Chapter 12 of this EIS includes tables of the business types and other uses existing in the downtown areas of the Village of Bellport and the Village of Patchogue. Due to the distance of the project site and its location and accessibility relative to the downtown areas of the Village of Bellport and the Village of Patchogue, as well as the nature of the proposed project relative to the existing development in these downtown areas, the proposed Wal-Mart and office building would have minimal and insignificant impacts on the downtown areas of these Villages as further described in this chapter.

Transportation

Atlantic Traffic & Design Engineers, Inc. (ATDE) has prepared a Traffic Impact Analysis and a Traffic Accident Analysis to support the application to the Town of Brookhaven for the construction of the proposed Wal-Mart retail center and office building.

The subject site is located northeast of the Sunrise Highway North Service Road (NSR) and Hospital Road intersection in East Patchogue, Town of Brookhaven, Suffolk County, New York. The site is currently undeveloped with no access provided to the property, and the proposed application calls for the construction of an approximately 98,000 square foot Wal-Mart retail center and a 900 square foot office building. Access to the development is proposed via one (1) signalized full-movement driveway along Hospital Road, opposite the currently unsignalized North Patchogue Fire Department driveway and one (1) unsignalized right turn egress only driveway further north along Hospital Road.

A study area was developed for the traffic analyses, including twelve (12) existing intersections and the proposed site driveways. Traffic volume data was collected at the twelve (12) existing study intersections during the weekday evening and Saturday afternoon peak periods of the roadway system. These are the time periods when peak roadway activity and peak retail demand generally coincide. The observed traffic volumes were seasonally adjusted in accordance with NYSDOT guidelines and balanced throughout the study area to develop the existing seasonally adjusted traffic network.

A background annual growth rate of 2.0% was applied to the existing traffic volumes to generate the 2011 “Base” traffic volumes. The growth rate takes into account traffic growth peripheral to the subject site. The Town of Brookhaven and the NYSDOT were contacted to obtain traffic reports for the other planned projects in the vicinity of the subject site. The traffic volumes for other planned projects were added to the 2011 “Base” traffic volumes to generate the 2011 “No-Build” traffic volumes.

The peak hour trip generation of the proposed project was calculated using rates published by the Institute of Transportation Engineers (ITE) in Trip Generation, 8th Edition. The peak hour trip generation calculations for the proposed development are as follows:

- 378 new weekday evening peak hour trips (184 entering/194 exiting)
- 78 pass-by weekday evening peak hour trips (39 entering and 39 exiting)

- 429 new Saturday midday peak hour trips (215 entering/214 exiting)
- 128 pass-by Saturday midday peak hour trips (64 entering and 64 exiting)

The following mitigation measures are proposed to remediate potential traffic impacts of the proposed development program:

- Implementation of physical roadway and traffic signal improvements at the Hospital Road/NSR signalized intersection.
- Implementation of physical roadway and traffic signal improvements at the Hospital Road/Sunrise Highway South Service Road (SSR) signalized intersection.
- General signal timing and phasing plan modifications to improve the operation levels and vehicle progression throughout the roadway network.
- Construction of pedestrian-related improvements to foster alternative transportation means (walking and public transportation) by which the public may patronize the site. These measures include sidewalks, pedestrian traffic signal amenities, and provisions for Suffolk County Transit to locate a bus stop along the site frontage.

These improvement measures would not only mitigate the potential impacts of the proposed development plan, but also benefit the existing traveling public on the roadway system in the vicinity of the project site. At the intersection of Hospital Road and the NSR the proposed mitigation measures would increase the signal capacity by 1,942 vehicles in the weekday evening peak hour and by 1,571 vehicles in the Saturday midday peak hour. The capacity increase would be more than 3 times the new trips generated by the proposed project.

The Town of Brookhaven stipulates that one (1) parking stall must be provided for each 175 square feet of Gross Floor Area for a Commercial Center and, as such, 560 parking stalls are required for a 98,000 square foot Wal-Mart development. The 900 square foot office building requires 6 parking stalls (1 stall for each 150 feet of Gross Floor Area for an Office Use), and therefore, the overall site requires 566 parking stalls. Per the Site Plan, the proposed Wal-Mart parcel provides 410 spaces while the proposed office building parcel provides 162 spaces resulting in a parking supply of 572 spaces. This includes 15 land banked spaces on the overall site. A cross-access and parking easement would be executed as the parking would be shared between these two parcels, thus providing a sufficient number of spaces to comply with the parking code of the Town. In addition, because the lot has split zoning classifications, relief would be sought from the Planning Board, as needed, pursuant to Town Code Section 85-52, to facilitate the shared parking arrangement set forth above.

Based on the results of the accident analysis, the Hospital Road intersections with the North Service Road and the South Service Road were identified as high accident locations during the approximately four (4) year study period.

Significant physical roadway modifications are proposed at the Hospital Road intersections with the North Service Road (NSR) and the South Service Road (SSR) as part of the Wal-Mart retail

center and office building application. The existing northbound Hospital Road approach to the NSR and the southbound approach to the SSR would be modified to provide exclusive left-turn lanes. The additional left-turn lanes would allow vehicles to complete a left-turn without impeding through traffic. The implementation of exclusive turn lanes, left-turn phasing, and coordination of signal progression along the corridor are all measures that would help mitigate rear-end collisions that occur at the signalized intersections.

To further alleviate incidents at these intersections, it is proposed that additional warning signs be installed along the northbound Hospital Road approach, and that signs and pavement markings be provided at the westbound Sunrise Highway Exit 54 intersection with the NSR to emphasize the two-way operation of the NSR at this location.

Short Term, Long Term, and Cumulative Impacts

Development of the project would result in some impacts that cannot be avoided. Some of these would be temporary or short-term impacts associated with construction of the project, while others would be long-term impacts associated with the alteration and occupation of the site. Cumulative impacts are the potential impacts of a proposed action taken in conjunction with those of other active or anticipated nearby development projects.

- Short-term impacts relating directly to construction activities would include noise, dust, vibration, and construction related traffic. These impacts are unavoidable but can be minimized through proper planning of construction activities and through the implementation of the proposed Stormwater Pollution Prevention Plan. Construction activities would be monitored to ensure that all activities are performed in accordance with all applicable standards and regulations as well as any specific criteria imposed for the project by the approving authorities.
- Long term impacts include a change of the project site's current natural environment through the development of the proposed Wal-Mart retail store and proposed office building. Construction of the project would result in the clearing of approximately 11.21 acres of existing vegetation on the site. The development would result in approximately 7.48 acres of land remaining vegetated while about 9.16 acres would consist of the proposed buildings and paved parking areas, driveways, and walkways. Approximately 2.05 acres of new landscaping would be installed throughout the property. The property is adjacent to the La Bonne Vie apartment complex to the north and east. In developing the site and building plans, attention would be given to ensure that there is adequate buffering and screening surrounding the site to minimize noise and to improve views. In addition, parking lot light poles would be installed with proper shielding to prevent spillover to adjacent properties while also ensuring the safety of pedestrians in the parking lot areas. The addition of new traffic on the area roadways is unavoidable with

the development of the site and is projected to be 456 weekday PM peak hour trips and 557 Saturday peak hour trips.

- Relative to cumulative impacts, there are six proposed developments in the vicinity of the proposed project site. Although these six development projects plus the subject Wal-Mart and office building would result in an increase in overall development in the surrounding area as well as the conversion of undeveloped lands to new residential and commercial use, this development is anticipated and allowed by existing zoning. The resulting increase in the demand for utility services can be accommodated by the extension of the existing infrastructure of the area. The proposed projects would generate significant annual tax revenues to the County and Town, which is assumed would be apportioned to the provision of municipal services including police and fire protection and ambulance services. Relative to potential cumulative traffic impacts, adding the projected peak hour trips of the six proposed developments to subject development's projected traffic volumes would result in a total increase of 1,292 weekday PM peak hour trips and 1,745 Saturday peak hour trips on the surrounding roadways. Any impacts resulting from this traffic would be controlled and mitigated by the proposed roadway, signalization, and other improvements presented in the traffic chapter of this EIS.

Adverse Impacts That Cannot Be Avoided

The proposed development would result in some adverse impacts that cannot be avoided. Natural resources would be impacted through the clearing of land. Approximately 11.21 acres of existing vegetation would be cleared from the property, and approximately 2,727 cubic yards of cut material would be exported from the site. In constructing the proposed Wal-Mart retail store and proposed office building, fossil fuels would be consumed in the operation and maintenance of construction equipment. Also, materials such as glass, brick, and steel would be consumed in constructing the buildings. When the store and office building are in operation, they would consume electricity, natural gas, and water and generate solid and sanitary waste. The new buildings would increase traffic on area roadways. It is estimated that the project would result in the addition of 456 weekday PM peak hour trips and 557 Saturday peak hour trips.

Irreversible and Irretrievable Commitment of Resources

Nonrenewable resources would be consumed during the design, construction, and operation of the proposed project. Since the reuse of these resources is impossible, they must be considered irreversibly and irretrievably committed to the development of the project. The finite resources that would be irretrievably committed by the implementation of the proposed action include the expendable materials, such as steel, brick, and glass, and fuel and energy utilized during construction of the project. They also include the supplies and energy resources necessary to operate and maintain the facility after construction. The proposed action constitutes an irreversible and irretrievable commitment of the project site as a land resource. Private funds

committed to the design, construction, and operation of the proposed project would not be available for the development and operation of other projects. The human labor expended for the development and operation of the proposed project must also be considered an irretrievable resource.

Growth Inducing Impacts

Growth-inducing aspects of a project include those direct and indirect effects of the project that promote additional development in the area. The proposed development would transform an undeveloped wooded parcel into a new Wal-Mart retail center and office building. Several other commercial developments, as well as residential and institutional projects, are proposed for the area surrounding the project site. The development of the project site with the proposed retail center and office building would potentially provide encouragement for the construction of new commercial and residential developments on vacant and underutilized land in the surrounding area. The changes outside of the project site and the other proposed developments in the area would likely occur slowly over an extended period of time.

Due to the distance of the project site and its location and accessibility relative to the downtown areas of the Village of Bellport and the Village of Patchogue, as well as the nature of the proposed project relative to the existing development in these downtown areas, the proposed Wal-Mart and office building would not be expected to have any significant impact upon the future growth of the downtown areas of these villages.

Effects on the Use and Conservation of Energy Resources

The proposed store would reflect Wal-Mart's on-going commitment to innovations in sustainable design through a program called "Sustainability 360." Elements of this program include renewable energy and zero waste initiatives. The proposed store would also feature Wal-Mart's current energy and resource conservation standards such as daylight harvesting, a centralized Energy Management System, water conservation measures, heat reclamation, moisture control, and dehumidification technology, among other design initiatives. Interior finishes would include extensive use of recycled materials as well. The proposed project site would be landscaped based on Xeriscape design methods. This design encourages water conservation through the use of native plants appropriate to the local climate which have reduced water requirements.

Solid Waste Management

Wal-Mart's sustainability goals regarding waste focus on the three "R's" - Reduce, Reuse, and Recycle. Wal-Mart is working with suppliers to reduce the amount of packaging and waste entering their stores and to reuse by integrating recyclable materials into new projects and

offering reusable, recyclable, shopping bags for consumer purchase at their stores. Wal-Mart utilizes a number of recycling initiatives at its stores in order to reduce the amount of waste sent to landfills including the recycling of car batteries, tires, and motor and cooking oil as well as recycling of plastic bags, glass bottles, aluminum cans, paper, and wire hangers.

Wal-Mart stores typically generate approximately eleven tons of solid waste per store per week. Of this amount, approximately seven tons is water. Wal-Mart is presently working on systems to eliminate the water and reduce the weight of the solid waste generated. Approximately 70-80 percent of Wal-Mart's waste is placed on a "Super Sandwich Bale" for recycling. For a store of the size proposed, additional recycled waste counts for another fifteen to twenty tons per week. This number includes pallets that are returned to the distribution center to be reused.

The Town of Brookhaven's Town Code, Chapter 46 (Recycling), Section 46-2 sets forth the Town's goals and objectives relative to solid waste recycling and Section 46-9 of this chapter requires the mandatory separation of various recyclable materials from the waste stream of commercial, industrial, and institutional uses. The New York State Solid Waste Management Plan (SWMP) identifies the solid waste management roles and responsibilities of various entities in the State including the private sector. The SWMP requires that the private sector provide solid waste management services in an environmentally sound manner, be responsible for managing the solid waste it generates, and participate in waste reduction/reuse/recycling programs. The proposed Wal-Mart retail center would comply with these State and Town solid waste management provisions through its "Reduce, Reuse, and Recycle" program.

Due to the small size of the proposed office building, it is estimated that its impacts on the development's overall solid waste generation would be minimal. Solid waste generated by the proposed office building would be held in a refuse bin for pick-up and be taken off-site for disposal. The proposed office building would comply with the above noted State and Town solid waste management provisions as required by law.

Groundwater Protection Area Program

Article 55 of the New York State Conservation Law designates certain areas on Long Island as Special Groundwater Protection Areas (SGPAs). The Long Island Comprehensive Special Groundwater Protection Area Plan was issued in 1992. This document, prepared under the direction of the Long Island Regional Planning Board (LIRPB), identifies nine SGPAs in the Nassau and Suffolk County regions. These SGPAs are watershed recharge areas important for the maintenance of large volumes of high-quality groundwater. As the project site is not located within one of the SGPAs, the proposed development would not have an impact on any SGPA.

The proposed Wal-Mart retail center and proposed office building would not utilize any groundwater for their operations. In addition, stormwater runoff generated from on-site pavement, roof surfaces, and landscaped areas would be directed toward and collected in a system of drywells that would allow the stormwater to leach into the underlying soils and recharge the groundwater table beneath the site. These measures would minimize any groundwater impacts from the proposed action.

Proposed Mitigation Measures

In order to mitigate potential impacts resulting from the proposed development, the following measures would be implemented in the design, construction, and operation of the proposed Wal-Mart retail store and proposed office building.

Implementation of the proposed action would result in the disturbance of soils on the subject site for foundation excavation, utility installation, grading, paving, and landscaping. Existing slopes would be minimally altered, thus no significant impacts to the topography are expected. Soil analysis has found that a majority of the site soils would be suitable for reuse as compacted fill or backfill in structural areas with proper moisture control. In order to reduce pollutants in stormwater discharges and erosion and sedimentation, a Stormwater Pollution and Prevention Plan would be developed and put in place prior to the start of any site disturbing activities.

In order to reduce stormwater runoff, the proposed development on the site would be designed with 89 drywells having an overall capacity of 80,401 cubic feet. This capacity is more than sufficient to handle the anticipated quantity of stormwater runoff generated on the subject site. The proposed stormwater management system would assure that there would be no overland runoff from the developed area onto adjacent properties or roadways in the vicinity of the subject site. It is expected that the proposed development would have minimal impact on groundwater as rainwater falling on the site would ultimately percolate through the underlying soils into the underlying groundwater table.

The proposed project would involve the clearing of approximately 11.21 acres of existing vegetation. Upon completion of the project, approximately 7.48 acres (45%) of the property would be vegetated with natural and supplemental plantings and approximately 9.16 acres (55%) of the property would be covered by the building, parking areas, and other paved surfaces. Approximately 5.43 acres of the vegetated portion of the property would remain undisturbed and approximately 2.05 acres of the vegetated portion of the property would consist of new landscaping.

Although the clearing of vegetation within the central portion of the property would result in the loss of some habitat, on-site and contiguous woodlands would provide suitable, similar habitats. Upon completion of development, a significant amount of contiguous woodlands would remain on-site. As such, no significant adverse impacts are expected to on-site vegetative communities or habitats. During the clearing and construction phases of the proposed action, some wildlife would likely be displaced from portions of the subject property. As such, it is expected that the forest inhabitants would relocate to areas towards the perimeter of the subject site or to other nearby wooded sites.

The property is under the jurisdiction of the Town of Brookhaven and is currently zoned J Business 2 District – Neighborhood Business (J2), J Business 4 District – Professional and Business Offices (J4), and A – Residence 1 District (A1). The Wal-Mart store would be constructed on the J2 portion of the site while the office building would be constructed on the J4 portion. The parking for the two uses will be provided on both parcels in a sufficient amount to comply with the parking code of the Town. The J Business 2 and J Business 4 parcels are separate tax lots that will be held in separate entities. A cross access and parking easement will be executed benefitting and burdening both parcels. Parking would be shared between the Wal-Mart store and office building. No development is planned on the A1 zoned portion of the project site. The proposed project would meet or exceed all the dimensional and other requirements of the J2 and J4 zones. The proposed project would also be considered to be part of the overall blueprint for planned economic growth of the Town of Brookhaven as outlined in the Town's *Final 1996 Comprehensive Land Use Plan*.

Wal-Mart's retail offerings and services would enhance the supply and choice of retail goods and services in the local area. The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. These operating hours would provide shopping opportunities not typically offered by other stores in the area, which would be of particular benefit to local hospital workers from the nearby Brookhaven Memorial Hospital and emergency service personnel who have non-traditional work shifts. The proposed office building would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis.

The proposed development project has been designed to minimize impacts to surrounding uses by maintaining extensive buffers around the periphery of the property, by incorporating extensive new landscaping into the proposed development, and by incorporating screening, dark sky lighting, and appropriate building design and site placement to minimize impacts to the adjacent and nearby uses.

The proposed development would result in some increased traffic on local roads. In order to control potential impacts, a number of mitigation measures, including roadway and intersection improvement measures (as summarized in the Transportation discussion above), have been proposed as part of the development program. These improvement measures would not only mitigate the potential impacts of the proposed development plan, but also benefit the existing traveling public on the roadway system.

The site access management plan has been designed to effectively accommodate vehicular traffic to and from the site and is consistent with generally accepted traffic engineering design standards. The size of the proposed parking spaces and aisle widths would provide for convenient and effective passenger vehicle circulation throughout the site. The site has also been designed to accommodate pedestrian and bicycle traffic safely and efficiently by minimizing the potential for conflicts with vehicles on-site through the provision of clearly delineated parking areas to help motorists identify locations of pedestrian activity.

Alternatives

As part of the scoping process, the Town of Brookhaven requested that the applicant consider five alternatives to the proposed action. These alternatives, as revised for the current proposal, include:

- Alternative 1 – No Action
- Alternative 2 - Small scale neighborhood shopping center similar to Concept Plan B or D as presented to the Town Board in 1996
- Alternative 3 - Development of a 120,000 square foot Wal-Mart store with a 900 square foot office building
- Alternative 4 - Development of a 120,000 square foot Wal-Mart store
- Alternative 5 - Development of a 133,592 square foot medical office park

In Chapter 22 of this EIS, each alternative is analyzed with respect to its basic development characteristics, including building floor area, number of parking spaces, landscaped and vegetated areas, and buffers, as well as its potential environmental impacts, including area of disturbance on the site, projected traffic generation, and water and sewer utilization in relation to the proposed action.

Alternative 1 assumes that the site would continue to remain in its current state with none of the adverse or beneficial impacts of the proposed project. If the site were to remain undeveloped, the community would not benefit from the convenience shopping, job opportunities, or tax revenue

that the proposed action would provide. Alternative 1 is not considered feasible since it would not meet the property owner's or the applicant's need for development and future use of the site. In addition, the No-Action alternative would not meet the Town's objectives relative to the zoning of the property and the recommendations contained in The Plan for the site and surrounding area. The No-Action alternative would not provide any new jobs or increased tax revenues to the Town nor would it create any new shopping opportunities for the surrounding community.

Alternative 2 would result in the development of six separate buildings (three retail stores, one bank, and two restaurants), and would have somewhat more floor area and somewhat fewer parking spaces than the proposed development. Alternative 2 would result in a similar amount of disturbance to the site and a similar amount of landscaped area compared to the proposed development. Alternative 2 would, however, result in a significant increase in demand on the local utility infrastructure relative to the proposed action, as well as potentially generating an increase in the demand for emergency services, including police and fire protection and ambulance services. Relative to traffic generation, Alternative 2 would result in 163 greater weekday PM peak vehicle trip generation and 210 greater Saturday peak vehicle trips compared to the proposed action. Alternative 2 is not considered feasible as Wal-Mart's preferred business plan is to develop stand-alone stores and this alternative does not fit within its development goals. In addition, as the total amount of parking provided under Alternative 2 would be deficient by 134 stalls, development of Alternative 2 would require the issuance of a variance by the Town of Brookhaven Planning Board.

Alternative 3 would have somewhat more floor area and 41 fewer parking spaces than the proposed development. Like the proposed action, Alternative 3 would result in the development of two separate buildings, however the retail building would be of a larger footprint and therefore would result in a somewhat greater disturbance to the site and less landscaping than the proposed project. Utility demands and the potential demand for emergency services would be slightly higher for Alternative 3 relative to the proposed project. Vehicle trip generation volumes for Alternative 3 would be somewhat higher than the proposed action during peak evening and weekend hours. The Alternative 3 development would be serviced by 531 parking spaces. A parking variance would be required from the Town of Brookhaven Planning Board as the plan shows a deficit of 161 parking stalls relative to the required 692 stalls. As the total floor area of the 120,000 square foot store under Alternative 3 would exceed the 20% floor area ratio permitted on the portion of the site on which this building would be developed, development of Alternative 3 would also require the issuance of a floor area variance by the Town of Brookhaven Zoning Board of Appeals. Therefore, this alternative is not considered feasible for Wal-Mart.

Alternative 4 would involve the development of a 120,000 square foot store as shown on Site Plan 4. This plan was submitted as the proposed action of the prior Draft EIS for this site on March 12, 2010. On June 15, 2010, the Brookhaven Planning Board voted to change the subject property's zoning from J2 to J2, J4, and A1. Subsequently, the proposed action was changed from a 120,000 square foot retail store to a 98,000 square foot retail store with a 900 square foot office building to be consistent with the uses allowed within parcels to be developed per the zoning regulations. The plan for development of a 120,000 square foot store is now shown as Alternative 4. The potential environmental impacts from Alternative 4 relative to utility demands and peak hour traffic generation would be somewhat higher than the proposed project. In order for Alternative 4 to be developed, a rezoning of the project site back to the previously mapped J2 zoning would be required. In addition, the Alternative 4 development would require the provision of 686 parking stalls to meet the zoning requirements but would be provided with only 516 parking spaces and would therefore require the issuance of a parking variance by the Planning Board. This alternative is not considered feasible for Wal-Mart.

Alternative 5 would involve the development of a 133,592 square foot medical office park. This alternative would have 34,692 square feet more floor area and 319 more parking spaces than the proposed development, and would result in a somewhat greater level of disturbance to the site and less landscaped area than the proposed project. Alternative 5 would result in a significant increase in demand on the local utility infrastructure relative to the proposed action. Vehicle trip generation volumes for Alternative 5 relative to the proposed action would be much higher during the peak morning period, slightly higher during the peak evening period, and significantly lower during peak weekend hours. However, if pass-by trips are not included, the proposed Wal-Mart and office development would generate 96 or 20.3% fewer weekday PM peak trips and 68 or 13.7% fewer Saturday peak hour trips than Alternative 5. In general, the potential environmental impacts from Alternative 5 relative to the proposed project would be somewhat greater and significantly greater relative to utility demand. Development of Alternative 5 would also require the issuance of a floor area variance by the Town of Brookhaven Zoning Board of Appeals. In addition, Wal-Mart is a retailer and its objective for the proposed action is to construct retail space for its retail business operations, as well as office space. Wal-Mart is not a developer of medical office space, and has no need for such space. Accordingly, Alternative 5 is not feasible, considering the objectives and capabilities of the project sponsor, Wal-Mart.

SECTION 1: THE PROPOSED ACTION

Introduction

This document is the Draft Environmental Impact Statement (DEIS) for the proposed Wal-Mart retail store and office building at East Patchogue, New York. The DEIS has been required by the Brookhaven Planning Board, as Lead Agency for administration of the Site Plan application. The requirement for a DEIS was contained in a Positive Declaration issued by the Brookhaven Planning Board on June 6, 2011.

The DEIS has been prepared in conformance with the requirements of the New York State Environmental Quality Review Act (SEQRA). The contents of the DEIS are based on a final scoping document issued by the Brookhaven Planning Board on August 8, 2011.

The DEIS and the SEQRA process are intended to provide comprehensive input in the decision-making process for use by involved and interested agencies in preparing their own findings and issuing decisions on their respective permits.

The DEIS and the SEQRA process are intended to incorporate the consideration of an action's potential effects on the environment, including its air, water, land, and living resources, and the human environment of neighborhoods and communities, into the decision-making process. This analysis is for use by involved and interested agencies in preparing their own findings and decisions on the respective permits that they are charged with issuing.¹

¹ See "Relevance of Economic Considerations to SEQRA Analysis" in Appendix A.

CHAPTER 1: PROJECT LOCATION AND OVERVIEW

The subject project site is a 16.64-acre wooded parcel situated at the northeast corner of Hospital Road and the North Service Road of Sunrise Highway (NYS Route. 27) in the Hamlet of East Patchogue, Town of Brookhaven, New York. The proposed project is to develop a 98,000 square foot Wal-Mart retail store and a 900 square foot office building on this property. (See Site Plan, Exhibit 1-1) The project site consists of four (4) lots and is shown on the Suffolk County Tax Map as parcel nos. 0200-926-03-27.2 & 24 (District 2, Section 926, Block 3, Lots 27.2 and 24) and 0200-927-01-36.2 & 37 (District 2, Section 927, Block 1, Lots 36.2 and 37). The site has not previously been developed and provides no vehicular access. The property is located along the westbound approach of the North Service Road, and is bounded by the North Service Road to the south and Hospital Road to the west. The property is adjacent to the La Bonne Vie apartment complex to the north and east, an existing recharge basin to the east, and a vacant lot, formerly a fuel station, to the southwest at the corner of Hospital Road and North Service Road. The applicant, Wal-Mart Stores Inc., does not presently own the site, but has entered into a contract to lease the property subject to approval of the Site Plan.

The project site is irregularly configured with frontage of approximately 750 +/- feet on Hospital Road and approximately 1,300 +/- feet along the North Service Road. The North Service Road frontage of this site includes a long narrow rectangular parcel (lot 37) that extends to Sipp Avenue and contains approximately one-acre of land. At the intersection of the North Service Road and Hospital Road there is a separate parcel of land (the aforementioned vacant lot, formerly a fuel station) containing approximately 1.1 +/- acres which is not part of the proposed development (Tax Map 0200-926-03-23.1). The proposed main access to the development would be on Hospital Road, approximately 700 +/- feet from the intersection of Hospital Road and the North Service Road (opposite the entrance to the North Patchogue Fire House). A secondary right turn egress from the site to Hospital Road is also proposed near the north end of the project site.

In the immediate vicinity of the site, the North Service Road is a two-way roadway providing one (1) lane to accommodate each direction of travel and having a general east/west orientation parallel to Sunrise Highway. Hospital Road provides general north/south mobility in the site vicinity. North of the site, Hospital Road provides one (1) lane and an alternating center two-way left-turn lane for each direction of travel. To the south of the subject property, Hospital Road provides one (1) lane to accommodate each direction of travel. Hospital Road intersects the North Service Road to form a four-leg intersection under a three-phase traffic signal control. The

westbound Sunrise Highway exit-ramp intersects the North Service Road to form a three-leg unsignalized intersection.

The project site is currently vacant. Soils formations on the property are fine to medium loamy sand and gravel and well drained. The landscapes hydric soils support a Pine/Oak forest. The landscape resembles a regional Pine/Oak forest with a slight coastal influence. Evidence of human interference (open trails and dumping) is evident, as well as indications of forest burning. Residential dwellings cluster around the site on two sides (north and east). The forest is composed of multi-aged stands of Pitch Pine, Black Pine, and Oak, and to a lesser degree is spotted with Eastern Red Cedar, White Cedar, Black Cherry, Smooth Alder, Crabapple, Hackberry, and White Poplar. A dense multi-layered thicket of Multi-flora Rose, Bittersweet, Wild Violet, Highbush Blueberry, and re-sprouting Oak surround the exterior perimeters of the site. Lowbush Blueberry, Huckleberry, Inkberry, Common Moss, and Sweet-fern sporadically occupy the forest floor (Bohler Engineering, Inc., Flora and Fauna Analysis, dated May 16, 2007). Approximately 0.6 acres of the 16.64-acre project site consists of disturbed and unvegetated land.

The 16.64-acre (725,030 square foot) property is under the jurisdiction of the Town of Brookhaven and is currently zoned J Business 2 District – Neighborhood Business (J2), J Business 4 District – Professional and Business Offices (J4), and A – Residence 1 District (A1) (per decision issued by the Brookhaven Town Board on June 15, 2010). The J2 portion of the project site totals approximately 12.27 acres in size (534,625 square feet); the J4 zoned portion contains approximately 3.0 acres (130,671 square feet); and the A1 zoned portion consists of approximately 1.37 acres (59,734 square feet) of land area. Within a 500 foot radius of the project site are a mixture of commercial, community facility, and residential uses, and vacant and/or undeveloped lands. These properties have various zoning classifications including PRC Residence (Planned Retirement Community) and MF Residence (Multi-Family) to the north and east of the project site, and A1 Residence/B Residence to the west and the south of the site. Small areas zoned for business use, the J Business 5 (J5) zone, are mapped to the south of the site. (See Zoning Map, Exhibit 1-2 and 500' Radius Map, Exhibit 1-3)

Regulations for the J Business 2 District are detailed in the Town of Brookhaven's Town Code, Chapter 85 Zoning, Article XXI. Per § 85-226, the J2 district expressly allows the proposed Wal-Mart store as a "commercial center," which is defined as "a retail use(s), which exceeds a gross floor area of 100,000 square feet and/or occupies a site of five or more acres". Although the proposed 98,000 square foot Wal-Mart retail center would not exceed a gross floor area of 100,000 square feet, it would occupy a site of five or more acres (12.27 acres). The J2 district also allows "shops and stores for the sale at retail of consumer merchandise and services", banks and pharmacies without drive-through facilities, offices, personal service shops, and take-out restaurants among other uses. The proposed Wal-Mart store would be consistent with the uses

permitted in the J2 zoning district.

Per § 85-229, the J2 district regulations detail site dimensional criteria for commercial centers. In J2, the minimum required lot area is five (5) acres and the minimum required lot width is 300 feet. The minimum setbacks are as follows: front yard setback is 100 feet, side yard setback is 50 feet, and rear yard setback is 75 feet. The maximum permitted floor area ratio (FAR) for a commercial center such as the subject proposal is 20%. The maximum permitted height for all structures is 35 feet.

Regulations for the J Business 4 District are detailed in the Town of Brookhaven's Town Code, Chapter 85 Zoning, Article XXIII. Per § 85-247, the J4 district expressly allows buildings to be used as administrative, financial, business, and professional offices. The proposed office building would be consistent with the uses permitted in the J4 zoning district. Per § 85-251, the J4 district regulations detail site dimensional criteria. In J4, the minimum required lot area is 10,000 square feet and the minimum required lot width is 75 feet. The minimum setbacks are as follows: front yard setback is 40 feet, side yard setback is 10 feet, and rear yard setback is 25 feet. The maximum permitted floor area ratio (FAR) is 25%. The maximum permitted height for all structures is 35 feet.

Article XXXIV of the Town Code details off-street parking and loading requirements. Buildings with a floor area between 40,000 and 100,000 square feet require four (4) loading spaces. Parking requirements for commercial centers are calculated at one (1) space per 175 square feet of gross floor area. Buildings with a floor area under 8,000 square feet require one (1) loading space. Parking requirements for office uses are calculated at one (1) space per 150 square feet of gross floor area.

Article VI, § 85-50 describes the land development standards for site plan approval. For commercial centers, 30% of the site shall be maintained as landscaped or natural area per the Town's standards and guidelines. A minimum of 50 feet of landscaped or natural area shall be maintained along all street frontages. Street trees with a minimum of four inches caliper shall be planted or maintained adjacent to all road frontages a minimum of 30 feet on center. The proposal is also in compliance with the 100-foot Arterial Setback and Buffer requirement set forth in Chapter 85 of the Brookhaven Town Code.

Pursuant to Article VI, § 85-50, parking areas are to be screened according to Town standards. Large parking areas are to be divided into smaller parking fields of 50 cars with landscaping to reduce the visual impact of large expanses of pavement, direct vehicular traffic through the parking lot, and to provide a location for pedestrian walks. Landscape aisles or strips shall

include trees with a minimum caliper of four inches at a minimum of one tree for every 30 feet. Irrigation is also required. Code dictates that there should be a minimum perimeter buffer area of 75 feet adjacent to any residential use or zone for commercial centers. The density of the buffer and quality of the plantings should be equal to five rows of evergreens seven feet high and five feet on center.

The J2 zoned portion of the project site could be developed with up to approximately 106,925 square feet of floor area based on the permitted FAR of 20%. The proposed Wal-Mart store would have an FAR of 18.3%. The J4 zoned portion project site could be developed with up to approximately 32,667 square feet of floor area based on the permitted FAR of 25%. The proposed office building would have an FAR of 0.7 %. As discussed in Chapter 3 and shown on the Site Plan, the proposed Wal-Mart retail store would meet or exceed all the dimensional and other requirements of the J2 zone and the office building would meet those of the J4 zone. As no development is planned on the A1 Residence zoned parcel, the regulations of this District are not relevant to the proposed project.

CHAPTER 2: PROJECT NEED AND PURPOSE

Wal-Mart stores offer customers the convenience of shopping for a wide range of retail and grocery products and services at competitive prices at one location and under one roof. Wal-Mart's intent to develop a store at the site at Hospital Road and the North Service Road of the Sunrise Highway in East Patchogue stems from its goal to better serve the community in this area. Wal-Mart has thoroughly reviewed this site and the surrounding area, considering the existing zoning and commercial uses in the area. Wal-Mart selected this site based on its accessibility, availability of utilities, and the suitability of the land for development.

Wal-Mart offers its consumers a wide variety of goods at affordable prices. Shopping at Wal-Mart enables consumers to save money without sacrificing quality or selection. Beyond consumer benefits, Wal-Mart stores also benefit the community. Wal-Mart stores generate considerable tax revenues which are vital for local schools and town services. In fiscal year 2009, on behalf of the State of New York, Wal-Mart collected more than \$362.9 million in sales taxes and paid more than \$86.5 million in state and local taxes. Wal-Mart stores bring significant job opportunities to the areas in which they are located creating approximately 200-250 jobs in each store. Wal-Mart offers its employees competitive wages and benefits. As of July 2010, the average wage for regular, full-time hourly associates in New York is \$12.21 per hour. The majority of Wal-Mart associates are full time. Wal-Mart considers full time to be 35 or more hours per week. Associates are eligible for performance-based bonuses as well as Profit Sharing and 401(k) Plans.

Wal-Mart also supports suppliers in the community. In fiscal year 2009, Wal-Mart spent over \$1 billion for merchandise and services with its more than 250 suppliers on Long Island.

Wal-Mart believes that a store in East Patchogue would bring tremendous benefits to the community. Wal-Mart maintains that its retail offerings and services would enhance the supply and choice of retail goods and services in the local area. The proposed 98,000 square foot Wal-Mart store would offer one-stop family shopping by combining a full grocery selection and general merchandise sales under one roof. Grocery offerings would include a full service bakery, deli, and produce department, as well as frozen foods, dry goods, and household supplies. General merchandise offerings would include apparel, health and beauty supplies, electronics, toys, housewares and home furnishings, as well as automotive supplies.

Wal-Mart believes that the subject site at Hospital Road and the North Service Road of Sunrise Highway would be the best location in this community to accomplish its consumer goals. As this

proposed Wal-Mart retail store is allowed by zoning in the J2 district, Wal-Mart also believes that a store at this location would comply with the Town's vision for the area.

The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. These operating hours would provide shopping opportunities not typically offered by other stores in the area. This would be particularly convenient for local hospital workers and emergency service personnel who have non-traditional work shifts as they would be able to complete their shopping during off peak hours. The proposed office building would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis.

As discussed in greater detail in Chapters 3 and 10 of this EIS and shown on the Site Plan, the proposed Wal-Mart retail store and office building would be consistent with the uses permitted in the J2 and J4 zoning districts, respectively, and would meet or exceed all the dimensional and other requirements of the J2 and J4 zones. The project site is zoned for business use and is therefore considered to be part of the overall blueprint for planned economic growth of the Town of Brookhaven which would lead to the creation of jobs and economic opportunities.

The Town of Brookhaven Final 1996 Comprehensive Land Use Plan (The Plan) also includes several recommendations relevant to the proposed project as further discussed in Chapter 10 of the EIS and summarized below.

The Plan specifically addresses existing, proposed, and potential future commercial development along Sunrise Highway-New York State Route 27. The proposed development would be located at the intersection of Hospital Road and Sunrise Highway. The Plan states that "at the interchange (of Sunrise Highway/Route 27) with Hospital Road there are vacant business properties on the northeast and southwest. The northeast corner, which is zoned J-3 and J-4, has been proposed for a shopping center." At the time The Plan was written, the project site was being considered for a shopping center development. This development plan was approved by the Town Board but, ultimately, the project did not proceed. The proposed Wal-Mart retail store development would therefore be in accordance with previous commercial proposals for the project site.

The Plan discusses several improvements underway or planned to Hospital Road and to the Hospital Road bridge over Sunrise Highway. As detailed in the Transportation chapter of this EIS, several intersections that would be affected by this proposed development are proposed to be improved. In addition, the owner of the subject project site has made a proportionate contribution to the overall costs of bridge reconstruction proposed on Hospital Road spanning

the Sunrise Highway. These improvements and contributions are consistent with general discussions in The Plan relating to improvements to the existing roadway network within the Town.

The proposed project would meet The Plan's goal to create strong economic activity to provide jobs and an adequate tax base in the Town. In addition, the property owner's contribution to the costs of bridge reconstruction on Hospital Road spanning the Sunrise Highway would meet The Plan's goal to support appropriate roadway improvements to adequately serve adjacent land use.

Regarding the history of the subject project site, while most of the property had been historically zoned J3, approximately 3.0 acres of the site were zoned J4 (office use) prior to 1997. At that time, the current landowner asked the Town Board to consider rezoning those 3.0 acres from J4 to J3 so that a portion of the site could be used for retail or commercial development. This application was granted by a Town Board resolution in September 1997 thus rezoning the 3.0 acre portion of the site to J3 to be consistent with the remainder of the site's zoning designation. In 2003, the Town made significant changes to its zoning code and in the use classifications of almost a thousand properties within the Town. The aforementioned parcel, as well as two (2) adjacent parcels owned by the current land owner and zoned J3, were included in the lists of properties that were rezoned on the Town Board's own motion from J3 to J2. The development restrictions for J2 property, when taken together with other 2003 Code amendments, in general, are more restrictive, permitting less density and requiring larger buffer areas and setbacks than that required under the old J3 zoning classification.

On August 13, 2008, the applicant submitted a Site Plan Application document for this project to the Brookhaven Planning Board. This submission included a Part I Environmental Assessment Form (EAF). The Planning Board, which declared itself lead agency under SEQRA, issued its Positive Declaration on March 23, 2009 requiring preparation of a DEIS as part of SEQRA review. In accordance with SEQRA regulations, the Board determined the proposed Wal-Mart project to be a Type I action. In their review, the Board noted potential impacts to include those to the natural environment through the clearing of twelve acres of natural wooded property for non-residential purposes, potential impacts to the existing transportation system as the site is expected to add significant traffic burdens to primary adjacent roads, and potential impacts on the growth and character of the community including nearby downtown areas such as the Bellport Village downtown and the Patchogue Village downtown. Pursuant to SEQRA regulations, the contents of the DEIS were determined through a process known as "scoping." The Draft Scope was issued on June 6, 2009 and the Final Scope was issued on September 8, 2009. To inform the community of the proposed project, following the issuance of the Positive Declaration, the Wal-Mart project team held a Community Open House on March 23, 2009. This meeting was well attended by the community and allowed the project team to present the scope of the project.

On March 12, 2010, a Draft EIS was submitted to the Town of Brookhaven for a 120,000 Wal-Mart store. On June 15, 2010, the Brookhaven Planning Board voted to change the subject property's zoning from J2, to J2, J4, and A1. Subsequently, the proposed action was changed from a 120,000 square foot retail store to a 98,000 square foot retail store with a 900 square foot office building to be consistent with the uses allowed within parcels to be developed per the zoning regulations. This Draft EIS reflects the changes to the proposed action.

On June 6, 2011, the Brookhaven Planning Board issued a Positive Declaration for the preparation of a DEIS based on the revised proposed action. A Public Scoping Meeting was held on June 23, 2011. This Meeting was followed by a public comment period which ended on July 5, 2011. The DEIS has been prepared in conformance with the requirements of the New York State Environmental Quality Review Act (SEQRA) and is based on the final scoping document issued by the Brookhaven Planning Board on August 8, 2011.

CHAPTER 3: PROJECT DESIGN AND LAYOUT

The proposed project is a 98,000 square foot Wal-Mart retail store on the J2 zoned portion of the property with a 900 square foot office building on the J4 zoned portion of the property, the latter to be constructed during “Phase 2” of the project (See Site Plan, Exhibit 1-1). The Wal-Mart building would be situated in the southeast portion of the lot, facing west towards Hospital Road. Primary access to the site would be provided via a new full movement signalized driveway opposite the existing Fire Station along Hospital Road with a secondary right turn egress to Hospital Road near the office building at the north end of the project site (See Site Circulation Plan, Exhibit 3-1). The Wal-Mart retail store building would be set back approximately 101’ from the North Service Road and approximately 447’ from Hospital Road. The proposed office building would be set back approximately 163’ from Hospital Road and 64’ from the adjacent La Bonne Vie apartment complex property line. All setbacks are in accordance with Town requirements. As shown on the Site Plan, the proposed project would meet or exceed all requirements of the J2 and J4 Business zones.

The proposed project would provide parking for 572 vehicles including 16 handicap spaces and 15 land banked spaces. Parking areas would be located on both sides of the on-site driveway to the north and west of the building, separating the building from Hospital Road. Main drive aisles would be a minimum of 30 feet wide. Parking aisles would measure 24 feet in width and individual parking stalls would measure 9 feet by 20 feet in accordance with Town standards. The development would also include six (6) loading bays, five (5) for Wal-Mart and one (1) for the office building. New curbs and sidewalks are proposed along both the Hospital Road and North Service Road frontages of the site. In addition, new storm water drywells would be provided along the Hospital Road frontage.

Per the Brookhaven Town Code’s Table of Off-Street Parking Requirements (§85-353) a parking ratio of one (1) space per 175 square feet of building gross floor area is required for commercial centers. The proposed 98,000 square foot Wal-Mart store would require 560 parking spaces. The parking ratio for office uses is one (1) space per 150 square feet of building gross floor area. The proposed 900 square foot office building would require 6 parking spaces. Therefore, the total parking required for the project is 566 parking spaces. Per the Site Plan, the proposed Wal-Mart parcel provides 410 spaces while the proposed office building parcel provides 162 spaces, resulting in a total parking supply of 572 spaces. A cross-access and parking easement would be executed as the parking would be shared between the Wal-Mart store and office building, thus providing a sufficient number of spaces to comply with the parking requirements. In addition, because the lot has split zoning classifications, relief would be sought from the Planning Board,

as needed, pursuant to Town Code Section 85-52, to facilitate the shared parking arrangement set forth above.

The parking area lighting would involve fixtures with a 20' mounting height. This would be provided by 17' high poles mounted on 3' bases. The lights would include shielding to prevent spillover to adjacent properties. The lighting configuration is consistent with Illuminating Engineering Society of North America (IESNA) standards for safety and is compliant with IESNA "Dark Sky" guidelines and Article XXXIX (§ 85-463 - § 85-475) of the Brookhaven Town Code, which details the Town of Brookhaven's exterior lighting standards. Site lighting would be designed with dark sky compliant lighting fixtures so that the potential for adverse impacts from fugitive lighting, both on wildlife as well as on adjacent properties, would be minimized. Photometric analyses would be performed to ensure that there would be no lighting impacts to adjacent properties or wildlife. The proposed photometric plan shows no light trespass at the property lines. As shown on the Lighting Plan (See Exhibit 3-2), the proposed project would meet or exceed all requirements, including all minimum, maximum and average foot-candles, of the Town lighting standards.

The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. These operating hours would provide shopping opportunities not typically offered by other stores in the area. This would be particularly convenient for local hospital workers from the nearby Brookhaven Memorial Hospital and emergency service personnel who have non-traditional work shifts as they would be able to complete their shopping during off-peak hours. Parking lot lighting during late night hours would typically be limited to store entrances and paths to the front door from the most preferred parking stalls. All other areas not in use would be lit according to the safety conditions set forth in the IESNA standards.

The proposed project would be serviced by public water and sanitary sewer facilities. An existing water main along Sipp Avenue to the east would be extended along the North Service Road to the subject property. Arrangements have previously been made to connect the subject property to the public sewer system via the adjacent La Bonne Vie apartment complex's sanitary sewer and pump station, notwithstanding the project's compliance with Article 6 of the Suffolk County Sanitary Code permitting the use of septic systems. According to record maps and availability letters from the Suffolk County Department of Public Works (SCDPW), there is currently 20,000 GPD reserved for the subject site in SCSD # 7 - Twelve Pines Sewage Treatment Plant (See Appendix H). When La Bonne Vie apartment complex was built, the developer constructed an additional sanitary manhole for the subject site to tie into, which is located just north of the northern property line of the subject site on the southern portion of La Bonne Vie's grounds.

The proposed project would connect to existing electric, gas, and telephone utilities located within the adjacent R.O.W.s. The developed areas of the subject site would be graded to achieve a maximum 1.4-2.5% slope across the paved parking lot and a maximum 5% slope along entrance driveways. Stormwater runoff generated from on-site pavement, roof surfaces, and landscaped areas shall be directed toward catch basins and collected in a system of drywells so that there would be no overland runoff from the developed area onto adjacent properties or roadways.

It is estimated that sanitary waste water from the proposed project would total approximately 5,202 gallons per day (gpd). Stormwater runoff is anticipated at 178,699 cubic feet (cf) with generation based on a 5" rainfall runoff event per Town of Brookhaven requirements. The proposed project would be designed with an on-site storage capacity of 80,401 cf (2.25" of runoff) via drywells and an additional 117,406 cf (3.29" of runoff) would be accounted for in surface storage in the main parking areas on-site per Town of Brookhaven requirements.

Runoff from the roads and parking areas may carry contaminants such as metals, petroleum, hydrocarbons, sand, salt, and/or other compounds. Runoff from non-vehicle areas, such as roofs or sidewalks, would be relatively clean. Any such contaminants would be filtered through natural Long Island sandy soils once directed into the proposed drywells. Further detail on the infiltration stormwater management process is provided in the later sections of this DEIS.

The proposed design would include 89 drywells scattered throughout the site to disperse the runoff from multiple tributary areas. The storm runoff from these drywells would percolate through the underlying sandy soils and would be naturally filtered before entering groundwater. As further detailed in Chapter 20 of this DEIS, the Long Island segment of the National Urban Runoff Program (NURP) concluded that, with regard to recharge basins, infiltration through the soil is an effective mechanism for eliminating most of the inorganic chemical constituents for which analysis is performed. NURP further recommends, as is the case with the project site, that storage leaching drainage systems should also be considered for use where the installation of recharge basins is not feasible.

Nearby environmentally sensitive areas would not be affected by the proposed project. Swan River is located approximately 4,000 linear feet (lf) or 0.75 miles from the project site. The NYSDEC provides a Wetland Check Zone of a 100 foot buffer surrounding the river. The project site is well outside this boundary. Additionally, Fish Thicket Preserve is located approximately 1,500 lf or 0.28 miles from the project site and will not be impacted by the proposed development. There are local water wells located along Hospital Road to the north of the site. As indicated on the Suffolk County Groundwater Contour Map, the underlying groundwater table

flows to the south; therefore, the stormwater that infiltrates into the ground will not impact the wells.

Clearing the subject site for construction of this project would not cause local flooding. Development of the site may actually decrease the chances of flooding in this area since the development is proposing to retain the runoff on-site and leach it through the ground with the use of drywells. The current project also proposes to install curbs and drainage along the Hospital Road frontage. These systems would decrease the chances of flooding. Additionally, these practices would also reduce storm water flows into the adjacent recharge basin from the subject site. This, in turn, would provide greater storage capacity for runoff from the public roadways and adjacent areas. Overall, the development of the grading and drainage systems for the proposed project would reduce the amount of runoff leaving the site which would help decrease the chances of local flooding in the nearby vicinity.

Solid waste generated by the Wal-Mart store would be processed on-site in a compactor. This compactor would be screened to minimize visual impacts to the public while also maintaining accessibility for removal. The waste would be removed by a private carter for transfer to a landfill or recycling facility. As part of general store operations, the Wal-Mart store manager and site maintenance staff inspect the parking areas on a daily basis to keep them clear of litter. Solid waste generated by the proposed office building would be held in a refuse bin in the bale and pallet enclosure area for pick-up and be taken off-site for disposal.

The proposed development would include clearing of approximately 11.21 acres of existing vegetation, leaving approximately 32.6% natural vegetation on the site. This includes a 60'-75' wide natural buffer to the adjacent La Bonne Vie apartment complex, a 65' wide natural buffer to North Service Road, and a 50'-60' wide natural buffer to Hospital Road. The subject property also includes a +/-70' wide wooded strip of land that extends easterly along the North Service Road to Sipp Avenue that would remain undisturbed. The total building and land area to be developed is approximately 9.16 acres. The building would cover approximately 2.27 acres or 13.6% of the site and an additional approximately 6.89 acres or 41.4% of the site would be paved. A total of approximately 5.43 acres of the property would remain undisturbed.

Approximately 2.05 acres of new landscaping would be added to the site within parking lot islands and to supplement existing vegetation within the perimeter buffer areas. Landscaping would include the addition of approximately 62 deciduous trees, approximately 41 evergreen trees, approximately 407 deciduous and evergreen shrubs, approximately 173 groundcover plantings, and approximately 24 ornamental grass plantings. Upon completion of the project, approximately 7.48 acres (45%) of the property would be vegetated with natural and supplemental plantings and approximately 9.16 acres (55%) of the property would be covered by

the building, parking areas, and other paved surfaces. Below is a table which compares existing and proposed site conditions.

Table 3-1: Comparison Table of Existing and Proposed Site Conditions

Site Condition	Current	Proposed
Vegetated Area	16.04 Acres (96.4%)	
Existing Vegetated Area to Remain		+/- 5.43 Acres (32.6%)
Newly Landscaped Area		+/- 2.05 Acres (12.3%)
Total		+/- 7.48 Acres (45%)
Disturbed (Existing)/Building and Paved Areas (Proposed)	0.6 Acres (3.6%)	+/- 9.16 Acres (55%)
Buffer adjacent to the La Bonne Vie apartment complex	N/A – site is undeveloped	60’-75’ wide natural buffer
Buffer adjacent to Hospital Road	N/A – site is undeveloped	50’-60’ wide natural buffer
Buffer adjacent to the North Service Road	N/A – site is undeveloped	65’ wide natural buffer

The Wal-Mart building would be designed in the International Style. The store would be constructed on a concrete foundation and footings with a concrete floor slab and erected with a steel grid frame with reinforced concrete masonry unit exterior wall construction. The elevations, as seen in Exhibits 3-3, 3-4, and 3-5, would consist of materials including painted CMU, EIFS, and Trespa panels in a neutral color palette. The store would have one main entry vestibule. The size of the retail store would be approximately 98,000 square feet divided between a grocery component and a soft/hard goods retail component. A four (4) bay loading dock for the Wal-Mart store would be placed at the rear of the store. The loading dock would be screened from view. An additional loading zone would be placed on grade near the compactor. There would also be one (1) loading space provided for the office building on its west side. All rooftop and ground mounted equipment would be screened from view.

The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. Truck delivery of vendor stocked merchandise would typically take place in the morning prior to 9:00 AM or in the evening after 9:00 PM in order to avoid conflict with store customers. These deliveries would usually consist of between eight and eleven small- to medium-sized commercial truck trips per day, Monday through Saturday. Following delivery to the store, these vendor deliveries would continue on to service other stores which carry their products within the community. Approximately three to five large truck deliveries would take place during the day to coincide with restocking times as needed. Trucks would not be allowed to idle or use the radio during deliveries if they will be unloading for more than fifteen minutes. Refrigerated trucks utilize internal generators that power internal truck components and utilize trailer refrigeration to reduce engine noise.

It is anticipated that the proposed office building would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis. Due to the small size of the proposed office building, deliveries of supplies would be minimal, probably totaling on average one small truck delivery per week.

In order to mitigate potential noise or lighting impacts on adjacent residential uses, the Wal-Mart and office building design would include vegetated buffers to the north and east along the property line. Screening would also be used to mitigate noise from trucks docks and mechanical equipment. The parking area lighting would be designed with dark sky lighting fixtures and include shielding to prevent spillover to adjacent properties.

Sound levels are regulated under Chapter 50 of the Brookhaven Town Code based upon the land use of both the receiving property and the sound source property. The Code states, "No person shall cause, suffer, allow, or permit the operation of any source of sound on a particular category of property or any public land or right-of-way in such a manner as to create a sound level that exceeds the particular sound level limits set forth in Table I." Table 3-2 below illustrates the maximum permissible A-weighted sound pressure levels by receiving property category contained in Table I of the Town Code.

Table 3-2: Town of Brookhaven Table I - Maximum Permissible A-Weighted Sound Pressure Levels by Receiving Property Category, in dBA

Town of Brookhaven Table I Maximum Permissible A-Weighted Sound Pressure Levels by Receiving Property Category, in dBA						
Receiving Property Category						
	Another Apartment Within Multi-dwelling Building		Residential			
Sound Source Property Category	7:00 AM to 10:00 PM	10:00 PM to 7:00 AM	7:00 AM to 10:00 PM	10:00 PM to 7:00 AM	Commercial All Times	Industrial All Times
Apartment within multi-dwelling building	45	40	55	50	65	75
Residential	--	--	55	50	65	75
Commercial or public lands or rights-of-way	--	--	65	50	65	75
Industrial	--	--	65	50	65	75

The Town Code, under §50-5 (C), provides the following exemption to Table I with respect to construction.

(3) Noise from construction activity, except as provided in §50-6B(7).

Town Code §50-6B(7) prohibits:

(7) Construction: operating or permitting the operation of any tools or equipment used in construction, drilling, earth moving, excavating or demolition work between the hours of 6:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on weekends or legal holidays, except:

(a) For emergency work.

(b) By special variance issued pursuant to § 50-3.

(c) (Reserved)

(d) When the result of the operation of any of said equipment by or for any municipal agency.

Based on Table I and its related exemptions, the maximum sound levels generated by the subject property at the nearest residential property line must be 50 dBA at night and 65 dBA during the day, and construction activities are limited to the hours of 7:00 AM through 6:00 PM, Monday through Friday.

A review of several sources, including the *Handbook of Environmental Acoustics* (Cowan, 1994) and materials from the California Department of Transportation, indicate that the ambient sound level associated with commercial areas typically falls between 60 and 65 dBA. As the proposed project would be separate from other commercial areas, it is expected that the sound levels would be towards the lower end of the range found. The proposed Wal-Mart will be designed with roof-top HVAC systems. These systems, when installed according to the manufacturer's installation standards, are rarely a problem with respect to noise generation. The systems will be screened to minimize both visual and noise impacts.

The primary source of noise generated by the proposed project is expected to derive from vehicular traffic entering and exiting the project site as well as from on-site delivery trucks. Vehicular traffic will circulate through the site at low speeds and should not cause a perceptible increase above the current sources of ambient noise, based on the site's proximity to NYS Route 27 (Sunrise Highway) and Hospital Road.

Truck delivery of vendor-stocked merchandise would typically take place in the morning prior to 9:00 AM or in the evening after 9:00 PM in order to avoid conflict with store customers. These deliveries would usually consist of between eight and eleven small- to medium- sized commercial truck trips per day, Monday through Saturday. Approximately three to five large truck deliveries would take place during the day to coincide with restocking times as needed. Trucks would not be allowed to idle or use the radio during deliveries if they will be unloading for more than fifteen minutes. Refrigerated trucks utilize internal generators that

power internal truck components and utilize trailer refrigeration to reduce engine noise. It is anticipated that the proposed office building would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis. Due to the small size of the proposed office building, deliveries of supplies would be minimal, probably totaling on average one small truck delivery per week. In order to mitigate potential noise impacts on adjacent residential uses, the Wal-Mart and office building design would included screening at the truck docks as well as vegetated buffering to the north and east along the property line.

CHAPTER 4: CONSTRUCTION PROCESS AND OPERATIONS

The construction of the proposed development would be phased with the Wal-Mart store and all site parking being constructed during “Phase I” and the 900 square foot office building being constructed during “Phase II.” Relative to Phase I and upon receiving final Town and State agency approvals and the finalization of utility agreements, Wal-Mart would proceed with the construction process. After bidding the project, Wal-Mart would select a general contractor who would establish the construction process and schedule. Wal-Mart stores typically have a 12-month construction schedule from the start of site work to the grand opening of the store. The construction phasing schedule flows from mass grading, to utility work, to pad construction, and to footing and building construction. Following these steps are fine grading, paving, finish flat work, and landscaping. Off-site improvements are constructed contemporaneously with the site work.

The number of construction workers on the project site would vary from day to day depending on the construction activity. However, the total number of full- and part-time construction workers is typically anticipated to be about 150-225 for the full construction of Phase I of the project. Per the Town’s noise ordinance, construction activities would be limited to the hours of 7:00 AM through 6:00 PM, Monday through Friday. The general contractor typically requests that deliveries be made at specific times of day in order to avoid conflicts with peak period traffic volumes on the surrounding roadways. Some deliveries, like those for concrete, are scheduled very early in the morning so the concrete does not set-up in the truck. Trucks continually deliver throughout the day as materials are needed on-site because storage of materials on-site may lead to possible conflicts and safety risks resulting from theft. Trucks would travel on roadways marked as truck routes and typically utilize numbered highways and the most direct route allowed by ordinance.

In an effort to minimize potential adverse environmental impacts from the construction of the proposed project, a Stormwater Pollution Prevention Plan (SWPPP) is being developed. (See Preliminary Stormwater Plans, Appendix B) A SWPPP would be developed and implemented prior to construction activities at the site and prior to the start of activities requiring authorization under a State Pollutant Discharge Elimination System (SPDES) permit. The SWPPP identifies potential sources of pollution which may reasonably be expected to affect the quality of stormwater discharges on and off the site. In addition, the SWPPP describes and ensures the implementation of practices which would be used to reduce the pollutants in stormwater discharges and to assure compliance with the terms and conditions of a SPDES permit. All SWPPPs must include erosion and sediment controls.

Approval of the relevant construction activities can be obtained under the New York State Department of Environmental Conservation (NYSDEC) SPDES General Permit GP-0-10-001 by submitting a Notice of Intent (NOI) and MS4 Stormwater Pollution Prevention Plan (SWPPP) Acceptance Form to the NYSDEC. SWPPPs must present fully designed and engineered stormwater management practices with all necessary maps, plans, and construction drawings prior to submission for approval. To obtain the MS4 acceptance form, the fully designed SWPPP binder, containing the aforementioned maps, plans, and construction drawings, must be reviewed and approved by the local municipality, in this case the Town of Brookhaven. Once the MS4 form is signed by the Town, it can be sent to the NYSDEC with an executed State NOI application to obtain the SPDES permit. With the implementation of these procedures, no construction period impacts from stormwater discharges on the site would be anticipated.

Erosion and sedimentation control measures would be installed prior to the start of any construction activities on the project site. Such erosion and sedimentation control measures would include the strategic placement of silt fences and temporary berms and trenches to prevent overland runoff, stockpile protection measures, storm drain silt control measures, and the installation of foundations, pavement, and/or landscaping as soon as possible following soil disturbance in order to effectively limit the extent of soil erosion.

All erosion and sediment control measures would be installed and certified by the project's civil engineer and Wal-Mart construction manager prior to the start of any construction activities, would be maintained daily to ensure their proper functioning, and would remain in place until disturbed areas are stabilized. After site clearing, the area would be paved, planted, or stabilized to minimize the amount of time that soils are exposed. All topsoil and/or sub grade material that can be stockpiled during construction would be used in areas to be replanted and re-graded. All areas to remain undisturbed would be separated from those areas to be developed with the use of fencing or other methods to visually mark boundaries. Sediment traps and swales would be used to direct stormwater flows to designated areas and keep runoff from exiting the construction site. This would keep sediment from washing into the streets and ultimately any waterways.

The construction of the Phase II office building would proceed after the completion of the construction of Phase I and the opening of the proposed Wal-Mart store. Specific elements of the construction process for the office building would be determined at a future date as the project moves forward.

CHAPTER 5: PERMITS AND APPROVALS REQUIRED

The proposed project would require several permits and approvals from local and state agencies. These approvals are summarized in the following table.

Table 5-1: Required Permits, Reviews, and Approvals

Agency	Permits and Approvals	Administrative Status
Town of Brookhaven Planning Board	<ul style="list-style-type: none"> • SEQRA Review as Lead Agency • Site Plan Approval • Relief to facilitate shared parking between J2 and J4 parcels. 	<ul style="list-style-type: none"> • DEIS prepared per SEQRA requirements. • Plans were filed with the Town on March 8, 2011 and will be reviewed concurrently with the SEQRA process. • May be filed, as needed, following SEQRA process.
Town of Brookhaven Building Department and Division of Fire Prevention	<ul style="list-style-type: none"> • Building Permits 	<ul style="list-style-type: none"> • To be filed following site plan approval.
Suffolk County Department of Health Services	<ul style="list-style-type: none"> • Suffolk County Sanitary Code Article 6 (Realty Subdivision) and Article 4 (Water Supply) 	<ul style="list-style-type: none"> • To be filed following SEQRA process.
Suffolk County Department of Public Works	<ul style="list-style-type: none"> • Sewer Connection Permit 	<ul style="list-style-type: none"> • To be filed following SEQRA process.
New York State Department of Environmental Conservation	<ul style="list-style-type: none"> • General Permit for Stormwater Discharges from Construction Activities (GP-0-10-001) 	<ul style="list-style-type: none"> • To be filed prior to construction.

New York State Department of Transportation	<ul style="list-style-type: none"> • Roadway Work Permit and Signal Modifications • Access Highway Designation 	<ul style="list-style-type: none"> • To be filed following SEQRA process. • To be filed following SEQRA process.
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The following table provides an overview of the SEQRA process and the review stages for the proposed project as well as an estimated timeline for the preparation of the EIS documents and agency review of the EIS pursuant to SEQRA.

Table 5-2: Environmental Review Process and Timeline

	Item	Item Time
1	Brookhaven Planning Board issues Positive Declaration	Completed on 6/6/11
2	Project Sponsor Submits Draft Scope for Draft EIS (DEIS)	Completed on 6/8/11
3	Planning Board holds Public Scoping Meeting.	Completed on 6/23/11
4	Planning Board issues/distributes Final Scope for DEIS	Completed on 8/8/11
5	Applicant prepares Draft EIS (DEIS) and submits same to Planning Board	Completed on 9/21/11
6	Planning Board reviews DEIS for adequacy for public review	Within 45 days of receipt of initial DEIS and within 30 days of each subsequent revision/resubmission
7	Planning Board prepares, files, and publishes Notice of Completion of DEIS	When DEIS deemed adequate for public review
8	Public comment period for DEIS	At least 30 days
9	Planning Board issues Notice of Public Hearing (if it decides to hold a hearing)	At least 14 days before public hearing

10	Planning Board conducts public hearing on DEIS (if hearing is held)	Minimum 15 days to maximum 60 days after filing of Notice of Completion of DEIS
11	Planning Board accepts comments on DEIS	Minimum of 30 days after filing of Notice of Completion or 10 days following a public hearing
12	Planning Board prepares and files a Final EIS (FEIS) and files and publishes a Notice of Completion of FEIS	The latter of either 45 days following public hearing or 60 days after filing of DEIS
13	Public consideration period for FEIS	Minimum 10 days after filing of FEIS
14	Planning Board issues/files Statement of Findings and approves/disapproves project	Within 30 days following filing of FEIS

SECTION 2: NATURAL ENVIRONMENTAL RESOURCES

CHAPTER 6: TOPOGRAPHY

Implementation of the proposed action would require the clearing of woodlands and re-grading of the site. According to an ALTA/ACSM Land Title Survey, dated September 15, 2006, prepared by Control Point Associates, Inc. (See ALTA/ACSM Land Title Survey, Appendix C), the elevation of the subject site ranges from +/-43 feet to +/-57 feet above mean sea level (msl) with the bulk of the developed portion lying between elevations +/- 54 feet to +/-57 feet above msl. There is a small depression at the southeasterly portion of the subject site just south of an existing recharge basin on the adjacent property to the east. This depression appears to serve as a stormwater overflow relief point for the recharge basin as it contains a concrete inlet structure with an underground pipe leading southward across the North Service Road. From the aforementioned depression, the site gradually rises to elevation +/-57 feet along the northerly and westerly boundaries of the site adjacent to the La Bonne Vie apartment complex. There are a few man-made piles of soil, up to 6 feet high, in the northerly portion of the site that extends up to an elevation of +/-62 feet above msl. There is also a narrow, man-made, +/- 3 foot deep depression running parallel with Hospital Road at the south-westerly side of the site that appears to serve as a drainage overflow area for an inlet located along the roadbed opposite it.

Elevations in the parking area to the west of the proposed Wal-Mart store and to the south of the proposed entrance driveway would be modified from the current elevation of +/-56 to +/-55 feet above msl to a proposed elevation of +/-57.4 to +/-52.8 feet above msl. Elevations for the office building and in the parking area to the north of the proposed entrance driveway would be modified from the current elevation of +/-57 to +/-56 feet above msl to a proposed elevation of +/-58 to +/-54 feet above msl. Also, the areas in which the proposed Wal-Mart store and adjacent loading areas would be situated would be re-graded. Currently, elevations in this area range from +/-56 to +/-52 feet above msl. The proposed Wal-Mart store's finished floor would be situated at 57.5 feet above msl and loading and parking areas on the north and east sides would range from +/-56.7 to +/-53.4 feet above msl.

As depicted on the grading and drainage plans (See Grading and Drainage Plan, Exhibit 6-1), the proposed action includes modification of grades and the installation of curbs to define the paved areas and provide a stabilized edge for adjoining vegetated areas and slopes. The site slopes gently toward the south and southeast at slopes between 0.5% and 4% with some minor undulations. Other than the man-made features described below, maximum natural slopes do not generally exceed 3%. Slopes up to 33% are present along the man-made drainage depression and piles of soil. Slopes on the subject property would be modified as outlined in the following table. As indicated in this table, the existing slopes would be minimally altered as part of the proposed action. Thus, no significant adverse impacts relating to topographic character are expected.

Table 6-1: Slope Modification on the Subject Property

Slopes	Existing Conditions (% of Site)	Post-Development Conditions (% of Site)
0 to 10 percent	94.6	96.2
10 to 15 percent	2.5	1.6
15 to 25 percent	1.8	1.3
Greater than 25 percent	1.1	0.9

Development of the proposed project, in accordance with the Site Plan documents submitted as part of the subject application (See Site Plan Documents, Appendix D), would yield maximum depths of cut of approximately 3.5' over the existing ground and up to 0.5' in areas of existing stockpiles and berms at the north parking area of the parcel, 3' of cut located at the center of the Wal-Mart front parking sections where the proposed storm drainage would be installed, and approximately 2' to 3' of fill for the proposed Wal-Mart building pad. The office building pad is at the approximate existing grade. Approximate earthwork quantities are outlined in the following table.

Table 6-2: Earthwork Cut and Fill Volumes in Cubic Yards

Total Cut Volume:	23,011 Cu. Yd.
Total Fill Volume:	20,284 Cu. Yd.
Net Total Volume:	2,727 Cu. Yd. Cut Material

As indicated in the table above, the grading and stormwater system construction for the project would generate a net cut or excess of approximately 2,727 cubic yards of soil material. It is assumed excess material would be exported off-site. Implementation of the proposed action would result in the disturbance of soils on the subject site for foundation excavation, utility installation, grading, paving and landscaping. This disturbance however would be entirely contained within the boundaries of the subject site.

The disturbance of soils for construction and re-grading activities increases the potential for erosion and sedimentation. As indicated in the *New York Guidelines for Urban Erosion and Sediment Control*, the erosion potential of a site is determined by five factors: soil erodibility, vegetative cover, topography, climate, and season. Soil erodibility is dependent on the structure, texture, and percentage of organic matter in the soil. The presence of vegetation on a site protects soils from the erosive forces of precipitation and overland flow, as top growth vegetation shields the soil surface from precipitation while the root mass holds soil particles in place. Also, grasses limit the speed of runoff and help to maintain the infiltration capacity of the soil. The topography of a site, including slope length and steepness, influences the volume and velocity of surface runoff. Long slopes carry more volume to the base of the slope, and steep slopes increase runoff velocity. Climatic factors and change in seasons include the amount and intensity of precipitation, the average temperature, the typical temperature range, and seasonality, as well as the wind speed, and storm frequency. In general, given similar vegetation and ecosystems, areas with high-intensity precipitation, more frequent rainfall, more wind, or more storms, are expected to have more erosion and are subject to variation based on the seasons.

In accordance with NYSDEC SPDES and Town Code Chapter 86 Stormwater Management and Erosion Control Requirements, a Stormwater Pollution Prevention Plan (SWPPP), including Erosion and Sediment Control Plans, is being developed. The SWPPP identifies potential sources of pollution which may reasonably be expected to affect the quality of stormwater discharges. In addition, the SWPPP describes and ensures the implementation of practices which would be used to reduce the pollutants in stormwater discharges and to assure compliance with the terms and conditions of a SPDES permit. All SWPPPs must include erosion and sediment controls.

Coverage for such activities can be obtained under the NYSDEC SPDES General Permit GP-0-10-001 by submitting a Notice of Intent (NOI) and Municipal Separate Storm Sewer System (MS4) acceptance letter to the NYSDEC.

SWPPPs must present fully designed and engineered stormwater management practices with all necessary maps, plans, and construction drawings in a binder prior to submission for coverage. To obtain the MS4 acceptance letter, the fully designed SWPPP binder must be reviewed and approved by the local municipality. Once the MS4 form is signed it can be sent to the NYSDEC with an executed State NOI application to obtain permit coverage. With the implementation of these procedures, no construction period impacts from stormwater discharges would be anticipated.

As part of the proposed action, specific erosion and sediment control measures would be implemented prior to and during construction. Included would be strategic placement of silt fences, temporary berms, and trenches to prevent overland runoff as well stockpile protection,

and storm drain silt control measures. Foundations, pavement and/or landscaping would be installed as soon as possible after soil disturbance in order to effectively limit the extent of soil erosion. Additionally, the installation of drywells and re-grading activities would control and direct the routes of water flow on-site to minimize the impacts associated with overland flow.

All erosion and sediment control measures would be routinely maintained to ensure their proper functioning and would remain in place until disturbed areas are stabilized. After site clearing, the disturbed area would be paved and/or planted to minimize the amount of time that soils are exposed. All topsoil and/or subgrade material would be stockpiled during construction and would be used in areas to be replanted and re-graded. All areas to remain undisturbed would be separated from those areas to be developed by the use of fencing, or other method, to visually mark the boundaries of same. Sediment traps and swales would be used to direct stormwater flow to designated areas and keep runoff from exiting the construction site. This would keep sediment from washing into the streets and ultimately any waterways.

CHAPTER 7: SOILS

According to the *Soil Survey of Suffolk County, New York (USDA, 1975)*, soils are classified according to distinct characteristics and placed accordingly into “series” and “mapping units” (See Soils Map, Appendix E). A “series” is a group of mapping units formed from particular disintegrated and partly weathered rocks that lie approximately parallel to the surface and that are similar in arrangement and differentiating characteristics such as color, structure, reaction consistency, mineralogical composition and chemical composition. “Mapping units” differ from each other according to slope, and may differ according to characteristics such as texture.

The subject property is comprised wholly of Riverhead Sandy Loam, 0-3percent slopes (“RdA”). The relevant excerpts from the *Soil Survey of Suffolk County, New York (USDA, 1975)*, relating to soil series and mapping units, are presented below.

Riverhead Series

The Riverhead Series consists of deep, well drained, moderately coarse textured soils that formed in a mantle of sandy loam over thick layers of coarse sand and gravel. These soils occur throughout the County in rolling to steep areas on moraines and in level to gently sloping areas on outwash plains. These soils range from nearly level to steep; however, they generally are nearly level to gently sloping. Native vegetation consists of black oak, white oak, red oak, and scrub oak.

In a representative profile, the surface layer is brown to dark brown sandy loam about 12 inches thick. The upper part of the subsoil, to a depth of 27 inches is strong brown, friable sandy loam. The lower part of the subsoil is yellowish-brown, very friable loamy sand to a depth of about 32 inches. Below is yellowish-brown, friable gravelly loamy sand to a depth of about 35 inches. The substratum is very pale brown and brown loose sand and gravel to a depth of 65 inches.

Riverhead soils have a moderate to high available moisture capacity. Internal drainage is good. Permeability is moderately rapid in the surface layer and in the subsoil and very rapid in the substratum. Natural fertility is low. Reaction is strongly acid to very strongly acid throughout. The root zone is mainly in the upper 25 to 35 inches.

In many places where these soils have been farmed, a plow pan is in the lower part of the surface layer and in the upper part of the subsoil. A plow pan is a subsurface horizon or soil layer having a high bulk density and a lower total porosity than the soil directly above or below it as a result of pressure applied by normal tillage operations through the use of plows, discs, and other tillage implements. Plow pans may also be called pressure pans, tillage pans, or traffic pans. Plow pans are not cemented by organic matter or chemicals. Plow pans are the result of pressure exerted by humans, whereas hard pans occur naturally.

Riverhead Sandy Loam, 0 to 3 percent slopes (“RdA”)

This soil has the profile described as representative of the series. It generally is on outwash plains, and the areas are large and uniform. Where this soil occurs on outwash plains, it generally has slope characteristics of this landform. Slopes are undulating in places. A few small irregular areas are on the moraines.

Included with this soil mapping are small areas of Sudbury soils that are less than 1 to 2 acres in size. Also included are areas of solids near Bridgehampton that have a profile similar to that of this soil, except that at a depth of about 30 inches they have layers of gray and strong brown silt loam 1 to 2 feet thick. Also included are areas of Haven and Plymouth soils that have a loam or fine sandy loam surface layer and a sandy loam subsoil. Areas of Montauk soils on moraines that have a very weak fragipan formed in loose sandy till are included. Fragipan is a diagnostic horizon in USDA soil taxonomy. They are altered subsurface soil layers that restrict water flow and root penetration. In soil descriptions, they are commonly denoted by a Bx or Btx symbol.

The hazard of erosion is slight on this Riverhead soil. This soil is limited only by moderate droughtiness, especially during dry months, in the moderately coarse textured solum consisting of surface and subsoil layers that have undergone the same soil forming conditions. Erosion tends to develop a plow pan if it is intensively farmed.

On-Site Soil Investigations

In August of 2007, preliminary subsurface investigations were performed by Whitestone Associates (Whitestone) to determine any geotechnical issues pertinent to the design and construction of the proposed Wal-Mart building (a 120,000 square foot store at that time) and its associated pavements, stormwater basins, and earthwork. As indicated in Whitestone’s August 31, 2007 report (See Preliminary Geotechnical Investigation and Stormwater Management Evaluation, Appendix F), a total of 10 borings were drilled to depths ranging from 10 to 24 feet. In addition, 3 in situ percolation tests were performed at 3 of the boring locations situated within proposed stormwater management areas.

In general, results of Whitestone's preliminary investigation indicate conditions suitable for shallow foundation design. However, due to the presence of very loose to loose upper sands, some over excavation and/or recompaction may be necessary to provide a suitable subgrade for foundations, floor slabs, and pavements. It further appears that a majority of the site soils would be suitable for reuse as compacted fill or backfill in structural areas with proper moisture control.

Static groundwater was not encountered to depths explored of up to 24 feet below ground surface (fbgs). Evidence of seasonal high groundwater was not encountered in the anticipated stormwater management areas to depth of up to 10 fbgs. Percolation rates in the majority of the site soils were a minimum of 19 inches per hour.

CHAPTER 8: DRAINAGE

The Town of Brookhaven requires that all site drainage facilities be designed to store a minimum 2 inch rainfall event. The Site Plan is designed to handle a 5 inch rainfall event. The Town also provides runoff coefficients to use when calculating runoff volumes in order to account for losses that occur as runoff is absorbed by various types of surfaces. Runoff from pavement and roof areas is calculated at 100% since these impervious surfaces would not absorb water. Runoff from low sloped vegetated or landscaped areas is calculated at 15% since the vegetation and surrounding soils would typically absorb 85% of the runoff. The following chart provides the volumes of runoff that are expected to be generated on the project site during pre- and post-development conditions, based on the Town of Brookhaven requirements:

Table 8-1: Pre and Post Development On-Site Runoff

	Site Area	Rainfall Amount	Runoff Coefficient	Runoff Volume
Pre-Development Conditions	Vegetated: 725,030 SF	5 Inches	0.15	45,314 CF
Post-Development Conditions	Vegetated: 156,054 SF	5 Inches	0.15	9,754 CF
	Paved: 306,569 SF	5 Inches	1.00	127,737 CF
	Roof: 98,900 SF	5 Inches	1.00	<u>41,208 CF</u>
	Total 561,523 SF or 12.89-acres		Total	178,699 CF

The Pre- and Post- Development drainage areas include 163,507 SF (3.75- acres) of natural undisturbed landscape areas to remain that are not captured or stored on-site. Therefore, the total drainage area stored on-site in the proposed drywells equates to a contributing area of 561,523 SF (12.89- acres).

Currently during pre-development conditions, stormwater runoff generated on-site flows in a southeasterly direction toward the Sunrise Highway North Service Road and an existing recharge basin located adjacent to the easterly property line. Runoff flowing into the North Service Road is directed toward a drainage inlet that discharges to an on-site depression, located just south of

the aforementioned recharge basin. Runoff flowing into this depression and the adjacent recharge basin percolates into the underlying soils where it ultimately recharges to the groundwater table.

There are two existing man-made depressions on site that appear to serve as a drainage retention basins since they are connected to storm water inlets located along Hospital Road and North Service Road. The depression and inlet along Hospital Road would be removed and new drainage improvements would be provided in accordance with the plans. The North Service Road depression and inlet would remain. There is also an existing recharge basin located off site adjacent to the easterly property line. This recharge basin serves the adjacent La Bonne Vie II Development and is to remain.

During post-development conditions, stormwater runoff generated from on-site pavement, roof surfaces, and landscaped areas would be directed toward and collected in a system of drywells that would then allow the stormwater to infiltrate into the underlying soils and recharge the groundwater table underlying the site. As indicated on the Grading and Drainage Plan (See Grading and Drainage Plan, Exhibit 6-1), the proposed development on the subject site would include the provision of 89, 12-foot diameter drywells, having an overall capacity of 80,401 CF. This capacity is more than sufficient to handle the anticipated quantity of stormwater runoff that would be generated from the proposed development on the subject site. There would be no overland runoff from the developed area onto adjacent properties or roadways in the vicinity of the subject site.

The New York State (NYS) Stormwater Design Manual was updated in August of 2010 to include Green Infrastructure Planning. Per Chapter 3, Table 3.1 - Green Infrastructure Planning General Categories and Specific Practices and Table 3.2 – Green Infrastructure Techniques Acceptable for Runoff Reduction, the proposed site will include practices from the groups listed below:

Preservation of Natural Resources:

- Preservation of Undisturbed Areas
- Preservation of Buffers
- Reduction of Clearing and Grading
- Locating Development in Less Sensitive Areas – J-2 and J-4 Business Districts

Reduction of Impervious Cover:

- Parking Reduction – Land banked Stalls

Runoff Reduction Techniques:

- Conservation of Natural Areas
- Tree Planting – See Landscaping Plan

Additionally, the subject site's stormwater management program will exceed the New York State Department of Environmental Conservation (NYSDEC)'s 90% requirement for Water Quality Volume (WQv). Per Chapter 4 of the NYS Stormwater Design Manual, Figure 4.1, Long Island's 90% rainfall event number is equivalent to 1.2". Due to strict Town requirements, the proposed 89 drywells are designed to provide over 2" of storage for the subject site. As outlined in Chapter 3 of the NYS Stormwater Design Manual, Table 3.3, drywells (practice I-3) under the infiltration group are a standard Stormwater Management Practice (SMP) for treatment. This standard SMP, along with the Town's required 2" rainfall event, allows this site to treat 100% of the WQv and, therefore, also meet the Runoff Reduction Volume (RRv) criteria.

Since it is anticipated that in both pre-development and post-development conditions rainwater falling on the site would ultimately percolate back into the groundwater table underlying the property, it is expected that the proposed Wal-Mart and office building development would have minimal impacts on groundwater.

CHAPTER 9: ECOLOGY

Bohler Engineering, Inc. prepared a Flora and Fauna Analysis report for the project site dated May 16, 2007 (See Flora and Fauna Analysis, Appendix G) which is summarized below.

Existing Vegetation

The landscape resembles a regional pine/oak forest with a slight coastal influence. Evidence of human interference (open trails and dumping) was present, as well as indications of forest burning. Residential dwellings cluster around the site on two sides. The forest is composed of Pitch Pine, Black Pine, Oak, and to a lesser degree is spotted with Eastern Red Cedar, White Cedar, Black Cherry, Smooth Alder, Crabapple, Hackberry, and White Poplar. These lesser trees are not indicative of the site. A dense multi-layered thicket of Multiflora Rose, Bittersweet, Wild Violet, Highbush Blueberry, and re-sprouting Oak surround the perimeter of the site. Lowbush Blueberry, Huckleberry, Inkberry, Common Moss, and Sweet-fern sporadically occupy the forest floor. The project site does not include any rare, endangered, or unusual species of vegetation.

On May 10, 2007, the site was walked by a Registered Landscape Architect. The site was broken down into two main areas for delineation purposes. The “Roadside Area” is the northwest area along Hospital Road and the southern area along the North Service Road of Sunrise Highway, Route 27; generally also including those areas outside the subject property and within the public Rights-of-Ways. The “Interior Area” is the bulk of the subject project site, surrounded on two sides by the Roadside Area.

Visible vegetation types are noted in Table 9-1 and 9-2 below:

Table 9-1: Roadside Area Vegetation

<u>Woody Vegetation</u>	
Pinus rigida	Pitch Pine
Pinus thunbergii	Black Pine
Quercus alba	White Oak
Juniperus virginiana	Eastern Red Cedar
Morus alba	White Mulberry

Rosa multiflora	Multiflora Rose
Celastrus orbiculata	Oriental Bittersweet
Rhodotypos scandens	Black Jetbead
Viburnum lentago	Nannyberry
Rhus typhina	Staghorn Sumac
Prunus serotina	Black Cherry
Vaccinium corymbosum	Highbush Blueberry
Vaccinium angustifolium	Lowbush Blueberry
Gaultheria procumbens	Wintergreen
Average caliper of trees: 10” – 16”	

<u>Herbaceous Vegetation</u>	
Aegopodium podagaria	Bishops Weed
Artemesia	Mugwort
Viola species	Wild Violet
Sinapsis arvensis	Wild Mustard
Duchesnea indica	Mock Strawberry

<u>Grasses</u>	
Andropogon virginicus	Broomsedge
Danthonia spicata	Spike grass
Panicum virgatum	Switch grass

Sisyrinchium albidium	Blue-eyed grass
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<u>Miscellaneous</u>	
Trifolium pretense	Wild Clover
Vetch angustifolia	Common Vetch
Taraxacum officinale	Dandelion
Plantago major	Broadleaf Plantain
Bryum argenteum	Common Moss

Table 9-2: Interior Area Vegetation

<u>Woody Vegetation</u>	
Pinus rigida	Pitch Pine
Quercus alba	White Oak
Quercus coccinea	Scarlet Oak
Malus species	Crabapple
Alnus serrulata	Smooth Alder
Celtis laevigata	Hackberry
Elaeagnus angustifolia	Russian Olive
Vaccinium corymbosum	Highbush Blueberry
Vaccinium angustifolium	Lowbush Blueberry
Gaylussacia frondosa	Huckleberry
Prunus virginiana	Chokecherry

Lonicera japonica	Hall's Honeysuckle
Philadelphus species	Mockorange
Average caliper of trees: 10" – 16"	

<u>Herbaceous Vegetation</u>	
Euphorbia species	Common Spurge
Viola species	Wild Violet
Comptonia peregrine	Sweet Fern

<u>Miscellaneous</u>	
Bryum argenteum	Common Moss
Lichen	Lichen

Existing Wildlife and Habitats

The following table is a list of wildlife species that were observed to be present, or are expected to be present based on the size of the subject parcel and its surrounding woodlands as well as the existing vegetation habitats as inventoried on May 10, 2007. The project site does not include any rare, endangered, or unusual wildlife species or any high quality wildlife habitat.

Table 9-3: Existing Wildlife and Habitats

Procyon lotor	Raccoon
Tamias striatus	Eastern Chipmunk
Vireo olivaceus	Red Eyed Vireo
Myotis lucifugus	Little Brown Bat

Passerella flacca	Fox Sparrow
Peromyscus leucopus	White Footed Mouse
Picoides villosus	Hairy Woodpecker
Picoides pubescens	Downy Woodpecker
Parus bicolor	Tufted Titmouse
Dendroica pinus	Pine Warbler
Chipping Sparrow	Chipping Sparrow
Icterus galbula	Baltimore Oriole
Contopus virens	Eastern Wood Pewee
Poecile atricapilla	Black-capped Chickadee
Melospiza malodia	Song Sparrow
Zonotrichia albicottis	White Throated Sparrow

As indicated in Chapter 3 of this DEIS, and as depicted on the Site Plan drawings, approximately 11.21 acres of existing vegetation would be cleared for the development of the proposed Wal-Mart retail store and its associated improvements. Most of the existing vegetation to be removed is located in the interior portion of the project site. Upon completion of the project, approximately 7.48 acres (45%) of the property would be vegetated with natural and supplemental plantings and approximately 9.16 acres (55%) of the property would be covered by the building, parking areas, and other paved surfaces. Approximately 5.43 acres of the vegetated portion of the property would remain undisturbed and approximately 2.05 acres of the vegetated portion of the property would consist of new landscaping.

Preserved areas on the project site would include a 60'-75' wide natural and undisturbed buffer to the adjacent La Bonne Vie II apartment development, a 50' -60' wide natural and undisturbed buffer along Hospital Road, and a 65' wide natural and undisturbed buffer along the North Service Road. These buffers would generally adjoin additional naturally vegetated areas on the adjacent properties. The +/-70' wide strip of the subject property that extends easterly along the North Service Road to Sipp Avenue would also be preserved as undisturbed vegetated area.

Approximately 2.05 acres of new landscaping would be added to the site within parking lot islands and to supplement existing vegetation within the perimeter buffer areas. Landscaping would include the addition of approximately 62 deciduous trees, approximately 41 evergreen trees, approximately 407 deciduous and evergreen shrubs, approximately 173 groundcover plantings, and approximately 24 ornamental grass plantings. In areas near or adjacent to the natural areas to remain undisturbed, the plans propose seeding with Showy Northeast Wildflower Mix to provide revegetation back to natural conditions.

Although the clearing of the central portion of the property would result in the loss of some existing habitat on the project site, remaining on-site and contiguous woodlands would provide suitable, similar habitats. Furthermore, the proposed plan is in compliance with the Town of Brookhaven's clearing and buffering requirements. Upon completion of the proposed development, a significant amount of contiguous woodlands would remain on-site. As such, no significant adverse impacts are expected to on-site vegetative communities or habitats. During the clearing and construction phases of the proposed action, some existing wildlife would likely be displaced from portions of the subject property. As such, it is expected that these forest inhabitants would relocate to areas towards the perimeter of the subject site or to other adjacent and nearby wooded sites.

As the project site does not contain any rare, endangered, or unusual flora or fauna and does not contain any environmentally sensitive habitats, the removal of these materials would not be considered significant and the proposed development would not result in any significant adverse impacts to vegetation or wildlife.

As discussed in Chapter 3, the proposed parking area lighting would involve fixtures with a 20' mounting height. This would be provided by 17' high poles mounted on 3' bases. The lights would include shielding to prevent spillover to adjacent properties. The lighting configuration is consistent with Illuminating Engineering Society of North America (IESNA) standards for safety and is compliant with IESNA "Dark Sky" guidelines and Article XXXIX (§ 85-463 - § 85-475) of the Brookhaven Town Code, which details the Town of Brookhaven's exterior lighting standards. Site lighting would be designed with dark sky compliant lighting fixtures so that the potential for adverse impacts from fugitive lighting, both on wildlife as well as on adjacent properties, would be minimized. Photometric analyses would be performed to ensure that there would be no lighting impacts to adjacent properties or wildlife. The proposed photometric plan shows no light trespass at the property lines. As shown on the Lighting Plan (See Exhibit 3-2), the proposed project would meet or exceed all requirements, including all minimum, maximum and average foot-candles, of the Town lighting standards.

SECTION 3: HUMAN ENVIRONMENTAL RESOURCES

CHAPTER 10: LAND USE, ZONING, AND COMMUNITY PLANS

Brookhaven Town Code

The subject property is under the jurisdiction of the Town of Brookhaven and is currently zoned J Business 2 District – Neighborhood Business (J2), J Business 4 District – Professional and Business Offices (J4), and A – Residence 1 District (A1) (per decision issued by the Brookhaven Town Board on June 15, 2010). Within a 500 foot radius of the project site are a mixture of commercial, community facility, and residential uses, and vacant and/or undeveloped lands. These properties have various zoning classifications including PRC Residence (Planned Retirement Community) and MF Residence (Multi-Family) to the north and east of the project site, and A1 Residence/B Residence to the west and the south of the site. Small areas zoned for business use, the J Business 5 (J5) zone, are mapped to the south of the site. (See Zoning Map, Exhibit 1-2 and 500’ Radius Map, Exhibit 1-3)

Per the Town of Brookhaven’s Town Code, Chapter 85 Zoning, Article XXI, § 85-226, the J2 district expressly allows the proposed project as a “commercial center”, which is defined as “a retail use(s), which exceeds a gross floor area of 100,000 square feet and/or occupies a site of five or more acres”. Although the proposed 98,000 square foot Wal-Mart retail center would not exceed a gross floor area of 100,000 square feet, it would occupy a site of five or more acres (12.27 acres). The J2 district also allows “shops and stores for the sale at retail of consumer merchandise and services”, banks and pharmacies without drive-through facilities, offices, personal service shops, and take-out restaurant among other uses. The proposed Wal-Mart store would be consistent with the other uses permitted in the J2 zoning district.

Regulations for the J Business 4 District are detailed in the Town of Brookhaven’s Town Code, Chapter 85 Zoning, Article XXIII. Per § 85-247, the J4 district expressly allows buildings to be used as administrative, financial, business, and professional offices. The proposed office building is therefore consistent with the uses permitted in the J4 zoning district.

The following chart illustrates Town Code zoning dimensional criteria requirements for the J2 and J4 zones and the compliance of the proposed project with these requirements. Additional zoning requirements and the compliance of the proposed project with those requirements are illustrated on the Proposed Site Plan (See Site Plan, Exhibit 1-1). The proposed Wal-Mart retail store and office building would meet or exceed all of the dimensional and other requirements of the J2 zone and J4 zones, respectively.

Table 10-1: Principal J2 and J4 Zone Dimensional Criteria Requirements and Project Compliance

Category	J2 Code Requirements	Proposed Wal-Mart	J4 Code Requirements	Proposed Office Building	Proposed Combined Development
Minimum Lot Area	5 Acres	12.27 Acres*	10,000 Square Feet	3 Acres*	16.64 Acres
Minimum Lot Width	300 Feet	403 Feet	75 Feet	353 Feet	353 Feet
Minimum Front Setback -Arterial Setback/Buffer Requirement along Sunrise Highway	100 Feet	101.3 Feet	40 Feet	162.6 Feet	101.3 Feet
Minimum Side Setback	50 Feet	163.5 Feet	10 Feet	63.6 Feet	63.6 Feet
Minimum Rear Setback	75 Feet	107.8 Feet	25 Feet	155 Feet	107.8 Feet
Maximum FAR	20%	18.3%	25%	.7%	13.6%
Maximum Building Height	35 Feet	35 Feet	35 Feet	20 Feet	35Feet/ 20 Feet
Minimum Landscape Area	30%	37.3%	20%	51%	45%
Minimum Parking**	560	410	6	162	572
Minimum Loading	4 Spaces	5 Spaces (incl. on grade at compactor)	1	1	6
Maximum Site Lighting Mounting Height	20 Feet	20 Feet	20 Feet	20 Feet	20 Feet

*Note that the A1 zoned parcel is 1.37- acres. Adding this to the J2 and J4 parcels, the site total of 16.64- acres is reached.

** Parking would be shared between the Wal-Mart store and office building, and a cross-access and parking easement will be executed thus providing a sufficient number of spaces to comply with the Town’s parking requirements. In addition, because the lot has split zoning classifications, relief would be sought from the Planning Board, as needed, pursuant to Town Code Section 85-52, to facilitate the shared parking arrangement.

Land Use

The project site is a 16.64-acre wooded parcel that has not previously been developed and provides no vehicular access. The property is located along the westbound approach of the North Service Road, and is bounded by the North Service Road to the south and Hospital Road to the west. The property is adjacent to the La Bonne Vie apartment complex to the north and east, an existing recharge basin to the east, and a vacant lot, formerly a fuel station, to the southwest at the corner of Hospital Road and the North Service Road. Other land uses within 500 feet of the project site include the North Patchogue Fire District station house across Hospital Road from the site to the west, Suffolk County water supply property and several single-family homes to the east, and large amounts of vacant residentially and commercially zoned land.

The proposed Wal-Mart retail store and office building would be appropriate uses at the subject location given the eclectic nature of the surrounding land uses and zoning districts as well as the property's location at a major roadway intersection with excellent transportation access to other areas of Long Island and the larger region.

Final 1996 Comprehensive Land Use Plan

Since the mid-1960s, three general land use plans have been prepared for the Town, dated 1966, 1975, and 1987. The Town of Brookhaven (Town) initiated an intensive three year planning effort which culminated in the publishing of the *Final 1996 Comprehensive Land Use Plan* in May of 1996 (The Plan). The basis of the document involved the compilation of eight hamlet studies covering twenty-three individual hamlets of the Town. The hamlet data was analyzed and organized by consultants to the Town as well as by Brookhaven planning staff. These hamlet studies have been incorporated into the 1996 Plan and are considered an important part of the overall Plan. The hamlet studies include the following:

- Brookhaven/South Haven Hamlet Study
- Longwood Mini-Master Plan
- Hamlet Study of Manorville
- Mastics Tri-Hamlet Comprehensive Plan
- Medford Mini-Master Plan
- Mt. Sinai Hamlet Study
- Miller Place Hamlet Study
- The Moriches Four Hamlet Comprehensive Plan

The Plan details land use planning issues and presents a land use plan that is intended to serve as a guide for the future growth and development of the Town. The Plan analyzes existing conditions, present zoning, existing codes, and community character, and provides land use solutions/recommendations and outlines goals for the future. The Plan is intended to be a blueprint for economic growth with the objective of creating jobs and opportunities while preserving the unique character and historic nature of the neighborhoods.

The goals for The Plan are as follows:

- Create strong economic activity to provide jobs and an adequate tax base.
- Establish a spatial relationship between land use, population, and transportation.
- Develop appropriate zoning regulations to insure proper development.
- Bring existing zoning into compliance with the Comprehensive Land Use Plan including the elimination of excess commercial zoning and addressing existing and future commercial and industrial zoning problems and needs.
- Develop innovative land development techniques to insure maintenance of open space.
- Provide receiving sites for the transfer of developed rights for the core areas.
- Provide open space and recreational facilities throughout the Town.
- Concentrate activity whenever possible to encourage public transportation usage.
- Support appropriate roadway improvements to adequately serve adjacent land use.

In addition to the sections summarizing the recommendations submitted by the hamlet studies and the goals referenced above, The Plan includes a discussion of existing demographic conditions and trends in the Town. The remaining sections of The Plan include a discussion of existing conditions, problems and needs, and recommendations related to environmental resources, historic preservation, transportation, and land use and zoning. The environmental resources section includes a discussion and analysis of environmentally sensitive lands, special environmental areas, open space, land restoration/remediation, and coastal waters. The transportation section discusses and analyzes the existing road system in the Town, work patterns as related to transportation, transportation centers, bicycle routes, bus transportation, rail transportation, ferry transportation, and airports. It also includes a discussion of future planned roadway improvements. The land use and zoning section presents a discussion and analysis of existing residential, commercial, industrial, mixed-use use, open space, and institutional land uses and zoning as well as a discussion of the Central Pine Barrens Comprehensive Land Use Plan and Zoning. (It should be noted that the project site is not located within the Central Pine Barrens Zone.)

The relevance of The Plan to the project site and the proposed development is further detailed below. The site is located within the Brookhaven/South Haven Hamlet Study area and therefore the specific recommendations relating to the other seven hamlets are not relevant to the project site or the proposed development. The recommendations of The Plan relevant to the Brookhaven/South Haven Hamlet relate to commercial and residential land uses and zoning, environmental protection and open space, landfills, and transportation improvements. However, none of these discussions or recommendations relate to the subject project site or the proposed project.

In the subject areas of transportation and commercial land use and zoning, The Plan acknowledges that commercial development is most likely to occur along the major highway systems in the Town, and it is estimated that these areas would most likely produce the growth the Town is anticipating. This site does not impact any of the transportation centers, bicycle routes, rail and ferry transportation routes, or airport plans or recommendations.

The Plan specifically addresses existing, proposed, and potential future commercial development along Sunrise Highway-New York State Route 27. The proposed development would be located at the intersection of Hospital Road and Sunrise Highway. The Plan states that “at the interchange (of Sunrise Highway/Route 27) with Hospital Road there are vacant business properties on the northeast and southwest. The northeast corner, which is zoned J-3 and J-4, has been proposed for a shopping center.” At the time The Plan was written, the project site was being considered for a shopping center development, but this development never moved forward. The proposed Wal-Mart development would therefore be in accordance with previous proposals for the project site. The plans for the previously proposed development consisted of two different concept plans, concept plans B and D. During the scoping process for the proposed Wal-Mart retail store, the Town of Brookhaven recommended that these plans be considered in the Alternatives section of this DEIS. Those plans are compared to the proposed Wal-Mart retail store and office building in Chapter 22 of this DEIS.

The Plan discusses several improvements underway or planned to Hospital Road and to the Hospital Road bridge over Sunrise Highway. As detailed in the Transportation chapter of this DEIS, several intersections that would be affected by this proposed development are projected to be improved. In addition, the property owner of the subject project site made a proportionate contribution to the overall costs of bridge reconstruction proposed on Hospital Road spanning the Sunrise Highway. These improvements and contributions are consistent with general discussions in The Plan relating to improvements to the existing roadway network within the Town.

The proposed project would meet The Plan's goal to create strong economic activity to provide jobs and an adequate tax base in the Town. In addition, the property owner's contribution to the costs of bridge reconstruction on Hospital Road spanning the Sunrise Highway would meet The Plan's goal to support appropriate roadway improvements to adequately serve adjacent land use.

In summary, the *Final 1996 Comprehensive Land Use Plan* contains numerous recommendations related to all aspects of land use planning which are intended to enhance the growth and development of the Town of Brookhaven. The proposed land development in this DEIS is comparable to development that had been proposed for the project site at the time The Plan was written. The project site is zoned for business use and therefore considered to be part of the overall blueprint for planned economic growth of the Town of Brookhaven which would lead to the creation of jobs and economic opportunities.

Additional Public Policy Documents Relevant to the Proposed Project

Several public policy documents have been issued by and/or for New York State, Suffolk County, the Town of Brookhaven, the Greater Bellport community, and the hamlet of East Patchogue. These documents contain recommendations pertaining to land use, transportation, utilities, natural resources, and other concerns, some of which are relevant to the proposed development. These documents and their relevance to the proposed project are discussed below.

A. Town of Brookhaven

1. Brookhaven 2030 Plan

As the Brookhaven 2030 Plan has not yet been completed, it is not addressed in the context of the proposed Wal-Mart project. The 1996 Comprehensive Land Use Plan discussed above remains the relevant plan pertaining to the proposed action.

2. Brookhaven's Blight to Light Initiative

Brookhaven's Blight to Light Initiative was launched in April of 2010 and was implemented through code amendments in October of 2010 to address the presence of vacant and deteriorating big box stores throughout the Town. The Blight to Light Initiative is not addressed in the EIS as the applicant for the proposed project does not control any of the vacant properties addressed in the Initiative but rather seeks to develop the subject project site. In addition, SEQRA does not require this type of economic analysis for the proposed action.

3. Revitalization Plan for East Patchogue

The Revitalization Plan for East Patchogue (officially titled “A Revitalization Plan for the Montauk Highway Corridor, East Patchogue”), dated June 2010, was prepared by the Town of Brookhaven Division of Planning with input from the Town of Brookhaven Town and Planning Boards. The goal of the Plan is to revitalize the downtown of East Patchogue. The Plan summarizes the demographic, marketing, and land use studies that were completed over the prior five years and recommends strategies to solicit investment in and redevelopment of the downtown.

The Plan’s study area extends along Montauk Highway/Route 27A/East Main Street in the hamlet of East Patchogue roughly between its intersection with South Country Road/Lake Street/Chapel Avenue on the east and the hamlet boundary east of Bay Avenue on the west. The study area extends to a depth of less than one block on either side of Montauk Highway/Route 27A/East Main Street including parcels along Evergreen, Case, Grove, Avery, and Conklin Avenues and Phyllis Drive.

The proposed Wal-Mart project site lies outside of the boundaries of the Plan’s study area, and is located approximately 2.5 miles to the northeast of the eastern boundary of the East Patchogue downtown at Lake Street. The Revitalization Plan for East Patchogue is therefore not directly relevant to the proposed project. However, the Revitalization Plan does include the following statement that is relevant to the proposed project:

- The Plan states that *“larger downtowns are more likely to be retail oriented and smaller downtowns are more likely to be non-retail (service based) oriented. Considering that the East Patchogue downtown is geographically small, it is logical that it will primarily serve the needs of the local community (convenience shoppers) and not the needs of the competitive shoppers.”*

This statement indicates that the proposed Wal-Mart, as a destination for ‘competitive shoppers’, is not likely to compete with the businesses in the East Patchogue downtown.

4. Greater Bellport Sustainable Community Plan

The Greater Bellport Sustainable Community Plan, dated January 22, 2009, was prepared by Sustainable Long Island with input from local Town, County, and State officials. The Plan seeks to establish a foundation for guiding change in the community to ensure it is responsive and beneficial to the residents of Greater Bellport. It includes goals and implementation strategies for the next 30 years related to Bellport’s housing, commercial center, public safety, recreation, transportation, walkability, beautification, and government.

The Plan's study area is the Hamlet of Greater Bellport, located in the Town of Brookhaven, which is a conglomeration of hamlets that share a geographic location but historically have been referred to by a variety of names including North Bellport, Bellport, East Patchogue, Hagerman, and Pace Park (not including the Village of Bellport). The official boundaries of the study area are Head-of-the-Neck Road to the south, Sills Road (County Road 101)/Mud Creek to the west, Beaver Dam Creek to the east, and the intersection of Sills Road/County Road 101 and Station Road to the north.

The Wal-Mart project site lies outside of the boundaries of the Plan's study area and is located more than one-half mile to the west. The Greater Bellport Plan is therefore not directly relevant to the proposed project. However, there are areas of overlap between the Greater Bellport Plan and the proposed project including the following:

- Brookhaven Memorial Hospital - The Greater Bellport Plan states that Brookhaven Memorial Hospital is relied upon by many residents of the Greater Bellport study area. Impacts of the proposed project on Brookhaven Memorial Hospital primarily relate to transportation. The implementation of traffic mitigation measures with the proposed project are calculated to significantly reduce existing delay on the Hospital Road Bridge over Sunrise Highway approaches, and therefore would improve access to and from the hospital for residents of The Greater Bellport Study Area.
- Greater Bellport Hamlet Center – The Plan states that *“central to the redevelopment efforts of Greater Bellport is the creation of a Hamlet Center at the intersection of Montauk Highway and Station Road. The Hamlet Center will serve as a traditional mixed-use downtown for the Hamlet of North Bellport and support the Village of Bellport’s downtown offerings, without creating undue competition for downtowns in the Villages of Bellport and Patchogue. The Hamlet Center will feature mixed-use buildings with retail uses on the ground floor and residential uses on the second and third floors.”*

The Plan envisions the Hamlet Center being developed as an entertainment and dining destination for Suffolk County, and the study indicates that there is a significant demand for food-service businesses. The Plan also recommends the development of other entertainment-oriented businesses in the Hamlet Center. The Plan states that general merchandise and department stores are also in demand but may be more appropriately located at the northeast corner of Station Road and Sunrise Highway. Legislation would be required for the Hamlet Center plan to proceed.

The proposed Wal-Mart project would not compete with a Greater Bellport Hamlet Center as the Hamlet Center would have a fundamentally different character akin to a traditional mixed-use downtown similar to the downtowns of the Villages of Bellport and Patchogue. In addition, the proposed location of the Hamlet Center is approximately 2.5 miles from the subject project site.

The proposed Wal-Mart would not be a food or entertainment oriented business and would therefore not compete with any such businesses in the Hamlet Center. However, the proposed Wal-Mart would meet the Plan's stated need for general merchandise and department stores at another location away from the Hamlet Center.

- BDG Property – The Bellport Plan identifies the BDG Property at the northeast corner of Sunrise Highway and Station Road as one of the largest remaining parcels in the community. The Plan states that *“early negotiations with the developer revealed the difficulty in attracting industrial tenants, and the community’s preference for an alternate development. This area should be developed as a mixed-use property incorporating office space and minimal levels of residential units. Retail offerings should be targeted to neighborhood commercial sites and may accommodate the significant demand in the community for a warehouse store such as Costco. This type of store would meet some needs of local residents and draw people from outside communities. More traditional big box stores like Wal-Mart would not be appropriate on this site because of the likelihood of increased competition it would create with businesses in the Hamlet Center. Other businesses should serve the needs of the surrounding community for general merchandise and services and not compete with businesses targeted for the Hamlet Center.”* This action would require rezoning the property to J-2 or utilizing a Planned Development District.

The BDG property is located less than one mile and in a direct line along Station Road from the proposed location of the Greater Bellport Hamlet Center. The proposed Wal-Mart is approximately 2.5 miles from the Hamlet Center location. Development of the BDG property is more likely than the proposed Wal-Mart development to compete with businesses in the Hamlet Center due to its closer proximity and direct access. In addition, as stated above, the proposed Wal-Mart would not compete with businesses in a Hamlet Center as the Hamlet Center would have a fundamentally different character akin to a traditional mixed-use downtown similar to the downtowns in the Villages of Bellport and Patchogue.

- Walkability – The proposed Wal-Mart project is consistent with the walkability goals of the Bellport Plan insofar as possible for this type of project. While the project location is outside The Greater Bellport Study Area, it would provide additional sidewalks and enhance pedestrian and bicycle transportation opportunities.
- Public Transit – The proposed Wal-Mart project is consistent with the Public Transit goals of the Bellport Plan. While the project location is outside The Greater Bellport Study Area, it proposes to accommodate a new bus stop along the site frontage.

5. East Patchogue Sewer Improvement Area Report

The East Patchogue Sewer Improvement Area Report was prepared for the Town of Brookhaven in January 2009 by Frank Russo, P.E. This report relates to sewer service for the East Main Street area of downtown East Patchogue. The proposed Wal-Mart project has its own sewer availability and the East Patchogue Sewer Improvement Area Report therefore has no relevance to the proposal.

6. Brookhaven's "Dark Skies" Lighting Code

The project's lighting configuration is consistent with Illuminating Engineering Society of North America (IESNA) standards for safety and is compliant with IESNA "Dark Sky" guidelines and Article XXXIX (§85-463 through §85-475) of the Brookhaven Town Code, which details the Town of Brookhaven's exterior lighting standards. Site lighting would be designed with dark sky compliant lighting fixtures so that the potential for adverse impacts from fugitive lighting, both on wildlife as well as on adjacent properties, would be minimized. Photometric analyses would be performed to ensure that there would be no lighting impacts to adjacent properties or wildlife. The proposed photometric plan shows no light trespass at the property lines. As shown on the Lighting Plan (See Exhibit 3-2), the proposed project would meet or exceed all requirements, including all minimum, maximum and average foot-candles, of the Town lighting standards.

The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. Parking lot lighting during late night hours would typically be limited to store entrances and paths to the front door from the most preferred parking stalls. All other areas not in use would be lit according to the safety conditions set forth in the IESNA standards.

7. Brookhaven's Complete Streets policies

Brookhaven's Complete Streets policies, dated December 2009, presents a discussion of how developments could control traffic, enhance pedestrian and bicyclist access and safety, and enhance aesthetics around a property. The proposed project would enhance pedestrian and bicycle transportation through measures such as the construction of new sidewalks, the construction of a new traffic signal with pedestrian crossing amenities, the provision of sidewalk connections to Hospital Road and La Bonne Vie Drive, and the accommodation of a new bus stop. The site would be landscaped and improved in an aesthetic manner consistent with the Complete Streets policies.

8. South Shore Estuary Reserve Plan

The South Shore Estuary Reserve Comprehensive Management Plan was prepared by the South Shore Estuary Reserve Council and officially adopted in April 2001. The Reserve Council

consists of the New York State Secretary of State, the County Executives of Nassau and Suffolk Counties, and the Mayors, Supervisors and City Managers of the towns and cities in Nassau and Suffolk Counties as well as representatives of numerous environmental, sportsmen's, business, academic, and other citizen's groups.

The Long Island South Shore Estuary Reserve encompasses a 326 square mile watershed in Nassau and Suffolk counties. The Reserve extends from the Nassau County/New York City line eastward about 75 miles, to the Village of Southampton in Suffolk County. From south to north, the Reserve extends from the mean high tide line on the ocean side of the barrier island to the inland limits of the drainage areas. The Plan provides a blueprint for the long-term health of the Reserve's bays and tributaries, its tidal wetlands and wildlife, and its tourism and economy.

The proposed Wal-Mart project site lies within the drainage area for the Great South Bay portion of the Estuary Reserve. The project site is located approximately 2.5 miles north of the waters of the Great South Bay at its nearest point. According to the Plan, the Great South Bay is the largest shallow estuarine bay in New York State, with extensive back barrier and tidal creek salt marshes, eelgrass beds, and intertidal flats. The Plan indicates that the Great South Bay has extensive impervious surfaces in its watershed, and for this reason, nonpoint source pollution from storm water runoff is the primary concern.

The Plan contains the following five major goals:

- *Improve and Maintain Water Quality*
- *Protect and Restore Living Resources of the Reserve*
- *Expand Public Use and Enjoyment of the Estuary*
- *Sustain and Expand Estuary-related Economy*
- *Increase Education, Outreach and Stewardship*

The only goal of the Plan that relates directly to the proposed action is the goal to "*improve and maintain water quality*" largely through the control of nonpoint source pollution. The proposed project would include the following measures to control nonpoint source pollution of the Great South Bay.

Construction Phase

The following measures would be implemented during the construction phase of the project in accordance with the Plan's recommendation to reduce and control nonpoint source pollution by adopting "*best management practices to control drainage, erosion and sedimentation prior to and during construction.*"

- In an effort to minimize potential adverse environmental impacts from the construction of the proposed project, a Storm Water Pollution Prevention Plan (SWPPP) is being developed. A SWPPP would be developed and implemented prior to construction activities at the site and prior to the start of activities requiring authorization under a State Pollutant Discharge Elimination System (SPDES) permit. The SWPPP identifies potential sources of pollution which may reasonably be expected to affect the quality of storm water discharges on and off the site. In addition, the SWPPP describes and ensures the implementation of practices which would be used to reduce the pollutants in storm water discharges and to assure compliance with the terms and conditions of a SPDES permit. All SWPPPs must include erosion and sediment controls.
- Erosion and sedimentation control measures would be installed prior to the start of any construction activities on the project site. Such erosion and sedimentation control measures would include the strategic placement of silt fences and temporary berms and trenches to prevent overland runoff, stockpile protection measures, storm drain silt control measures, and the installation of foundations, pavement, and/or landscaping as soon as possible following soil disturbance in order to effectively limit the extent of soil erosion. Additionally, the installation of drywells and re-grading activities would control and direct the routes of water flow on-site to minimize the impacts associated with overland flow.
- All erosion and sediment control measures would be installed and certified by the project's civil engineer and Wal-Mart construction manager prior to the start of any construction activities, would be maintained daily to ensure their proper functioning, and would remain in place until disturbed areas are stabilized. After site clearing, the area would be paved, planted, or stabilized to minimize the amount of time that soils are exposed. All topsoil and/or sub-grade material that can be stockpiled during construction would be used in areas to be replanted and re-graded. All areas to remain undisturbed would be separated from those areas to be developed with the use of fencing or other methods to visually mark boundaries. Sediment traps and swales would be used to direct storm water flows to designated areas and keep runoff from exiting the construction site. This would keep sediment from washing into the streets and ultimately any waterways.

Post-Construction/Operations Phase

The following measures would be components of the post-construction/operations phase of the project and would meet the Plan's recommendation to reduce and control nonpoint source pollution.

- During post-development conditions, storm water runoff generated from on-site pavement, roof surfaces, and landscaped areas would be directed toward and collected in a system of drywells that would then allow the storm water to infiltrate into the

underlying soils and recharge the groundwater table underlying the site. The proposed development on the subject site would include the provision of 89,12-foot diameter drywells, having an overall capacity of 80,401 CF. This capacity is more than sufficient to handle the anticipated quantity of storm water runoff that would be generated from the proposed development on the subject site. There would be no overland runoff from the developed area onto adjacent properties or roadways in the vicinity of the subject site.

- Approximately 11.21 acres of existing vegetation would be cleared for the development of the proposed Wal-Mart retail store and its associated improvements. Most of the existing vegetation to be removed is located in the interior portion of the project site. Upon completion of the project, approximately 7.48 acres (45%) of the property would be vegetated with natural and supplemental plantings and approximately 9.16 acres (55%) of the property would be covered by the building, parking areas, and other paved surfaces. Approximately 5.43 acres of the vegetated portion of the property would remain undisturbed and approximately 2.05 acres of the vegetated portion of the property would consist of new landscaping.
- Areas to be preserved on the project site would include a 60'-75' wide natural and undisturbed buffer to the adjacent La Bonne Vie II apartment development, a 50' -60' wide natural and undisturbed buffer along Hospital Road, and a 65' wide natural and undisturbed buffer along the North Service Road. These buffers would generally adjoin additional naturally vegetated areas on the adjacent properties. The +/-70' wide strip of the subject property that extends easterly along the North Service Road to Sipp Avenue would also be preserved as undisturbed vegetated area.
- Approximately 2.05 acres of new landscaping would be added to the site within parking lot islands and to supplement existing vegetation within the perimeter buffer areas. Landscaping would include the addition of approximately 62 deciduous trees, approximately 41 evergreen trees, approximately 407 deciduous and evergreen shrubs, approximately 173 groundcover plantings, and approximately 24 ornamental grass plantings. In areas near or adjacent to the natural areas to remain undisturbed, the plans propose seeding with Showy Northeast Wildflower Mix to provide re-vegetation back to natural conditions.

B. Suffolk County

1. Suffolk County Comprehensive Plan

As the Suffolk County Comprehensive Plan has not yet been completed, it is not addressed in the context of the proposed project.

2. Suffolk County Comprehensive Water Management Plan

As the Suffolk County Comprehensive Water Management Plan has not yet been completed, it is not addressed in the context of the proposed project.

3. Smart Growth Policy Plan for Suffolk County

The Smart Growth Policy Plan for Suffolk County was prepared by the Suffolk County Planning Department in October 2000. The Suffolk County Legislature and the County Executive passed a bill on March 30, 2000 requiring the Planning Department to prepare a written master plan for smart growth in Suffolk County. The Policy Plan states that the purpose of this document is “*to highlight and concentrate on some of the various laws, regulations, policies and programs of Suffolk County which might be examined and measured against smart growth principles and to recommend changes to encourage smart growth.*” The Policy Plan also states that “*it is not the purpose of this document to recommend a preferred land use for each and every one of the half-million parcels in Suffolk County. Rather, smart growth is a process; a planning process which can be applied to situations involving the location of various land uses, transportation and community facilities. Because so much of smart growth has to do with reuse of already built land and buildings, approaching a land use plan in the traditional way would be futile and presumptive*”.

Smart growth according to the Policy Plan can be defined as “*anticipating and providing for sensible growth, balancing jobs and economic development with the preservation of the natural environment and the historical community fabric.*” Smart growth principles and recommendations included in the Policy Plan fall under the eight basic policies listed below. The relevance of each of these policies to the proposed action is discussed under each policy.

- *Encourage consultation and collaboration among communities.*

This policy is not relevant to the proposed action as it relates to government support and funding of community planning initiatives.

- *Direct development to strengthen existing communities.*

This policy is not relevant to the proposed action as it relates to promoting development in existing downtowns.

- *Preserve open spaces, natural areas, groundwater and surface water resources, historic resources and working farms.*

This policy relates to County land preservation programs, acquisition of open land, farmland preservation, coastline protection, and historic preservation efforts. This policy is not relevant to the proposed action as the subject property, which consists of undeveloped and unused wooded land, is not designated nor would it be appropriate for designation for preservation as open space. The property has been specifically zoned to accommodate commercial development.

- *Encourage compact and orderly development.*

This policy relates to the redevelopment of previously developed properties, downtown development, and planned public works projects and as such is not relevant to the proposed action. However, this policy also notes that “*zoning codes tend to guide commercial and industrial development and leave low-density residential development to fill in everywhere else.*” The proposed Wal-Mart project would comply with this policy in that it is proposed to be developed on land that has been specifically zoned to accommodate such a development.

- *Provide for transportation choices.*

While the proposed project is not located along a County Road, it would accommodate non-motorized and transit options through measures such as the construction of new sidewalks, the construction of a new traffic signal with pedestrian crossing amenities, the provision of sidewalk connections to Hospital Road and La Bonne Vie Drive, and the accommodation of a new bus stop.

- *Provide for a variety of housing choices.*

This policy is not relevant to the proposed action as the project site is not zoned for the development of housing.

- *Encourage permitting processes which are predictable, certain, efficient and final.*

This policy is not relevant to the proposed action as it relates to government actions to facilitate development.

- *Ensure consistency of governmental policies and programs.*

This policy is not relevant to the proposed action as it relates to coordination of government actions. However, this policy also notes that “*all public and private*

development proposals must currently undergo environmental reviews pursuant to State Environmental Quality Review (SEQRA)” and notes other coordinated regional governmental initiatives. The proposed Wal-Mart development is currently being reviewed by the relevant Town, County, and State boards and agencies under SEQRA and therefore complies with this policy.

4. Smart Growth Committee Report Analysis and Prioritization of the Recommendations of the Smart Growth Policy Plan for Suffolk County

The Smart Growth Committee Report Analysis and Prioritization of the Recommendations of the Smart Growth Policy Plan for Suffolk County was prepared by the Suffolk County Planning Department in November 2003. The Suffolk County Legislature convened the Smart Growth Committee to review and prioritize the recommendations of the Smart Growth Policy Plan of Suffolk County discussed in item B.3 above. The Committee includes representatives appointed by the County Executive and the Suffolk County Legislature as well as representatives of municipal governments, community and professional organizations, and several County departments.

Although all of the recommendations of the Policy Plan are important, the Committee was charged with establishing priorities so that a focused and directed effort can be put into effect. The Committee endorses the following as overall priority recommendations derived from the Policy Plan. The relevance of each of these policies to the proposed action is discussed under each policy.

- *Encourage the development of area-wide or sub-regional Smart Growth plans that address the protection of drinking water resources as well as provide a plan for a reallocation of density to permit compact centers of development and open space. This action would incorporate a number of the recommendations of the Smart Growth Policy Plan.*

This policy is not relevant to the proposed action as it relates to funding for public participation, restriction of new sewer districts (discussed under the third bullet below), coastline studies, redevelopment of properties, downtown development, government-sponsored planned public works and roadway improvements, and expediting review of permits in smart growth areas.

- *In accordance with General Municipal Law Section 239-c.3.(h), all County road projects should be submitted to the Suffolk County Planning Commission for review. While the Planning Commission's review is not binding, it can provide an opportunity for important input from the perspective of this important regional planning entity. It also noted that*

GML 239-c.3.(h) also requires that all state highway projects also be referred to the Suffolk County Planning Commission.

This policy is not relevant to the proposed action as it only applies to projects for which either the County or the State is the sponsor.

- *Allow the transfer of development rights from surplus County-owned parcels and possible future open space acquisition programs. This could also include areas that were subject to priority recommendation one, area-wide and sub-regional plans.*

This policy is not relevant to the proposed action as it relates to government-sponsored land use actions.

- *Where appropriate, encourage the establishment of new sewer districts and extensions of public water in Smart Growth areas.*

This policy is not relevant to the proposed action as explained below:

- A new sewer district would not be created to accommodate the proposed Wal-Mart store. The subject property is located within the existing Suffolk County Sewer District #7 which has an available capacity of 20,000 gpd. Arrangements have previously been made to connect the subject property to the public sewer system via the adjacent La Bonne Vie apartment complex's sewer and pump station. During the permitting and construction of the La Bonne Vie apartment complex's sanitary sewer system, the property owner envisioned future development for his adjacent vacant land to the south (subject property). As such, a sanitary manhole was installed near the subject property's northeast property corner on the apartment complex's parcel in order to facilitate connection of any future development that may occur on the subject property. The proposed Wal-Mart retail store and the office building's sanitary sewer would be connected to the said manhole via a single lateral from the project site. Sewage capacity for the subject site was included in the design for the La Bonne Vie apartment complex's sanitary system which is connected to a sewage treatment plant owned by Suffolk County. To be precise, per an existing sanitary as-built drawing by Norton Brothers Consulting Engineers and Land Surveyors, dated 10/20/75 and revised 5/18/76, a total of 16,000 gpd sanitary sewer capacity was provided for future development on the subject site. Suffolk County reviewed and approved these plans. As documented on record drawings, sufficient capacity in the sewer district for the proposed Wal-Mart retail store and proposed offices' wastewater was accounted for and is available. Therefore, there would be no adverse impacts to sanitary sewer services from the development of the subject site.

- The subject project site lies within the boundaries of the Suffolk County Water Authority (SCWA). In response to the applicant's request for connection to their public water facilities, the SCWA has advised that their nearest water main capable of serving the subject property lies within the Sipp Avenue R.O.W. This main terminates at the North Service Road, and in order to serve the subject property, a water main extension of approximately 1,096 feet would be required. Wal-Mart would be required to pay the estimated \$65,000 cost of said water main extension by the SCWA. Upon completion of the water main extension, the SCWA has indicated they would have sufficient capacity to serve the proposed development and therefore there would be no adverse impacts to water supply services. It would not be appropriate to restrict the extension of this water line to the project site as the property has been zoned for and anticipates commercial development of the type currently proposed.
- *Enable the purchase of non-farm development rights and the creation of a land acquisition installment purchase program.*

This policy is not relevant to the proposed action as it relates to government-sponsored land use acquisition.

- *Encourage the provision of a variety of housing choices.*

This policy is not relevant to the proposed action as the project site is not zoned for the development of housing.

- *The County Departments of Planning and Public Works should meet with the State Departments of State and Transportation to review the Smart Growth goal of early collaboration with affected communities and find ways to improve upon the state directives to include community input in highway design and planning.*

This policy is not relevant to the proposed action as it only applies to the design and planning of projects for which either the County or State is the sponsor.

C. Local & Regional

1. Village of Patchogue Downtown Business District Study

The Village of Patchogue Downtown Business District Study, dated November 2002, was prepared by the Suffolk County Department of Planning. The purpose of the Study was to prepare a plan that would improve and protect the viability of the existing businesses in the downtown district and improve the overall condition and attractiveness of the area for Village residents, merchants, and visitors. The Department undertook a field survey of the downtown district and analyzed existing development patterns and the status of the stores and commercial development along Main Street and Ocean Avenue in order to develop the Study's recommendations.

The downtown business district study area is approximately one mile long, including the Village of Patchogue business district along Main Street from Waverly Avenue on the west to the Patchogue Village border on the east. The study area includes lands approximately one block north and one block south of Main Street. The properties along Ocean Avenue approximately 1-½ blocks north and 1-½ blocks south of Main Street are also included in the study area.

The project site lies outside of the boundaries of the downtown business district study area and is located an approximately 3.1 mile drive northeast of the Village center intersection of Ocean Road and Main Street. The Patchogue Downtown Business District Study is therefore not directly relevant to the proposed project. However, there are areas of policy overlap between the Patchogue Downtown Business District Study and the proposed project including the following:

The Study contains the following statements:

- *“As the local economy continued to improve during the late 1990s and some CBDs underwent aesthetic improvements and became more boutique and service oriented, vacancy rates in CBDs improved despite continued construction of new large shopping centers. CBDs have begun to accommodate more non-retail uses, many of which are not found in larger shopping centers. These non-retail uses can help keep vacancy rates down in CBDs. Some CBDs have reverted to serving the smaller communities that surround them instead of larger regions”.*

The Study goes on to detail the types of businesses located in downtown Patchogue and verifies that the number of non-retail uses have been increasing in the downtown area over recent years relative to the number of retail uses. Non-retail uses include eating and drinking establishments, small food stores, and cultural activity centers. The proposed Wal-Mart project is a retail use of a fundamentally different nature than those located in

downtown Patchogue and it would not compete with the retail and non-retail uses located in the downtown.

- *“Patchogue is no longer a regional retail center, but the new District Court and the Brookhaven Hospital facility are examples that illustrate a new and significant service economy taking root in the Village.”*

Again, the proposed Wal-Mart project is a retail use of a fundamentally different nature than the types of businesses and uses that are increasingly locating in downtown Patchogue and it would not compete with these downtown uses.

- The Study recommends that the Village of Patchogue *“encourage retail and destination uses in the downtown core focused on arts, entertainment, and restaurant uses and encourage non-retail uses outside of the core business area including office, service and institutional uses.”* As part of its recommendations pertaining to areas outside of the core, the Study states that the Village should *“discourage the construction of shopping centers within a mile of downtown Patchogue.”*

The proposed Wal-Mart store would not be the type of use that the Study recommends for location in the downtown area. In addition, as stated above, at a distance of 3.1 miles from downtown Patchogue, the subject Wal-Mart location is well in excess of the one-mile recommendation.

2. Sustainable East End Development Study (SEEDS)

The Sustainable East End Development Study (SEEDS), dated June 2006, was prepared by the Mayors and Supervisors of Long Island’s East End communities and the East End Transportation Council/SEEDS Steering Committee. The purpose of the SEEDS study was to evaluate the East End’s transportation system in relation to its land use policies and practices through a 2025 horizon year, in order to plan future development patterns and transportation solutions that could sustain one another in the long term.

The SEEDS project study area encompasses a region that covers approximately 360 square miles, and consists of the five towns of East Hampton, Riverhead, Shelter Island, Southampton, and Southold, and the 10 villages of Dering Harbor, East Hampton, Greenport, North Haven, Quogue, Sag Harbor, Sagaponack, Southampton, Westhampton Beach, and Westhampton Dunes. The project site lies outside of the boundaries of the SEEDS project study area and is located more than 12 miles west of the westerly edge of the SEEDS study area at the joint borders of the Towns of Brookhaven, Riverhead, and Southampton. Therefore, the SEEDS study is not directly relevant to the proposed project.

The SEEDS report presents the following preferred land use and transportation scenarios for future development on the East End.

- *New land use development should be focused in and around a series of hamlet centers in the form of new mixed-use development and by encouraging infill development opportunities.*
- *Efforts to protect agricultural and open space should continue. Towns and villages should incorporate this vision into their land use plans by delineating large tracts within the East End where future development should be strictly limited.*
- *The towns and villages should reduce the overall future development potential in their communities.*
- *Transportation management strategies should be employed by all agencies and levels of government to maximize the efficiency, safety, and accessibility of the existing roadway system, rather than significantly expanding its physical capacity.*
- *In coordination with improved rail service, the region should pursue implementation of an intermodal hub system that would accommodate and integrate expanded rail, bus, and demand responsive feeder/distributor services, shuttle bus service, park-and-ride facilities, bicycle parking, and a range of passenger amenities.*

None of the above policies are relevant to the proposed action as the proposed Wal-Mart project would have no impact on future land uses or transportation infrastructure within the SEEDS project study area boundaries.

D. New York State

1. August 2010 update to the New York State Stormwater Management Design Manual

The New York State (NYS) Stormwater Design Manual was updated in August of 2010 to include Green Infrastructure Planning. Per Chapter 3, Table 3.1 - Green Infrastructure Planning General Categories and Specific Practices and Table 3.2 – Green Infrastructure Techniques Acceptable for Runoff Reduction, the proposed site will include practices from the groups listed below:

Preservation of Natural Resources:

- Preservation of Undisturbed Areas
- Preservation of Buffers

- Reduction of Clearing and Grading
- Locating Development in Less Sensitive Areas – J-2 and J-4 Business Districts

Reduction of Impervious Cover:

- Parking Reduction – Land banked Stalls

Runoff Reduction Techniques:

- Conservation of Natural Areas
- Tree Planting – See Landscaping Plan

Additionally, the subject site’s stormwater management program will exceed the New York State Department of Environmental Conservation (NYSDEC)’s 90% requirement for Water Quality Volume (WQv). Per Chapter 4 of the NYS Stormwater Design Manual, Figure 4.1, Long Island’s 90% rainfall event number is equivalent to 1.2”. Due to strict Town requirements, the proposed 89 drywells are designed to provide over 2” of storage for the subject site. As outlined in Chapter 3 of the NYS Stormwater Design Manual, Table 3.3, drywells (practice I-3) under the infiltration group are a standard Stormwater Management Practice (SMP) for treatment. This standard SMP, along with the Town’s required 2” rainfall event, allows this site to treat 100% of the WQv and, therefore, also meet the Runoff Reduction Volume (RRv) criteria.

2. NYS Complete Streets policies

New York State’s Complete Streets policy supports the development of a system of facilities that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and bus riders of all ages and abilities. The proposed action would support non-motorized and transit options through measures such as the construction of new sidewalks, the construction of a new traffic signal with pedestrian crossing amenities, the provision of sidewalk connections to Hospital Road and La Bonne Vie Drive, and the accommodation of a new bus stop.

Other Relevant Analyses

As detailed in Chapter 12 of the DEIS, the proposed development would have an insignificant impact upon the existing businesses in and the overall character of the downtown areas of the Village of Bellport and the Village of Patchogue.

CHAPTER 11: COMMUNITY FACILITIES AND SERVICES

The proposed Wal-Mart retail store and office building would be serviced by public water facilities through the Suffolk County Water Authority (SCWA). An existing water main along Sipp Avenue to the east would be extended along the North Service Road to the subject property. In addition, arrangements have previously been made to connect the subject property, to the public sewer system via the adjacent La Bonne Vie apartment complex's sewer and pump station. The property would also connect to existing electric, gas, and telephone utilities located within the adjacent R.O.W.s.

The subject project site lies within the boundaries of the SCWA. In response to the applicant's request for connection to their public water facilities, the SCWA has advised that their nearest water main capable of serving the subject property lies within the Sipp Avenue R.O.W. This main terminates at the North Service Road, and in order to serve the subject property, a water main extension of approximately 1,096 feet would be required. Wal-Mart would be required to pay the estimated \$65,000 cost of said water main extension by the SCWA. Upon completion of the water main extension, the SCWA has indicated they would have sufficient capacity to serve the proposed development and therefore there would be no adverse impacts to water supply services. Copies of all correspondence relating to water availability are included in Appendix H.

Based on Suffolk County Department of Health Services (SCDHS) sanitary design flow standards, the proposed development is expected to have a domestic wastewater and domestic water usage load of approximately 5,722 gallons per day (gpd) and sanitary sewage generation of approximately 5,202 gpd. The irrigation load for on-site landscaping, hosing operations, etc. is estimated at approximately 500 gpd during the watering season. According to a letter from Mr. Ben Wright, P.E., Chief Engineer of the Division of Sanitation of the Suffolk County Department of Public Works (copy in Appendix H), the subject property is within Suffolk County Sewer District #7 which has an available capacity of 20,000 gpd.

During the permitting and construction of the La Bonne Vie apartment complex's sanitary sewer system, the property owner envisioned future development for his adjacent vacant land to the south (subject property). As such, a sanitary manhole was installed near the subject property's northeast property corner on the apartment complex's parcel in order to facilitate connection of any future development that may occur on the subject property. As depicted on the Utility and Sanitary Plan (See Utility and Sanitary Plan, Exhibit 11-1), the proposed Wal-Mart retail store and the office building's sanitary sewer would be connected to the above said manhole via a single lateral from the project site. Sewage capacity for the subject site was included in the design for the La Bonne Vie apartment complex's sanitary system which is connected to a sewer treatment plant owned by Suffolk County. To be precise, per an existing sanitary as-built

drawing by Norton Brothers Consulting Engineers and Land Surveyors, dated 10/20/75 and revised 5/18/76, a total of 16,000 gpd sanitary sewer capacity was provided for future development on the subject site. Suffolk County reviewed and approved these plans. As documented on record drawings, sufficient capacity in the sewer district for the proposed Wal-Mart retail store and the proposed offices' wastewater was accounted for and is available. Therefore, there would be no adverse impacts to sanitary sewer services from the development of the subject site.

Electric service would be provided to the subject property by the Long Island Power Authority (LIPA). Copies of all correspondence relating to electric service availability are included in Appendix H. Natural gas service would be provided to the subject property by National Grid, formerly Keyspan Energy. Telephone service would be provided by Verizon. Based on research and discussions with the local utility companies, gas, electric and telephone utility services are available in the R.O.W.s fronting the subject project site with sufficient capacity to serve the proposed Wal-Mart retail store and office building. As such, no significant adverse impacts are expected with regard to these utility services.

Solid waste generated by the proposed Wal-Mart retail store would be stored on-site in a compactor in the bale and pallet recycle area. The compactor as well as super sandwich bales, a method of bundling loose items for recycling between two stacks of cardboard, and pallets would be screened to minimize visibility to the public while maintaining accessibility for removal. Solid waste generated by the proposed office building would be held in a refuse bin for pick-up and be taken off-site for disposal. The collection and disposal of solid waste for commercial venues in East Patchogue is typically performed by privately retained carters. Wal-Mart and the proposed office building would retain the services of licensed private carters to be determined at a later date. Waste materials would be separated for recycling and disposal and transported to a local transfer station for distribution to either a landfill or a solid waste management system center for recycling. The ultimate waste disposal locations are at the discretion of the carter.

With its central position along the North Service Road of Sunrise Highway/Route 27 and close proximity to Brookhaven Memorial Hospital, the project site is ideally located in the event that emergency services are required. The project site is located less than three miles from the Hagerman Fire Department, less than five minutes travel time, and is directly across Hospital Road from the North Patchogue Fire Department sub-station. The Suffolk County Police Department, Fifth Precinct, is located less than three and a half miles away with a six minute travel time to the project site. The proposed project would generate significant annual tax revenues to the County and Town. It is assumed that the distribution of this tax revenue would be apportioned to these municipal services.

The Hagerman Fire Department has 100 volunteer members and provides fire protection services to approximately 15 square miles of residential and commercial property, including Brookhaven Memorial Hospital and several adult living facilities. The Fire Department owns ten pieces of equipment including ladder trucks, rescue trucks, ambulances, and brush trucks.

The Suffolk County Police Department consists of seven precincts serving the westerly five Towns of Suffolk County, including the Town of Brookhaven. The Fifth Precinct renders patrol and other police services to the political subdivisions of the towns of Brookhaven (south) and Islip (east) and the incorporated villages of Patchogue and Bellport. The Suffolk County Police Department is supported by an auxiliary volunteer police force. Other specialized units include emergency services, an identity theft division, a detective division, and a highway patrol bureau. The Suffolk County Police Department's 2006 annual report showed that the Fifth Precinct served a population of 170,775 persons and was involved in 12.7% of the overall service calls on Long Island.

The subject property is situated within the South Country Ambulance District. South Country Ambulance has five active ambulances in the district, responding from headquarters in East Patchogue, Bellport, and Brookhaven. The strategic placement of these ambulances throughout the district enables them to respond to calls in five minutes on average.

As discussed in greater detail in Chapter 13, significant roadway improvements are proposed along Hospital Road at its intersections with the North Service Road and the South Service Road of the Sunrise Highway. The proposed project and its related mitigation under the 2011 Build Condition would significantly improve the expediency with which emergency vehicles can travel to and from Brookhaven Memorial Hospital and the North Patchogue Fire Department in peak periods. The proposed traffic signal at the site driveway along Hospital Road would be hard wired to the North Patchogue Fire Department for emergency pre-emption of the signal phasing. The traffic signal would also be equipped with standard wireless pre-emption equipment to facilitate northbound and southbound emergency vehicle movement on Hospital Road. In addition, the proposed widening of the Hospital Road Bridge approaches would provide a pull-over area in portions of the bridge where there are none today. The widened areas would allow some drivers to pull out of the way of emergency vehicles. As a result of these improvements, the progression of vehicular traffic through this area would be significantly enhanced and it is expected that the provision of police, fire, and ambulance emergency services along the Hospital Road corridor would not be adversely impacted by the development program. In addition, the apportionment of new tax revenues generated by the proposed development to the provision of these emergency services would mitigate any significant adverse impacts to the supply of these services.

The subject property is situated within the South Country Central School District. No residential uses are proposed as part of the proposed development on the subject property. Therefore, the proposed development would not increase the population of school-aged children in the District.

The existing community services provided to the downtown areas of the Village of Bellport and the Village of Patchogue, including fire, police, ambulance, water, sewer, and solid waste handling services, and the provision of electricity, natural gas, and telephone services, would not be affected by the proposed Wal-Mart store and office building as the project site is too far from the Village downtown areas to affect these services.

Wal-Mart believes that a store in East Patchogue would bring tremendous benefits to the community. Wal-Mart maintains that its retail offerings and services would enhance the supply and choice of retail goods and services in the local area. Wal-Mart believes that the subject site at Hospital Road and the North Service Road of Sunrise Highway would be the best location in this community to accomplish its consumer goals. As this proposed Wal-Mart retail store is allowed by zoning in the J2 district mapped on the project site, Wal-Mart also believes that a store at this location would comply with the Town's vision for the area. Similarly, as the proposed office building is allowed by zoning in the J4 district mapped on the property, an office use at this location would comply with the Town's plan for the area.

The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. These operating hours would provide shopping opportunities not typically offered by other stores in the area. This would be particularly convenient for local hospital workers from the nearby Brookhaven Memorial Hospital and emergency service personnel who have non-traditional work shifts as they would be able to complete their shopping during off peak hours. The proposed office building would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis.

Wal-Mart is committed to the security of its stores, providing safe shopping and work environments for its customers and employees. Wal-Mart stores are designed so that all egress doors are activated from the inside out. Buildings have 360° camera surveillance inside the store, on all exterior walls, and in the parking lot. Cameras are monitored inside the store's security room which is staffed 24 hours, 7 days a week. Security staff also conducts regular foot patrols through the store and in the parking lot.

CHAPTER 12: ANALYSIS OF POTENTIAL IMPACTS OF PROJECT ON DOWNTOWN AREAS OF BELLPORT VILLAGE AND PATCHOGUE VILLAGE

Introduction

This chapter contains an analysis of the potential impacts of the proposed Wal-Mart store in East Patchogue on the businesses located in the downtown areas of the Village of Bellport and the Village of Patchogue and on the overall character of these downtown areas. The 900 square foot office building proposed to be developed on the project site is too small to have any potential adverse impacts on businesses located in these areas and would have no impact on the overall character of these downtown areas. Compliance Solutions Services, LLC conducted a survey of the businesses and other uses in the downtown areas of the Village of Bellport and the Village of Patchogue on Wednesday, January 13, 2010. The survey was conducted on foot and all businesses were recorded by business name, address, and type of business, except for buildings containing multiple offices where only the type of business was recorded. This section presents the following information and analyses:

- A general description of the downtown areas of the Village of Bellport and the Village of Patchogue including their retail history, their location relative to the proposed Wal-Mart site, their general size, and the approximate boundaries of each downtown area.
- A tabular overview of the business types and other uses existing in the downtown areas.
- A summary of the business character of the downtown areas.
- A discussion of the potential impact of the proposed Wal-Mart store on the growth and character of the Village downtown areas based on the analyses above.

Village of Bellport

Retail History of Village

The Village of Bellport was founded by Captains Thomas and John Bell in the early 1800s and was originally designed to be a seaport centered around the Great South Bay. Bellport is a quaint, bucolic, seaside village similar to the Hamptons or small town New England, and the downtown retail center is quite compact, extending over only a four block area. The Village's retail center serves year round residents as well as day visitors and summer residents. Bellport Village was one of the earliest summer destinations established in Suffolk County, and the Village has served

as a summer haven for a succession of writers, artists, scientists, intellectuals, and the rich and influential. The Village downtown is not an area-wide or regional shopping destination since it primarily services these local residents and visitors and contains few chain stores or stores of substantial size. Businesses in the Village downtown consist of local services, with a large percentage of high-end restaurants and specialty shops designed to attract vacationers as well as the relatively affluent residents of the surrounding area.

Much of the downtown retail area of the Village is located within the Bellport Village Historic District, which was designated in 1980 and is roughly bounded by South Country Road, Bellport Lane, Brown's Lane, Brewster Lane, and Bell Street. Many businesses are located in historic structures, and some of the more prominent businesses, such as Wallen's IGA supermarket, have occupied their storefronts for decades (Wallen's was established in 1949). The appearance of the buildings in the original center of the Village has changed little since the 1920s. In more recent years, retail uses have gradually expanded adjacent to the periphery of the original historic center in several newer low-rise buildings that have largely been designed to be compatible with the Village downtown's historic character. The downtown retail environment in the Village of Bellport has been remarkably successful and stable and is on what appears to be a sustainable path into the future.

General Description of Village Downtown Area

The downtown area of the Village of Bellport, as measured in a straight line ('as the crow flies') to the Village center at the intersection of South Country Road and Station Road, is located approximately 2.8 miles southeast of the proposed Wal-Mart site. The downtown area of Bellport Village is most directly accessed from the project site via Route 27/Sunrise Highway eastbound to Station Road southbound, a distance of approximately 4 miles (See Aerial Map, Exhibit 12-1).

The downtown area of the Village of Bellport extends over an approximately four block area including South Country Road between Station Road and Academy Lane to the west; South Country Road between Station Road and Woodruff Avenue to the east; Station Road between South Country Road and Cottage Place to the north; and Bellport Lane between South Country Road and Osborn Lane to the south.

Inventory of Existing Businesses

Table 12-1 provides an overview of the types of businesses and other uses that are located in the downtown area of the Village of Bellport. A summary of the character of the Village downtown area is also provided.

Table 12-1: Village of Bellport, Existing Business and Other Uses Overview

Type of Business or Other Use	Number of Similar Businesses/Other Uses
Fire Station House	1
Public Library	1
Post Office	1
Art Gallery	2
Office Building – Mixed Use	2
Offices (Medical, Legal, Financial, Real Estate, Insurance, Professional)	7
Clinic, Pharmacy	1
Opticians, Eyeglass Sales	1
Bank	1
Gasoline Sales, Auto Service/Repair	2
Restaurant/Take-Out/Ice Cream/Cafe	4
Restaurant	5
Grocery Store/Supermarket	2
Natural Foods Store	1
Variety Store	1
Liquor Store	1
Travel Agency	1
Misc. Retail: Florist Shop, Framing Store, Antiques Store, Candle Shop, Gift Shop, Paint & Supplies Store	8

Dry Cleaners, Tailor	2
Photo Studio	1
Women's Clothing Store	1
Barber Shop/Hair Salon/Spa	5
Dog Groomer	1
Vacant	4

Summary

The Village of Bellport downtown is quite compact extending over only a four block area. Bellport is a small seaside village similar to the Hamptons with a preponderance of restaurants, antique stores, local service establishments, and real estate offices. This is not an area-wide or regional shopping destination since it primarily services local residents. Businesses in this area consist of local services including real estate, financial, medical, and other professional offices, restaurants, small groceries and specialty food stores, dry cleaning establishments, small clothing stores, art and antiques stores, gift shops, florists, home design stores, personal care businesses (hair and nail salons, spas, exercise studios), banks, gas stations, and small auto service facilities as well as public services including a post office, a public library, and a fire station house. The downtown includes few vacant stores. Most of the parking for these businesses is on-street although several businesses, including the shopping plaza at 107 South Country Road, provide off-street parking.

Village of Patchogue

Retail History of Village

In the 1950s and 1960s, the downtown area of the Village of Patchogue was one of the four or five major shopping areas in Suffolk County. The Village contained a department store (Swezeys), three movie theaters, two haberdashers, four or five shoe stores, and an A&P supermarket, among other retail uses. The retail environment of the downtown Village area began to change with the construction of Sunrise Highway immediately adjacent to the Village. At this time, the Town Board rezoned a number of sites for shopping centers on this highway less than one mile from the Village boundary. The subsequent opening of Smithhaven Mall, Bellport Outlets, and Tanger Outlets, as well as the construction of additional retail development centers offering grocery uses, provided new shopping alternatives near the Village area. Swezeys department store, which had additional stores elsewhere in Suffolk County, remained in business

and was a mainstay and anchor for the Village. Ultimately, however, about 10 years ago, Swezeys closed all its stores and went out of business. This closing could have resulted in the death knell for the Village, but due to the Village Board's vision in approving several transit-oriented residential developments, and taking advantage of its ample waterfront, the Village retail component has changed from destination shopping to local restaurants, boutiques, etc.

General Description of Village Downtown Area

The downtown area of the Village of Patchogue, as measured in a straight line ('as the crow flies') to the Village center at the intersection of Ocean Road and Main Street, is located approximately 2.7 miles southwest of the proposed Wal-Mart site. The downtown area of Patchogue Village is most directly accessed from the project site via Route 27/Sunrise Highway westbound to North Ocean Avenue southbound, a distance of approximately 3.1 miles (See Aerial Map, Exhibit 12-1).

The commercial area of the Village of Patchogue is relatively large, especially in relation to that of the Village of Bellport, and includes numerous blocks developed with small shopping centers and strip malls, particularly along East Main Street east of the original town center. It also includes a long stretch of former residential buildings now primarily converted to offices for medical practitioners, attorneys, accountants, and other professionals along Route 112/Medford Avenue north of East Main Street. Similar offices are located along North Ocean Avenue extending to the north from an area between Lake Street and Thorne Street. These areas, which have a very different character from the downtown, are not considered part of the original downtown area of the Village of Patchogue and the businesses in these areas were not inventoried as part of the survey.

The downtown area of Patchogue Village extends over an approximately eleven block area including West Main Street between Ocean Avenue and Atlantic Avenue to the west; East Main Street between Ocean Avenue and Bay Avenue to the east; North Ocean Avenue between Main Street and Lake Street to the north; and South Ocean Avenue between Main Street and the LIRR to the south.

Inventory of Existing Businesses

Table 12-2 provides an overview of the types of businesses and other uses that are located in the downtown area of the Village of Patchogue. A summary of the character of the Village downtown area is also provided.

Table 12-2: Village of Patchogue, Existing Business and Other Uses Overview

Type of Business or Other Use	Number of Similar Businesses/Other Uses
Courthouse	1
Public Library	1
Post Office	1
School, College	2
Church	3
Social Hall	1
Theater, Art Gallery/Museum	3
Motel	1
Offices (Medical, Legal, Financial, Real Estate, Insurance, Professional, Government)	31
Multi-Tenant Office Space	2
Residential Apartment Complex	6
Single-Family Residence	3
Restaurant, Bar, Catering	28
Restaurant, Take-Out, Deli, Bagels, Ice Cream	6
Supermarket	2
Natural Foods Store	1
Variety/Discount Store	4
Butcher Shop	2
Liquor Store	1

Drug Store/Pharmacy	2
Bank	3
Hair Salon, Barber Shop	7
Nails Spa, Tanning Salon	4
Gym, Fitness Center, Martial Arts, Yoga, Dance	5
Dry Cleaners, Laundromat, Tailor	4
CD, DVD, Video Store/Movie Rentals	3
Shoe Store	4
Clothing Stores: Women's, Children's, Sportswear	6
Wedding Gown Store, Formal Wear Rentals	2
Consignment Shop, Pawn Shop	3
Mall Arcade	1
Misc. Retail: Gift Shop, Antiques, Jewelry, Musical Instruments, Framing, Bookstore, Cameras, Phones, Furniture, Bait and Tackle, Boating Supplies, Auto Parts, Auto Audio, Roofing & Building Supplies, Kitchen, Bath Supply Store, Painting Supplies, Pet Supplies/Grooming	23
Misc. Services: Welding, Exterminator, Travel Agent, Carpet Cleaning, Printing, Upholstery/Furniture Repair, Computer Repair & Service/Sales, Vacuum Cleaner Sales, Service	9
Auto Service Centers: Tires, Repair, Glass, Fuel, Car Wash, Parts, Sales	19

Vacant	16
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Summary

The downtown area of the Village of Patchogue is relatively large and its boundaries are not clearly defined as numerous small retail strips and small shopping centers have been developed extending out from the edges of the downtown. In addition, many formerly residential homes at the edge of the downtown have been converted to professional offices. Therefore, for the purposes of this analysis, the downtown has been defined as an approximately eleven block area extending several blocks from the intersection of Main Street and Ocean Avenue.

Businesses in the downtown area of the Village of Patchogue consist of local services including real estate, financial, medical, and other professional offices, restaurants, small groceries and specialty food stores, dry cleaning establishments, electronics and phone stores, small to mid-size furniture stores, small to mid-size clothing stores, art and antiques stores, gift, jewelry, discount, and pawn shops, florists, home design and repair stores, personal care businesses (hair and nail salons, health clubs), banks, and small auto service facilities as well as public services including a post office, a theater, a public library, a courthouse, government offices, a college, and several churches. The area also includes some single-family residences and residential apartments. Approximately 15 percent of the retail space in the downtown area is either vacant or undergoing renovation and not currently occupied. Most of the parking for these businesses is either on-street or provided in municipal parking facilities. The banks, auto service stations, the college, the larger restaurants, and some of the residential developments also provide on-site parking.

Potential Impacts of Proposed Wal-Mart on Village Downtown Areas

It is expected that the Wal-Mart and office building development proposed to be constructed at Hospital Road and the North Service Road of Sunrise Highway/Route 27 would have minimal and insignificant impacts on the downtown areas of the Village of Bellport and the Village of Patchogue as further described below.

- The proposed Wal-Mart and office building development would be located several miles from the Village downtown areas of concern. The center of the downtown area of the Village of Bellport is approximately 4 miles and an estimated 9 minute drive from the project site. The center of the downtown area of the Village of Patchogue is approximately 3.1 miles and an estimated 8 minute drive from the site. The downtown area of the Village of Bellport is most directly accessed from the proposed Wal-Mart site via Route 27/Sunrise Highway to Station Road, a two lane roadway (one lane in each

direction), while the downtown area of the Village of Patchogue is most directly accessed from the proposed Wal-Mart site via Route 27/Sunrise Highway to North Ocean Avenue, a two lane roadway within the Village (one lane in each direction). As travel between the proposed Wal-Mart and the Villages would be via local streets, motorists would experience interruptions in travel flow from stop lights and stop signs, turning movements of vehicles entering and exiting these streets via intersecting roadways, and traffic entering and exiting curb cuts for shopping centers and other uses along the streets.

- As detailed in the Traffic Impact Analysis presented in Chapter 13, primary access to the proposed Wal-Mart store would be provided via a limited access highway exit with secondary access from local streets. A portion of the site-generated traffic is expected to be comprised of existing traffic volumes traveling through the Hospital Road and Sunrise Highway corridor, also known as “pass-by” trips. Also, the proposed improvements to the Hospital Road interchange would create improved driving conditions for motorists and provide additional capacity to efficiently accommodate regional traffic demand that would utilize the interchange to travel to and from the site. Based on a comprehensive review of existing travel patterns in the area of the site and the expected trip distribution given the site access management plan, a small percentage of the site-generated traffic would be expected from the local roadway network. As such, the development program would not be expected to impact the traffic operations within the Village areas.
- The Wal-Mart store would not provide most of the local services and many of the goods available in the Village downtowns including real estate, financial, medical, and other professional services, specialty restaurants, dry cleaning services, previously used merchandise (pawn and consignment shops), art and antiques, or public services including post offices, libraries, government offices, and churches. Shopping at a Wal-Mart store and in the Village downtown areas are fundamentally different experiences not only in relation to the range of goods and services offered as noted above but also relative to the location of said goods and services (all in one location vs. in many different shops), the time required to access said goods and services resulting from these differences in location, protection from the elements (all indoors vs. required outdoor travel between various shops), and ease of access to parking (close and plentiful vs. scattered and limited), among others. The proposed Wal-Mart retail center would essentially be a large department store with a grocery component akin to a supermarket. As the Villages no longer contain a major supermarket, the proposed Wal-Mart would not compete with many remaining retailers within these downtown areas. Therefore, due to the significant differences in the goods and services offered and the fundamentally different type of shopping experience associated with each option, it is concluded that the proposed Wal-Mart store would not significantly impact businesses in the downtown areas of the Villages of Bellport or Patchogue.

- The existing community services provided to the downtown areas of the Village of Bellport and the Village of Patchogue, including fire, water, sewer, and solid waste handling services, and the provision of electricity, natural gas, and telephone services, would not be affected by the proposed Wal-Mart store and office building development as the project site is too far from the Village downtown areas to affect these services. The project site is located in an area served by the Hagerman Fire Department while the Village areas of Bellport and Patchogue are served by the Bellport Fire Department and Patchogue Fire Department, respectively. Although the site and the Villages share the services of the Suffolk County Police Department, 5th Precinct, the Precinct has adequate capacity to service the proposed development. Therefore, the proposed Wal-Mart store and office building would have no impact upon fire services and minimal impact on police services in the Villages. Similarly, the water and sewer lines and the wastewater treatment facilities that would serve the proposed Wal-Mart store do not serve either downtown Village area and would have no impact upon the provision of water and sewer services in the Village areas of either Bellport or Patchogue. In addition, the Suffolk County Water Authority and the Suffolk County Department of Public Works have confirmed that there is adequate capacity in their service areas to provide for the water and sanitary needs of the proposed Wal-Mart store. Based on research and discussions with the local utility companies, gas, electric and telephone utility services are available in the roadways fronting the proposed Wal-Mart site with sufficient capacity to serve the proposed Wal-Mart retail store. Therefore, no impacts to the provision of these services in the downtown areas of Bellport or Patchogue would be anticipated. Wal-Mart would retain the services of licensed private carters to provide for solid waste removal as do other commercial solid waste generators in the Village downtowns and no impact to the provision of these services would be anticipated.

Conclusion

The potential impacts of the proposed Wal-Mart and office building development on the downtown areas of the Village of Bellport and the Village of Patchogue would be minimal and not significant as summarized below.

- Shoppers patronizing the proposed Wal-Mart store and shoppers destined for the Village downtown areas would follow fundamentally different travel patterns and routes to access each area. Primary access would be available to the proposed Wal-Mart from a limited access highway exit with secondary access from local streets. The downtown Villages would primarily be accessed via local streets with secondary access available from Route 27/Sunrise Highway connecting into these local streets.

- Although most site-generated traffic would utilize Sunrise Highway and Hospital Road to access the facility, a small percentage of the site-generated traffic would be expected from the local roadway network resulting in a small and insignificant increase in traffic volumes on local roadways.
- Due to the significant differences in the goods and services offered and the fundamentally different type of shopping experience associated with each option, it is concluded that the proposed Wal-Mart store would not significantly impact businesses in the downtown areas of the Villages of Bellport or Patchogue.
- A different customer base would exist for the proposed Wal-Mart and the Village downtowns due to the different travel patterns and routes that would be utilized by shoppers and the differences in the goods and services offered as well as the different type of shopping experience associated with each option. The proposed Wal-Mart location would be likely to primarily attract shoppers from the larger region, rather than the local area, and would compete with other similar big-box retailers. In contrast, the downtown Villages primarily draw shoppers from the surrounding communities who are seeking local small scale goods and services not available at Wal-Mart.
- As the service areas for the proposed Wal-Mart and the two Village downtown areas relative to the provision of fire, police, water, sewer, and solid waste handling services, and the provision of electricity, natural gas, and telephone services either do not overlap and/or have sufficient capacity to service both areas, the proposed Wal-Mart store would not significantly impact the provision of community services to the downtown areas of the Village of Bellport and the Village of Patchogue.

Based on the above, this analysis concludes that the establishment and operation of the proposed Wal-Mart store and office building at Hospital Road and the North Service Road of Sunrise Highway/Route 27 would not have a significant impact upon the existing businesses in and the overall character of the downtown areas of the Village of Bellport and the Village of Patchogue.

CHAPTER 13: TRANSPORTATION

Atlantic Traffic & Design Engineers, Inc. (ATDE) has prepared the following Transportation Chapter of this EIS to support the application to the Town of Brookhaven for the construction of a Wal-Mart Retail Center and an office building. This chapter is supplemented by materials that can be found in the following appendices:

- Appendix I – 2008 Existing and 2011 No-Build HCS and Synchro Analyses
- Appendix J – 2011 Build, 2011 Build with Mitigation and 2016 Build with Mitigation HCS and Synchro Analyses
- Appendix K – Accident Reports, Summary Tables and Diagrams

Unless otherwise noted, Figures and Tables referred to in this chapter are compiled at the end of the narrative text of the chapter.

The subject site is located northeast of the Sunrise Highway North Service Road (NSR) and Hospital Road intersection in East Patchogue, Town of Brookhaven, Suffolk County, New York, as shown on Figure 13.01. The property lies within the Business J-2, Business J-4 and Residence A-1 Zoning Districts. The site is currently undeveloped, with no access provided.

An initial Wal-Mart development proposal included the construction of an approximately 120,000 square foot Wal-Mart retail center. Access to the subject property had been proposed via one (1) signalized full-movement driveway along Hospital Road, opposite the currently unsignalized North Patchogue Fire Department egress driveway, and one (1) unsignalized right-turn egress-only driveway along the NSR for departing delivery vehicles.

The current proposal includes the construction of a smaller, 98,000 square foot, Wal-Mart retail center (a.k.a. Phase 1) and a 900 square foot office building (a.k.a. Phase 2). Phase 1 includes the construction of all paved parking stalls depicted on the Site Plan, as well the total two site access points on Hospital Road.

Access is proposed via one (1) signalized full-movement driveway along Hospital Road, opposite the currently unsignalized North Patchogue Fire Department egress driveway, and an unsignalized right-turn egress-only driveway along the Hospital Road frontage, at the north end of the property. A northbound deceleration and dedicated right turn lane of approximately 200 feet in length would be provided at the Hospital Road site driveway, allowing vehicles to slow

down prior to entering the site without impeding the northbound progression of through traffic. No access is proposed on the NSR frontage, which lies entirely within a residential zone.

The applicant also proposes a cross-access link with a proposed gasoline station (a.k.a. 435 Realty) at the northeast corner of Sunrise Highway North Service Road and Hospital Road. This property is designated as Suffolk County Tax Map Number 0200-926-3-23.1. The applicant has issued a letter to the owner of the gas station property to initiate negotiations. It is expected that the second development to go under construction would be required to physically construct the cross-access. It is proposed that the cross-access would operate one-way, into Wal-Mart from the gas station. This arrangement would prevent cut-thru traffic movements from the southwest quadrant of the main Wal-Mart parking field to Hospital Road.

The current proposal exceeds the Town of Brookhaven's parking requirement of 566 parking stalls for the overall development, offering 572 spaces. The proposed Wal-Mart building footprint of 98,000 square feet requires 560 parking stalls and the 900 square foot office building requires 6 parking stalls. As the proposed Site Plan shows, 156 of the 560 required Wal-Mart stalls are located on the office building portion of the overall site (Block 3, Lot 24, zoned J-4 Business). To facilitate the proposed shared parking, a cross-access and parking easement would be executed to benefit and burden both the J2 and J4 parcels. In addition, due to the fact that the Town has rezoned the property and split the lot, relief would be sought from the Planning Board, as needed, pursuant to Town Code Section 85-52, to facilitate the shared parking arrangement set forth above. Cross-access and a parking easement would enable the use of parking on the J-4 zoned lot by Wal-Mart patrons and would likewise enable users of the proposed office building to enter and exit via the proposed signalized driveway intersection.

For the purposes of this document, both the currently proposed 98,900 SF development and the previously proposed 120,000 SF alternative have been fully analyzed from a traffic and transportation standpoint. Therefore, the 2011 Build condition includes two separate analyses.

This study has been performed to evaluate potential traffic impacts associated with the proposed development program. Accordingly, this analysis includes:

- A review of existing roadway and traffic conditions in the vicinity of the site, including roadway geometrics and traffic volumes;
- A review of alternative transportation facilities in the vicinity of the site, including pedestrian, bicyclist, and transit facilities;

- Projection of the volume of peak hour traffic expected to be generated by the Wal-Mart and office building development and assignment of the site-generated peak hour traffic onto the adjacent roadway network based on existing travel patterns;
- An analysis of existing, 2011 and 2016 roadway and site driveway operations;
- A queuing assessment of the studied intersections;
- Review of tractor trailer accessibility of the site;
- A review of the Site Plan focusing on access design, alternative modes of transportation, on-site circulation and parking supply, and compliance with the Town Code;
- An Accident Analysis investigating the accident history within the study network; and
- Recommendations and conclusions.

EXISTING CONDITIONS

The subject property is located along the westbound approach of the NSR, northeast of its intersection with Hospital Road in East Patchogue, Town of Brookhaven, Suffolk County, New York. The subject property is bound by the NSR to the south and Hospital Road to the west, and is located within the Business J-2, Business J-4, and Residence A-1 zoning districts. A vacant lot, formerly a fuel station, currently occupies the northeast corner of the NSR/Hospital Road intersection with approximately 200 feet of frontage on both roadways.

The subject property is currently undeveloped with no access provided and is designated as Suffolk County Tax Map 0200-926-03-27.2 & 24 and 0200-927-01-036.02 & 37. The parcel has approximately 750 feet of frontage along Hospital Road and 1,300 feet of frontage along the NSR.

STUDY AREA

A Transportation Study Area was developed for the proposed project and includes: the intersections along Hospital Road, between the Sunrise Highway South Service Road (SSR) and Woodside Avenue (CR 99); the westbound Sunrise Highway exit 54 intersection with the NSR; the Sills Road intersections with the NSR and SSR at interchange 55; and the Sunrise Highway eastbound exit and westbound entrance ramp intersections with the SSR and NSR, respectively (See Figure 13.02).

These intersections were identified in coordination with the Town of Brookhaven's professional staff and traffic consultant as locations where traffic impacts may potentially result from the proposed project.

In addition, preliminary analyses were prepared to calculate the maximum number of new trips entering/leaving the study area via any one link. The Institute of Transportation Engineers (ITE) identifies a peak hour increase of 100 or more new trips as "significant." It was determined that the study area covers all intersections where more than 65 new peak hour trips would occur due to the proposed project, and where more than 77 new peak hour trips would occur due to the 120,000 SF Alternative.

EXISTING ROADWAY CONDITIONS

The NSR is under Town of Brookhaven's maintenance jurisdiction, but is also part of the Sunrise Highway Freeway System, which is owned by the NYSDOT. As such, both agencies exercise

jurisdiction over the roadway. In the immediate vicinity of the site, the roadway provides one (1) lane to accommodate each direction of travel with a posted speed of 30 miles per hour and has a general east/west orientation. The pavement and striping appear to be in fair condition. The two-way operation in the vicinity of the site is atypical of Sunrise Highway service roads; generally service roads to the north of the mainline highway are one way westbound, and service roads to the south of the mainline are one-way eastbound. The section of the NSR that intersects with Hospital Road meets its easterly terminus approximately 1,600 feet east of Hospital Road, at Sipp Avenue, and meets its westerly terminus approximately 2,500 feet west of Hospital Road at Hewlett Avenue. In the vicinity of the site, the NSR primarily provides access to residential uses, as well as to and from Sunrise Highway (NYS Route 27).

The Sunrise Highway South Service Road (SSR) is under Town of Brookhaven's maintenance jurisdiction, and is also part of the Sunrise Highway Freeway System, which is owned by the NYSDOT. Similar to the NSR, both jurisdictional agencies review operations and access along the roadway. The SSR has a general east/west orientation parallel to Sunrise Highway. To the west of Hospital Road, the SSR is a continuous one-way roadway in the eastbound direction providing access to/from various Sunrise Highway interchanges. East of Hospital Road, the SSR is a two-way roadway that provides access to eastbound Sunrise Highway. This section of the SSR terminates at Gazzola Drive, approximately 1,700 feet east of Hospital Road.

Hospital Road is a municipal roadway under Town of Brookhaven jurisdiction, providing general north/south mobility in the site vicinity. Hospital Road reaches its northerly terminus approximately 0.8 miles north of Sunrise Highway, at its intersection with Woodside Avenue (CR 99). Hospital Road reaches its southerly terminus approximately 0.6 miles to the south of Sunrise Highway, at its intersection with Sills Road (CR 101). Hospital Road functions as a collector road, providing mobility between Sunrise Highway via interchange 54 and the adjacent residential and commercial uses, including Brookhaven Memorial Hospital. Hospital Road bridges over Sunrise Highway. The nearest crossings over Sunrise Highway are at Sills Road to the east and Medford Road to the west. North of the subject site, Hospital Road provides one (1) lane and an alternating two-way center left-turn lane for each direction of travel. To the south of the subject property, Hospital Road provides one (1) lane to accommodate each direction of travel. The posted speed limit is 30 miles per hour and the pavement and striping appear to be in fair condition.

Sills Road, also known as County Route 101, and to the west of Hospital Road as Patchogue-Yaphank Road, is under Suffolk County jurisdiction and generally provides two (2) lanes and a shoulder to accommodate each direction of travel, separated by a grass median along certain sections of the roadway. The pavement and striping appear to be in good condition and sidewalks are not provided along the roadway. Sills Road is oriented diagonal to the overall street grid,

generally running southwest/northeast. Sills Road crosses Sunrise Highway at grade-separated interchange 55, east of the Hospital Road interchange.

Woodside Avenue, also known as County Route 99, is an east/west roadway under the jurisdiction of Suffolk County. Woodside Avenue provides one (1) lane and a shoulder to accommodate each direction of travel, with a two-way left-turn lane available at various portions of the roadway. A designated bike lane is marked along each side of the roadway. Woodside Avenue provides mobility to State Route 112 and County Routes 19 and 83, west of Hospital Road, and to County Routes 16 and 101 to the east. Residential uses and Twelve Pines Park are accessible via Woodside Avenue and the posted speed limit is 50 miles per hour in the immediate vicinity of the subject property.

Suffolk County Highway Planning and Permits reviewed the proposed project in 2008 (the 120,000 SF alternative) and issued a letter dated October 2, 2008, acknowledging that the proposed project would have minimal impact on Sills Road and Woodside Avenue and indicating that the County does not require a Traffic Impact Fee from the proposed project. A copy of the letter is included in Appendix J.

Fish Thicket Road is a local roadway under Town of Brookhaven jurisdiction with a general east/west orientation. The roadway provides one (1) lane to accommodate each direction of travel with no shoulders provided, and the pavement and striping appear to be in fair condition. Fish Thicket Road primarily provides access to residential homes, does not provide sidewalks along its length, and meets its easterly terminus at its intersection with Hospital Road. Further to the west, Fish Thicket Road becomes Barton Avenue.

La Bonne Vie Drive is a local roadway under Town of Brookhaven jurisdiction with a general east/west orientation and provides one (1) lane to accommodate each direction of travel with existing striping that is in poor condition. This roadway traverses through a residential community providing direct access to the La Bonne Vie apartment complex, the residential community's public parking areas, and recreational facilities, with sidewalks provided throughout the neighborhood. La Bonne Vie Drive continues west of Hospital Road and provides access to another residential complex.

Club Road is a local roadway under Town of Brookhaven jurisdiction with a general east/west orientation. The roadway provides one (1) lane in each direction of travel, divided by a grass median, and serves as a direct connection between La Bonne Vie Drive and Hospital Road. This short connector roadway serves as the main entrance/exit for the residential community northeast of the subject property.

Hospital Road intersects the NSR to form a four-leg intersection under semi-actuated three-phase traffic signal control with emergency preemption. Hospital Road forms the northbound and southbound approaches to the intersection with the northbound approach providing one (1) lane for all turning movements and the southbound approach providing one (1) shared through/left-turn lane and one (1) exclusive right-turn lane. The NSR forms the eastbound and westbound approaches providing one (1) lane for all turning movements. Crosswalks are currently provided across each approach with the exception of the northbound Hospital Road approach.

Hospital Road intersects the SSR to form a four-leg signalized intersection with emergency preemption. Hospital Road forms the northbound and southbound approaches providing one (1) lane for all turning movements. The SSR forms the eastbound approach to the intersection providing one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane. The westbound approach provides one (1) shared left-turn/right-turn lane.

Hospital Road intersects Woodside Avenue to form a three-leg signalized intersection, controlled by a semi-actuated, coordinated traffic signal with emergency preemption. Hospital Road forms the northbound approach, providing one (1) exclusive left-turn lane and one (1) exclusive right-turn lane. Woodside Avenue forms the eastbound approach, providing (1) exclusive through lane and one (1) exclusive right-turn lane. The westbound approach provides one (1) exclusive through lane and one (1) exclusive left-turn lane. Pedestrian pushbuttons are available although crosswalks are not present.

Fish Thicket Road intersects Hospital Road to form a three-leg unsignalized intersection with no crosswalks provided. The intersection is STOP-controlled at the eastbound Fish Thicket Road approach to the intersection, which is marked to provide one (1) shared left-turn/right-turn lane, although motorists commonly utilize the additional approach width to create de-facto exclusive turn lanes for both movements. The northbound Hospital Road approach provides one (1) exclusive left-turn lane and one (1) exclusive through lane; and the southbound Hospital Road approach to the intersection provides one (1) shared through/right-turn lane.

La Bonne Vie Drive West intersects Hospital Road to form a three-leg unsignalized intersection, with a crosswalk provided across the southbound Hospital Road approach. The intersection is STOP-controlled at the eastbound La Bonne Vie Drive West approach to the intersection, providing one (1) shared left-turn/right-turn lane. The northbound Hospital Road approach provides one (1) exclusive left-turn lane and one (1) exclusive through lane, and the southbound approach to the intersection provides one (1) shared through/right-turn lane.

Club Road intersects Hospital Road from the east to form a three-leg unsignalized intersection that is STOP-controlled at the westbound Club Road approach. At the intersection, the westbound Club Road approach provides one (1) shared left-turn/right-turn lane, the northbound Hospital Road approach provides one (1) shared through/right-turn lane, and the southbound Hospital Road approach to the intersection provides one (1) exclusive left-turn lane and one (1) exclusive through lane.

The westbound Sunrise Highway interchange 54 exit-ramp intersects the NSR to form a three-leg unsignalized intersection with no crosswalks provided. The intersection is STOP-controlled at the exit-ramp approach to the intersection, requiring vehicles exiting westbound Sunrise Highway to stop prior to continuing to Hospital Road or Sipp Avenue. The NSR eastbound and westbound approaches each provide one (1) exclusive through lane and the northbound off-ramp approach provides one (1) shared left-turn/right-turn lane.

At the adjacent Sunrise Highway interchange 55, the NSR intersects the Sunrise Highway westbound on-ramp to form a three-leg unsignalized intersection. The intersection is uncontrolled on all approaches and, as such, vehicles must yield the right-of-way based on arrival at the intersection. The eastbound NSR approach provides one (1) shared through/right-turn lane and the westbound approach provides one (1) shared through/left-turn lane.

The NSR intersects Sills Road to form a four-leg signalized intersection. Sills Road forms the northbound and southbound approaches, and NSR approach forms the eastbound and westbound approaches to the intersection. The northbound approach provides one (1) channelized left-turn lane, one (1) exclusive through lane, and one (1) shared through/right-turn lane; the southbound approach provides one (1) channelized left-turn lane, two (2) exclusive through lanes, and one (1) exclusive right-turn lane. The eastbound and westbound approaches each provide one (1) channelized right-turn lane and one (1) shared through/left-turn lane.

The SSR intersects Sills Road to form a four-leg signalized intersection. Sills Road forms the northbound and southbound approaches and the SSR provides the eastbound and westbound approaches to the intersection. The northbound approach provides two (2) exclusive through lanes and one (1) exclusive right-turn lane; the southbound approach provides one (1) channelized left-turn lane and two (2) exclusive through lanes. At the eastbound SSR approach to the intersection, one (1) channelized right-turn lane and one (1) shared through/left-turn lane are provided for travel, and the westbound approach provides one (1) channelized right-turn lane and one (1) exclusive left-turn lane.

EXISTING PEDESTRIAN AND BICYCLE CONDITIONS

Sidewalks are currently provided along the Hospital Road site frontage and continue to the south along the frontage of the former gas station property at the intersection of the NSR and Hospital Road. The site sidewalk also extends north to Club Drive, where it ends. To the north of the NSR there are no sidewalks along the westerly side of Hospital Road. To the south of the NSR, including the Hospital Road Bridge over Sunrise Highway, there are sidewalks provided on both sides of the roadway.

The site frontage along the NSR does not currently provide sidewalks. Sidewalks are provided on the NSR along the frontage of the former gas station property at the intersection of the NSR and Hospital Road.

As previously noted, designated bike lanes are marked in both directions on Woodside Avenue (CR 99). Bicycle access between Woodside Avenue and the subject property is available via existing shoulders on Hospital Road, which range from 5 to 6 feet in width. In general, 5 feet accommodates bikes in one direction, although 6 feet is preferred where roads are curbed and/or there are inlets. The Woodside Avenue (CR 99) bike lanes link to NYSDOT designated bikeways to the east and west, at Station Road and at Medford Road, respectively.

EXISTING TRANSIT CONDITIONS

The subject section of Hospital Road is located along the Suffolk County Transit 7B bus route, which provides service from the LIRR Patchogue Railroad Station on the Montauk Branch to Medford and Bellport. Bus stops for the 7B route are located on both sides of Hospital Road at Club Drive.

There are ten (10) 7B trips in each direction Monday through Saturday, with six (6) of them providing service to the Medford route terminus at Medford Plaza and the other four (4) providing service to the Bellport route terminus at the LIRR Bellport Railroad Station on the Montauk branch. The 7B route has connecting service to the 7A, S40, S54, S63 and S66 bus routes in Patchogue and to the S61 and S71 routes in Medford.

EXISTING TRACTOR-TRAILER ACCESS

Whereas tractor-trailer access for 48-foot trailers is generally not limited, access for 53-foot trailers is limited to designated National, Qualifying, and Access Highways per 17 NYCRR Chapter VII Highways Designated for Use by Trucks, Tandem Trailers and Other Special Dimension Vehicles. Wal-Mart, like other retailers, generally uses 53-foot trailers to transport

goods to its stores. The project site vicinity is bordered by the following designated Access Highways: the Long Island Expressway (I-495); Patchogue-Yaphank Road/Sills Road (CR 101); Montauk Highway (CR 80); and Medford Avenue (NYS Route 112).

2008 EXISTING TRAFFIC VOLUMES

To examine the existing traffic conditions in the vicinity of the subject property, manual turning movement counts were conducted during peak weekday evening and Saturday midday periods. The weekday evening and Saturday midday are the times of day when peak roadway activity and peak retail traffic demand generally coincide, and therefore are the focus of traffic impact analysis for retail uses. At other times of the week, retail demand traffic volume is generally lower than during the peak periods studied, as is general roadway traffic as a result of the “work-to-home” commuting trips made during the weekday evening peak period and shopping trips made during the Saturday peak periods. Due to the higher traffic volumes on the roadway system during peak traffic hours, available excess capacity is generally at a minimum. As a result, these time periods are the appropriate focus of a Traffic Impact Analysis for retail development projects.

The manual counts were conducted at the following intersections that were previously identified as within the Study Area, and are shown on Figure 13.02:

- Sills Road (C.R. 101) and NSR (Sunrise Highway Interchange 55)
- Sills Road (C.R. 101) and SSR (Sunrise Highway Interchange 55)
- Sunrise Highway NSR and Westbound On-Ramp (Sunrise Highway Interchange 55)
- Hospital Road and NSR (Sunrise Highway Interchange 54)
- Hospital Road and SSR (Sunrise Highway Interchange 54)
- Sunrise Highway NSR and Westbound Off-Ramp (Sunrise Highway Interchange 54)
- Hospital Road and Woodside Avenue (C.R. 99)
- Hospital Road and Fish Thicket Road
- Hospital Road and La Bonne Vie Drive West
- Hospital Road and Club Road
- Hospital Road and Fire Department North Driveway
- Hospital Road and Fire Department South Driveway

Specifically, manual turning movement counts were conducted at the previously mentioned locations on the following dates and during the following time periods:

- Tuesday, October 30, 2007 from 4:00 p.m. to 7:00 p.m.
- Saturday, November 3, 2007 from 11:00 a.m. to 3:00 p.m.
- Thursday, February 7, 2008 from 4:30 p.m. to 6:30 p.m.
- Saturday, February 9, 2008 from 12:00 p.m. to 2:00 p.m.
- Thursday, May 8, 2008 from 4:00 p.m. to 7:00 p.m.
- Saturday, May 17, 2008 from 11:00 a.m. to 2:00 p.m.

As traffic volumes can fluctuate seasonally and monthly, the existing traffic volumes were adjusted per seasonal adjustment factors published in the NYSDOT Traffic Data Report, which are shown in Table 13-1, below.

TABLE 13-1

SEASONAL ADJUSTMENT FACTORS FOR 2008 TRAFFIC COUNT ADJUSTMENT

MONTH	SEASONAL ADJUSTMENT FACTOR
February	0.843
May	1.049
October	1.015
November	0.940

Seasonal Adjustment Factors obtained from the NYSDOT Traffic Data Report Chapter 6, pg. 28

The traffic volumes were then balanced throughout the network and the appropriate heavy vehicle percentages were included in the analysis for each roadway per the NYSDOT Heavy Vehicle Percentages 2008 to analyze the traffic patterns during the respective peak hours. The heavy vehicle percentages are as follows:

- Hospital Road - 7%
- NYS Route 27 NSR - 7%

- NYS Route 27 SSR - 7%
- Sills Road - 7%
- Woodside Avenue - 7%

The seasonally adjusted weekday evening and Saturday midday peak hour traffic volumes of the roadway network are summarized in Figure 13.03.

ANALYSIS OF 2008 EXISTING TRAFFIC VOLUMES

A Volume/Capacity, Delay and Level of Service analysis was conducted for the subject intersections using Highway Capacity Software Plus (HCS+).² This analysis tool is used to gauge the operational state of traffic activity, identify areas of traffic congestion, and assess the effect of roadway improvement measures. The results of this analysis are presented, along with other analyses, in Tables 13-2 and 13-3 for the weekday evening and Saturday midday peak hours, respectively.

Evaluation of the existing traffic conditions during the peak hours indicates that all movements at the subject signalized intersections operate at Level of Service E or better with the following exceptions: the northbound Hospital Road approach at the NSR is currently calculated to operate under Level of Service F during the weekday evening and Saturday midday peak hours and the eastbound SSR approach at Sills Road is also calculated to operate at Level of Service F during the weekday evening peak hour. The unsignalized intersection study locations are currently operating at Level of Service C or better during each of the study peak hours.

EXISTING EMERGENCY VEHICLE CIRCULATION

Brookhaven Memorial Hospital is located along Hospital Road to the south of the subject property and to the south of Sunrise Highway. The subject property is also located directly across Hospital Road from the North Patchogue Fire Department. Emergency vehicles serving both of these facilities travel on Hospital Road. While the traffic signals at the NSR and SSR are outfitted with preemption equipment, anecdotal observations indicate that emergency vehicle travel can be delayed by traffic on Hospital Road Bridge, particularly in the peak hours.

² See ATDE Technical Appendix I for Level of Service description.

EXISTING VEHICULAR QUEUING ASSESSMENT

Our office has also analyzed the existing vehicle queuing operations at the study intersections. The results of this analysis are presented, along with other analyses, in Tables 13-4 and 13-5 for the weekday evening and Saturday midday peak hours, respectively.

Excessive queuing, generally in excess of 600 feet, occurs at several locations in the evening peak hour existing condition. Specifically, excessive queuing occurs on the northbound approach of Hospital Road at the NSR, and on the eastbound approach of the SSR at Sills Road. The locations where excessive queuing is calculated to occur coincide with locations where failing Levels of Service and high v/c ratios were calculated.

2011 TRAFFIC CONDITIONS WITHOUT THE PROJECT

2011 BASE TRAFFIC VOLUMES

It is recognized that traffic routinely fluctuates along various State and County roadways, as well as on local streets, and varies not only day-to-day, but also on a monthly and yearly basis. It is expected that, as development continues in the vicinity of the site, traffic may be expected to increase, although nominally, on a regular basis.

It is expected that the construction and occupancy of the proposed Wal-Mart (Phase 1) would be completed within three (3) years of the data collection effort. The construction and occupancy of the office building (Phase 2) is expected to occur after Phase 1, but for an analysis perspective the two phases are assumed to occur simultaneously. To conduct a conservative analysis, the existing traffic volumes were increased by 2% per year, in accordance with the NYSDOT's growth rate for the Town of Brookhaven and generally accepted engineering standards, to develop the 2011 Base traffic volumes. The 2011 Base weekday evening and Saturday midday peak hour volumes are shown in Figure 13.04.

AREA DEVELOPMENTS

The NYSDOT, Town of Brookhaven, and Suffolk County Department of Public Works, were contacted to determine if there were any recent development approvals which would contribute to traffic growth along the subject roadway system. According to the respective Departments, there were six (6) proposed developments in the vicinity of the Wal-Mart at the time of the data collection effort.

The proposed developments include Lowe's Home Improvement, 435 Realty Corporation, Ashley Estates, Peak Plaza, St. Joseph's College, and Calvary Family Assembly of God Church. With the exception of the Church, the peak trip generation of which occurs outside the PM and Saturday study periods, these developments would affect the studied roadway network and therefore were included in our analysis. To accurately determine the trip generation and corresponding trip distribution of each proposed development, we have utilized the traffic studies prepared for the projects, the trip generation information provided through consultations with the Town, and guidelines contained within ITE's Trip Generation Manual and Trip Generation Handbook. An overall summary of the area development trip generation is provided in the following Table 13-6.

**TABLE 13-6
OTHER PLANNED PROJECTS**

PROJECT	LOCATION	PEAK HOUR TRIP GENERATION		TRIP GENERATION SOURCE
		Evening	Saturday	
Lowe's Home Improvement Warehouse 144,404 square feet	NE Corner Sills Road/Montauk Highway	375	827	Mulryan Engineering, P.C.
435 Realty Corporation Gasoline station with 12 fueling positions, 1,500 square foot convenience store	NE Corner NYS Rt.27/ Hospital Road	229	120	ITE Land Use Code 853: Convenience Market with Gasoline Pumps
Ashley Estates Residential, 80 units	SW Corner Fish Thicket Road/Hospital Road	50	42	ITE Land Use Code 220: Apartments
Peak Plaza Office, 26,510 square feet	SW Corner NYS Rt. 27/Hospital Road	92	96	ITE Land Use Code 720: Medical-Dental Office Building
Calvary Family Assembly of God 558 seat Church	Sipp Avenue North of NSR	n/a	n/a	Not concurrent with analysis Peak Hours
St. Joseph's College Athletic Fields Expansion	South of SSR, west of Hewlett Avenue	90	103	Cameron Engineering & Associates, LLP

The total area development trip generation was distributed throughout the studied roadway network and is shown in Figure 13.05.

PLANNED ROADWAY IMPROVEMENTS

Various highway improvements in the vicinity of the proposed project are in the planning and/or design stages. These are discussed below.

Sunrise Highway Corridor Sustainable Transportation Study

The NYSDOT is currently working with Suffolk County agencies and local municipalities in developing the *Sunrise Highway Corridor Sustainable Transportation Study*, which aims to provide a more, “appealing and modernized Sunrise Highway corridor” throughout Islip and Brookhaven towns. The section of Sunrise Highway (NYS Rt. 27) of specific importance to the proposed Wal-Mart application is situated between Medford Avenue (NYS Rt. 112) and Wading River Road.

NYSDOT released its DRAFT study at the end of June 2011. The DRAFT considers several alternatives for the Sunrise Highway Corridor. These include alternatives that would add lanes to the Sunrise Highway main line, construct unbuilt sections of the North Service Road and South Service Road, and make existing two-way sections of the North Service Road and/or South Service Road one-way, to be consistent with most of Sunrise Highway.

The NYSDOT recognizes that the Hospital Road Bridge over Sunrise Highway is proposed to be widened by the Town of Brookhaven, but stresses that the bridge widening project is independent of the DOT’s Sunrise Highway corridor study. Analyses conducted by NYSDOT find that the northbound queue on the Hospital Road Bridge over Sunrise Highway will extend over the bridge and to the South Service Road under future conditions. The existing and future operations at the intersection of Hospital Road and the NSR are likewise addressed herein.

Consultations with NYSDOT and the Town of Brookhaven have resulted in development of the proposed Wal-Mart site plan such that site access for customers as well as deliveries occurs in the same manner regardless of whether the NSR is made one-way westbound or the SSR is made one-way eastbound.

Hospital Road Bridge Improvements

The Town of Brookhaven has been working to widen the bridge overpass on Hospital Road spanning Sunrise Highway (NYS Rt. 27) proper. This Town project was the subject of a public information meeting on November 19, 2009. The owner of the subject property has committed \$357,730.00 to the Town of Brookhaven for use in the Hospital Road Bridge widening effort.

While the Design Report for the bridge widening is not yet finalized, it is presently beyond the DRAFT stage and the Town project has advanced Design Plans. The Town project proposes to widen the existing two-lane structure to accommodate 4 lanes of traffic plus shoulders and sidewalks, including two lanes northbound, one lane southbound, plus dedicated left-turn lanes at both the NSR and SSR. Additional widening of Hospital Road is proposed south of the SSR and north of the NSR, to tie into the widened bridge.

While the Design stage of the Hospital Road Bridge widening is funded, the construction and right-of-way acquisitions, if any, are not funded. The Town is actively seeking funding for the project.

NO-BUILD PEDESTRIAN AND BICYCLE CONDITIONS

There are no changes to bicycle and pedestrian conditions anticipated in 2011 without the project.

NO-BUILD TRANSIT CONDITIONS

There are no changes to Transit operations anticipated in 2011 without the project.

NO-BUILD TRACTOR-TRAILER ACCESS

There are no changes to tractor trailer access anticipated in 2011 without the project.

2011 NO-BUILD TRAFFIC VOLUMES

The 2011 Base traffic volumes were added to the other area planned development trips to develop the 2011 traffic volumes without the proposed project, or 2011 No-Build conditions. The resulting 2011 No-Build traffic volumes are summarized in Figure 13.06.

ANALYSIS OF 2011 NO-BUILD TRAFFIC VOLUMES

A Volume/Capacity and Level of Service analysis was conducted for the 2011 No-Build weekday evening and Saturday midday peak hour traffic volumes at the study intersections. At the request of the Town of Brookhaven, the Synchro/SimTraffic (Version 6) software was utilized in the 2011 conditions to analyze a portion of the Hospital Road corridor included in this study. The primary reason for using Synchro/SimTraffic is that it more accurately evaluates the performance of a signalized network. Generally, the interaction between the intersections along Hospital Road from the SSR to the proposed Wal-Mart access driveway was analyzed in terms of Level of Service, delay, queuing, and progression. The following study intersections were

analyzed using Synchro/SimTraffic in the 2011 No-Build condition (and 2011/2016 Build conditions as discussed in later sections of this document):

- Hospital Road and SSR
- Hospital Road and NSR
- NSR and Westbound Off-Ramp (Interchange 54)
- Hospital Road and Fish Thicket Road
- Hospital Road and Fire Department South Driveway
- Hospital Road and Fire Department North Driveway/Wal-Mart Main Access

The following study intersections were analyzed using HCS+ in the No-Build condition (and Build conditions as discussed in later sections of this document):

- Hospital Road and Wal-Mart Northerly Access
- Hospital Road and La Bonne Vie Drive West
- Hospital Road and Club Road
- Hospital Road and Woodside Avenue
- Sills Road and SSR
- Sills Road and NSR
- NSR and Westbound On-Ramp (Interchange 55)

Results of all intersection capacity/Level of Service analyses are provided in Tables 13-2 and 13-3 for the weekday evening and Saturday midday peak hours, respectively.

The studied signalized intersections are calculated to operate at Levels of Service E or better during each of the studied peak periods with the following exceptions: the northbound Hospital Road approach at the NSR and the eastbound SSR approach at Sills Road would continue to operate at existing Levels of Service during the respective peak hours and the Sills Road westbound approach and northbound left-turn movement at the NSR are calculated to degrade to Levels of Service F during the weekday evening peak hour.

The unsignalized study intersections are calculated to operate at Level of Service B or better during each of the study peak hours.

2011 NO-BUILD EMERGENCY VEHICLE CIRCULATION

In 2011 without the project, background traffic volume growth will increase delays for emergency vehicles accessing Hospital Road to and from Brookhaven Memorial Hospital and the North Patchogue Fire Department.

2011 NO-BUILD VEHICULAR QUEUING ASSESSMENT

Results of all 2011 No-Build intersection queuing analyses are provided in Tables 13-4 and 13-5 for the weekday evening and Saturday midday peak hours, respectively. Excessive queuing would continue to occur at the northbound Hospital Road approach to the NSR and the eastbound SSR approach to Sills Road. The northbound Hospital Road queue appears to improve between the existing and 2011 No-Build conditions. This change is attributed to the use of Synchro for analysis along the Hospital Road corridor in the 2011 No-Build condition.

**TRANSPORTATION CHARACTERISTICS
OF THE PROPOSED PROJECT**

TRIP GENERATION

The next step in the analysis procedure is to project the traffic volume that would be generated as a result of the development proposal. Trip generation projections for the proposed Wal-Mart retail center (Phase 1) and office building (Phase 2) were developed by utilizing the Eighth Edition of Trip Generation published by the Institute of Transportation Engineers (ITE) in 2008. Based on the type of land use proposed, trip rates for a “Free-Standing Discount Superstore” (Land Use 813) and “Medical-Dental Office Building” (Land Use 720) were utilized.³ The 98,000 square foot store will house a grocery department, and therefore the Superstore rates are applicable. It is noted that there are presently no Superstore-type Wal-Mart stores on Long Island.

Table 13-7, below, displays the projected trip generation for the proposed development for the weekday evening (PM) and Saturday midday (SAT) peak hours. Note that the quantitative analysis herein assumes that the development project would occur at once rather than in separate phases.

**TABLE 13-7
ITE TRIP GENERATION
98,000 S.F. FREE-STANDING DISCOUNT SUPERSTORE AND
900 S.F. MEDICAL-DENTAL OFFICE BUILDING**

PEAK HOUR	ENTER	EXIT	TOTAL
PM	223	233	456
SAT	279	278	557

It is accepted that a certain percentage of traffic attracted to retail and other land uses generally relates to the volume of traffic passing by the site. Specifically, a certain percentage of trips are diverted from the adjacent passing travel stream, which upon exiting the site, continue along the

³ The trip generation rates for ITE Land Use 720 are higher than ITE Land Use 710 “General Office Building” and therefore yield a more conservative analysis.

original trip path. Such trips are known as pass-by trips, and are made as a matter of convenience, as they are linked to some other primary purpose trips. Such trips are not considered new to the area, but rather are already passing by the site on the adjacent public roadways.

Based on ITE data contained in the June 2004 Trip Generation Handbook, the pass-by demand for a retail development of the type and size proposed would be 17% of total demand during the weekday evening peak hour and 23% of total demand during the Saturday midday peak hour. No pass-by credit was applied to the portion of the trips generated by the office building. Table 13-8, below, summarizes the new and pass-by traffic components comprising the total projected site traffic.

**TABLE 13-8
NEW AND PASS-BY TRAFFIC**

TRIP TYPE	PM PEAK HOUR			SAT PEAK HOUR		
	Enter	Exit	Total	Enter	Exit	Total
NEW	184	194	378	215	214	429
PASS-BY	39	39	78	64	64	128
TOTAL	223	233	456	279	278	557

TRIP GENERATION COMPARISON

Several alternatives have been considered in connection with current application. These include other mixes and intensities of retail and office space. A comprehensive trip generation comparison has been prepared to evaluate six (6) potential scenarios, including a No-Build alternative and the current proposal. The following Table 13-9 presents the comparison using ITE trip generation calculations:

TABLE 13-9
TRIP GENERATION COMPARISON TABLE
(Trip Ends Per Hour)

ALTERNATIVE	PM Peak Hour			SAT Peak Hour		
	New	Pass-By	Total	New	Pass-By	Total
1. No-Build	0	0	0	0	0	0
2. 100,900 SF Retail ⁽¹⁾ 10,000 SF Restaurant ⁽²⁾ 5,000 SF Drive-In Bank ⁽³⁾	390	229	619	606	161	767
3. 900 SF Office ⁽⁴⁾ 120,000 SF Wal-Mart ⁽⁵⁾	462	94	556	524	156	680
4. 120,000 SF Wal-Mart ⁽⁵⁾	459	94	553	521	156	677
5. 133,592 SF Medical Office ⁽⁴⁾	474	0	474	497	0	497
Current Proposal: 98,000 SF Wal-Mart ⁽⁵⁾ 900 SF Office ⁽⁴⁾	378	78	456	429	128	557

Reference: *Trip Generation*, 8th Edition, Institute of Transportation Engineers (ITE), 2008

¹ITE Land Use 820 Shopping Center

²ITE Land Use 932 High Turnover (Sit-Down) Restaurant

³ITE Land Use 912 Drive-In Bank

⁴ITE Land Use 720 Medical-Dental Office

⁵ITE Land Use 813 Free-Standing Discount Superstore

The total of new and pass-by trips would enter and exit the site at the proposed Hospital Road driveway. At all other locations, only new trips would be added to the network. As shown, with the exception of the No-Build Alternative, the current proposal would generate less new traffic than the other alternatives, including potential as-of-right development for a Medical Office use. For the purpose of comparison, traffic capacity/Level of Service analyses have been prepared for Alternative 4, a 120,000 square foot Wal-Mart.

SITE CIRCULATION

The proposed project has been laid out to accommodate different modes of transportation demand. These are illustrated in Figure 13.07. As shown, conflicts between pedestrian and vehicular routes are minimized. Delivery and service vehicles share the single signalized site driveway with site generated customer traffic, but the delivery and service activity is minimal during periods of peak customer demand. Service and delivery vehicles circulate to the rear of the proposed Wal-Mart building where all unloading activity would occur away from customer circulation.

TRIP DISTRIBUTION

The trip distribution for the site-generated traffic was developed based upon the existing travel patterns identified from the collected traffic data and the anticipated peak hour utilization of the roadway network in the vicinity of each driveway. The new site-generated traffic percentile distribution is shown in Figure 13.08. The Pass-By site-generated traffic percentile distribution is shown in Figure 13.09.

The primary routes to/from the site are Hospital Road via Woodside Avenue from the north, and Hospital Road via Sunrise Highway and/or Sills Road from the south. Some local demand will get to/from Hospital Road via Fish Thicket Road, Club Road, or La Bonne Vie Drive west. Site generated traffic is not expected to arrive and depart Club Drive or La Bonne Vie Drive unless the drivers are travelling to/from the residential neighborhood. Travel between Woodside Avenue and the site via La Bonne Vie Drive takes about 3 minutes, where travel via Hospital Road only takes about 2 minutes. Drivers will therefore select to use Woodside Avenue and Hospital Road, which is the more appropriate route.

2011 BUILD PEDESTRIAN AND BICYCLE CONDITIONS

The proposed project would result in an implementation of additional pedestrian amenities. The reconstruction of the Hospital Road frontage would include sidewalks to replace the existing sidewalks, and new sidewalks would be constructed on the entire site NSR frontage, from the abutting former gas station property to Sipp Avenue.

In addition, the proposed project includes a new traffic signal to be located along Hospital Road at the site driveway and the North Patchogue Fire Department's northerly driveway. This signal would be equipped with pedestrian amenities, including pedestrian signal heads and push buttons and ADA-compliant pedestrian curb ramps. The signal would facilitate and improve the safety of pedestrian activity between La Bonne Vie Drive west and Club Road. The proposed project will

also help facilitate and foster bicycle usage by offering on-site bike racks for use by employees and customers.

2011 BUILD TRANSIT CONDITIONS

In planning the proposed project, coordination has taken place with Suffolk County Transit. As a result, the proposed project includes the construction of a wider, 8-foot shoulder along the site frontage to the north of the proposed signalized site driveway. The proposed 8-foot width was requested by Suffolk County Transit so that a potential bus stop could be accommodated in this area if needed. Suffolk County Transit has reviewed the proposed layout and found it acceptable (See letter from Gary Lenberger, dated August 5, 2011, in Appendix J).

It is noted that there are bus stops provided in both the northbound and southbound directions on Hospital Road for the 7B line at Club Road. The operation of an additional bus stop at the site driveway will be at Suffolk County Transit's discretion.

The proposed traffic signal along Hospital Road at the site driveway will also enhance Transit availability by providing a protected crossing for pedestrians at a striped crosswalk. The new crosswalk will improve the ability for bus riders to access the northbound buses from the west side of the road and vice versa.

2011 BUILD TRACTOR-TRAILER ACCESS

The subject property is not currently served by any National, Qualifying, or Access Highways on which the transport of 53-foot trailers is permitted. The applicant is seeking NYSDOT's approval for the designation of Sunrise Highway between Sills Road and Medford Road as an Access Highway, as well as the section of Hospital Road between Sunrise Highway and the site driveway.

The access route for 53-foot trailers would be eastbound on the Long Island Expressway (I-495) to Sills Road; southbound on Sills Road to Sunrise Highway; westbound on Sunrise Highway to Hospital Road; and northbound on Hospital Road to the site. Return trips would be made as follows: southbound on Hospital Road to Sunrise Highway; westbound on Sunrise Highway to Medford Road; northbound on Medford Road to the Long Island Expressway.

2011 BUILD TRAFFIC VOLUMES

The new and pass-by site traffic were assigned to the network based on the new and pass-by distributions. The new, pass-by, and total site-generated traffic networks are presented in Figures

13.10.a, 13.11.a and 13.12.a, respectively, for the Current Proposal and in Figures 13.10.b, 13.11.b and 13.12.b, respectively, for Alternative 4.

The 2011 Build traffic volumes were then established by surcharging the total site-generated traffic volumes onto the 2011 No-Build traffic volumes. The resulting 2011 Build traffic volumes are shown in Figure 13.13.a for the Current Proposal and in Figure 13.13.b for Alternative 4.

ANALYSIS OF 2011 BUILD TRAFFIC VOLUMES

A Volume/Capacity and Level of Service analysis was conducted for the 2011 Build weekday evening and Saturday midday peak hour traffic volumes at the subject intersections and proposed site driveways. The results for the Current Proposal are presented in Tables 13-2 and 13-3 for the weekday evening peak hour and Saturday midday peak hour, respectively. The results for Alternative 4 are presented in Tables 13-10 and 13-11 for the weekday evening peak hour and Saturday midday peak hour, respectively. In comparison to the Current Proposal, Alternative 4 in all cases results in poorer traffic operations. Therefore only the Current Proposal is discussed in detail.

Under the Current Proposal the increase in network traffic is for the most part attributed to the Wal-Mart retail center, as opposed to the office building which is expected to generate a negligible amount of traffic - less than four (4) peak hour trips - and have no significant impact on the study intersections. As previously discussed in the No-Build section of this document, the Synchro/SimTraffic software was used to evaluate a key portion of the Hospital Road corridor. HCS+ was used for all remaining study intersections. The following subsections contain a discussion of the projected intersection traffic operations once the proposed project is occupied.

NSR and Hospital Road

In the 2011 Build condition, the northbound approach would continue to fail, and the delay in the 2011 Build condition would almost double the delay in the 2011 No-Build condition. The southbound left and through movement would degrade from a Level of Service C in the 2011 No-Build condition to a Level of Service D in the 2011 Build condition. During the SAT peak hour, the northbound approach would degrade from Level of Service E in the 2011 No-Build condition to Level of Service F in the 2011 Build condition.

SSR and Hospital Road

The southbound left and through movement at the SSR intersection with Hospital Road would degrade from Level of Service D in the 2011 No-Build condition to Level of Service E in the 2011 Build condition. In the evening peak hour, the eastbound left-turn movement would degrade from Level of Service E in the No-Build condition to Level of Service F in the 2011 Build condition.

NSR and Sills Road

The northbound left-turn Level of Service which in the evening peak hour is F in the 2011 No-Build condition would continue to degrade in the 2011 Build condition. In the Saturday peak hour, this same approach would degrade from a Level of Service E in the 2011 No-Build condition to a Level of Service F in the 2011 Build condition.

SSR and Sills Road

In the evening peak hour, the eastbound left and through movement would continue to operate at F and the delay would continue to increase. In the Saturday peak hour, 2011 No-Build Levels of Service are maintained in the 2011 Build condition.

Hospital Road and Woodside Avenue

The F Level of Service for the westbound left-turn in the evening peak hour would continue with increased delay in the 2011 Build condition.

Hospital Road and Site Driveway/Fire Department Driveway

The introduction of the proposed signalized site driveway at this location will operate at good Levels of Service during both the evening and Saturday peak hours.

Unsignalized Study Intersections

The remaining unsignalized intersection study locations, including the proposed right-turn egress driveway along Hospital Road, would operate at Level of Service C or better during each of the study peak hours with the following exception. The Fish Thicket Road eastbound approach is calculated to operate at Level of Service E during the weekday evening peak hour.

2011 BUILD EMERGENCY VEHICLE OPERATION

The 2011 Build analysis of the Hospital Road corridor shows significant increase in vehicular delay at the Hospital Road intersections with the NSR and the SSR. Therefore, unless the increased delays are mitigated, the proposed project would degrade the expediency with which emergency vehicles can travel to and from Brookhaven Memorial Hospital and the North Patchogue Fire Department.

The proposed traffic signal at the site driveway along Hospital Road would also serve the northerly North Patchogue Fire Department egress driveway. The signal would be hard wired to the fire house for emergency pre-emption of the signal phasing. The traffic signal would also be equipped with standard wireless pre-emption equipment to facilitate northbound and southbound emergency vehicle movement on Hospital Road.

2011 BUILD VEHICULAR QUEUING ASSESSMENT

Excessive queues that were calculated for the northbound approach of Hospital Road at the NSR and on the eastbound approach of Sills Road at the SSR would continue to be problematic in the 2011 Build condition. These queues are tabulated in Tables 13-4 and 13-5 for the weekday evening and Saturday midday peak hours, respectively.

PROPOSED MITIGATION

To address the project's anticipated impact on the adjacent roadway network, the applicant proposes to implement roadway improvement measures throughout the study area. Specifically, the development would implement the following measures, in addition to the construction of a Wal-Mart retail center, an office building, and a new traffic signal at the site driveway:

NSR and Hospital Road

The northbound Hospital Road left turn operates at F Level of Service in the existing PM and SAT peak hours, and is calculated to operate with progressively increased delays in the No-Build and Build conditions.

Currently the signal at this location operates "split-phased" meaning the northbound and southbound traffic do not flow at the same time. This is a very inefficient phasing scheme and appears to have been implemented in order to allow the northbound left turn to be made without any conflicting southbound traffic. The capacity at this location can be significantly increased with the following proposed mitigation measures:

- The northbound Hospital Road approach at the NSR would be widened to provide an exclusive left-turn lane. The exclusive left-turn lane would provide 100 feet of vehicle storage to accommodate queuing demand (See Figure 13.14).
- The bridge approach would be widened on its easterly side and the existing sidewalk relocated accordingly. The proposed improvements would not require any work on the bridge structure.
- The northeast intersection corner radius would be substantially increased to improve vehicular maneuverability, especially for large vehicles such as trucks.
- The southbound Hospital Road approach to the intersection would also be modified to increase the radius at the northwest corner to accommodate southbound right-turns by tractor trailers.
- The existing traffic signal would be significantly modified and upgraded to implement a modified phasing. The phasing would allow the northbound movement, off of the bridge, to operate as a lead phase, without any southbound traffic conflicting with the northbound left turn.
- The provision of the northbound left-turn bay with a lead left-turn signal phase will also benefit traffic safety at this intersection. The addition of turn lanes and exclusive turn phases are measures that help mitigate rear-end collisions at signalized intersections.

SSR and Hospital Road

The eastbound left turn and northbound through and right turn operations are calculated to degrade due to the proposed project. Like the NSR intersection with Hospital Road, the SSR intersection is also inefficiently run under a split phase. The following mitigation measures would increase capacity at the intersection:

- The southbound bridge approach would be widened to add a southbound exclusive left-turn lane. The exclusive left-turn lane would provide 80 feet of vehicle storage to accommodate queuing demand.
- The bridge approach would be widened on its easterly side and the existing sidewalk relocated accordingly. The proposed improvements would not require any work on the bridge structure.
- The existing traffic signal would be significantly modified and upgraded to implement a modified phasing. The phasing would allow the southbound movement, off the bridge to operate as a lead phase, without any southbound traffic conflicting with the northbound left turn.

NSR and Sills Road

The westbound left and through movement and the northbound left turn are calculated to operate at F Levels of Service in the No-Build PM peak hour. The northbound left would further degrade in the Build condition, with a minor increase of 5.9 seconds of delay. During the SAT peak hour the northbound left would degrade from Level of Service E in the No-Build to F in the Build. These operations would be improved with minor measures:

- In the PM and SAT peak periods the signal timing for the NSR/Sills Road intersection would be modified with an increased cycle length and the additional green time would be allocated as necessary.

SSR and Sills Road

At this intersection there is no calculated degradation during Level of Service in the SAT peak hour. In the PM peak hour, the eastbound left and through movements are already F in the existing condition.

- During the PM peak period only the signal timing for the NSR/Sills Road intersection would be modified with an increased cycle length and the additional green time would be allocated as necessary.

Hospital Road and Woodside Avenue (CR 99)

At this intersection the westbound left turn fails in the PM peak hour and delay would increase under No-Build and Build conditions. The westbound left is calculated to improve with minor measures:

- In the PM peak period only the signal timing for the Hospital Road/Woodside Avenue intersection would be modified to reallocate green time.

Hospital Road Corridor

Efficient operation along the corridor would be maximized by the following measures:

- Traffic signal timing at the proposed signal at the site driveway intersection with Hospital Road and the Fire Department driveway would be wireless interconnected and coordinated with the NSR and SSR/Hospital Road intersections. Wireless interconnection would maintain optimal offsets between traffic signal cycles.
- The coordination of the signals will also benefit traffic safety. The implementation of proper progression between corridor signals is a measure that helps mitigate rear-end collisions at signalized intersections.

North Service Road

In the vicinity of the site the NSR is two-way, where Sunrise Highway service roads are generally one-way (NSR westbound and SSR eastbound). It is therefore proposed to implement signing and striping with the proposed Wal-Mart project to heighten awareness of the two-way operation. Measures will be developed in consultation with Town technical staff and NYSDOT and may include: a W1-7 (large, two direction horizontal arrow) sign; a W4-4aP (Traffic From Left Does Not Stop) sign; pavement markings; and/or reflective markers.

Fish Thicket Road

Additional traffic volume on Hospital Road is calculated to degrade the Level of Service on the STOP-controlled Fish Thicket Road approach to the intersection in the PM peak hour.

- The installation of a vehicle calling detector on Fish Thicket Road, interconnected to the adjacent traffic signals to the north and south, would improve the eastbound operation.
- Based on discussions with the Town technical staff and traffic consultant, the call detector would be implemented by the Town of Brookhaven after Wal-Mart has opened, if deemed necessary at that time.

- The proposed project would bond the value of the call detector and interconnection to guarantee its construction if deemed necessary after project occupancy.

Hospital Road Bridge

The Town of Brookhaven intends to widen Hospital Road Bridge. The proposed Wal-Mart project would not directly implement any structural changes to the bridge, but indirectly supports the Town project.

- A contribution to the reconstruction of the Hospital Road Bridge structure has been made by the owner of the subject property in the amount of \$357,730.00.
- The traffic mitigation described above is consistent with the Hospital Road Bridge improvements proposed by the Town of Brookhaven and its consultants, LK McLean Associates and Dunn Engineering. The mitigation measures do not preclude or conflict with potential bridge widening improvements

2011 BUILD WITH MITIGATION PEDESTRIAN AND BICYCLE CONDITIONS

The proposed mitigation measures would result in the implementation of additional and upgraded pedestrian amenities, which would be implemented along with the modification of the traffic signals at the intersections of Hospital Road at the NSR and the SSR.

2011 BUILD WITH MITIGATION TRANSIT CONDITIONS

Mitigation improvements to Hospital Road traffic operations will, by reducing delay and congestion, also facilitate transit operations on the Suffolk County Transit 7B line.

2011 BUILD WITH MITIGATION TRACTOR-TRAILER ACCESS

The 2011 Build with Mitigation condition, compared to the 2011 Build condition, is not expected to result in any change in tractor-trailer access.

ANALYSIS OF 2011 BUILD WITH MITIGATION

A Volume/Capacity and Level of Service analysis was conducted for the 2011 Build with Mitigation weekday evening and Saturday midday peak hour traffic volumes at the subject intersections and proposed site driveways. The results for the Current Proposal are presented in Tables 13-2 and 13-3 for the weekday evening and Saturday midday peak hours, respectively. The results for Alternative 4 are presented in Tables 13-10 and 13-11 for the weekday evening and Saturday midday peak hours, respectively. Alternative 4 in all cases results in poorer traffic operations. Therefore only the Current Proposal is discussed in detail.

NSR and Hospital Road

The proposed mitigation at this location would significantly improve operations where in the 2011 Build condition, the northbound approach fails. In the 2011 Build with Mitigation condition, the northbound Hospital Road approach at the NSR is calculated to operate at optimum Level of Service A. All approaches in both analyzed peak hours are calculated to operate at Level of Service C or better, with the exception of the westbound approach to the intersection, which in the evening peak hour would operate at Level of Service D.

SSR and Hospital Road

Mitigation measures at this location would improve operations on the eastbound left-turn approach, which was found to operate at F in the 2011 Build condition. In the 2011 Build with Mitigation condition, this approach is calculated to operate at Level of Service D, compared to a No-Build operation at Level of Service E. All other approaches in both peak hours studied are calculated to operate at Level of Service C or better.

NSR and Sills Road

In the evening peak hour, the F Level of Service on the westbound left and through movement and the northbound left-turn movement is calculated to improve to Level of Service E, or improve to the existing condition. In the Saturday peak hour, the failing northbound left-turn movement is calculated to improve to a Level of Service C. All other approaches are calculated to operate at Level of Service C or better, with the exception of the southbound right-turn in the evening peak hour, which is calculated to operate at Level of Service E in the 2011 Build with Mitigation condition, as it does in the Existing, 2011 No-Build and 2011 Build conditions.

SSR and Sills Road

No mitigation is proposed in the Saturday peak hour. In the evening peak hour, the eastbound left and through movement is calculated to operate at Level of Service E in the 2011 Build with Mitigation condition, where it is calculated as F in the Existing, 2011 No-Build and 2011 Build conditions. All other approaches are calculated to operate at Level of Service D or better in the evening peak hour.

Hospital Road and Woodside Avenue

The westbound left-turn in the evening peak hour is calculated to improve from Level of Service F to C in the 2011 Build with Mitigation condition. All other approaches are calculated to operate at Level of Service C or better in both peak hours.

Unsignalized Study Intersections

The remaining unsignalized intersection study locations, including the proposed right-turn egress driveway along Hospital Road, would operate at Level of Service C or better during each of the study peak hours with the exception of the Fish Thicket Road eastbound approach. Based on the proximity of two (2) traffic signals to this subject intersection and the improvements proposed at the NSR, the Level of Service and delay at Fish Thicket Road are calculated to improve to Level of Service C. In addition, the Town of Brookhaven may consider installing a queuing indicator on Fish Thicket Road after Wal-Mart has opened in an effort to improve the progression of vehicles onto Hospital Road as needed.

2011 BUILD WITH MITIGATION EMERGENCY VEHICLE OPERATION

The 2011 Build with Mitigation analysis of the Hospital Road corridor shows significant decreases in vehicular delay at the Hospital Road intersections with the NSR and the SSR. Levels of Service would improve to No-Build levels or better. In particular the northbound and southbound Levels of Service at both intersections and in both peak hours studied would improve to better than existing conditions. Therefore the proposed project with mitigation would significantly improve the expediency with which emergency vehicles can travel to and from Brookhaven Memorial Hospital and the North Patchogue Fire Department in peak periods.

In addition, the proposed widening of the Hospital Road Bridge approaches would provide a pull-over area in portions of the bridge where there are none today. The widened areas would allow some drivers to pull out of the way of emergency vehicles.

2011 BUILD WITH MITIGATION VEHICULAR QUEUING ASSESSMENT

Results of the 2011 Build with Mitigation intersection queuing analyses are provided in Tables 13-4 and 13-5 for the weekday evening and Saturday midday peak hours, respectively. The data shows a significant reduction in the queue length on the eastbound left and through movement at the SSR and Sills Road, to 1,044 feet, where in the existing condition the queue was calculated to be 1,838 feet.

At the NSR and Hospital Road intersection, the northbound left-turn lane is calculated to operate with a 95th percentile queue of 83 feet. At the southbound left-turn lane at the intersection of the SSR and Hospital Road, the 95th percentile queue is calculated to be 46 feet. The queue lengths would be accommodated in the proposed turn lanes created by widening on the Hospital Road Bridge approaches.

2016 BUILD WITH MITIGATION ANALYSIS

To calculate how the roadway network would be expected to operate five (5) years beyond the Build year, a conservative 2.0% growth rate was applied to the 2011 Build volumes and compounded annually to generate the 2016 Build with Mitigation volumes.

A reduced growth factor is typically utilized when attempting to identify longer term growth. However, to be conservative, the NYSDOT recommended growth rate has been utilized. The resulting 2016 Build traffic volumes are shown in Figure 13.15.a for the Current Proposal and in Figure 13.15.b for Alternative 4.

ANALYSIS OF 2016 BUILD WITH MITIGATION TRAFFIC VOLUMES

A Volume/Capacity and Level of Service analysis was conducted for the 2016 Build with Mitigation weekday evening and Saturday midday peak hour traffic volumes at the subject intersections and proposed site driveways. The 2016 Build with Mitigation analysis includes the mitigation developed for the 2011 Build network. No additional mitigation, aside from the improvements proposed in the 2011 Build with Mitigation condition, was analyzed.

The proposed mitigation measures at the Hospital Road signalized intersection with the NSR, including the northbound left-turn lane and phasing modifications will significantly increase the capacity at the signal, as shown in the following Table 13-14. The table shows that the proposed improvements increase the capacity at the signal by 1,942 vph in the PM peak hour and 1,571 vph in the SAT peak hour. This is an increase by almost 90 percent in the PM peak hour and almost 75 percent in the SAT peak hour. The increase in capacity is more than 3 times the new trips calculated to be generated by the proposed development.

TABLE 13-14
CAPACITY COMPARISON: 2011 NO-BUILD VS 2016 BUILD WITH MITIGATION [VPH]
HOSPITAL ROAD & NSR

Peak Hour	Lane Group	2011 No-Build	2016 Build	Increase
PM	EB - LTR	350	350	0
	WB - LTR	315	323	+8
	NB - LTR	688		-688
	NB - L		693	+693
	NB - TR		1195	+1195
	SB - LT	392	780	+388
	SB - R	430	776	+346
	TOTAL	2175	4117	1942
SAT	EB - LTR	333	367	+34
	WB - LTR	315	432	+117
	NB - LTR	687		-687
	NB - L		490	+490
	NB - TR		1049	+1049
	SB - LT	372	661	+289
	SB - R	427	706	+279
	TOTAL	2134	3705	1571

The 2016 Build with Mitigation analysis results for the Current Proposal are presented in Tables 13-2 and 13-3 for the weekday evening peak hour and Saturday midday peak hour, respectively. The results for Alternative 4 are presented in Tables 13-10 and 13-11 for the weekday evening peak hour and Saturday midday peak hour, respectively. In comparison to the Current Proposal, Alternative 4 in all cases results in poorer traffic operations. Therefore only the Current Proposal is discussed in detail.

As shown in Tables 13-2 and 13-3, the vehicular delays at the signalized intersections would generally increase in the 2016 Build with Mitigation condition. However, these higher delays are solely attributed to the 2.0% growth rate compounded for an additional five (5) years beyond project Build. The critical northbound and southbound Hospital Road corridor movements would continue to operate well with the proposed mitigation.

The unsignalized intersections are calculated to operate at 2011 Build with Mitigation Levels of Service with the following exception. The eastbound Fish Thicket Road approach at Hospital Road would degrade to Level of Service E in the 2016 condition due to the additional growth in background traffic.

Increases in delay or reduced Levels of Service between the 2011 Build with Mitigation and 2016 Build with Mitigation are not impacts of the proposed project. The 2016 Build analysis is conducted for planning and design purposes.

2016 BUILD WITH MITIGATION EMERGENCY VEHICLE OPERATION

The 2016 Build with Mitigation analysis of the Hospital Road corridor shows good Levels of Service maintained in the northbound and southbound directions at the NSR and SSR.

2016 BUILD WITH MITIGATION VEHICULAR QUEUING ASSESSMENT

The proposed Hospital Road northbound left-turn lane at the NSR and southbound left turn lane at the SSR are calculated to accommodate the 95th percentile queue lengths in the 2016 Build condition during both study periods (See Tables 13-4 and 13-5). The accommodation of these turn lane queues on the bridge indicates that the turning-vehicle queues would not block through vehicles.

SITE PARKING

The Current Proposal provides 572 parking stalls, which exceeds the Town of Brookhaven's parking requirement of 566 parking stalls for the overall development. The Wal-Mart building footprint of 98,000 square feet requires 560 parking stalls and the 900 square foot office building requires 6 parking stalls. The proposed Site Plan shows 156 of the 560 required Wal-Mart stalls located on the office building portion of the overall site (Block 3, Lot 24, zoned J-4 Business).

To facilitate the proposed shared parking, a cross-access and parking easement would be executed to benefit and burden both the J2 and J4 parcels. In addition, due to the fact that the Town has rezoned the property and split the lot, relief would be sought from the Planning Board, as needed, pursuant to Town Code Section 85-52, to facilitate the shared parking arrangement set forth above. Cross-access and a parking easement would enable the use of parking on the J-4 zoned lot by Wal-Mart patrons and would likewise enable users of the proposed office building to enter and exit via the proposed signalized driveway intersection.

ACCIDENT ANALYSIS

Atlantic Traffic and Design Engineers, Inc. (ATDE) has completed an Accident Analysis to identify the types and number of accidents that have occurred within the study area. Specifically, ATDE has conducted an accident review for the following intersections:

- Hospital Road and Woodside Avenue (CR 99)
- Hospital Road and Gerri Lane
- Hospital Road and La Bonne Vie Drive West
- Hospital Road and Club Road
- Hospital Road and the Fire Department North Driveway
- Hospital Road and Fish Thicket Road
- Hospital Road and the North Service Road
- Hospital Road and the South Service Road
- Hospital Road and Pondview Drive
- Westbound Route 27 (Sunrise Highway) and the Exit Ramp at Interchange 54 (Hospital Road Exit)
- Eastbound Route 27 (Sunrise Highway) and the Exit Ramp at Interchange 55 (CR 101 Exit)
- Sills Road (CR 101) and the North Service Road
- Sills Road (CR 101) and the South Service Road
- Waverly Avenue and the South Service Road

Note that all Figures referenced in the text that follows can be found in the Traffic Accident Analysis located in Appendix K.

The Suffolk County Police Department was contacted to determine the number of accidents that have occurred at the above referenced intersections spanning from May 2005 to February 2009. Tables summarizing the total number of accidents as well as accident collision diagrams depicting the incidents that have occurred at and within the studied intersections are included in Appendix K of this report. In addition, copies of the accident reports obtained from the Suffolk County Police Department are included in Appendix K.

ACCIDENT SUMMARY

Hospital Road and Woodside Avenue (CR 99)

Table 13-15 below summarizes the accident data retrieved for the incidents that occurred at or within the Hospital Road intersection with Woodside Avenue (CR 99). Figures 13.16 through 13.20 in Appendix K depict the accident collision diagrams from the respective study years.

**TABLE 13-15
SUMMARY OF ACCIDENT RESEARCH DATA
HOSPITAL ROAD & WOODSIDE AVENUE (CR 99)
MAY 2005 – February 2009**

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	3	27%
Right Angle	1	9%
Rear End	5	46%
Side-Swipe	0	0%
Head-On	0	0%
Backing-Up	0	0%
Out Of Control Vehicle	1	9%
Parked Vehicle	0	0%
Pedestrian	1	9%
Fixed Object/Animal	0	0%
Total	11	100%

Based on the data, a total of eleven (11) accidents were recorded at or within the vicinity of the Hospital Road and Woodside Avenue (CR 99) intersection during the approximately four (4) year study period. Note that approximately 50% of these accidents were rear-end incidents and approximately 30% of these accidents were left-turn incidents. The rear-end collisions occurred at various approaches and locations within the intersection. There is no clear pattern of incidents and the site-generated traffic associated with the proposed development would not significantly impact the intersection (less than 100 vehicles during the peak hour).

Hospital Road and Gerri Lane

Table 13-16 below summarizes the accident data retrieved for the incidents that occurred at or within the Hospital Road intersection with Gerri Lane. Appended Figures 13.21 and 13.22 depict the accident collision diagram for the incidents that occurred at the Hospital Road intersection with Gerri Lane from January 2007 to December 2007 and from June 2008 to December 2008.

Note that there were no accidents reported by the Suffolk County Police Department for the other study periods.

**TABLE 13-16
SUMMARY OF ACCIDENT RESEARCH DATA
HOSPITAL ROAD & GERRI LANE
MAY 2005 – FEBRUARY 2009**

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	0	0%
Right Angle	2	100%
Rear End	0	0%
Side-Swipe	0	0%
Head-On	0	0%
Backing-Up	0	0%
Out Of Control Vehicle	0	0%
Parked Vehicle	0	0%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	2	100%

Based on the data, only two (2) accidents were recorded at or within the vicinity of the Hospital Road and Gerri Lane intersection during the four (4) year study period. The proposed Wal-Mart site-generated traffic is not projected to utilize Gerri Lane during peak hours. Should vehicles utilize this roadway, the number of trips would be minimal and would not alter the pre-existing traffic patterns. In addition, the obtained accident history data reveals only two (2) accidents during the entire study period. As such, improvements are not proposed at this intersection.

Hospital Road and La Bonne Vie Drive West

Table 13-17 below summarizes the accident data retrieved for the incidents that occurred at or within the Hospital Road and La Bonne Vie Drive West intersection. Appended Figure 13.23 depicts the accident collision diagram for the Hospital Road and La Bonne Vie Drive West intersection for the incidents that occurred from January 2007 to December 2007. Note that there were no incidents recorded by the Suffolk County Police Department during the other study years.

TABLE 13-17
SUMMARY OF ACCIDENT RESEARCH DATA
HOSPITAL ROAD & LA BONNE VIE DRIVE WEST
MAY 2005 – FEBRUARY 2009

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	0	0%
Right Angle	0	0%
Rear End	1	50%
Side-Swipe	1	50%
Head-On	0	0%
Backing-Up	0	0%
Out Of Control Vehicle	0	0%
Parked Vehicle	0	0%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	2	100%

Based on the data, only two (2) accidents were recorded at or within the vicinity of the Hospital Road and La Bonne Vie Drive West intersection during the four (4) year study period. Since there is no apparent trend in the type of accidents that occurred and since there are very few incidents that occurred within the study period, intersection improvements are not proposed.

Hospital Road and Club Road

Zero (0) accidents were recorded at or within the Hospital Road and Club Road intersection during the approximately four (4) year study period. As such, no intersection improvements are proposed.

Hospital Road and the Fire Department North Driveway

Zero (0) accidents were recorded at or within the Hospital Road and the Fire Department North Driveway during the approximately four (4) year study period. As such, no intersection improvements are proposed.

Hospital Road and Fish Thicket Road

Table 13-18 below summarizes the accident data retrieved for the incidents that occurred at or within the Hospital Road intersection with Fish Thicket Road. Figures 13.24 and 13.25 in Appendix K illustrate the accident collision diagrams at the Hospital Road and Fish Thicket

Road intersection for the incidents that occurred from January 2007 to May 2008. Note that there were no incidents recorded by the Suffolk County Police Department during the other study periods.

**TABLE 13-18
SUMMARY OF ACCIDENT RESEARCH DATA
HOSPITAL ROAD & FISH THICKET ROAD
MAY 2005 – FEBRUARY 2009**

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	1	50%
Right Angle	0	0%
Rear End	1	50%
Side-Swipe	0	0%
Head-On	0	0%
Backing-Up	0	0%
Out Of Control Vehicle	0	0%
Parked Vehicle	0	0%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	2	100%

Based on the data, a total of only two (2) accidents occurred at or within the vicinity of the Hospital Road and Fish Thicket Road intersection during the approximately four (4) year study period. Since there is no apparent trend in the type of accidents that occurred and since there are very few incidents that occurred within the study period, intersection improvements are not proposed. Furthermore, the provision of a traffic signal at the Wal-Mart site driveway would be expected to create gaps in traffic to better facilitate movements to and from Fish Thicket Road.

Hospital Road and the North Service Road

Table 13-19 below summarizes the accident data retrieved for the incidents that occurred at or within the Hospital Road and the North Service Road intersection. Figures 13.26 through 13.32 in the Appendix K depict the accident collision diagrams for the incidents that occurred at the Hospital Road and North Service Road intersection from May 2005 to February 2009.

TABLE 13-19
SUMMARY OF ACCIDENT RESEARCH DATA
HOSPITAL ROAD & THE NORTH SERVICE ROAD
MAY 2005 – FEBRUARY 2009

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	0	0%
Right Angle	0	0%
Rear End	15	79%
Side-Swipe	2	11%
Head-On	1	5%
Backing-Up	0	0%
Out Of Control Vehicle	1	5%
Parked Vehicle	0	0%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	19	100%

Based on the data, a total of nineteen (19) accidents were recorded at or within the vicinity of the Hospital Road and the North Service Road intersection during the study period. Note that approximately 80% of the accidents were rear-end incidents. The majority of the rear-end incidents noted to occur at this intersection were found to take place along the northbound Hospital Road approach.

In addition to the nineteen (19) recorded incidents, there was one (1) additional rear-end accident recorded at the Hospital Road and the North Service Road intersection at an unknown location. Based on the limited information provided on this report, it has been assumed that this rear-end incident involved a vehicle traveling northbound along Hospital Road.

Further, there were four (4) additional incidents in the vicinity of the Hospital Road and North Service Road intersection recorded on Suffolk County Police Department field reports. Due to the limited information provided on these field reports, the exact location of where each incident occurred cannot be determined. However, based on the provided information, it can be concluded that one (1) of the incidents was a rear-end accident along Hospital Road. These four (4) incidents are also not included in Table 13-19.

Significant physical roadway improvements are proposed as part of the Wal-Mart retail center project at the subject intersection. The existing northbound Hospital Road approach would be

modified to provide an exclusive left-turn lane. This additional left-turn lane would allow vehicles to travel northbound along Hospital Road without having to stop abruptly for vehicles waiting to execute a left-turn movement onto the North Service Road. In addition, revisions to the existing phasing and signal timing at the northbound and southbound Hospital Road approaches are also proposed and would decrease delays and minimize queue lengths along the approach. These improvements would improve operation at the intersection which would reduce queue lengths, and would be expected to minimize the occurrence of accidents. To further alleviate incidents at this intersection, it is proposed that a “BE PREPARED TO STOP” sign (W3-4) as well as a “SIGNAL AHEAD” sign (W3-3) are installed along the northbound Hospital Road approach upstream of the stop-line.

Hospital Road and the South Service Road

Table 13-20 below summarizes the accident data retrieved for the incidents that occurred at or within the Hospital Road and the South Service Road intersection. Appended Figures 13.33 through 13.39 illustrate the accident collision diagrams for the incidents that occurred at the Hospital Road and South Service Road intersection from May 2005 to February 2009.

**TABLE 13-20
SUMMARY OF ACCIDENT RESEARCH DATA
HOSPITAL ROAD & THE SOUTH SERVICE ROAD
MAY 2005 – FEBRUARY 2009**

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	2	9%
Right Angle	4	18%
Rear End	7	32%
Side-Swipe	3	14%
Head-On	0	0%
Backing-Up	5	23%
Out Of Control Vehicle	0	0%
Parked Vehicle	0	0%
Pedestrian	1	4%
Fixed Object/Animal	0	0%
Total	22	100%

Based on the data, a total of twenty-two (22) accidents were recorded at or within the vicinity of the Hospital Road and the South Service Road intersection during the approximately four (4) year study period where 32% of the accidents were rear-end incidents and 23% of the accidents were backing-up incidents. A significant amount of the rear-end accidents occurred along the

northbound Hospital Road approach to the intersection. Note, all of the backing-up incidents took place within private property outside of the public right-of-way.

In addition to the 22 recorded accidents, 13 more incidents were reported at or within the vicinity of the Hospital Road intersection with the South Service Road. These 13 additional accidents are not included in the collision diagrams since the provided information within those reports did not indicate the exact location of each incident. It should be noted that two (2) of the 13 accidents were recorded to be rear-end incidents. Also, seven (7) of the 13 accidents were reported to take place within the private properties in the immediate vicinity of the intersection.

Modifications to the existing intersection signal timing and phasing as well as the implementation of an exclusive left-turn lane at the southbound Hospital Road approach are proposed as part of the Wal-Mart retail center project. These proposed improvements would minimize delay at the intersection as well as minimize queue lengths. These proposed modifications would be expected to provide better vehicle progression and minimize the occurrence of rear-end incidents.

Hospital Road and Pondview Drive

Table 13-21 below summarizes the accident data retrieved for the incidents that occurred at or within the Hospital Road and Pondview Drive intersection. Appended Figures 13.40 through 13.43 depict the accident collision diagrams for the incidents that occurred at the Hospital Road and Pondview Drive intersection from January 2007 to February 2009. Note that there were zero (0) incidents recorded at the Hospital Road and Pondview Drive intersection during the other study periods.

TABLE 13-21
SUMMARY OF ACCIDENT RESEARCH DATA
HOSPITAL ROAD & PONDVIEW DRIVE
MAY 2005 – FEBRUARY 2009

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	0	0%
Right Angle	1	14%
Rear End	0	0%
Side-Swipe	1	14%
Head-On	0	0%
Backing-Up	2	29%
Out Of Control Vehicle	0	0%
Parked Vehicle	3	43%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	7	100%

Based on the data, only seven (7) accidents were recorded at or within the vicinity of the Hospital Road and Pondview Drive intersection during the approximately four (4) year study period. Note, the backing-up accidents as well as the parked vehicle accidents (5 total) all took place within private parking lots located adjacent to the intersection. The accidents that did occur at this intersection do not indicate a clear pattern of incidents. Further, the site-generated traffic associated with the proposed Wal-Mart retail center would not significantly impact the intersection. As such, no improvements are proposed.

Westbound Route 27 (Sunrise Highway) and the Exit Ramp at Interchange 54 (Hospital Road Exit)

Table 13-22 below summarizes the accident data retrieved for the incidents that occurred at or within the Westbound Route 27 (Sunrise Highway) intersection with the exit ramp at Interchange 54 (Hospital Road Exit). Appended Figure 13.44 contains the accident collision diagram for the single incident that occurred at the westbound Route 27 (Sunrise Highway) intersection with the exit ramp at Interchange 54 (Hospital Road Exit) from January 2007 to December 2007. Note that there were zero (0) accidents reported at this intersection during the other study periods.

TABLE 13-22
SUMMARY OF ACCIDENT RESEARCH DATA
WESTBOUND ROUTE 27 (SUNRISE HIGHWAY) & THE EXIT RAMP AT
INTERCHANGE 54 (HOSPITAL ROAD EXIT)
MAY 2005 – FEBRUARY 2009

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	0	0%
Right Angle	0	0%
Rear End	1	100%
Side-Swipe	0	0%
Head-On	0	0%
Backing-Up	0	0%
Out Of Control Vehicle	0	0%
Parked Vehicle	0	0%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	1	100%

Based on the data, only one (1) accident was recorded at or within the vicinity of the Westbound Route 27 (Sunrise Highway) intersection with Interchange 54 (Hospital Road Exit) during the approximately four (4) year study period. Since only one (1) incident was recorded over a four (4) year period, no improvements are proposed at this intersection.

Eastbound Route 27 (Sunrise Highway) and the Exit Ramp at Interchange 55 (CR 101 Exit)

Table 13-23 below summarizes the accident data retrieved for the incidents that occurred at or within the Eastbound Route 27 (Sunrise Highway) intersection with Interchange 55 (CR 101 Exit). Appended Figure 13.45 contains the accident collision diagram for the single incident that occurred at the Eastbound Route 27 (Sunrise Highway) intersection with the exit ramp at Interchange 55 (CR 101 Exit) from January 2008 to May 2008. Note that there were no other accidents reported at this intersection during the other study periods.

TABLE 13-23
SUMMARY OF ACCIDENT RESEARCH DATA
EASTBOUND ROUTE 27 (SUNRISE HIGHWAY)
& THE EXIT RAMP AT INTERCHANGE 55 (CR 101 EXIT)
MAY 2005 – FEBRUARY 2009

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	0	0%
Right Angle	0	0%
Rear End	0	0%
Side-Swipe	0	0%
Head-On	0	0%
Backing-Up	0	0%
Out Of Control Vehicle	1	100%
Parked Vehicle	0	0%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	1	100%

Based on the data, only one (1) accident was recorded at or within the vicinity of the Eastbound Route 27 (Sunrise Highway) intersection with Interchange 55 (CR 101 Exit) during the approximately four (4) year study period. Since the one (1) recorded incident in the study period was found to occur due to the slick road conditions caused by inclement weather, there are no intersection improvements proposed at this time.

Sills Road (CR 101) and the North Service Road

Table 13-24 below summarizes the accident data retrieved for the incidents that occurred at or within the Sills Road (CR 101) and the North Service Road intersection. Appended Figures 13.46 through 13.51 depict the accident collision diagrams for the incidents that occurred at the Sills Road and North Service Road intersection from May 2005 to February 2009.

TABLE 13-24
SUMMARY OF ACCIDENT RESEARCH DATA
SILLS ROAD (CR 101) & THE NORTH SERVICE ROAD
MAY 2005 – FEBRUARY 2009

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	0	0%
Right Angle	0	0%
Rear End	5	46%
Side-Swipe	2	18%
Head-On	0	0%
Backing-Up	1	9%
Out Of Control Vehicle	2	18%
Parked Vehicle	1	9%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	11	100%

Based on the data, a total of eleven (11) accidents were recorded at or within the vicinity of the Sills Road (CR 101) and the North Service Road intersection during the approximately four (4) year study period. Note that 46% of the accidents were rear-end incidents. In addition to the eleven (11) recorded accidents, three (3) more incidents were reported at or within the vicinity of the Sills Road (CR 101) and the North Service Road intersection. These three (3) accidents were not included on the collision diagrams as the provided information within those reports did not indicate the exact location of each incident. One (1) of those accidents was recorded to be a rear-end incident, one (1) of those accidents was recorded to involve an out of control vehicle, and one (1) of those accidents was recorded to involve a pedestrian.

The site-generated traffic associated with the proposed development would not significantly impact the intersection and therefore, no improvements are proposed. It should be noted that signal timing modifications are proposed at this intersection as part of the Wal-Mart retail center project. These modifications would decrease the overall intersection delay and improve operation at this location, which may aid in reducing the occurrence of accidents.

Sills Road (CR 101) and the South Service Road

Table 13-25 below summarizes the accident data retrieved for the incidents that occurred at or within the Sills Road (CR 101) and the South Service Road intersection. Figures 13.52 through 13.56 in Appendix K depict the accident collision diagrams for the incidents that occurred at the Sills Road (CR 101) and the South Service Road intersection from May 2005 to February 2009.

**TABLE 13-25
SUMMARY OF ACCIDENT RESEARCH DATA
SILLS ROAD (CR 101) & THE SOUTH SERVICE ROAD
MAY 2005 – FEBRUARY 2009**

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	1	11%
Right Angle	2	22%
Rear End	4	45%
Side-Swipe	1	11%
Head-On	0	0%
Backing-Up	0	0%
Out Of Control Vehicle	0	0%
Parked Vehicle	0	0%
Pedestrian	0	0%
Fixed Object/Animal	1	11%
Total	9	100%

Based on the data, a total of nine (9) accidents were recorded at or within the vicinity of the Sills Road (CR 101) and the South Service Road intersection during the approximately four (4) year study period. Note that 45% of the accidents were rear-end incidents. As there is no clear pattern of incidents that occurred at this intersection and the site-generated traffic associated with the proposed development would not significantly impact the intersection, no improvements are proposed.

It should be noted that signal timing modifications are proposed at this intersection as part of the Wal-Mart retail center project. These modifications would decrease delay and improve operation at this location, which may help to reduce the occurrence of accidents.

Waverly Avenue and the South Service Road

Table 13-26 below summarizes the accident data retrieved for the incidents that occurred at or within the Waverly Avenue and the South Service Road intersection. Appended Figure 13.57 depicts the accident collision diagram for the single incident that occurred within the vicinity of the Waverly Avenue intersection with the South Service Road from January 2006 to December 2006. Note that there were no other incidents recorded at the subject intersection during the other study years.

TABLE 13-26
SUMMARY OF ACCIDENT RESEARCH DATA
WAVERLY AVENUE & THE SOUTH SERVICE ROAD
MAY 2005 – FEBRUARY 2009

Type of Accident	Number of Accidents	Percent of Total
Left-Turn	0	0%
Right Angle	0	0%
Rear End	0	0%
Side-Swipe	0	0%
Head-On	0	0%
Backing-Up	0	0%
Out Of Control Vehicle	0	0%
Parked Vehicle	1	100%
Pedestrian	0	0%
Fixed Object/Animal	0	0%
Total	1	100%

Based on the data, only one (1) accident was recorded at or within the vicinity of the Waverly Avenue and the South Service Road intersection during the approximately four (4) year study period. As the incident recorded took place within a private parking lot, intersection improvements are not proposed.

CONCLUSIONS

Based on the analysis performed, it is anticipated that the proposed Wal-Mart and office building development would not significantly impact the adjacent roadway network operation as a number of mitigation measures are proposed as part of the development program.

The intersection capacity analysis results are based on conservative, generally recommended analysis guidelines applied to the critical peak hour traffic volumes on the adjacent roadway network. The potential roadway/intersection improvement measures include but are not limited to the following:

- Installation of a traffic signal at the proposed site driveway and Hospital Road intersection.
- Implementation of physical roadway and traffic signal improvements at the Hospital Road/NSR signalized intersection.
- Implementation of physical roadway and traffic signal improvements at the Hospital Road/ SSR signalized intersection.
- General signal timing and phasing plan modifications to improve the operation levels and vehicle progression throughout the roadway network
- Construction of pedestrian-related improvements to foster alternative transportation means (walking and public transportation) by which to patronize the site.

These improvement measures would not only mitigate the potential impacts of the proposed development plan, but also benefit the existing traveling public on the roadway system. The proposed mitigation measures are calculated to significantly improve traffic operations at locations in the vicinity of the project where F Levels of Service currently occur in peak hours.

The site access management plan has been designed to effectively accommodate vehicular traffic to and from the site and is consistent with generally accepted Traffic Engineering design standards. The size of the proposed parking spaces and aisle widths would provide for convenient and effective passenger vehicle circulation throughout the site. In addition, the current Site Plan is code-compliant in terms of the total amount of off-street parking to be provided.

The site has also been designed to accommodate pedestrian and bicycle traffic safely and efficiently by minimizing the potential for conflicts with vehicles on-site and the provision of clearly delineated regions of the parking lot to help motorists identify areas of pedestrian

activity. The site is positioned along a transit route and proposes improvements to Hospital Road that will facilitate transit usage.

The proposed Build action would generate almost 20% less traffic than the previous development proposal (Alternative 4). The proposed action is less intense with respect to traffic than build-out of the site as an as-of-right Medical Office use. As a use, Medical Office would not only generate a greater number of new trips in the PM and SAT peak hours, but would also generate a significant volume of traffic in the AM peak period, where a retail use would not.

Based on the results of the accident analysis, the Hospital Road intersections with the North Service Road and the South Service Road were identified as high accident locations during the approximately four (4) year study period.

Significant physical roadway modifications are proposed at the Hospital Road and North Service Road intersection as part of the Wal-Mart retail center development. The existing northbound Hospital Road approach would be modified to provide an exclusive left-turn lane. This additional left-turn lane would allow vehicles to complete a left-turn without impeding through traffic. In addition, revisions to the signal timing and phasing along the northbound and southbound Hospital Road approaches would decrease delays and minimize queue lengths which would be expected to reduce the occurrence of accidents. To further alleviate incidents at this intersection, it is proposed that additional warning signs be installed along the northbound Hospital Road approach.

A total of twenty-two (22) accidents were recorded at or within the vicinity of the Hospital Road and South Service Road intersection. A significant amount of the rear-end incidents at this intersection occurred along the northbound Hospital Road approach. The implementation of an exclusive left-turn lane along the southbound Hospital Road approach to the South Service Road intersection as well as modifications to the existing signal timing and phasing is proposed as part of the Wal-Mart retail center project. These proposed modifications would improve the overall intersection delay as well as minimize queue lengths which may aid in reducing the occurrence of accidents. In addition, the exclusive left-turn lane would also allow vehicles to travel southbound along Hospital Road without being impeded by vehicles waiting to execute a left-turn movement onto the South Service Road which would help improve vehicle progression.

SECTION 4: OTHER REQUIRED SECTIONS

CHAPTER 14: SHORT TERM, LONG TERM, AND CUMULATIVE IMPACTS

Development of the proposed project would result in a number of impacts to the project site and the surrounding area. Some of these would be temporary or short-term impacts associated with construction of the project, while others would be long term impacts associated with the alteration and occupation of the site. Cumulative impacts are the potential impacts of a proposed action taken in conjunction with those of other active or anticipated nearby development projects.

Short-Term Impacts

Potential short-term impacts from the proposed project would be caused by construction activities. The construction process for commercial construction projects generally occurs in the following sequence: ground clearing, excavation, installation of foundations, building construction, exterior finishing, and clean-up. Impacts related to construction activities include the generation of noise, dust, and vibration, as well as construction related traffic. These impacts are unavoidable but can be minimized through proper planning of construction activities. Although the construction of the proposed project will be phased with the Wal-Mart store and parking being completed in Phase I and the office building being completed in Phase II, all construction activities would be monitored to ensure that all activities are performed in accordance with all applicable standards and regulations as well as any specific criteria imposed for the project by the approving authorities.

Noise and vibration generated by construction activities would not be expected to be significant. Construction vehicles and equipment would adhere to local and Federal requirements for noise emission control. Per the Town's noise ordinance, construction activities would be limited to weekdays between the hours of 7:00 AM and 6:00 PM. Construction activities would therefore not result in a significant noise impact upon the residential buildings in the surrounding area.

In conformance with the SPDES General Permit for Stormwater Discharges from Construction Activity, disturbance of land resulting in soil exposure shall be minimized. Land would be cleared, graded, and stabilized in accordance with NYSDEC regulations. Prior to commencing earthwork operations, erosion and sediment control measures would be installed. Limits of the disturbed area would be protected to prevent erosion and sediment from being conveyed off-site. Fugitive dust emissions would be controlled with water spray and covering of material stockpiles.

It is not anticipated that construction of the project would result in any significant traffic impacts as most construction traffic would not occur during the peak traffic generation hours in the surrounding area, and volumes would be less than traffic generated during operation of the facility.

Construction of the proposed development would result in the clearing of approximately 11.21 acres of existing vegetation on the site as well as the removal of approximately 2,727 cubic yards of cut material. It is assumed excess material will be exported off site. As the project site does not contain any rare or endangered flora or fauna and does not contain any environmentally sensitive habitats, the removal of these materials would not be considered significant. In addition, 7.48 acres of the 16.64-acre project study area would consist of existing and newly planted vegetation following completion of the project.

Long-Term Impacts

The long-term impacts of the proposed project would include changes to the project site's current natural environment and impacts resulting from the operation of the proposed retail center and office building as described below. The impacts described are unavoidable but none would be considered significant.

The proposed project would result in the development of the currently undeveloped 16.64-acre wooded parcel. The project would change approximately 9.16 acres of the site to developed area consisting of the proposed buildings and paved parking areas, driveways, and walkways. The remaining approximately 7.48 acres of the site would consist of approximately 5.43 acres of existing vegetation to remain, primarily around the periphery of the property, and approximately 2.05 acres of new landscaping which would be installed throughout the property. As the project site does not contain any rare, endangered, or unusual flora or fauna and does not contain any environmentally sensitive habitats, the removal of these materials would not be considered significant and the proposed development would not result in any significant adverse impacts to vegetation or wildlife.

The soils on-site were found to be suitable for a shallow foundation design, however, due to the presence of very loose to loose upper sands, some over excavation and/or recompaction may be necessary to provide a suitable subgrade for foundations, floor slabs, and pavements. It should be noted that a majority of the site soils would be suitable for reuse as compacted fill or backfill in structural areas with proper moisture control. Field studies of the project site found indications of human interference including forest burning and dumping. Development of this site would eliminate these activities in the future and would mitigate this environmental and safety concern.

The proposed project would alter the current views from adjacent properties as the appearance of the project site would change from an undeveloped and vegetated area to a development consisting of a Wal-Mart retail center and office building. To minimize impacts on adjacent properties, the Wal-Mart and office building's design would incorporate buffering and screening to enhance views and minimize noise. In addition, parking lot light poles would be installed with proper shielding to prevent spillover to adjacent properties while also ensuring pedestrian safety in the parking lot area.

The generation of new traffic on the area roadways resulting from the proposed development is unavoidable and is projected to result in the addition of 456 weekday PM peak hour trips and 557 Saturday peak hour trips. However, any impacts resulting from this additional traffic would be controlled and mitigated by the proposed roadway, signalization, and other improvements discussed in the traffic chapter above.

The proposed development would result in an unavoidable use of water, discharge of sewage, and generation of solid waste. It would also utilize electricity, natural gas, and telephone services. Water usage would be approximately 5,722 gpd domestic with an additional 500 gpd for irrigation during the watering season. Sanitary flows would be approximately 5,202 gpd. The proposed development is expected to generate approximately eleven tons of solid waste per week, of which approximately seven tons would be water. There is adequate infrastructure in the surrounding area to handle these demands, and the impacts of the proposed development on these utilities and services would not be significant.

Development of the proposed action would change stormwater flows and patterns on the project site. During post-development conditions, stormwater runoff generated from on-site pavement, roof surfaces, and landscaped areas would be directed toward and collected in a system of drywells so that there would be no overland runoff from the developed area onto adjacent properties or roadways in the vicinity of the subject site. The drywell system would allow the stormwater to leach into the underlying soils and recharge the groundwater table beneath the property.

The proposed project would potentially increase the demand for police and fire protection and ambulance services. However, as the project would generate significant annual tax revenues to the County and Town, it is assumed that the distribution of this tax revenue would be apportioned to the provision of these municipal services, thus mitigating potential impacts. No residential uses are proposed as part of the proposed development on the subject property.

Therefore, the proposed development would not increase the population of school-aged children in the South Country Central School District.

Relative to positive long-term impacts of the proposed development, Wal-Mart believes that a store in East Patchogue would bring tremendous benefits to the community. Wal-Mart maintains that its retail offerings and services would enhance the supply and choice of retail goods and services in the local area. Wal-Mart believes that the subject site at Hospital Road and the North Service Road of Sunrise Highway would be the best location in this community to accomplish its consumer goals. As this proposed Wal-Mart retail store is allowed by zoning in the J2 district, Wal-Mart also believes that a store at this location would comply with the Town's vision for the area.

The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. These operating hours would provide shopping opportunities not typically offered by other stores in the area. This would be particularly convenient for local hospital workers from the nearby Brookhaven Memorial Hospital and emergency service personnel who have non-traditional work shifts as they would be able to complete their shopping during off peak hours.

The proposed office building is consistent with the uses allowed in the J4 district and is consistent with the Town of Brookhaven's goals for generating jobs and increased economic opportunities. The proposed office building would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis.

Cumulative Impacts

As stated above, cumulative impacts are the potential impacts of a proposed action taken in conjunction with those of other active or anticipated nearby development projects. This analysis of cumulative impacts is based on other pending applications in the immediate study area as provided by the Town of Brookhaven Planning office, NYSDOT, and the Suffolk County Department of Public Works. According to the respective Departments, there are six proposed developments in the vicinity of the proposed Wal-Mart. The proposed developments include the following:

- Lowe's Home Improvement Warehouse, a 144,404 square foot store proposed at the northeast corner of Sills Road and Montauk Highway.
- 435 Realty Corporation, a gasoline filling station and 1,500 square foot convenience store proposed at the northeast corner of NYS Route 27 and Hospital Road adjacent to the project site.

- Ashley Estates, an 80-unit apartment development proposed at the southwest corner of Fish Thicket Road and Hospital Road.
- Peak Plaza, a 26,510 square foot medical/dental office development proposed at the southwest corner of NYS Route 27 and Hospital Road.
- St. Joseph's College Athletic Fields Expansion, proposed at a location south of the South Service Road west of Hewlett Avenue.
- Calvary Family Assembly of God, a 558-seat church proposed along Sipp Avenue north of the Sunrise Highway North Service Road.

Although the seven proposed development projects, including the subject Wal-Mart retail store and office building project, would result in an increase in overall development in the surrounding area, and the conversion of undeveloped lands to new residential and commercial use, this development is anticipated and allowed by existing zoning. In addition, the resulting increase in the demand for utility services, including water and sewer, electricity, natural gas, and telephone, and solid waste collection services can be accommodated by the extension of the existing infrastructure of the area and would not be significant. The proposed projects would generate significant annual tax revenues to the County and Town, and it is therefore assumed that the distribution of this tax revenue would be apportioned to the provision of municipal services including police and fire protection and ambulance services.

The only potentially significant cumulative impact resulting from the proposed Wal-Mart retail center and office building and the six proposed area developments noted above would relate to traffic. Based on the traffic analysis presented above, the six proposed area developments are anticipated to result in the generation of approximately 836 weekday PM peak hour trips and approximately 1,188 Saturday peak hour trips. Adding these trips to Wal-Mart's projected 456 weekday PM peak hour trips and 557 Saturday peak hour trips would result in a total increase of 1,292 weekday PM peak hour trips and 1,745 Saturday peak hour trips on the surrounding roadways. Note that these total peak hour trips are inclusive of pass-by traffic which are vehicles already traveling on the roadway system. This increase in peak hour traffic volume would not be considered significant as any impacts resulting from this traffic would be controlled and mitigated by the proposed roadway, signalization, and other improvements discussed in the traffic chapter above.

CHAPTER 15: ADVERSE IMPACTS THAT CANNOT BE AVOIDED

The following summarizes adverse impacts that are unavoidable as a result of the proposed development.

Table 15-1: Adverse Impacts that Cannot be Avoided

Area of Impact	Description of Adverse Impact
Natural Environment	<ul style="list-style-type: none"> • Development of a currently undeveloped 16.64-acre wooded parcel would result in the removal of 11.21 acres of existing vegetation from the site. The project would create 9.16 acres of building and paved areas on the site. • Development of the proposed project would alter the current views from adjacent properties. • Some over excavation and/or recompaction of site soils may be necessary to provide suitable subgrade for foundations, floor slabs, and pavements. • It is estimated that there will be 2,727 cubic yards of cut material. It is assumed excess material will be exported off site.
Construction	<ul style="list-style-type: none"> • Consumption of gasoline, oil, and electricity for the operation and maintenance of construction equipment and operation of the proposed store and office building. • Consumption of materials, such as steel, brick, and glass for the construction of the project.
Utilities/Operations	<ul style="list-style-type: none"> • Proposed development would result in an unavoidable use of water and

	<p>discharge of sewage as well as the use of electricity and natural gas.</p> <ul style="list-style-type: none"> • It is estimated that the proposed project would use 5,722 gpd of domestic water and generate 5,202 gpd of wastewater. • It is estimated that the proposed project would generate approximately eleven tons of solid waste per week of which approximately seven tons would be water.
Traffic	<ul style="list-style-type: none"> • Generation of new traffic on the area roadways resulting from the proposed development is projected to result in the addition of 456 weekday PM peak hour trips and 557 Saturday peak hour trips.

CHAPTER 16: IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Nonrenewable resources would be consumed during the design, construction, and operation of the proposed project. Since the reuse of these resources is impossible, they must be considered irreversibly and irretrievably committed to the development of the project.

The finite resources that would be irretrievably committed by the implementation of the proposed action include the expendable materials, such as steel, brick, and glass, and fuel and energy utilized during construction of the project. They also include the supplies and energy resources necessary to operate and maintain the facility after construction.

The proposed action constitutes an irreversible and irretrievable commitment of the project site as a land resource.

Private funds committed to the design, construction, and operation of the proposed project would not be available for the development and operation of other projects.

The human labor expended for the development and operation of the proposed project must also be considered an irretrievable resource.

CHAPTER 17: GROWTH INDUCING ASPECTS

Growth-inducing aspects of a project include those direct and indirect effects of the project that promote additional development in the area. The proposed development would transform an undeveloped wooded parcel into a new Wal-Mart retail store and commercial office building. As discussed in the transportation chapter, several other commercial developments, as well as residential and institutional projects, are proposed for the area surrounding the project site. The development of the project site with the proposed retail center and office building would potentially provide encouragement for the construction of new commercial and residential developments on vacant and underutilized land in the surrounding area. The changes outside of the project site and the other proposed developments in the area would likely occur slowly over an extended period of time.

As detailed in Chapter 12 of the DEIS, due to the distance of the project site and its location and accessibility relative to the downtown areas of the Village of Bellport and the Village of Patchogue, as well as the nature of the proposed project relative to the existing development in these downtown areas, the proposed Wal-Mart retail center and office development would not be expected to have any significant impact upon the future growth of the downtown areas of these villages.

CHAPTER 18: EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES

All new structures requiring heating and cooling are subject to the requirements of the New York State Energy Conservation Code, which sets minimum standards for the design and construction of all new buildings. As the proposed development would be subject to these requirements, it would not create adverse energy impacts, and would not require a detailed energy assessment. However, Wal-Mart provides energy conservation measures in its stores that exceed those required under New York State law.

Wal-Mart employs a centralized Energy Management System at its corporate headquarters in Bentonville, AR to continuously monitor and control energy usage, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels at its stores. Wal-Mart utilizes one of the industry's most efficient HVAC units available. Per ASHRAE 90.1-2004, a retail store's HVAC equipment is required to achieve an overall minimum Energy Efficiency Ratio (EER) value of 10.3. Wal-Mart's HVAC equipment has an overall EER value of 12.7, well above the standard.

The proposed retail store would reflect Wal-Mart's on-going commitment to innovations in sustainable design through a program called "Sustainability 360." Elements of this program include renewable energy and zero waste initiatives. The proposed store would also feature Wal-Mart's current energy and resource conservation standards. These standards include daylight harvesting through the extensive use of rooftop skylights. Daylight harvesting, when used in a store of the proposed size, can reduce up to 75% of the electric lighting energy used during daylight hours, saving an average of 800,000 kWh per year.

Electrical energy conservation through the use of LED technology in exterior lighting, building signage, and grocery food cases is also part of Wal-Mart's sustainable design program. More energy efficient than traditional fluorescent lighting, LED technology improves light distribution, reduces glare, increases visual acuity, improves light trespass, and provides better vertical illumination. Occupancy sensors would be installed in most non-sales areas such as break rooms and offices, automatically turning the lights off when the space is unoccupied. Freezer cases would utilize LED lighting and would be constructed with special film coated glass doors to control condensation, enhancing the freezer's operating efficiencies and saving energy. Wal-Mart reclaims waste heat from on-site refrigeration equipment. It is anticipated, for the store size proposed, this practice would supply 70% of the store's hot water needs. In the restrooms, Wal-

Mart would utilize high efficiency plumbing fixtures and sensor-activated hand sinks to reduce water usage.

Interior finishes include extensive use of recycled materials, including base and wall cabinets made from sawmill waste products, as well as recycled plastics in baseboards and counters. The floors would be of polished concrete to reduce surface-applied flooring materials, thus eliminating the need for most chemical cleaners, including wax strippers and propane-powered buffing.

The exterior walls will be constructed with a panel system by Trespa. These low maintenance panels consist of approximately 70% softwood fiber from the industrial processing of softwoods and 30% thermosetting resin. The wood comes from fast-growing pine wood from European production forests. The thermosetting resin or binder consists of 50% residual industrial materials and 50% of 'new' material. There are no heavy metals, biocides, plasticizers, inorganic fibers, halogens, or ozone-depleting products or preservatives used in the production process. The proposed store would be constructed with a white roof. With higher reflectivity and emissivity, white roofs help reduce building energy consumption in this climate and have a lower heat island effect than a darker roof color.

The project site would be landscaped based on Xeriscape design methods. This design encourages water conservation through the use of native plants appropriate to the local climate which have reduced water requirements. Xeriscape also involves a series of design principles which work together to achieve the goal of saving water in the landscape. This design method was created by the Front Range Xeriscape Task Force initiated by the Denver Colorado Water Department in 1978. The Xeriscape principle was developed in Colorado but has been adapted across the nation. The benefits of designing a Xeriscape are immediate and measurable in terms of preserving our natural resources. Native drought tolerant plants can and should be substituted in commercial designs for their ability to withstand long periods of drought and reduced need for overall maintenance. As with energy saving methods in buildings, this method helps create a more sustainable landscape.

Construction of the proposed store and office building would have some impact on energy resources. Gasoline, oil, and electricity would be consumed in the operation and maintenance of construction equipment. Once construction is completed local energy companies would provide water, electricity, and natural gas for building operations. Site-generated vehicular traffic would result in the consumption of fossil fuels. These draws on energy resources are typical for commercial retail projects and Wal-Mart would work to lower the energy use through their building design and conservation initiatives discussed above.

CHAPTER 19: SOLID WASTE MANAGEMENT

Wal-Mart's sustainability goals regarding waste focus on the three "R's" - Reduce, Reuse, and Recycle. Wal-Mart is working with suppliers to reduce the amount of packaging and waste entering their stores. Wal-Mart has undertaken the "Plastic Bag Initiative" in order to reduce shopping bag waste at their stores worldwide. Their goal is to reduce plastic bag waste by an average of 33% by the year 2013. Wal-Mart is working with suppliers to reuse by integrating recyclable materials into new projects and offering reusable, recyclable, shopping bags for consumer purchase at their stores.

Wal-Mart has recycling programs in place at its stores to reduce the amount of waste sent to landfills. Products recycled include tires and car batteries as well as plastics bags, bottles, hangers, office paper, and aluminum cans. These materials are collected, stored in environmentally safe containments, and removed from the site by licensed transporters for recycling. Wal-Mart is developing a closed loop program to send recyclable materials to their suppliers who in turn can use those products to manufacture new products for Wal-Mart's shelves or operations. Wal-Mart also utilizes the Super Sandwich Bale. This bale bundles unruly items like cans, hangers, and paper between stacks of cardboard for ease in transportation. Recyclable and non-recyclable solid waste is removed by private vendors and transported to a local transfer station for distribution to either a landfill or solid waste management center for recycling.

Wal-Mart stores typically generate eleven tons of solid waste per compactor per week. Of this amount, approximately seven tons is water. Wal-Mart is presently working on systems to eliminate the water and reduce the weight of the solid waste generated. Approximately 70-80 percent of Wal-Mart's waste is placed on a "Super Sandwich Bale" for recycling. For a store of the size proposed, additional recycled waste counts for another fifteen to twenty tons per week. This number includes pallets that are returned to the distribution center to be reused. In partnership with Feeding America, Wal-Mart will further reduce solid waste 33% by 2013, over a 2005 baseline, through diverting perishable food items prior to their expiration date to local end user organizations, like Meals on Wheels. Wal-Mart will divert perished food, where users are available, for agricultural use in either animal feed or compost prior to the last resort of compacting for disposal.

The Town of Brookhaven's Town Code, Chapter 46 (Recycling), § 46-2 states the following:

The Town Board of the Town of Brookhaven finds that the reduction of the amount of solid waste and the conservation of recyclable materials are important public concerns. The separation and collection of newspaper, paper, cardboard, glass, cans, plastic containers, vegetative yard waste and other materials for recycling from the residential, commercial, industrial and institutional establishments in the Town will protect and enhance the Town's physical and visual environment as well as promote the health, safety and well-being of persons and property within the Town by minimizing the potential adverse effects of landfilling through reduction of the need for landfills and conservation of existing landfill capacity, facilitating the implementation and operation of other forms of solid waste management, conserving natural resources, assisting the Town in complying with the mandates of the Long Island Landfill Law, codified in New York State Environmental Conservation Law § 27-0704, ensuring conformance with the New York State Solid Waste Management Plan and facilitating the development and implementation of a solid waste management plan for the Town. The promotion and use of recyclable materials, goods produced from recyclable materials and goods which facilitate recycling will further serve the same purposes by encouraging and facilitating recycling.

Section 46-9 of the Recycling chapter of the Code requires the mandatory separation of various recyclable materials from the waste stream of commercial, industrial, and institutional uses. Wal-Mart will continue to add materials beyond those listed in the Code to their recycling program to include all plastics and foam as recycling centers expand to accept additional materials.

The New York State Department of Environmental Conservation (NYSDEC) is charged by § 27-0103 of the Environmental Conservation Law (ECL) to develop the New York State Solid Waste Management Plan (SWMP) and biennial updates. The SWMP identifies the roles and responsibilities of various entities in the State including the private sector. The SWMP requires that the private sector:

- *Provide solid waste management services (e.g., collection and disposal) in an environmentally sound manner;*
- *Be responsible for managing the solid waste it generates; and*
- *Participate in waste reduction/reuse/recycling programs (e.g., packaging reduction initiatives, municipal programs).*

The proposed Wal-Mart retail center would comply with the above noted State and Town solid waste management provisions through its "Reduce, Reuse, and Recycle" program described above. In addition to this initiative, the Wal-Mart store manager and site maintenance staff, as

part of routine store operations, inspect the parking areas on a daily basis to keep them clear of litter.

Due to the small size of the proposed office building, it is estimated that its impacts on the development's overall solid waste generation would be minimal. Solid waste generated by the proposed office building would be held in a refuse bin for pick-up and be taken off-site for disposal. The proposed office building would comply with the above noted State and Town solid waste management provisions as required by law.

CHAPTER 20: GROUNDWATER PROTECTION AREA PROGRAM

Article 55 of the New York State Conservation Law designates certain areas on Long Island as Special Groundwater Protection Areas (SGPAs). The Long Island Comprehensive Special Groundwater Protection Area Plan was issued in 1992. This document, prepared under the direction of the Long Island Regional Planning Board (LIRPB), identifies nine SGPAs in the Nassau and Suffolk County regions. These SGPAs are watershed recharge areas important for the maintenance of large volumes of high-quality groundwater. As the project site is not located within one of the SGPAs, the proposed development would not have an impact on any SGPA.

The Long Island segment of the National Urban Runoff Program (NURP) concluded that, with regard to recharge basins, infiltration through the soil is an effective mechanism for eliminating most of the inorganic chemical constituents for which analysis were performed, and further recommends that storage leaching drainage systems should also be considered for use where the installation of recharge basins is not feasible.

The proposed Wal-Mart retail center and office building would not utilize any groundwater for their operations. In addition, stormwater runoff generated from on-site pavement, roof surfaces, and landscaped areas would be directed toward and collected in a system of drywells that would allow the stormwater to leach into the underlying soils and recharge the groundwater table beneath the site. These measures would minimize any groundwater impacts from the proposed action.

SECTION 5: MITIGATION

CHAPTER 21: PROPOSED MITIGATION MEASURES

Introduction

For several of the analysis categories addressed in this document, potential impacts were identified and proposed mitigation measures were discussed. This chapter briefly reiterates the nature of each potential impact and the measures that would be implemented to successfully mitigate the impact.

Topography and Soils

The proposed action includes modification of grades and the installation of curb walls to stabilize slopes at specific areas along the north and east sides of the parking areas and to minimize disturbance of natural vegetation within the proposed buffer areas beyond. Implementation of the proposed action would result in the disturbance of soils on the subject site for foundation excavation, utility installation, grading, paving and landscaping. This disturbance, however, would be entirely contained within the boundaries of the subject site. It is estimated that approximately 23,011 cubic yards of material would be cut on the site, approximately 20,284 cubic yards of material would be used as fill, and there will be an excess of approximately 2,727 cubic yards of cut material. It is assumed excess material will be exported off site.

The site slopes gently toward the south and southeast at slopes between 0.5% and 4% with some minor undulations. Other than some small areas of man-made features on the site, maximum natural slopes do not generally exceed 3%. The existing slopes would be minimally altered as part of the proposed action. Thus, no significant adverse impacts relating to topographic character are expected.

The soil on-site was found to be suitable for a shallow foundation design however, due to the presence of very loose to loose upper sands, some over excavation and/or recompaction may be necessary to provide a suitable subgrade for foundations, floor slabs, and pavements. It should be noted that a majority of the site soils would be suitable for reuse as compacted fill or backfill in structural areas with proper moisture control. Field studies of the project site found indications of human interference including forest burning and dumping. Development of this site would eliminate these activities in the future and thereby mitigate this environmental and safety concern.

The disturbance of soils for construction and re-grading activities increases the potential for erosion and sedimentation. In accordance with NYSDEC SPDES and Town Code Chapter 86

Stormwater Management and Erosion Control Requirements, a Stormwater Pollution Prevention Plan (SWPPP), including Erosion and Sediment Control Plans, is being developed. The SWPPP would identify potential sources of pollution and outline practices to reduce the pollutants in stormwater discharges to assure compliance with the terms and conditions of the NYSDEC SPDES General Permit GP-0-10-001.

All erosion and sediment control measures, including silt fences, sediment traps, and temporary berms, would be installed and certified by the project's civil engineer and Wal-Mart construction manager prior to the start of any construction activities. These measures would be maintained daily to ensure their proper functioning and would remain in place until disturbed areas are stabilized. After site clearing, the area would be paved, planted, or stabilized to minimize the amount of time that soils are exposed. All topsoil and/or sub grade material that can be stockpiled during construction would be used in areas to be replanted and re-graded. All areas to remain undisturbed would be separated from those areas to be developed with the use of fencing or other methods to visually mark boundaries. Sediment traps and swales would be used to direct stormwater flows to designated areas and keep runoff from exiting the construction site. This would keep sediment from washing into the streets and ultimately any waterways. Fugitive dust emissions would be controlled with water spray and covering of material stockpiles.

The construction of the proposed action will be broken up into two phases. Phase I would involve the construction of the proposed Wal-Mart store and parking. Wal-Mart stores typically have a 12 month construction schedule from the start of site work to the grand opening of the store. Trucks would travel on roadways marked as truck routes and typically utilize numbered highways and the most direct route allowed by ordinance. The construction of the Phase II office building would proceed after the completion of the construction of Phase I and the opening of the proposed Wal-Mart store. Specific elements of the construction process for the office building would be determined at a future date as the project moves forward, however, all construction would comply with NYSDEC SPDES and Town Code Chapter 86 Stormwater Management and Erosion Control Requirements.

Water Resources

The Town of Brookhaven requires that all site drainage facilities be designed to store a minimum 2 inch rainfall event. The Town also provides runoff coefficients to use when calculating runoff volumes in order to account for losses that occur as runoff is absorbed by various types of surfaces. Runoff from pavement and roof areas is calculated at 100% since these impervious surfaces would not absorb water. Runoff from low sloped vegetated or landscaped areas is calculated at 15% since the vegetation and surrounding soils would typically absorb 85% of the runoff.

During post-development conditions, stormwater runoff generated from on-site pavement, roof surfaces, and landscaped areas would be directed toward and collected in a system of drywells that would allow the stormwater to leach into the underlying soils and recharge the groundwater table underlying the site. The proposed development on the subject site would include the provision of 89, 12-foot diameter drywells, having an overall capacity of 80,401 CF. This capacity is more than sufficient to handle the anticipated quantity of stormwater runoff that would be generated from the proposed development on the subject site. There would be no overland runoff from the developed area onto adjacent properties or roadways in the vicinity of the subject site. In addition, it is expected that the proposed development would have minimal impact on groundwater as rainwater falling on the site would ultimately percolate back into the groundwater table.

The New York State (NYS) Stormwater Design Manual was updated in August of 2010 to include Green Infrastructure Planning. The proposed site will include practices from all of the major groups listed in Chapter 3 under Table 3.1 - Green Infrastructure Planning General Categories and Specific Practices and Table 3.2 – Green Infrastructure Techniques Acceptable for Runoff Reduction. These groups are Preservation of Natural Resources, Reduction of Impervious Cover, and Runoff Reduction Techniques. Additionally, the subject site's stormwater management program will exceed the New York State Department of Environmental Conservation (NYSDEC)'s 90% requirement for Water Quality Volume (WQv) as well as Town of Brookhaven requirements for a 2" rainfall event. See Chapter 8 for further details.

As the proposed stormwater management system would retain on the project site all new stormwater flows resulting from the proposed development, fertilization of naturally landscaped areas both on and off the site would be prevented. The proposed stormwater management system and the SWPPP discussed in the Topography and Soils sections above would assure that the quality of surface waters in the vicinity of the project site would be maintained in their current condition.

The SWPPP for the proposed project would be in accordance with the 1982 Long Island Regional Planning Board's (LIRPB) review of the Long Island segment of the Nationwide Urban Runoff Program (NURP Study). The purpose of the NURP Study, carried out by the U. S. Geological Survey (USGS), was to determine the source, type, quantity, and fate of pollutants in stormwater runoff routed to recharge basins and the extent to which these pollutants are, or are not, attenuated as they percolate through the ground. In general, during construction, stormwater runoff would be generated from impervious surfaces such as abutting roadways and pervious areas such as the construction site. Runoff may carry such pollutants as heavy metals, petroleum hydrocarbons, bacteria, and nitrogen as well as soil sediment. Extensive monitoring associated with the NURP Study found that direct discharge of stormwater to surface water caused significant water quality impairment, however, it also determined that on-site stormwater

discharge utilizing infiltration facilities, as are proposed for the subject site, significantly reduce such impacts.

Ecology

Approximately 11.21 acres of existing vegetation would be cleared for the development of the proposed Wal-Mart retail store, office building, and their associated improvements. The loss of habitat on the property would be mitigated by the addition of extensive new landscaping. New trees, shrubs, groundcovers, and grasses would be the dominant vegetation surrounding the proposed structures and parking areas and in the landscaped islands. Native or landscape species common to the area would be used to supplement the existing woodland buffers to remain on the site.

No significant vegetation would be removed from the site as the property does not include any rare, endangered, or unusual vegetation species. Removal of existing vegetation would be mitigated through the planting of numerous new trees, shrubs, groundcovers, and grasses throughout the site. Newly planted vegetation would consist of non-invasive landscaping species that would be non-fertilizer dependent. Native plantings would be utilized where practical.

Upon completion of the project, approximately 7.48 acres (45%) of the property would be vegetated with natural and supplemental plantings and approximately 9.16 acres (55%) of the property would be covered by the buildings, parking areas, and other paved surfaces. Approximately 5.43 acres of the vegetated portion of the property would remain undisturbed and approximately 2.05 acres of the vegetated portion of the property would consist of new landscaping. This landscaping would be added to the site within parking lot islands and to supplement existing vegetation within the perimeter buffer areas. Landscaping would include the addition of approximately 62 deciduous trees, approximately 41 evergreen trees, approximately 407 deciduous and evergreen shrubs, approximately 173 groundcover plantings, and approximately 24 ornamental grass plantings.

The proposed development would include a minimum 60'-75' wide natural vegetated buffer to the adjacent La Bonne Vie apartment complex, a 65' wide natural vegetated buffer to the North Service Road, and a 50'-60' wide natural vegetated buffer to Hospital Road. The subject property also includes a +/-70' wide wooded strip of land that extends easterly along the North Service Road to Sipp Avenue that would remain undisturbed.

Although the clearing of the central portion of the property would result in the loss of some existing habitat on the project site, remaining on-site and contiguous woodlands would provide

suitable, similar habitats. Furthermore, the proposed plan is in compliance with the Town of Brookhaven's clearing and buffering requirements. Upon completion of the proposed development, a significant amount of contiguous woodlands would remain on-site. As such, no significant adverse impacts are expected to on-site vegetative communities or habitats. During the clearing and construction phases of the proposed action, some existing wildlife would likely be displaced from portions of the subject property. As such, it is expected that these forest inhabitants would relocate to areas towards the perimeter of the subject site or to other adjacent and nearby wooded sites.

As the project site does not contain any rare, endangered, or unusual flora or fauna and does not contain any environmentally-sensitive habitats, the removal of these materials would not be considered significant and the proposed development would not result in any significant adverse impacts to vegetation or wildlife.

Land Use, Zoning, and Community Plans

The project site is under the jurisdiction of the Town of Brookhaven and is currently zoned J Business 2 District – Neighborhood Business (J2), J Business 4 District – Professional and Business Offices (J4), and A – Residence 1 District (A1). The Wal-Mart store would be constructed on the J2 portion of the site while the office building would be constructed on the J4 portion. The parking for the two uses will be provided on both parcels in a sufficient amount to comply with the parking code of the Town. The J-business 2 and J-business 4 parcels are separate tax lots, will be held in separate entities, and a cross access and parking easement will be executed benefitting and burdening both parcels. Parking would be shared between the Wal-Mart store and office building. No development is planned on the A1 portion. Both the proposed Wal-Mart store and office building are permitted uses within their respective zones and both would meet or exceed the overall dimensional, parking, and other requirements of their respective zones. The proposed Wal-Mart retail store and proposed office building are also considered to be part of the overall blueprint for planned economic growth of the Town of Brookhaven as outlined in the Town's *Final 1996 Comprehensive Land Use Plan*.

Several public policy documents have been issued by and/or for New York State, Suffolk County, the Town of Brookhaven, the Greater Bellport community, and the Village of East Patchogue. These documents contain recommendations pertaining to land use, transportation, utilities, natural resources, and other concerns, some of which are relevant to the proposed project. As detailed in Chapter 10, the proposed Wal-Mart retail center and office building development would be in compliance with all of the relevant provisions of these documents.

Within a 500-foot radius of the project site are a mixture of commercial, community facility, and residential uses, and vacant and/or undeveloped lands having various residential and business zoning classifications. Local environmentally-sensitive areas such as the Swan River, Harris Creek, and Fish Thicket Preserve would not be impacted by the proposed development due to their distance from the site. There are local water wells located along Hospital Road to the north of the site. As indicated on the Suffolk County Groundwater Contour Map, the underlying groundwater table flows to the south; therefore, the stormwater that infiltrates into the ground will not impact the wells. The proposed development project has been designed to minimize impacts to surrounding uses by maintaining extensive buffers around the periphery of the property, by incorporating extensive new landscaping into the proposed development, and by incorporating screening, lighting, and appropriate building design and site placement to minimize impacts to the adjacent and nearby uses.

Wal-Mart's retail offerings and services would enhance the supply and choice of retail goods and services in the local area. The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. These operating hours would provide shopping opportunities not typically offered by other stores in the area. This would be particularly convenient for local hospital workers from the nearby Brookhaven Memorial Hospital and emergency service personnel who have non-traditional work shifts as they would be able to complete their shopping during off peak hours. The proposed office building would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis.

Community Character

The proposed development has been designed to minimize impacts to the character of the surrounding community. The proposed Wal-Mart retail store building would be situated in the southeast corner of the lot, facing west towards Hospital Road, and would be set back approximately 101' from the North Service Road and approximately 447' from Hospital Road. The proposed office building would be set back approximately 163' from Hospital Road and 64' from the adjacent La Bonne Vie apartment complex property. All rooftop and ground mounted equipment for the project would be screened from view.

The proposed development would include a minimum 60'-75' wide natural buffer to the adjacent La Bonne Vie apartment complex, a 65' wide natural buffer to the North Service Road, and a 50'-60' wide natural buffer to Hospital Road. The subject property also includes a +/-70' wide wooded strip of land that extends easterly along the North Service Road to Sipp Avenue that would remain undisturbed. In addition, a total of approximately 5.43 acres of the property would remain undisturbed.

Approximately 2.05 acres of new landscaping would be added to the site within parking lot islands and to supplement existing vegetation within the perimeter buffer areas. Landscaping would include the addition of approximately 62 deciduous trees, approximately 41 evergreen trees, approximately 407 deciduous and evergreen shrubs, approximately 173 groundcover plantings, and approximately 24 ornamental grass plantings. Upon completion of the project, approximately 7.48 acres (45%) of the property would be vegetated with natural and supplemental plantings.

The proposed Wal-Mart retail store would operate 24 hours a day, seven days a week. Truck delivery of vendor stocked merchandise would typically take place in the morning prior to 9:00 AM or in the evening after 9:00 PM in order to avoid conflict with store customers. These deliveries would usually consist of between eight and eleven small- to medium- sized commercial truck trips per day, Monday through Saturday. Following delivery to the store, these vendor deliveries would continue on to service other stores which carry their products within the community. Approximately three to five large truck deliveries would take place during the day to coincide with restocking times as needed. Trucks would not be allowed to idle or use the radio during deliveries if they will be unloading for more than fifteen minutes. Refrigerated trucks utilize internal generators that power internal truck components and utilize trailer refrigeration to reduce engine noise.

The proposed office building would typically operate during normal business hours Monday through Friday with limited employee activity after hours and on weekends on an as-needed basis. Due to the small size of the proposed office building, deliveries of supplies would be minimal, probably totaling on average one small truck delivery per week.

In order to mitigate potential noise or lighting impacts on adjacent residential uses, the Wal-Mart and office building design would include vegetated buffers to the north and east along the property line. Screening would also be used to mitigate noise from truck docks and mechanical equipment. The parking area lighting would involve fixtures mounted on 20' high poles that would include dark sky lighting fixtures and shielding to prevent spillover to adjacent properties.

The primary source of noise generated by the proposed project is expected to derive from vehicular traffic entering and exiting the project site as well as from on-site delivery trucks. Vehicular traffic will circulate through the site at low speeds and should not cause a perceptible increase above the current sources of ambient noise, based on the site's proximity to NYS Route 27 (Sunrise Highway) and Hospital Road. Per the Town's noise ordinance, construction activities would be limited to weekdays between the hours of 7:00 AM and 6:00 PM.

A review of several sources, including the *Handbook of Environmental Acoustics* (Cowan, 1994) and materials from the California Department of Transportation, indicate that the ambient sound level associated with commercial areas typically falls between 60 and 65 dBA. As the proposed project would be separate from other commercial areas, it is expected that the sound levels would be towards the lower end of the range found. The proposed Wal-Mart will be designed with roof-top HVAC systems. These systems, when installed according to the manufacturer's installation standards, are rarely a problem with respect to noise generation. The systems will be screened to minimize both visual and noise impacts. To ensure customer and employee safety, Wal-Mart stores are designed with 360° camera surveillance, monitored by full-time security staff. Cameras are located inside the store, on all exterior walls, and in the parking lot. Foot patrols are regularly conducted in the store and parking lot area.

Transportation

Based on the analysis performed, it is anticipated that the proposed development would not significantly impact the adjacent roadway network operation as a number of mitigation measures have been proposed as part of the development program. The intersection capacity analysis results have been based on conservative, generally recommended analysis guidelines applied to the critical peak hour traffic volumes on the adjacent roadway network. The potential roadway/intersection improvement measures include but are not limited to the following:

- Installation of a traffic signal at the proposed main site driveway and Hospital Road intersection.
- Implementation of physical roadway and traffic signal improvements at the Hospital Road/NSR signalized intersection.
- Implementation of physical roadway and traffic signal improvements at the Hospital Road/SSR signalized intersection.
- General signal timing and phasing plan modifications to improve the operation levels and vehicle progression throughout the roadway network.
- Construction of pedestrian-related improvements to foster alternative transportation means (walking and public transportation) by which to patronize the site.

These improvement measures would not only mitigate the potential impacts of the proposed development plan, but also benefit the existing traveling public on the roadway system.

Significant physical roadway modifications are proposed at the Hospital Road intersections with the North Service Road (NSR) and the South Service Road (SSR) as part of the Wal-Mart retail center and office building application. The existing northbound Hospital Road approach to the NSR and the southbound approach to the SSR would be modified to provide exclusive left-turn

lanes. The additional left-turn lanes would allow vehicles to complete a left-turn without impeding through traffic. The implementation of exclusive turn lanes, left-turn phasing, and coordination of signal progression along the corridor are all measures that would help mitigate rear-end collisions that occur at the signalized intersections.

To further alleviate incidents at these intersections, it is proposed that additional warning signs be installed along the northbound Hospital Road approach, and that signs and pavement markings be provided at the westbound Sunrise Highway Exit 54 intersection with the NSR to emphasize the two-way operation of the NSR at this location.

The site access management plan has been designed to effectively accommodate vehicular traffic to and from the site and is consistent with generally accepted traffic engineering design standards. The size of the proposed parking spaces and aisle widths would provide for convenient and effective passenger vehicle circulation throughout the site. The site has also been designed to accommodate pedestrian and bicycle traffic safely and efficiently by minimizing the potential for conflicts with vehicles on-site through the provision of clearly delineated regions of the parking lot to help motorists identify areas of pedestrian activity.

SECTION 6: ALTERNATIVES

CHAPTER 22: ALTERNATIVES

Introduction

This section of the DEIS presents an analysis of reasonable alternatives to the proposed action that are feasible, considering the objectives and capabilities of the project sponsor, as well as a No-Action alternative. Alternatives are presented at a level of detail appropriate to permit analysis and comparison of impacts between alternatives and the proposed project, sufficient to allow the Town to make a comparative assessment of potential impacts. The assessment is based on a concept plan for each alternative and a table comparing the key quantifiable development characteristics and impacts of each alternative. The five alternatives, which have been requested by the Town and revised for the current proposal, include the following:

- Alternative 1: No-Action
- Alternative 2: Small scale neighborhood shopping center similar to Concept Plan B or D as presented to the Town Board in 1996
- Alternative 3 - Development of a 120,000 square foot Wal-Mart store with a 900 square foot office building
- Alternative 4 - Development of a 120,000 square foot Wal-Mart store
- Alternative 5 - Development of a 133,592 square foot medical office park

The alternatives have been analyzed with respect to their potential environmental impacts, including areas of disturbance, traffic generation, and water and sewer utilization. Table 22-1 compares the major features and the potential environmental impacts of each alternative which is followed by a narrative discussion of the alternatives.

Table 22-1: Alternatives – Comparison of Major Features and Primary Quantifiable Impacts

Development Item	Proposed Action	Alternative 1: No Action	Alternative 2: (Site Plan 2) Small Scale Neighborhood Shopping Center	Alternative 3: (Site Plan 3) Development J2/J4/A1 Scenario	Alternative 4: (Site Plan 4) Development J2 Scenario	Alternative 5: (Site Plan 5) Medical Office Park
Parcel Size	+/- 16.64 acres	+/- 16.64 acres	+/- 16.64 acres	+/- 16.64 acres	+/- 16.64 acres	+/- 16.64 acres
Area Developed	+/- 16.64 acres	0 acres	+/- 16.64 acres	+/- 16.64 acres	+/-16.64 acres	+/- 16.64 acres
Building Size	98,900 sf	0 sf	115,900 sf	120,900 sf	120,000 sf	133,592 sf
Floor Area Ratio (FAR)	18.3% for 98,000 sf store; 0.7% for 900 sf office	N/A	16%	22.4% for 120,000 sf store; 0.7% for 900 sf medical office	16.6%	20.2% for 107,951 sf med. office; 19.6% for 25,641 sf med. Office
Parking	572	0 spaces	504 spaces	531 spaces	516 spaces	891 spaces
Natural Vegetated Area to Remain	32.6%	96.4%	31.6%	30%	33.4%	30.0%
Residential Buffer	60'	N/A	75'	75'	75'	50'
Hospital Road Buffer	50'-60'	N/A	57.2'	55.8'	60'	43.1'
Sunrise Hwy Buffer	100'	N/A	100'	100.5'	100.5'	100'
Landscaped & Natural Area/Percent	325,910 square feet/45.0%	698,705 square feet/96.4%	312,688 square feet/43.1%	308,645 square feet/42.6%	320,293 square feet/44.2%	301,488 square feet/41.6%
Domestic Water Usage*	5,722 gpd	N/A	16,860 gpd	6,508 gpd	6,071 gpd	14,696 gpd
Sanitary Sewer Generation	5,202 gpd	N/A	15,327 gpd	5,916 gpd	5,519 gpd	13,360 gpd
New, Pass-By**, & Total Trip Generation - Weekday PM Peak	New = 378 Pass-By = 78 Total = 456	0	New = 390 Pass-By = 229 Total = 619	New = 462 Pass-By = 94 Total = 556	New = 459 Pass-By = 94 Total = 553	New = 474 Pass-By = 0 Total = 474
New, Pass-By**, & Total Trip Generation - Saturday Peak	New = 429 Pass-By = 128 Total = 557	0	New = 606 Pass-By = 161 Total = 767	New = 524 Pass-By = 156 Total = 680	New = 521 Pass-By = 156 Total = 677	New = 497 Pass-By = 0 Total = 497

* Domestic water usage does not include seasonal irrigation which may contribute approximately 500 gpd.

**It is accepted that a certain percentage of traffic attracted to retail and other land uses generally relates to the volume of traffic passing by the site. Specifically, a certain percentage of trips are diverted from the adjacent passing travel stream, which, upon exiting the site, continue along the original trip path. Such trips are known as pass-by trips, and are made as a matter of convenience, as they are linked to some other primary purpose trips. Such trips are not considered new to the area, but rather are already passing by the site on the adjacent public roadways.

Alternative 1: No Action

SEQRA requires that the No-Action or No-Build alternative be examined. This alternative assumes that no discretionary approvals would be requested and that the project site would not be developed. This alternative presents uses and conditions anticipated to exist in the future without the project and essentially describes the future baseline conditions in 2011, a situation in which the current status quo would continue on the project site and the surrounding area would experience changes in accordance with existing plans and ongoing trends.

Relative to land use, zoning, and community plans, under the No-Action alternative, the project site would continue in its current unutilized state. However, this would not be in accordance with the property's J4/J2/A1 zoning, which anticipates development of the property. The Town of Brookhaven Final 1996 Comprehensive Land Use Plan (The Plan) includes several statements and recommendations relevant to the project site and surrounding area, including prior proposals for commercial development of the property as well as recommendations for roadway improvements, such as the widening of the Hospital Road bridge, that would be assisted by the proposed project. Unlike the proposed project, the No-Action alternative would not meet The Plan's goal to create strong economic activity to provide jobs and an adequate tax base in the Town. The proposed project is anticipated to create 200 to 250 jobs on the project site and would generate significant annual tax revenues to the Town and County.

Relative to natural resources, under the No-Action alternative, the project site would remain predominantly wooded as it is currently. The No-Action alternative would not require the clearing and grading of approximately 11.21 acres of vegetated areas on the site to accommodate the proposed development and would not result in the addition of any new impervious areas on the property. Therefore, under the No-Action alternative, there would be no impacts to the vegetation, soils, topography, drainage, or other existing natural features of the site. However, the property does not contain any ecologically sensitive or rare or unique flora or fauna or other natural features that would be disturbed by the proposed project, and the proposed development would preserve more than 30% of the existing vegetative cover of the site in its current state. In addition, under the No-Action alternative, the property would not experience any of the proposed landscaping improvements, resulting in approximately 45% of the site being comprised of existing vegetation or new landscaping, or the ongoing maintenance and oversight of the property that would occur under the proposed action.

Under the No-Action alternative there would be no change to the existing character and use of the site relative to surrounding uses. However, the proposed development project has been designed to minimize impacts to surrounding uses by maintaining extensive buffers around the periphery of the property, by incorporating extensive new landscaping into the proposed

development, and by incorporating screening, lighting, and appropriate building design and site placement to minimize impacts to the adjacent and nearby uses.

Relative to water usage and waste water generation as well as other utility needs including electricity, natural gas, and telephone services and solid waste removal, under the No-Action alternative, no new demands would be made on the utility infrastructure of the surrounding area. In comparison, the proposed development project would utilize approximately 5,722 gpd of domestic water, generate approximately 5,202 gpd of sanitary sewage, and would generate additional stormwater flows on the site relative to the No-Action condition. The proposed development would also require the provision of electricity, natural gas, and telephone services to the property, and would generate approximately eleven tons of solid waste per week of which approximately seven tons would be water. However, as explained in previous chapters of this document, the necessary utilities and services are available to be extended to the proposed development and would not adversely affect the supply of these services to the surrounding community.

The No-Action alternative would not result in any additional demand on existing community services, including fire and police protection and ambulance services, that could be generated by the proposed development. However, as explained above, the proposed development project would generate significant annual tax revenues to the County and Town, and it is assumed that the distribution of this tax revenue would be apportioned to these municipal services.

Under the No-Action alternative, no additional traffic would be generated from uses on the project site. However, an increase of 123 weekday PM peak hour vehicle trips and 122 Saturday peak hour vehicle trips would occur in northbound and southbound Hospital Road traffic passing the project site between the existing 2008 condition and the No-Build 2011 condition. Although these traffic volumes are significantly less than what would be generated by the proposed development, traffic generated by the proposed project would be adequately handled by the proposed improvements to the roadway network, including signalization improvements, lane changes, and the project's contribution to the proposed widening of the Hospital Road bridge, among other measures.

Under the No-Action alternative, construction impacts associated with the proposed project would not occur. However, as explained above, the construction process for the proposed development project would be managed to avoid adverse impacts on the project site and the surrounding areas relative to noise, dust control, traffic flow, stormwater management, sedimentation and erosion, etc.

In summary, although the No-Action alternative would not result in any potentially significant adverse impacts on the environment, it is not considered feasible since it would not meet the property owner's or the applicant's need for development and future use of the site. In addition, the No-Action alternative would not meet the Town's objectives relative to the zoning of the property and the recommendations contained in The Plan for the site and surrounding area. The No-Action alternative would not provide any new jobs or increase tax revenues to the Town nor would it create any new shopping opportunities for the surrounding community.

Alternative 2: Small scale neighborhood shopping center similar to Concept Plan B or D as presented to the Town Board in 1996. (See Site Plan 2, Exhibit 22-1, Concept Plan B, Exhibit 22-2, and Concept Plan D, Exhibit 22-3)

Alternative 2, as captioned above and illustrated in Site Plan 2, is a small scale neighborhood shopping center similar to Concept Plans B and D that were presented to the Town Board in 1996. These shopping center plans, which were presented to the Town Board by a local developer, were approved by the Town but did not move forward. In considering the proposed Wal-Mart project, the Town suggested a review of Concept Plans B and D as alternatives. Concept Plans B and D involved development plans for a shopping center with a 69,500 square foot retail anchor and two adjacent 10,000 square foot retail stores. The current Site Plan 2 as presented herein includes the development of 115,900 square feet of commercial retail space including three retail stores of 52,300 square feet, 25,200 square feet, and 23,400 square feet, respectively, a 5,000 square foot bank, and two 5,000 square foot/200 seat restaurants. This development would be serviced by 504 parking spaces. As the total amount of parking provided under Alternative 2 would be deficient by 134 stalls, development of Alternative 2 would require the issuance of a variance by the Town of Brookhaven Planning Board.

Relative to the proposed Wal-Mart retail center and office development and as shown in Table 22-1 above, Alternative 2 would have somewhat more floor area and somewhat fewer parking spaces than the proposed development. Alternative 2 would result in a similar amount of disturbance to the site as the proposed development.

A major difference in potential environmental impacts between Alternative 2 and the proposed action would relate to utility demands. Alternative 2 would result in domestic water usage of approximately 16,860 gpd, relative to the proposal's 5,722 gpd water demand, and would generate approximately 15,327 gpd of sanitary sewage compared to the project's estimated sewage generation of approximately 5,202 gpd. Alternative 2 would result in an increase of approximately 11,138 gpd of water usage and approximately 10,125 gpd of sanitary sewage generation relative to the proposed action. The difference between the two plans represents a significant increase in demand on the local utility infrastructure for Alternative 2. The increased demands of Alternative 2 relative to the proposed development on other utilities, including

electricity, natural gas, telephone, and solid waste collection services would be of a similar magnitude. Relative to the proposed action, Alternative 2 would also potentially increase the demand for emergency services, including police and fire protection and ambulance services.

A second major difference in potential environmental impacts between Alternative 2 and the proposed action would relate to traffic generation. Alternative 2 would result in a weekday PM peak generation of approximately 619 vehicle trips (comprised of 390 new and 229 pass-by trips) compared to 456 vehicle trips (comprised of 378 new and 78 pass-by trips) for the proposed development project. This represents a 163-vehicle trip increase (comprised of 12 new and 151 pass-by trips) or an approximately 35.7% increase (comprised of 3.2% additional new and 194% additional pass-by trips) for Alternative 2 over the proposed action. Similarly, Alternative 2 would result in a Saturday peak generation of approximately 767 vehicle trips (comprised of 606 new and 161 pass-by trips) compared to 557 vehicle trips (comprised of 429 new and 128 pass-by trips) for the proposed development. This represents a 210-vehicle trip increase (comprised of 177 new and 33 pass-by trips) or an approximately 37.7% increase (comprised of 41.3% additional new and 25.8% additional pass-by trips) for Alternative 2 over the proposed action.

The trip generation for Alternative 2 has been based on the industry standard method of estimating new traffic associated with proposed development projects as contained within the Institute of Transportation Engineers Trip Generation Manual. As noted above, this alternative involves the development of 115,900 square feet of commercial retail space including three retail stores of 52,300 square feet, 25,200 square feet, and 23,400 square feet, as well as a 5,000 square foot bank, and two 5,000 square foot/200 seat restaurants. The traffic analysis assumes that the 25,200 square foot and 23,400 square foot spaces would be occupied by discount retailers and the 52,300 square foot space would be occupied by a supermarket. The average rate of Saturday peak hour trip generation for a Free-Standing Discount Superstore is 5.64 trips per 1,000 square feet of Gross Floor Area (GFA). For a Supermarket, the average rate of Saturday peak hour trip generation is 10.85 trips per 1,000 square feet of GFA which is approximately double the trip generation rate of a Discount Superstore. The two main components of Alternative 2 are the Supermarket and the Retail uses which together are significant generators of traffic which have been estimated in accordance with accepted standards.

In summary, Alternative 2 would result in a similar level of disturbance to the site and a similar amount of landscaped area as the proposed project. However, Alternative 2 would result in a significant increase in demand on the local utility infrastructure relative to the proposed action, as well as potentially generating an increase in the demand for emergency services, including police and fire protection and ambulance services, for the site. Relative to traffic generation, Alternative 2 would result in an approximately 35.7% increase (comprised of 3.2% additional new and 194% additional pass-by trips) in weekday PM peak vehicle trip generation and an approximately 37.7% increase (comprised of 41.3% additional new and 25.8% additional pass-

by trips) in Saturday peak vehicle trips relative to the proposed action. Alternative 2 is not considered feasible as Wal-Mart's business model is to develop an individual stand-alone store and this alternative does not fit within its development goals. In addition, as the total amount of parking provided under Alternative 2 would be deficient by 134 stalls, development of Alternative 2 would require the issuance of a variance by the Town of Brookhaven Planning Board.

Alternative 3: Development J2/J4/A1 scenario (See Site Plan 3, Exhibit 22-4)

Alternative 3, as captioned above and illustrated in Site Plan 3, is the development of a 120,000 square foot Wal-Mart retail center on a portion of the site and the utilization of a separate portion of the property for a 900 square foot medical office building for a total development of 120,900 square feet of floor area. Alternative 3 was developed based on a plan put forth by several members of the Town Board at their meeting on May 28, 2009. This plan involved rezoning three (3) acres of the parcel to the J4 district (Professional and Business Offices) while keeping 12.27 acres of the site as the J2 district and 1.37 acres as A1. Although this plan would still allow for a 120,000 square foot Wal-Mart retail center to be built, at the time that this alternative was proposed, it was assumed that analysis pursuant to SEQRA would need to be undertaken by the Town on the portion of property that would be rezoned. In developing the scope for the proposed Wal-Mart retail project, Brookhaven Planning staff proposed that the J2/J4/A1 scenario be included in the study of alternatives.

The Alternative 3 development would be serviced by 531 parking spaces. A parking variance would be required from the Town of Brookhaven Planning Board as the plan shows an overall deficit of 161 parking stalls relative to the required 692 stalls. As the total floor area of the 120,000 square foot store under Alternative 3 would exceed the 20% floor area ratio permitted on the portion of the site on which this building would be developed, development of Alternative 3 would also require the issuance of a floor area variance by the Town of Brookhaven Zoning Board of Appeals.

Relative to the proposed development project and as shown in Table 22-1 above, Alternative 3 would have somewhat more floor area and 41 fewer parking spaces than the proposed development. Both projects would result in the development of two separate buildings; however, Alternative 3 would result in a somewhat greater disturbance to the site than the proposed project due to the larger size of the retail store. This would result in less landscaped area on the site and less remaining natural vegetated area as well as a slightly narrower buffer strip along Hospital Road. However, these differences would not be significant.

Utility demands related to water usage and sanitary sewage generation would be approximately 14% higher for Alternative 3 relative to the proposed project. Stormwater flows and demands for electricity, natural gas, telephone, and solid waste collection services would be similarly higher for Alternative 3 relative to the proposed project but would not be significantly greater. Relative to the proposed action, Alternative 3 would also potentially increase the demand for emergency services, including police and fire protection and ambulance services, but not by a significant amount.

Alternative 3 would result in a weekday PM peak generation of approximately 556 vehicles trips (comprised of 462 new and 94 pass-by trips) compared to 456 vehicle trips (comprised of 378 new and 78 pass-by trips) for the proposed development project, for a 100-vehicle trip increase (comprised of 84 new and 16 pass-by trips) for Alternative 3 over the proposed action. This represents an approximately 21.9% increase (comprised of 22.2% additional new and 20.5% additional pass-by trips) for Alternative 3 over the proposed action. Similarly, Alternative 3 would result in a Saturday peak generation of approximately 680 vehicles trips (comprised of 524 new and 156 pass-by trips) compared to 557 vehicle trips (comprised of 429 new and 128 pass-by trips) for the proposed development, for a 123-vehicle trip increase for Alternative 3 over the proposed action. This represents an approximately 22.1% increase (comprised of 22.1% additional new and 21.9% additional pass-by trips) for Alternative 3 over the proposed action.

In summary, the potential environmental impacts from Alternative 3 relative to the proposed project would be comparable. As Alternative 3 would result in a somewhat greater amount of development on the property relative to the proposed action, both the negative and positive impacts of this additional development would accrue to Alternative 3. Relative to traffic generation, Alternative 3 would result in an approximately 21.9% increase (comprised of 22.2% additional new and 20.5% additional pass-by trips) in weekday PM peak vehicle trip generation and an approximately 22.1% increase (comprised of 22.1% additional new and 21.9% additional pass-by trips) in Saturday peak vehicle trips relative to the proposed action. In addition, as explained above, development of Alternative 3 would require the issuance of both a floor area variance by the Town of Brookhaven Zoning Board of Appeals and a parking variance by the Town of Brookhaven Planning Board for the shortfall in the overall number of parking spaces provided. Alternative 3 is not considered feasible for Wal-Mart.

Alternative 4: Development J2 scenario (See Site Plan 4, Exhibit 22-5)

Alternative 4 would involve the development of a 120,000 square foot store as shown on Site Plan 4. This plan was submitted as the proposed action of the prior Draft EIS for this site on March 12, 2010. On June 15, 2010, the Brookhaven Planning Board voted to change the subject property's zoning from J2 to J2, J4, and A1. Subsequently, the proposed action was changed from a 120,000 square foot retail store to a 98,000 square foot retail store with a 900 square foot

office building to be consistent with the uses allowed within parcels to be developed per the zoning regulations. The plan for development of a 120,000 square foot store is now shown as Alternative 4. In order for this alternative to be viable, a rezoning of the site back to the previously mapped J2 zoning would be required. This development would require the provision of 686 parking stalls but would be provided with only 516 parking spaces and would therefore require a parking variance from the Town of Brookhaven Planning Board for the overall shortfall in parking.

If a rezoning of the property and a parking variance were to be granted, in relation to the proposed action and as shown in Table 22-1 above, Alternative 4 would contain 21,100 more square feet of floor area than the proposed development project. Alternative 4 would propose similar sized buffers to the residential neighbors of the site, as well as to Hospital Road and along Sunrise Highway. The plan for Alternative 4 offers slightly more landscaping on-site. Differences in the environmental impacts to the physical character of the project site would not be significant.

Relative to utility demands, Alternative 4 would generate a somewhat greater demand on the infrastructure in the surrounding area. Alternative 4 would result in water usage of approximately 6,071 gpd, relative to the proposal's 5,722 gpd water demand, and would generate approximately 5,519 gpd of sanitary sewage compared to the project's estimated sewage generation of approximately 5,202 gpd. Alternative 4 would result in an increase of approximately 349 gpd of water usage and 317 gpd of sanitary sewage generation relative to the proposed action, which represents a modest increase in demand on the local utility infrastructure. The slightly higher demands of Alternative 4 relative to the proposed development project on other utilities, including electricity, natural gas, telephone, and solid waste collection services would be of a similar magnitude. Relative to the proposed action, Alternative 4 would not be likely to significantly increase the potential demand for emergency services, including police and fire protection and ambulance services.

Relative to traffic generation, Alternative 4 would generate somewhat higher peak hour vehicle trips than the proposed action. Alternative 4 would result in a weekday PM peak generation of approximately 553 vehicle trips (comprised of 459 new and 94 pass-by trips) compared to 456 vehicle trips (comprised of 378 new and 78 pass-by trips) for the proposed development, for a 97-vehicle trip increase (comprised of 81 new and 16 pass-by trips). This represents an approximately 21.3% increase (comprised of 21.4% additional new and 20.5% additional pass-by trips) for Alternative 4 relative to the proposed action. Similarly, Alternative 4 would result in a Saturday peak generation of approximately 677 vehicle trips (comprised of 521 new and 156 pass-by trips) compared to 557 vehicle trips (comprised of 429 new and 128 pass-by trips) for the proposed development, for a 120-vehicle trip increase (comprised of 92 new and 28 pass-by

trips). This represents an approximately 21.5% increase (comprised of 21.4% additional new and 21.9 % additional pass-by trips) for Alternative 4 relative to the proposed action.

In summary, the potential environmental impacts from Alternative 4 relative to the proposed development project would be comparable. Alternative 4 would result in somewhat higher levels of demand on utilities and community services than the proposed project. Relative to traffic generation, Alternative 4 would result in an approximately 21.3% increase (comprised of 21.4% additional new and 20.5% additional pass-by trips) in weekday PM peak vehicle trip generation and an approximately 21.5% increase (comprised of 21.4% additional new and 21.9% additional pass-by trips) in Saturday peak vehicle trips relative to the proposed action. This project would require both a rezoning of the project site and the issuance of a parking variance for the overall shortfall in the number of parking spaces provided. Therefore, Alternative 4 would not be considered a viable alternative for Wal-Mart to pursue.

Alternative 5: Medical Office Park (See Site Plan 5, Exhibit 22-6)

Alternative 5, as captioned above and illustrated in Site Plan 5, is the development of a two-story 107,951 square foot medical office building on a portion of the site and the utilization of a separate portion of the property for a two-story 25,641 square foot medical office building for a total development of 133,592 square feet of floor area. Alternative 5 was developed based on comments from Planning Board Staff during the Public Scoping Process. This plan is based on the current zoning of the project site as J2 (12.27 acres), J4 (3.0 acres), and A1 (1.37 acres). As the total floor area of the 107,951 square foot medical office building under Alternative 5 would exceed the 20% floor area ratio permitted on the portion of the site on which this building would be developed, development of Alternative 5 would require the issuance of a floor area variance by the Town of Brookhaven Zoning Board of Appeals.

Relative to the proposed development project and as shown in Table 22-1, above, Alternative 5 would contain an additional 34,692 square feet of floor area as well as an additional 319 parking spaces. Both projects would result in the development of two separate buildings; however, Alternative 5 would result in a somewhat greater disturbance to the site than the proposed project due to the larger building footprint. This would result in less landscaped area on the site and less remaining natural vegetated area as well as narrower buffer strips along Hospital Road and adjacent to the MF-1 residential district boundary.

A major difference in potential environmental impacts between Alternative 5 and the proposed action would relate to utility demands. Alternative 5 would result in domestic water usage of approximately 14,696 gpd, relative to the proposed action's 5,722-gpd water demand, and would generate approximately 13,360 gpd of sanitary sewage compared to the proposed action's

estimated sewage generation of approximately 5,202 gpd. Alternative 5 would therefore result in an increase of approximately 8,974 gpd of water usage and approximately 8,158 gpd of sanitary sewage generation relative to the proposed action. The difference between the two plans represents a significant increase in demand on the local utility infrastructure for Alternative 5. Relative to the proposed action, Alternative 5 would also potentially increase the demand for emergency services, especially ambulance services.

Total vehicular trip generation volumes for Alternative 5 relative to the proposed action would be much higher during the peak morning period, slightly higher during the peak evening period, and significantly lower during peak weekend hours. However, all of the vehicle trips generated by Alternative 5 would be comprised of new trips as medical offices do not typically generate pass-by trips. In contrast, traffic generated by the proposed Wal-Mart development is projected to consist of a substantial percentage of pass-by trips, representing vehicles that are already on the road travelling past the site. As further detailed below, when pass-by trips are subtracted out and only new trips are considered, the medical office alternative is a higher traffic generator than the proposed action in all peak hours.

Alternative 5 would result in a weekday PM peak generation of approximately 474 vehicle trips (comprised entirely of new trips with no pass-by trips) compared to 456 vehicle trips (comprised of 378 new and 78 pass-by trips) for the proposed development, for an 18-vehicle trip increase (comprised entirely of new trips) under Alternative 5. This represents an approximately 3.9% increase (comprised of 25.4% additional new trips and a 100% decrease in pass-by trips) for Alternative 5 relative to the proposed action. Alternative 5 would result in a Saturday peak generation of approximately 497 vehicle trips (comprised entirely of new trips with no pass-by trips) compared to 557 vehicle trips (comprised of 429 new and 128 pass-by trips) for the proposed development, for a 60-vehicle trip decrease under Alternative 5 (comprised entirely of new trips). This represents an approximately 10.8% decrease (comprised of 15.9% additional new trips and a 100% decrease in pass-by trips) for Alternative 5 relative to the proposed action. Without the inclusion of pass-by trips, the proposed action would generate 378 new weekday PM peak trips and 429 Saturday peak hour trips compared to 474 weekday PM peak trips and 497 Saturday peak hour trips for Alternative 5. Therefore, without the inclusion of pass-by trips, the proposed action would generate 96 or 20.3% fewer weekday PM peak trips and 68 or 13.7% fewer Saturday peak hour trips than Alternative 5.

In summary, Alternative 5 would result in a somewhat greater level of disturbance to the site and a smaller amount of landscaped area relative to the proposed action. However, Alternative 2 would result in a significant increase in demand on the local utility infrastructure relative to the proposed action. Relative to traffic generation, Alternative 5 would result in a similar increase in weekday PM peak vehicle trip generation and a decrease in Saturday peak vehicle trips relative to the proposed action. If pass-by trips are not included, the proposed action would generate 96

or 20.3% fewer weekday PM peak trips and 68 or 13.7% fewer Saturday peak hour trips than Alternative 5. However, as explained above, development of Alternative 5 would require the issuance of a floor area variance by the Town of Brookhaven Zoning Board of Appeals. In addition, Wal-Mart is a retailer and its objective for the proposed action is to construct retail space for its retail business operations, as well as office space. Wal-Mart is not a developer of medical office space, and has no need for such space. Accordingly, Alternative 5 is not feasible, considering the objectives and capabilities of the project sponsor, Wal-Mart.

Conclusion

In conclusion, after analyzing the five alternatives above and their respective potential environmental impacts, Wal-Mart strongly believes that the proposed development project, consisting of a 98,000 square foot Wal-Mart retail center and a 900 square foot office building, would be the most suitable development for the site and for the community of East Patchogue as summarized below.

Alternative 1, the No-Action alternative, would not result in any potentially significant adverse impacts on the environment, but it is not considered feasible since it would not meet the property owner's or the applicant's need for development and future use of the site. In addition, the No-Action alternative would not meet the Town's objectives relative to the zoning of the property and the recommendations contained in The Plan for the site and surrounding area. The No-Action alternative would not provide any new jobs or increased tax revenues to the Town nor would it create any new shopping opportunities for the surrounding community.

Alternative 2 would have somewhat more floor area and somewhat fewer parking spaces than the proposed development, and would result in a similar level of disturbance to the site and a similar amount of landscaping as the proposed project. Alternative 2 would result in a significant increase in demand on the local utility infrastructure relative to the proposed action, as well as potentially generating an increase in the demand for emergency services, including police and fire protection and ambulance services. Relative to traffic generation, Alternative 2 would result in an approximately 35.1% increase in weekday PM peak vehicle trip generation and an approximately 37.7% increase in Saturday peak vehicle trips relative to the proposed action. Alternative 2 is not considered feasible as Wal-Mart's business model is to develop a single stand-alone store and this alternative does not fit within their development goals. In addition, as the total amount of parking provided under Alternative 2 would be deficient by 134 stalls, development of Alternative 2 would require the issuance of a variance by the Town of Brookhaven Planning Board.

Alternative 3 would have somewhat more floor area and somewhat fewer parking spaces than the proposed development. Alternative 3 and the proposed action would both result in the development of two separate buildings; however, Alternative 3 would result in somewhat greater disturbance to the site and somewhat less landscaping than the proposed project. Utility demands and the potential demand for emergency services would be somewhat higher for Alternative 3 relative to the proposed project. Relative to traffic generation, Alternative 3 would result in an approximately 21.9% increase in weekday PM peak vehicle trip generation and an approximately 22.1% increase in Saturday peak vehicle trips relative to the proposed action. The potential environmental impacts from Alternative 3, relative to the proposed action, would therefore be somewhat greater. However, as explained above, development of Alternative 3 would require the issuance of both a floor area variance by the Town of Brookhaven Zoning Board of Appeals and a parking variance by the Town of Brookhaven Planning Board for a shortfall in the overall number of parking spaces to be provided. Alternative 3 is therefore not considered to be a feasible alternative for Wal-Mart.

Relative to Alternative 4, the project site's zoning was changed from J2 on June 15, 2010 and the subject parcel is now divided between J4, J2, and A1 zones. Alternative 4 involves the development of a 120,000 square foot retail store on the subject parcel and would require a rezoning back to J2 as well as the issuance of a parking variance in order for the development to proceed. If both of these actions were approved, Alternative 4 would contain 21,100 square feet more floor area and result in slightly less site disturbance than the proposed development. Relative to utility demands and needs for community services, Alternative 4 would generate a similar demand on the infrastructure in the surrounding area as compared to the proposed action. Relative to traffic generation, Alternative 4 would result in an approximately 21.3% increase in weekday PM and an approximately 21.5% increase in Saturday peak vehicle trip generation relative to the proposed action. The potential environmental impacts from Alternative 4 relative to the proposed action would therefore be somewhat greater. However, Alternative 4 is not considered feasible as it would require both a rezoning of the project site and the issuance of a parking variance by the Town of Brookhaven Planning Board for the shortfall in the overall number of parking spaces to be provided.

Alternative 5 would have 34,692 square feet more floor area and 319 more parking spaces than the proposed action, and would result in a somewhat greater level of disturbance to the site and less landscaped area than the proposed action. Alternative 5 would result in a significant increase in demand on the local utility infrastructure relative to the proposed action. Vehicle trip generation volumes for Alternative 5 relative to the proposed action would be much higher during the peak morning period, slightly higher during the peak evening period, and lower during peak weekend hours. However, if pass-by trips are not included, the proposed action would generate 96 or 20.3% fewer weekday PM peak trips and 68 or 13.7% fewer Saturday peak hour trips than Alternative 5. In general, the potential environmental impacts from Alternative 5

relative to the proposed action would be somewhat greater and significantly greater relative to utility demand. Development of Alternative 5 would also require the issuance of a floor area variance by the Town of Brookhaven Zoning Board of Appeals. In addition, Wal-Mart is a retailer and its objective for the proposed action is to construct retail space for its retail business operations, as well as office space. Wal-Mart is not a developer of medical office space, and has no need for such space. Accordingly, Alternative 5 is not feasible, considering the objectives and capabilities of the project sponsor, Wal-Mart.