

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Change of Zone Application for Avalon at Huntington Station

East Fifth Street
Hamlet of Huntington Station
Town of Huntington, Suffolk County

Prepared for **AvalonBay Communities, Inc.**
Melville, New York

Prepared by  **Engineering, Surveying and Landscape Architecture, P.C.**
Hauppauge, New York

March 2011

**VOLUNTARY DRAFT ENVIRONMENTAL IMPACT STATEMENT
CHANGE OF ZONE FOR AVALON AT HUNTINGTON STATION
EAST FIFTH STREET
HUNTINGTON STATION, TOWN OF HUNTINGTON
SUFFOLK COUNTY, NEW YORK**

PROJECT LOCATION: 26.58± acres located along the north side of East Fifth Street, 1,130± feet west of Park Avenue, in the hamlet of Huntington Station, Town of Huntington, Suffolk County, New York

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DATE OF PREPARATION:

March 2011

**AVAILABILITY OF
DOCUMENT:**

This document represents a voluntary Draft Environmental Impact Statement ("DEIS") prepared in accordance with 6 NYCRR §617.9. It is submitted for treatment by the lead agency as an "environmental assessment form" for the purposes of determining significance pursuant to 6 NYCRR §617.6(a)(4). Copies are available for public review and comment at the offices of the lead agency.

Table of Contents

1.0	Executive Summary.....	i
2.0	Description of the Proposed Action.....	1
2.1	Introduction.....	1
2.2	Existing Site Conditions and Site History.....	3
2.3	Project Description.....	5
2.4	Project Components and Layout.....	6
2.4.1	Building Types and Unit Mix and Ownership Types.....	6
2.4.2	Site Access and Parking.....	8
2.4.3	Landscaping.....	8
2.4.4	Lighting.....	9
2.4.5	Utilities and Stormwater Management.....	9
2.4.6	Site Data.....	11
2.4.7	Off-Site Improvements.....	12
2.5	Purpose, Benefit and Need.....	12
2.6	Construction Schedule.....	18
2.7	Required Permits and Approvals.....	18
3.0	Existing Environmental Conditions.....	19
3.1	Soils, Topography and Subsurface Conditions.....	19
3.1.1	Soils.....	19
3.1.2	Topography.....	25
3.1.3	Subsurface Conditions.....	27
3.2	Water Resources.....	29
3.2.1	Groundwater.....	29
3.2.2	Stormwater Runoff and Drainage.....	35
3.2.3	Surface Water, Wetlands and Floodplains.....	37
3.3	Ecology.....	40
3.4	Land Use, Zoning and Community Character.....	51
3.4.1	Land Use.....	51
3.4.2	Zoning.....	52
3.4.3	Relevant Land Use Plans.....	54
3.4.4	Community Character.....	55
3.5	Socioeconomics.....	56
3.6	Community Facilities and Services.....	59
3.6.1	Fire Protection and Ambulance Services.....	59
3.6.2	Police Protection.....	60
3.6.3	Solid Waste (Collection and Disposal).....	60
3.6.4	Educational Facilities.....	61
3.7	Transportation and Parking.....	61
3.8	Noise.....	68
3.9	Historic and Cultural Resources.....	70
3.10	Aesthetics.....	71
4.0	Probable Impacts of the Proposed Action.....	72
4.1	Soils, Topography and Subsurface Conditions.....	72
4.1.1	Soils.....	72

4.1.2	Topography.....	75
4.1.3	Subsurface Conditions.....	77
4.2	Water Resources.....	78
4.2.1	Groundwater.....	78
4.2.2	Stormwater Runoff and Drainage.....	81
4.2.3	Surface Waters, Wetlands and Floodplains.....	87
4.3	Ecology.....	87
4.4	Land Use, Zoning and Community Character.....	93
4.4.1	Land Use.....	93
4.4.2	Zoning.....	95
4.4.3	Relevant Comprehensive Plans.....	97
4.4.4	Community Character.....	112
4.5	Socioeconomics.....	112
4.6	Community Facilities and Services.....	118
4.6.1	Fire Protection and Ambulance Services.....	118
4.6.2	Police Protection.....	119
4.6.3	Solid Waste (Collection and Disposal).....	120
4.6.4	Educational Facilities.....	121
4.7	Transportation and Parking.....	128
4.8	Noise.....	136
4.9	Historic and Cultural Resources.....	139
4.10	Aesthetics.....	139
4.11	Cumulative Impacts.....	141
5.0	Mitigation Measures.....	142
5.1	Soils, Topography and Subsurface Conditions.....	142
5.2	Water Resources.....	144
5.3	Ecology.....	144
5.4	Land Use, Zoning and Community Character.....	144
5.5	Socioeconomics.....	145
5.6	Community Facilities and Services.....	145
5.7	Transportation and Parking.....	145
5.8	Noise.....	146
5.9	Historic and Cultural Resources.....	146
5.10	Aesthetics.....	147
6.0	Alternatives and Their Impacts.....	148
6.1	No-Action Alternative.....	148
6.2	Development in Accordance with the Map of Cobblestone Estates 148	
6.2.1	Soils, Topography and Subsurface Conditions.....	149
6.2.2	Water Resources.....	150
6.2.3	Ecology.....	151
6.2.4	Land Use, Zoning and Community Character.....	153
6.2.5	Socioeconomics.....	154
6.2.6	Community Facilities and Services.....	154
6.2.7	Transportation and Parking.....	155
6.2.8	Noise.....	156
6.2.9	Historic and Cultural Resources.....	156
6.2.10	Aesthetics.....	157

7.0 Unavoidable Adverse Effects.....	158
7.1 Short-Term Impacts.....	158
7.2 Long-Term Impacts.....	159
8.0 Irretrievable and Irreversible Commitment of Resources.....	160
9.0 Growth-Inducing Aspects.....	161
10.0 Use and Conservation of Energy.....	162
11.0 Bibliography.....	164

List of Appendices

Appendix A - Site Development Plans	
Appendix B - Pedestrian Walkway to Long Island Rail Road	
Appendix C - Color Renderings and Representative Photographs	
Appendix D - Correspondence with Utility Service Providers	
Appendix E - Correspondence with Community Service Providers	
Appendix F - School-Aged Children Generation Analysis	
Appendix G - Correspondence with the New York Natural Heritage Program and Résumé of David Kennedy, M.S., Project Scientist	
Appendix H - Aerial Photograph and Photographs of Site and Surrounding Area	
Appendix I - Traffic Impact Study	
Appendix J - Noise Study	
Appendix K - Town of Huntington Town Board Findings Statement and Map of Cobblestone Estates Residential Subdivision	

List of Figures

Figure 1 – Site Location Map.....	2
Figure 2 – Excerpt of Soils Map.....	20
Figure 3 – Excerpt of Topographic Map.....	26
Figure 4 – Excerpt of Water Table Elevation Map.....	30
Figure 5 – Excerpt of Hydrogeologic Zone Map.....	33
Figure 6 – Excerpt of Freshwater Wetlands Map.....	38
Figure 7 – Excerpt of National Wetlands Inventory Map.....	39
Figure 8 – Excerpt of the Town of Huntington Zoning Map.....	53
Figure 9 – Excerpt of 1993 Comprehensive Plan Map.....	101
Figure 10 – Excerpt of Horizons 2020 Update Generalized Future Land Use Map.....	106

List of Tables

Table 1 – Proposed Avalon at Huntington Station Unit Mix	7
Table 2 – Site Data: Existing Conditions and Post-Development.....	12
Table 3 – Soil Engineering and Planning Limitations	24
Table 4 – Existing Slopes on the Subject Property	25
Table 5 – Plant Species List	44
Table 6 – Dimensional Regulations of the R-7 Residence Zoning District	52
Table 7 – Signalized Intersection LOS Summary: Existing AM Peak Hour.....	65
Table 8 – Unsignalized Intersection LOS Summary: Existing AM Peak Hour.....	65
Table 9 – Signalized Intersection LOS Summary: Existing PM Peak Hour	66
Table 10 – Unsignalized Intersection LOS Summary: Existing PM Peak Hour	66
Table 11 – Signalized Intersection LOS Summary: Existing Saturday Peak Hour.....	67
Table 12 – Unsignalized Intersection LOS Summary: Existing Saturday Peak Hour.....	67
Table 13 – Noise Levels of Common Sources.....	68
Table 14 – Permitted Hillside Area Development Yields	76
Table 15 – Anticipated Water Demand	78
Table 16 – Dimensional Requirements of the Proposed R-3M District.....	96
Table 17 – Proposed Rental Units – Unit Mix and Income Classifications	114
Table 18 – Proposed Ownership Units – Unit Mix and Income Classifications	114
Table 19 – Total Unit Mix and Income Classifications	114
Table 20 – Economic Impacts of Construction	115
Table 21 – Initial Economic Impacts of For Sale Units	116
Table 22 – Annual Economic Impacts of Rental Units	116
Table 23 – Projected Site Population.....	120
Table 24 – Estimated School-Aged Children Generation	124
Table 25 – Estimated School-Aged Children Generation Based on Avalon at Glen Cove Example	125
Table 26 – Estimated School-Aged Children Generation Based on Avalon Commons Example	125
Table 27 – Estimated School-Aged Children Generation Based on Avalon at Glen Cove and Avalon Commons Examples	126
Table 28 – School Tax Projections and Impact Comparison Summary	127
Table 29 – Trip Generation Estimates: Proposed Avalon at Huntington Station.....	129
Table 30 – Signalized Intersections LOS Summary: AM Peak Hour	130
Table 31 – Unsignalized Intersections LOS Summary: AM Peak Hour	130
Table 32 – Signalized Intersections LOS Summary: PM Peak Hour	131
Table 33 – Unsignalized Intersections LOS Summary: PM Peak Hour	131
Table 34 – Signalized Intersections LOS Summary: Saturday Peak Hour	132
Table 35 – Unsignalized Intersections LOS Summary: Saturday Peak Hour	132
Table 36 – Signalized Intersection LOS Summary: Mitigation	133
Table 37 – LOS Summary: Site Access.....	135
Table 38 – Projected School-Aged Children Generation – Alternative Plan.....	155
Table 39 – Anticipated Energy Loads and Service Requirements.....	162

1

Executive Summary

This document is a Draft Environmental Impact Statement (“DEIS”) prepared in accordance with the State Environmental Quality Review Act (“SEQRA”) and its implementing regulations at 6 NYCRR Part 617 for the action contemplated herein. This is a voluntary DEIS prepared in accordance with NYCRR §617.6(a)(4). Pursuant to 6NYCRR §617.6(a)(4) “[t]he draft EIS may be treated as an EAF for the purpose of determining significance.” This DEIS has been prepared to evaluate the application of AvalonBay Communities, Inc., which includes, among other things, a change of zone of a 26.58±-acre property (hereinafter the “subject property”) from R-7 Residence to R-3M Garden Apartment, to permit the construction of 379 multi-family residential units (“Avalon at Huntington Station”).

The proposed action also includes the subdivision of the subject property to create 79 lots, such that one lot would include the 303 rental units, 76 lots would be created for the 76 proposed for-sale units, one lot would comprise all common areas of the for-sale portion of the site, and one lot would be created for a sewer pump station. Note that a final subdivision map has not yet been prepared.

The subject property is situated on the north side of East Fifth Street, west of Park Avenue (Suffolk County Road 35) in the hamlet of Huntington Station, Town of Huntington. The subject property consists of several tax lots as designated on the Suffolk County Tax Map as District 400 – Section 104.04 – Block 01.00 – Lots 1 to 109, 112 to 114 and 116 to 118.

This voluntary DEIS evaluates the following impact issues:

- Soils, Topography and Subsurface Conditions;
- Water Resources;
- Ecology;
- Land Use, Zoning and Community Character;
- Socioeconomics;
- Community Facilities and Services;
- Transportation and Parking;
- Noise;

- Historic and Cultural Resources;
- Aesthetics; and
- Cumulative Impacts.

This Executive Summary is designed solely to provide an overview of the proposed action, a brief summary of the potential adverse impacts identified and mitigation measures proposed as well as alternatives considered. Review of the Executive Summary is not a substitute for the full evaluation of the proposed action performed in Sections 2.0 through 10.0 of this DEIS.

Project Description

The proposed action consists of a change of zone for the subject property from the R-7 Residence to R-3M Garden Apartment, and the construction of 379 multi-family residential units with associated improvements and amenities.

The proposed action is intended to help to achieve the Town's broader goals relating to the revitalization of Huntington Station. As indicated in the Town of Huntington Economic Development Corporation's Annual Report 2008, the Town of Huntington has made significant and positive changes in Huntington Station. Partnering with private developers and the community, the Town, the Economic Development Corporation and the Community Development Agency have embarked on a comprehensive revitalization effort for this area to achieve the mutual goals sought by all stakeholders in the area.

The private development community can contribute to this revitalization effort through providing land and development, private equity and financing and market-supported business models. The Avalon at Huntington Station community will generate population that would 1) provide foot-traffic and ultimately purchasing power that would benefit local merchants; and 2) be able to take advantage of alternative transit modes (including walking, bicycling, use of public transit) rather than standard transportation (automobiles), to minimize the number of vehicle trips that would otherwise be generated.

The project layout consists of 26 residential buildings spaced across the 26.58±-acre site, centered around a community clubhouse, an outdoor swimming pool, and three viewing terraces overlooking an aerated pond that doubles as a stormwater retention feature. Landscaped green spaces are incorporated throughout the site, among and between the proposed residential buildings and surrounding the pond feature. A 1.21±-acre stormwater recharge basin and a small maintenance building would be constructed at the southwest corner of the site, and a sewer pump station (including a 200±-square-foot control building) would be situated at the southeast corner. A total of 1,133 parking spaces will be provided (218 of which would be landbanked spaces) through attached garage, driveway and surface spaces. Vehicular site access

would be provided via a single ingress/egress driveway situated along East Fifth Street. An emergency access would also be provided along East Fifth Street, west of the principal single ingress/egress driveway. The emergency access would be aligned within an internal driveway and would be comprised of grass pavers and a crash gate. Three, separate, small land dedications are proposed along the East Fifth Street frontage of the subject property, totaling 995± square feet. The dedications would be made to the Town of Huntington, to become a part of the East Fifth Street right-of-way.

In accordance with the Town of Huntington's requirements for the provision of affordable housing set forth at §198-13.I. of the Town Code (the "Affordable Housing Law," as applicable to applicant-initiated changes of zone), the residential units would include a mix of affordable and market-rate units, such that approximately 14 percent (i.e., 54 units) of the residential units would be affordable units, and the balance (i.e., 325 units) would be market-rate. The affordable units would be distributed among the proposed rental and for-sale units.

Also proposed is a one-level, 8,000±-square-foot clubhouse building to be situated in the center of the development, which would include a fitness center, club room with a billiards area, and leasing offices. An outdoor swimming pool and patio would be located adjacent to the clubhouse building.

The applicant intends to install a variety of trees, shrubs, and ground covers to surround the proposed residential buildings, frame lawn areas, provide shade at common areas and parking areas, and define and decorate the site entry and main access drive. The proposed landscaping is expected to create an attractive environment for residents of the proposed development, and their visitors, as well as to help provide aesthetically-pleasant views of the site from surrounding areas. A mix of pole-mounted, wall-mounted and bollard-style lighting fixtures are proposed throughout the site to provide adequate site security and visibility. The use of floodlighting would be limited to the entry signage. All proposed fixtures would be downward-facing, fitted with reflectors to reduce the potential for glare or off-site light spill.

Potable water would be supplied by the Suffolk County Water Authority ("SCWA"). The proposed development is expected to utilize an estimated 106,729± gallons per day ("gpd") of potable water, including domestic use and irrigation demand (102,325± and 4,404± gpd, respectively). Water service is expected to extend from an existing dead-end main (eight-inch main) that exists to the west of the site within East Fifth Street.

Sewage flow from the proposed development will be directed to and treated by the Huntington Wastewater Treatment Plant. As proposed, a new sewer pump station would be constructed at the southeast corner of the subject property, and would connect the on-site infrastructure to the existing force main within East Fifth Street.

The proposed residential development is expected to generate approximately 102,325± gpd of sanitary waste.

Electric utility supplies are expected to be provided to the proposed Avalon at Huntington Station by the Long Island Power Authority ("LIPA"). Natural gas utility supplies are expected to be provided to the proposed Avalon at Huntington Station by National Grid.

To accommodate all stormwater runoff generated on the subject property by a nine-inch rainfall event, the proposed stormwater management system would consist of catch basins, a stormwater retention pond (which would be lined and aerated), and a recharge basin. The proposed system is designed to accommodate, on-site, stormwater runoff associated with a nine-inch rainfall event.

As part of the proposed action, off-site improvements are proposed to provide a pedestrian connection that extends the internal sidewalks of the Avalon at Huntington Station through the adjacent Town of Huntington recreational complex (Manor Field), and onto East Second Street. This pedestrian sidewalk access would continue westward along East Second Street, and northwestward along Lenox Road, allowing connection to the Huntington LIRR station. The ultimate design and implementation of this off-site improvement would be completed in cooperation with the Town of Huntington. The applicant is willing to also provide additional public amenities, including the installation of a HART bus stop/enclosure for use by future Avalon at Huntington Station residents and the surrounding community (if requested by HART).

Purpose, Benefit and Need

The purpose of the proposed action is to create a cohesive multi-family residential community, of varying housing types, on a parcel of land that has been subdivided and granted approval for 109 single-family residential homes. Moreover, it is the intent of this development to take advantage of the site's proximity to the Huntington LIRR station, by providing pedestrian connectivity to this rail station to decrease automobile dependency among the future residents of the proposed Avalon at Huntington Station community.

The proposed Avalon at Huntington Station is intended to align with the various housing and economic development goals of the Town of Huntington through the incorporation of the following project elements:

- The proposed Avalon at Huntington Station includes the development of 379 residential units at the subject property, approximately 1,850 feet from the Huntington LIRR station;

- The proposed *Alignment Plan* allows for a pedestrian-friendly environment within the subject property, and, as part of that development, a pedestrian connection would be created between the subject property and the Huntington LIRR station to promote walking, bicycling, and transit use;
- The proposed Avalon at Huntington Station is designed to blend with the community character, but also improve and strengthen the neighborhood identity. The development would be attractive, well-lit and well-maintained, and is designed to promote pedestrian activity at the site and in the surrounding area;
- The proposed Avalon at Huntington Station is accessible to the Huntington LIRR station, and its proximity to the station, the proposed pedestrian connectivity, and the installation of a HART bus enclosure proximate to the subject property [if requested by HART] is expected to promote use of the LIRR to reduce automobile dependency;
- The proposed Avalon at Huntington Station would be comprised of 379 multi-family residential units, including one-, two- and three-bedroom apartment-style and townhouse-style units. The development of such housing types would help to diversify the housing stock of the Town, which is dominated by single-family housing. Further, approximately 14 percent (54 units) of the 379 residences to be developed would be designated as affordable housing to make the proposed housing available to persons or families of various income levels. Thus, a range of housing options is being offered; and
- The proposed Avalon at Huntington Station, through direct investments and expenditures, property and sales taxes, and secondary economic impacts, is expected to result in significant economic benefits. Such benefits are expected to positively impact the immediate Huntington Station community, thereby acting as a revitalization catalyst.

Additional benefits to be realized by the proposed action include the diversification of the Town's housing stock; a reduced impact upon the Huntington Union Free School District ("UFSD") as compared to the previously-approved 109-unit residential subdivision; energy-efficiency through the use of energy-conservation design and fixtures, sewer infrastructure improvements; and other improvements to reduce individual automobile dependency (e.g., the provision of a HART bus station along East Fifth Street, or other similar improvement).

Overall, the proposed action would be expected to result in significant benefits to the surrounding community and will further the Town's goals regarding revitalization of Huntington Station.

Construction Schedule

The anticipated construction schedule is as follows: site work and foundations (months 1-10); building framing (months 3-12); electric and plumbing (months 5-16); sheetrock (months 6-18); painting and finishing (months 8-22); punchouts (months 10-24); and completion (month 25). The construction phases described above are intended to overlap, in order to reduce the total period of construction to the maximum extent practicable. The proposed construction is expected to be completed in 2013.

Required Permits and Approvals

The project sponsor must obtain the following permits and approvals in order to commence the proposed development of the site:

Agency	Permit/Approval
Town of Huntington Town Board	Change of Zone from R-7 to R-3M
Town of Huntington Planning Board	Site Plan
	Subdivision
Town of Huntington Environmental Waste Management	Sewer Connection
Town of Huntington Department of Engineering Services	Storm Water Pollution Prevention Plan
Town of Huntington Highway Department	Highway Work Permit
Suffolk County Department of Health Services	Sewer/Water Supply
Suffolk County Department of Public Works	Highway Work Permit
Suffolk County Planning Commission	Referral (Change of Zone)
Suffolk County Water Authority	Water Supply
Suffolk County Clerk	Map Abandonment
New York State Department of Environmental Conservation	SPDES General Permit 0-10-001 Coverage

Probable Impacts of the Proposed Action

Soils, Topography and Subsurface Conditions

Soils

The proposed development is expected to result in soil disturbance across the 26.58±-acre subject property. Clearing associated with the proposed development activities would result in disturbance of surficial soils, and proposed utility and infrastructure improvements (e.g., drainage, building foundation) are expected to result in deeper soil disturbance in several areas across the site. The disturbance of soils, as described above, can increase the potential for erosion, including wind erosion, and sedimentation-related impacts, on- and off-site, without proper controls.

In order to reduce the potential for erosion and sedimentation as a result of land disturbance activity, various control measures would be implemented prior to and during construction. Prior to the commencement of construction activity at the subject property, a Storm Water Pollution Prevention Plan ("SWPPP") acceptable to the Town of Huntington, would be developed and submitted to the both the Town of Huntington and the New York State Department of Environmental Conservation ("NYSDEC"). The proposed erosion control measures are included as mitigation (discussed in greater detail, below), are designed to be consistent with the relevant portions of the NYSDEC's *New York Standards and Specifications for Erosion and Sediment Controls* (2005), and would be regularly inspected and maintained to ensure proper function. No significant adverse erosion- or sedimentation-related impacts are expected, with the implementation of the proposed erosion control measures.

To overcome limitations associated with slopes, the proposed action includes the grading of much of the subject property, and the installation of retaining walls, structural sheathing or other, similar measures, at strategic locations. The proposed grading activities and use of retaining walls are expected to adequately address the potential development limitations of on-site soils. The proposed grading and earthwork activities (i.e., excavation for building foundations, recharge basin, stormwater retention pond and other drainage structures, utilities, etc.) are expected to require the exportation of material from the subject property. While final grading plans have not yet been developed, the maximum amount of material to be removed from the site would be approximately 295,000 cubic yards. It is important to understand that the grading is dictated by the fact that the applicant must comply with all Americans with Disabilities Act requirements. The applicant is currently reviewing the plans to see if the quantity of material removed can be reduced, and if so, this will be reflected on the final grading plans presented as part of the site plan review process. In addition, the final grading plans will, to the maximum extent practicable, include walkways so that residents can access the pond area. In any

event, it is anticipated that the overall grading operation would be performed over an approximately eight-month period. Thus, even if the amount of material to be removed could not be reduced from the current estimates, the number of truck trips per day associated with the material removal effort would range between approximately 50 and 60 (depending upon whether 30-yard or 40-yard trucks are used).

Topography

The existing site elevation ranges from 189± feet amsl to 230± feet amsl. Existing elevations are lowest at the westernmost portion of the subject property, and increase across the site toward the northeastern portion of the subject property. As noted, grading activities are proposed throughout much of the subject property. The finished grade of the property will conform, to an extent, to the existing topography of the site, where the highest elevations would be found at the northeast quadrant of the overall property, and the lowest elevations would occur at the east and southeast. Excluding the portions of the site to be excavated for the proposed recharge basin and stormwater retention pond, finished grades will range between 188± and 205± feet amsl. Extensive grade changes associated with the creation of the stormwater retention pond and the recharge basin are also proposed. The proposed grade changes are considered necessary in order to allow proper accessibility of the residences and site amenities, as well as to provide sufficient stormwater management at the subject property. Retaining walls or other similar measures are proposed at strategic locations throughout the site to limit the extent of grading and excavation required, and to adequately stabilize the proposed grades.

Based on existing topographic conditions at the subject property and the provisions of the Town of Huntington's Steep Slopes Conservation Law and the R-3M district, the maximum permitted yield of the subject property would be 379 dwelling units. The proposed Avalon at Huntington Station would comply with this yield restriction.

Subsurface Conditions

Subsurface investigations at the subject property have revealed the presence of heavy metals (copper, zinc and arsenic) in concentrations exceeding regulatory thresholds within the upper soil strata throughout the site. In order to address the presence of contaminated soils at the site, a Soil Management Plan will be developed, acceptable to the Town of Huntington, to eliminate the potential for exposure to contaminants by future residents at the proposed Avalon at Huntington Station. The Soil Management Plan to be implemented would be designed in accordance with Suffolk County Department of Health Services ("SCDHS") guidance, and would be reviewed

and approved by the Town of Huntington prior to its implementation. As such, no significant adverse impacts associated with subsurface conditions at the subject property are expected to result from implementation of the proposed action.

Water Resources

Groundwater

The subject property is within the service area of the SCWA. The projected water demand for the proposed project is 106,729± gpd, including irrigation. There is an eight-inch water main located along East Fifth Street that dead-ends to the west of the subject property at the New York Armory property. The water service to the site will extend from this existing main. Water service to the site will be subject to the review and approval of the SCDHS and SCWA.

Sewage flow from the proposed development would be directed to and treated by the Huntington Wastewater Treatment Plant. As part of the proposed action, a new sewer pump station would be constructed at the southeast corner of the subject property, and would connect the on-site infrastructure to the existing force main that runs along East Fifth Street, Lenox Road, East Second Street and State Route 110, reaching the gravity sewer system at State Route 110 and Broadway/Railroad Avenue. Based on published factors of the SCDHS, the proposed Avalon at Huntington Station is expected to generate a total of 102,325± gpd of sanitary waste to be discharged to the Huntington Sewer District.

The subject property is within Hydrogeologic Zone I. The proposed action is designed to be consistent with the relevant "Highest Priority Areawide Alternative" recommendations of the *208 Study*. Additionally, the proposed action is expected to be consistent with Articles 6, 7 and 12 of the Suffolk County Sanitary Code. Overall, no significant adverse impacts to groundwater are anticipated.

Stormwater Runoff and Drainage

As previously discussed, a SWPPP will be prepared and would include erosion and sedimentation controls and methods by which stormwater would be accommodated during construction, consistent with the *New York Standards and Specifications for Erosion and Sediment Control* (NYSDEC, 2005) and the *New York State Stormwater Management Design Manual* (NYSDEC, 2010), respectively. The erosion and sediment control measures to be incorporated into the SWPPP would generally include the installation of construction fencing along the limits of the project area, installation of silt fencing at down-slope limits of cleared/graded areas, the establishment and

maintenance of a stabilized construction entrance, stockpile and drainage inlet protection, scheduling of construction activity to minimize the size of exposed areas and the length of time areas are exposed, and dust control measures. Additionally, according to the project engineer, control measures would be implemented during construction to minimize overland flow of stormwater, including the use of earth dikes and swales to divert runoff to sediment traps and basins. Overall, therefore, the proposed project would not be expected to result in significant adverse impacts related to stormwater during construction.

The proposed stormwater management plan includes the use of catch basins, a recharge basin, and a stormwater retention pond (which would be lined and aerated to, among other things, allow a proper water level to be maintained) to provide for the adequate storage of stormwater runoff generated from a nine-inch rain event across the site. The total required system capacity is 326,934 cubic feet, and the proposed stormwater management system would provide a total capacity of 363,000 cubic feet. As such, no significant adverse impacts associated with stormwater runoff are expected.

Surface Waters, Wetlands and Floodplains

There are no surface waters or wetlands at or contiguous to the subject property. The subject property is not situated within a floodplain. Thus, no significant adverse impacts to such resources are expected to result from implementation of the proposed action.

Ecology

The proposed action will result in the clearing of the existing Successional Southern Hardwoods, Successional Shrubland and Successional Old Field communities on the subject property. On-site Successional Southern Hardwoods, Successional Shrubland and Successional Old Field communities are not regarded as rare and are considered to be either "apparently" or "demonstrably secure" in New York State by the New York Natural Heritage Program ("NYNHP"). All three habitats are common to the region in general, and are present in the vicinity of the subject property. Furthermore, due to the presence of invasive non-native plant species throughout the site, native vegetation has declined, and the overall ecological value of these communities has diminished. Moreover, no endangered, threatened or special concern plant species were observed on the subject property during three separate field inspections, and no NYNHP records for rare or State-listed plants, significant natural communities or other significant habitats currently exist for the subject property or the immediate vicinity. Thus, the proposed clearing of existing on-site vegetation is not expected to result in significant adverse impacts to the overall

regional populations of any individual plant species found on-site, or their vegetative communities as a whole.

The removal of existing native plant species will be partially mitigated by the planting of species that are native to Long Island throughout the site as part of the proposed landscaping plan. Further mitigation of potential ecological impacts will result from the creation of proposed aquatic and semi-aquatic habitats that currently do not exist on the site. The construction of the stormwater retention pond will encourage colonization by aquatic vegetation. Over time, submerged, emergent and floating aquatic plants can be expected to colonize the pond, thus increasing overall plant species diversity on the site. The recharge basin proposed for the southwestern portion of the subject property can be expected to support a variety of facultative and obligate wetland plant species adapted to the variable hydrology of this habitat, thereby increasing overall plant species diversity and establishing an important ecological community that the site currently does not support.

During the construction phase of the proposed action, it is expected that most wildlife species will be displaced from the subject property, due to the complete removal of existing habitats. Following the construction phase, some wildlife will colonize the successional habitats expected to regenerate in the area of the proposed recharge basin, while individuals of those species most adaptive to human activity and suburban environments are expected to utilize the various landscaped areas scattered throughout the site. The effect on the overall diversity of local and regional wildlife populations is expected to be minimal, due to the preponderance of the on-site species in the region as a whole and an overall abundance of suitable habitat.

Land Use, Zoning and Community Character

Land Use

The subject property is vacant and undeveloped, and contains wooded and unvegetated areas. The underutilized site presents an opportunity for development in accordance with the R-3M zoning district, given the subject property's proximity to the Huntington LIRR station and established transportation corridors (i.e., State Route 110, Park Avenue) and the availability of necessary infrastructure (i.e., public water, municipal sewers). Upon implementation of the proposed action, the subject property would be developed with a 379-unit, multi-family residential community with related amenities, including an 8,000±-square-foot clubhouse, surface parking areas, detached garage structures, and an 800±-square-foot maintenance building. Three, separate, small land dedications are proposed along the East Fifth Street frontage of the subject property, totaling 995± square feet. The dedications would be made to the Town of Huntington, to become a part of the East Fifth Street right-of-way.

In accordance with the Town of Huntington Affordable Housing Law (see §198-13.I[1][a] of the Code of the Town of Huntington), as applicable to applicant-initiated changes of zone, 20 percent of the increased unit yield of the site (as compared with prevailing zoning) would be offered as affordable housing. Accordingly, a total of 54 of the 379 proposed units would be affordable, to be interspersed among the various unit types proposed.

The proposed multi-family residential use is expected to provide an alternative to the dominant single-family housing stock that is demanded by communities across Long Island, consistent with several of the goals outlined by the Town of Huntington in the 1993 *Comprehensive Plan* and the *Horizons 2020 Update*. The increases in population and housing stock would result both direct and indirect impacts upon community-provided services (including educational and emergency services), utilities and the surrounding roadway network.

Upon implementation of the proposed action, site conditions would be altered such that 14.16± acres (53.3± percent of the site) of impervious surface area would be created, pond areas totaling 1.32± acres (5.0± percent of the site) would be created, and a 1.21±-acre recharge basin (4.6± percent of the site) would be constructed. The balance of the site (9.87± acres or 37.1± percent of the site) would be planted with lawn and landscaping (excluding proposed roadway dedications totaling 995 square feet). The increase in impervious surface area would increase stormwater runoff, to be accommodated on-site (nine-inch rainfall containment).

Within the context of the area surrounding the subject property, the proposed residential community is strategically located to take advantage of the benefits afforded by the Huntington LIRR station (approximately 1,850 feet west of the subject property), the public recreational resources of the Town of Huntington (Manor Field, Fair Meadow Park), and the shopping opportunities along the State Route 110 commercial corridor that are expected to benefit from the influx of new housing opportunities in that community. The multi-family residential use proposed is consistent with surrounding development, which includes three existing multi-family residential properties along East Fifth Street between Park Avenue and Lenox Road (Huntington Country Farms, Huntington Glen and Winoka Manor). The proposed development is also located within a portion of the Town with available infrastructure to support the proposed multi-family use, including the availability of sewer infrastructure.

Based upon the analysis provided in this DEIS, the proposed land use would not have a significant adverse impact on air emissions.

Zoning

The 26.58±-acre subject property is within the R-7 Residence zoning district of the Town of Huntington. The proposed action includes a change of zone of the subject property from R-7 Residence to R-3M Garden Apartment.

The proposed multi-family residential community is consistent with the allowable uses in the R-3M zoning district. Further, the proposed Avalon at Huntington Station would conform to all applicable bulk and dimensional requirements of the R-3M zoning district.

The proposed action, including an applicant-initiated change of zone, is subject to the Town of Huntington's Affordable Housing Law, as set forth at §198-13.I of the Code of the Town of Huntington. In the case of an applicant-initiated change of zone, the net difference in yield is subject to a requirement that 20-percent of such increased yield be set aside for affordable housing. The proposed Avalon at Huntington Station would provide a total of 54 affordable units within the 379 apartments and townhouse-style units, in satisfaction of the Affordable Housing Law. The range of affordable units would include one-, two- and three-bedroom apartment (rental) units, and two- and three-bedroom townhouse (for-sale) units, such that the overall Avalon at Huntington Station would help achieve the Town's goals to offer a range of housing options to residents of various income levels.

Overall, the proposed Avalon at Huntington Station would be consistent with the permitted uses, bulk and dimensional requirements, and affordable housing requirements as applicable to the R-3M zoning district.

Community Character

The subject property is situated among a variety of land uses, including multi-family residential, recreational, light industrial and commercial uses. As a result of this dense mix of land uses, there is not a distinct character of the immediate surrounding area. However, multi-family developments and public recreational areas are the most dominant land uses along East Fifth Street in the vicinity of the site, and provide some character of the corridor. The proposed Avalon at Huntington Station is expected to be consistent with the character of the area in that respect.

The proposed Avalon at Huntington Station is expected to foster a character of its own, creating a pedestrian-friendly environment promoting pedestrian activity, bicycling and transit use, within the context of the existing neighborhood. The proposed Avalon at Huntington Station is expected to have a revitalizing effect on the greater Huntington Station community, thereby enhancing the economic stability and quality of life of that portion of the Town.

Socioeconomics

The proposed development would provide the variety of housing both needed and desired in the community, and is also envisioned to be an economic catalyst for the revitalization of Huntington Station. To respond to a pressing demand for affordable housing within the Town of Huntington, 54 of the proposed units would be set aside as affordable housing, among the various unit types proposed (i.e., one-, two- and three-bedroom apartments and townhouses). The proposed apartment and townhouse-style units would help to diversify the housing stock of the Town.

The proposed Avalon at Huntington Station is expected to result in significant positive economic impacts, through direct investment, job creation (particularly during construction), and sales and property tax generation, and by bringing new purchasing power to the area surrounding the Huntington LIRR station. Specifically, during the construction phase, direct and indirect impacts would include a total economic output of \$284.59 Million, and the generation of 5,344 jobs with total earnings of \$63.3 Million. During operation, the for-sale component would result in \$76.29 Million in total economic output, and the generation of 15 jobs with earnings of \$2.72 Million. Annually, the rental component of the proposed Avalon at Huntington Station is expected to result in \$18.82 Million in total economic output, and the generation of 78 jobs with total earnings of \$0.49 Million. Based on average household expenditure data, future residents of the proposed Avalon at Huntington Station are expected to bring a collective annual purchasing power of approximately \$18.6 Million to the Huntington Station area.

Community Facilities and Services

Fire Protection and Ambulance Services

The subject property is within the service areas of the Huntington Manor Fire Department and the Huntington Community First Aid Squad. As required, the proposed plans would be reviewed by the Town of Huntington Fire Marshal prior to site development. In connection with a prior application for a 530-unit multi-family residential development at the subject property, correspondence was issued to Chief James Logan of the Town of Huntington Fire Prevention Bureau, dated August 11, 2009, advising of the proposed action, and providing a preliminary *Alignment Plan* for review and comment. Additional correspondence was also submitted, and consultations with that Town department are ongoing.

The proposed internal drives have been designed to allow for the proper movement of fire emergency apparatus within the subject property. Additionally, an emergency site access is proposed from East Fifth Street, just west of the principal single ingress/egress driveway. The emergency access would be aligned within an internal

driveway and would be comprised of grass pavers and a crash gate. Sprinklering would be provided at the proposed buildings, and the buildings would be connected to emergency responders via central alarm systems. Further, the proposed buildings would be constructed in accordance with New York State Building and Fire Codes, and would be subject to review and approval by the Town of Huntington Fire Marshal. Furthermore, a significant increase in the local taxes generated by the subject property is expected upon implementation of the proposed action, and thus, the proposed action would increase taxes paid to the fire and ambulance districts. Overall, no significant adverse impacts upon fire protection services in the area are expected to result from implementation of the proposed action.

Police Protection

The subject property is within the service area of the Suffolk County Police Department, Second Precinct. By correspondence dated August 20, 2009, Mr. William English of the Second Precinct indicated that the Suffolk County Police Department would adapt as necessary to protect and serve the community, including the proposed Avalon at Huntington Station, as it grows. Notwithstanding this, the proposed Avalon at Huntington Station would be equipped with central alarms, and exterior lighting is proposed throughout the subject property to provide adequate visibility and increase site security.

Solid Waste

The applicant has not yet determined whether the Avalon development will use solid waste services provided by the Town of Huntington or a separately-contracted private carter. If the applicant determines that Town sanitation services will be used (as opposed to a separately-contracted private carter), the applicant will meet with the Town to determine acceptable types of receptacles and locations therefor. This issue will be resolved, to the satisfaction of the Town, during the site plan review process.

The proposed residential development is expected to generate approximately 3,336 pounds per day of solid waste, or 51± tons per month. Trash enclosures (compactors) would be provided at various locations within the subject property for use by its residents. It is expected that the enclosures would provide adequate capacity to properly manage solid waste generated within the residential development. The residents of the proposed Avalon at Huntington Station would be expected to participate in the Town of Huntington's residential recycling program. The Town's program recycles cans, plastic and glass bottles, batteries, cardboard and paper. Overall, as adequate facilities would be provided to manage solid waste and

recyclables generated at the subject property, no significant impacts upon solid waste management practices are expected.

Educational Facilities

The subject property is within the Huntington UFSD, and the proposed Avalon at Huntington Station is expected to generate between 65 and 78 school-aged children. Estimates of the number of school-aged children that would be generated by the previously-approved 109-lot single-family residential subdivision indicate that a total of 128 school-aged children would be generated. As such, the proposed Avalon at Huntington Station would be expected to generate fewer school-aged children than the previously-approved residential subdivision.

With respect to projected tax revenues to the Huntington UFSD and costs to the District, the proposed Avalon at Huntington Station would result in an excess of revenue to the District of \$2,067-to-\$307,255, annually, while the approved 109 unit single-family development would result in an annual deficit of \$1,676,987.

Overall, the proposed Avalon at Huntington Station is not expected to result in significant adverse impacts to the Huntington UFSD.

Transportation and Parking

A Traffic Impact Study ("TIS") was prepared for the proposed action to evaluate the future traffic conditions of the surrounding roadway network, and assess the potential impacts of the proposed action upon same. Additionally, the proposed site access was evaluated, and an accident analysis was conducted. Further, future parking conditions are discussed.

The proposed Avalon at Huntington Station is expected to generate a total of 196 trips during the AM peak period, 236 trips during the PM peak period, and 223 trips during the Saturday peak period.

The analyses within the TIS indicate that the intersections of Park Avenue at Pulaski Road and Lenox Road at Pulaski Road will operate at acceptable levels of service under future No Build and Build conditions based on the proposed timing plan. The unsignalized intersection of Lenox Road at East Fifth Street will operate satisfactorily during PM and Saturday peaks, but vehicles exiting East Fifth Street will experience moderate delays during the AM peak period due to northbound traffic destined for the LIRR station.

The analysis results indicate that operating conditions at the intersection of Park Avenue at East Fifth Street will be unsatisfactory during all three-time periods. The operation of the signalized intersection of Park Avenue at Pulaski Road can be mitigated by reallocation of green time between phases. At the intersection of Park Avenue and East Fifth Street, it is recommended that a traffic signal be installed in order to mitigate the extensive delays. This traffic signal should be interconnected with the signal at Pulaski Road and should include railroad pre-emption due to its proximity to the railroad crossing. An analysis of the intersection, with signalization, indicates that the intersection operates well after implementation of the proposed mitigation.

The proposed site access would be located along the north side of East Fifth Street. A center median would be provided between the ingress and egress lanes. The analysis results show that site access will operate well during the three peak periods.

As shown on the *Alignment Plan*, the proposed development requires 1,098 off-street parking spaces. The proposed *Alignment Plan* depicts a total of 1,133 parking spaces, including 137 attached garages, 137 driveway spaces, 641 off-street parking spaces, and 218 landbanked spaces. The landbanked stalls allow for a reduction in the total area of impervious surface to be created at the site, and the flexibility to be able to accommodate additional parking should the need for same become apparent. The number of spaces that are proposed, excluding the landbanked spaces, will be more than adequate to accommodate the anticipated needs of the community. The spaces are well-distributed throughout the site, and the overall configuration of the site provides for adequate on-site circulation.

Based on the results of the analyses conducted and presented within the TIS, the following conclusions are offered:

- The proposed residential development will generate moderate amounts of traffic during peak periods;
- The adjacent roadway can accommodate the projected additional traffic volumes and will operate satisfactorily;
- The key intersections will operate satisfactorily with the recommended signalization of Park Avenue at East Fifth Street, and with signal timing changes at Park Avenue and Pulaski Road;
- It is expected the development of this project will not contribute to the severity and frequency of accidents in the vicinity of the project site;
- An evaluation of the proposed site access located on East Fifth Street has shown that this access driveway provides satisfactory ingress and egress to the site;
- The proposed action will have no significant adverse impact on the traffic operations of the local roadway network; and

- No significant adverse parking impacts are anticipated.

Overall, no significant adverse traffic impacts are expected to result from the implementation of the proposed action.

Noise

An assessment of the noise environment at the subject property was performed by Cerami & Associates, Inc. The purpose of the assessment was to identify the suitability of the noise environment at the subject property for the proposed use, and to identify and recommend any mitigation measures where the potential for adverse noise-related impacts is identified.

The United States Department of Housing and Urban Development ("HUD") Environmental Criteria Title 24, Part 51, Subpart B (Noise Abatement and Control) addresses environmental noise levels and provides minimum standards. While the proposed action is not subject to the noise-related HUD criteria, they provide a reasonable reference for assessing noise-related impacts associated with the siting of residential uses. The results of the 48-hour continuous noise monitoring effort indicated that the average ambient noise level at the subject property measured 42 dBA, consistent with the typical sound levels of a suburban area. The measured LDN was 64 dBA, which is below the threshold of 65 dBA for an "Acceptable" site, pursuant to HUD criteria. As such, the subject property is acceptable for residential use.

It should be noted that train events may raise sound levels at the site exterior by up to 40 dBA, and interior sound levels by 10 to 15 dBA. While the noise conditions at the subject property are expected to comply with all relevant HUD criteria, certain mitigation measures would be employed. Such measures include the provision of laminating on both layers of window glazings; the provision of a wider airspace between window panels; and upgrading building exterior massing, where necessary and practicable.

The proposed action, including construction activities associated with development of the proposed Avalon at Huntington Station, is expected to comply with Chapter 141 of the Code of the Town of Huntington (Noise).

Overall, no significant adverse noise impacts are expected.

Historic and Cultural Resources

There are no known historic or cultural resources existing at, or substantially proximate to, the subject property. Therefore, no significant adverse impacts upon such resources are expected to result from implementation of the proposed action.

Aesthetics

Views of the subject property consist primarily of wooded areas only, as the subject property is vacant and undeveloped. Upon implementation of the proposed action, views of the subject property from surrounding areas would be altered, as the Avalon at Huntington Station residential development is expected to occupy the entire 26.58±-acre site.

Architectural elements of the proposed residential buildings and landscape plantings proposed throughout the site are expected to enhance the aesthetic quality of the proposed Avalon at Huntington Station. Plantings are proposed along the East Fifth Street frontage of the site to soften views of the community from along the roadway. Lighting is proposed throughout the residential community, designed to provide adequate lighting throughout the subject property for the purposes of visibility and site security. All proposed fixtures would be downward-facing, fitted with reflectors to reduce the potential for glare or off-site light spill.

A review of scenic/historic resources, as defined by the NYSDEC (including, State parks, property on or eligible for inclusion on the National Register, Wild, Scenic or Recreational Rivers, Scenic Areas of Statewide Significance), was undertaken to examine whether such resources exist within the area of the subject property and whether the subject property would potentially impact such resources. No such scenic/historic resources were identified. Therefore, the proposed development would have no impact on such resources.

Overall, no significant adverse aesthetic impacts are expected to result from the implementation of the proposed action.

Cumulative Impacts

The proposed action would not create a demand for other actions, nor would it result in impacts on two or more elements of the environment which, cumulatively, would be significant. With respect to potential traffic impacts, there are no projects having measurable impacts on traffic operations proposed in the vicinity of the subject property, and the proposed action would not have a significant adverse impact on traffic conditions.

Mitigation Measures

In an effort to minimize potential adverse environmental impacts from the proposed action, mitigation measures have been identified and are set forth below.

Soils, Topography and Subsurface Conditions

The following measures would be implemented to reduce the potential for erosion and sedimentation due to construction activity:

- Limits of clearing and grading shall be established, and construction fencing will be installed along the limits. Existing vegetation to remain shall be protected and remain undisturbed during construction;
- Sediment barriers (silt fence, staked hay bales or approved equals) shall be installed in critical areas for erosion control purposes including the down-slope limit of all cleared/graded areas. No sediment from the site shall be permitted to wash on to adjacent properties or roadways;
- A stabilized construction entrance shall be maintained to prevent soil and loose debris from being tracked onto adjacent roadways. The construction entrance shall be maintained until the site is permanently stabilized;
- Clearing and grading shall be scheduled to minimize the size of exposed areas and the length of time areas are exposed. Cleared areas and stockpiles shall be kept stabilized through the use of temporary seeding as required;
- Drainage inlets shall be protected through the use of sediments barriers and traps as required;
- A dust control and watering plan shall be instituted to prevent surface and air movement of dust from disturbed soil surfaces (see below);
- Sediment barriers and other erosion control measures shall remain in place until disturbed areas are permanently stabilized. Paved areas and drainage system shall be cleaned and flushed out as necessary to remove any silt and debris;
- The proposed grading activities and use of retaining walls, structural sheathing or other, similar measures are expected to adequately address the potential development limitations of on-site soils identified within the *Soil Survey of Suffolk County, New York* (USDA, 1975). Additionally, the proposed retaining walls are expected to limit the extent of grading and excavation required, and to adequately stabilize the proposed grades; and
- A Soil Management Plan, designed in accordance with SCDHS guidance, and acceptable to the Town of Huntington, would be developed and

implemented prior to the commencement of construction activities at the subject property to address existing site conditions.

Certain of the erosion control measures to be implemented would serve to minimize the potential for adverse construction-related air quality impacts:

- Limiting of the total area of soil exposed at any given time;
- Paving or planting of exposed areas as soon as practicable to minimize the duration of soil exposure;
- Installing stabilized construction entrances, to help to control fugitive dust;
- Providing a water truck on-site during dry periods to dampen exposed soils;
- Ensuring that all motor vehicles and/or construction equipment will comply with all pertinent State and Federal regulations regarding exhaust emission controls and safety; and
- Ensuring that delivery vehicles, dump trucks, and other mechanical equipment will not be permitted to idle while not in use.

Water Resources

- On- and off-site improvements shall be implemented to allow connection of the proposed Avalon at Huntington Station and the infrastructure of the Huntington Sewer District;
- The above-described measures would be implemented to control stormwater-related impacts during construction activities. Additionally, during site preparation, earth dikes and swales would be created to divert stormwater runoff to on-site sediment traps and basins; and
- Under post-development conditions, the proposed stormwater management system would accommodate all stormwater runoff generated by a nine-inch rainfall event on-site.

Ecology

As no significant adverse impacts to ecological resources were identified, no mitigation measures are proposed.

Land Use, Zoning and Community Character

The proposed action is not expected to result in adverse impacts to land use, zoning or community character, such that no mitigation measures are necessary. The proposed action is consistent with various Town of Huntington comprehensive plans and continuing efforts regarding the revitalization of Huntington Station. Several benefits are expected to be realized as a result of the proposed action, or as components thereof, as follows:

- The proposed Avalon at Huntington Station would maximize the subject property's potential to support a variety of housing types for various income levels and achieve the benefits associated with available transit alternatives in accordance with the Town of Huntington's *1993 Comprehensive Plan* and *Horizons 2020 Update*;
- The proposed Avalon at Huntington Station is expected to improve walkability in the area surrounding the Huntington LIRR station; and
- Extensive landscaping is proposed at the subject property, comprising 9.87± acres (37.1 percent) of the 26.58±-acre site. Ornamental plantings are proposed to soften views of the community from surrounding areas and throughout the site's interior.

Socioeconomics

The proposed action is expected to result in positive socioeconomic benefits to the area surrounding the Huntington LIRR station, as well as the Town of Huntington. Accordingly, no mitigation measures are required.

Community Facilities and Services

- An emergency site access is proposed along East Fifth Street, west of the principle single ingress/egress driveway;
- Sprinklering would be provided at the proposed buildings, and the buildings would be connected to emergency responders via central alarm systems; and
- Exterior lighting is proposed throughout the subject property to provide adequate visibility and increase site security.

Transportation and Parking

Although no significant adverse traffic impacts are expected to result from the proposed action, it is recommended that a traffic signal be installed at the intersection of Park Avenue and East Fifth Street in order to mitigate the extensive delays which occur under existing conditions, as well as future No-Build and Build conditions. This traffic signal should be interconnected with the signal at the intersection of Park Avenue and Pulaski Road and should also include railroad pre-emption due to its proximity to the LIRR crossing. The applicant is agreeable to fund the cost of this mitigation measure.

Also, as indicated above, the analyses reveal that any project-related impacts on the operation of the signalized intersection of Park Avenue at Pulaski Road can be effectively mitigated by optimization of the signal timing and reallocation of green time between phases. Implementation of such timing changes would be at the discretion of the Town of Huntington and/or the SCDPW. Prior discussions with the SCDPW indicate that they recognize the need for adjustments to the signal timing based on updated volume counts.

In addition, in an effort to reduce the area of impervious surface, the applicant has proposed that 218 of the 1,133 proposed parking stalls be landbanked stalls, to be distributed throughout the site.

Finally, the availability of transportation alternatives is expected to minimize the amount of traffic generated at the site. This is due, in part, to the site's location near a major transit facility as well as the proposed public amenities that will enhance the use of alternate means of transportation, including walking, bicycling, and use of public transit.

Noise

The proposed action is not anticipated to generate noise impacts. The noise environment at the subject property, even given the proximity to the railroad tracks, is expected to be acceptable for the proposed Avalon at Huntington Station, such that no mitigation measures are required. Notwithstanding this, AvalonBay Communities, Inc. is incorporating the following into the project:

- Providing laminating on both layers of window glazings;
- Providing a wider airspace between window panels; and
- Upgrading building exterior massing, where necessary and practicable.

Historic and Cultural Resources

As no adverse impacts upon historic or cultural resources are expected to result from implementation of the proposed action, no mitigation measures are proposed.

Aesthetics

- The proposed units would be built to have variation in appearance among adjacent residential units, to break up the massing of the proposed attached units. Multiple dormers and roof gables are incorporated into each proposed building to provide architectural variation and interest, and also help to soften views of the buildings. Shingles would accent the roof gables, and minor deviations in exterior façade materials would differentiate the individual proposed buildings from one-another, while maintaining a consistent character throughout the proposed community;
- The architectural style of the proposed clubhouse will be reminiscent of Huntington's historic architecture;
- The pond will be lined and aerated. This will ensure oxygenation such that the pond will remain aesthetically pleasing;
- A variety of trees, shrubs, and ground covers would be planted to surround the proposed residential buildings, frame lawn areas, provide shade at common areas and parking areas, and define and decorate the site entry and main access drive. Plantings proposed along the East Fifth Street frontage of the site would soften views of the community from along the roadway; and
- The proposed lighting fixtures to be installed throughout the proposed residential community would provide visibility and security, and would be downward-facing with a reflector design to minimize light spill and glare to the maximum extent practicable.

Alternatives and Their Impacts

No-Action Alternative

The No-Action Alternative involves leaving the subject property in its present, vacant and undeveloped state. Therefore, no impacts to the resources evaluated in this DEIS would be expected to result from implementation of this alternative. However, this alternative does not meet the objectives of the applicant, and moreover, the public benefits expected to result from the proposed action would be

foregone. Additionally, the subject property is residentially-zoned and privately-owned, and an approved subdivision of the subject property would allow for the development of single-family residences in accordance with the alternative discussed below.

Development in Accordance with the Map of Cobblestone Estates

This alternative plan involves the development of the site in accordance with the approved subdivision plan of "Cobblestone Estates." The approved subdivision includes 109 detached clustered single-family entry-level residential homes (with 11 affordable housing units) and one industrial lot, with land set aside for parkland, conservation area and storm water recharge. This subdivision would be implemented in accordance with the Findings Statement dated December 12, 1989 and subsequent resolutions adopted by the Town Planning Board on in 1997 and 1998.

Implementation of this alternative plan would forego the positive impacts of the proposed action, including, but not limited to: (a) the variety of housing types that are being offered to meet Long Island's housing needs; (b) reduction of dependency on automobiles (for its residents) and encouragement of the revitalization of the Huntington train station area; (c) provision of a pedestrian connection between the subject property and the Huntington LIRR station to improve the walkability of the neighborhood and to encourage use of the alternative transportation mode afforded by the LIRR; (d) generating a reduced number of school-aged children as compared with the 109-unit subdivision; (e) the net positive tax impact to the Huntington UFSD; and (f) the additional public benefits that the applicant may provide in cooperation with the Town of Huntington (e.g., provision of a HART bus station along East Fifth Street, etc.).



2

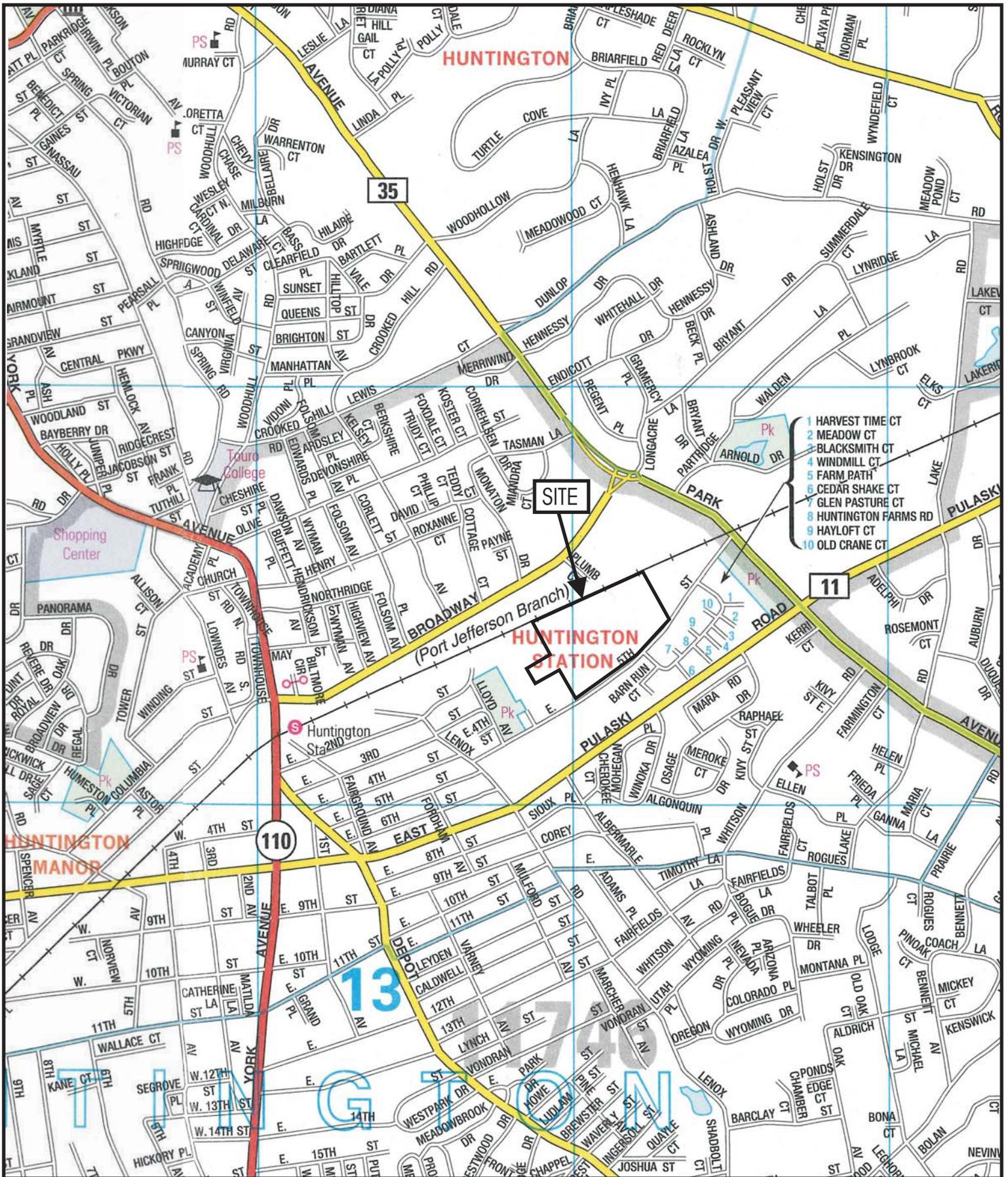
Description of the Proposed Action

2.1 Introduction

This DEIS has been prepared to evaluate the environmental impacts of the application of AvalonBay Communities, Inc. for a change of zone of a 26.58±-acre property (hereinafter the "subject property") from R-7 Residence to R-3M Garden Apartment to permit the construction of 379 multi-family residential units ("Avalon at Huntington Station"). Further, the proposed action includes the subdivision of the subject property to create 79 lots, such that one lot would include the 303 rental units, 76 lots would be created for the 76 proposed for-sale units, one lot would comprise all common areas of the for-sale portion of the site, and one lot would be created for a sewer pump station.

The subject property is situated on the north side of East Fifth Street, west of Park Avenue (Suffolk County Road 35) in the hamlet of Huntington Station, Town of Huntington. The subject property consists of several tax lots as designated on the Suffolk County Tax Map as District 400 – Section 104.04 – Block 01.00 – Lots 1 to 109, 112 to 114 and 116 to 118 (see Figure 1).

The voluntary DEIS is divided into 11 sections, the first of which is the Executive Summary. This section, Section 2.0, provides a description of all components of the proposed project including a complete description of the proposed plan; a history of the site; the project's purpose, benefits and needs; proposed demolition and construction; and the required permits and approvals.



Avalon at Huntington Station
 East Fifth Street
 Hamlet of Huntington Station, Town of Huntington
 Suffolk County, New York
 *Site boundary is approximate.

Figure 1: Site Location Map

Hagstrom, Suffolk County Atlas, Seventh Edition © 2004





Section 3.0 of this DEIS provides a discussion of the environmental setting for the project, broken down by topic. Section 4.0 of the DEIS is devoted to impacts that are likely to occur upon project implementation. Existing conditions, described in Section 3.0, are superimposed with post-development conditions. Potential beneficial and adverse environmental impacts are presented in this segment of the document. There is a corresponding impact analysis section for each of the existing conditions sections.

Section 5.0 of this DEIS presents mitigation measures that reduce or eliminate those impacts that were revealed in the analyses presented in Section 4.0. Alternatives and their impacts are discussed in Section 6.0 of the DEIS. Among these alternatives is the "No-Action" alternative that is required to be discussed pursuant to the SEQRA and its implementing regulations at 6 NYCRR Part 617. Section 7.0 enumerates those short-term and long-term impacts described within Section 4.0 that cannot be fully mitigated. Section 8.0 presents a brief discussion of natural resources consumed as a result of project implementation, and Section 9.0 includes an analysis of potential growth-inducing aspects of the proposed project. Section 10.0 of the DEIS presents a discussion of the energy sources to be used, expected levels of consumption and means to reduce consumption. The final section, Section 11.0, presents a list of references used in the DEIS.

2.2 Existing Site Conditions and Site History

The subject property is presently undeveloped and unoccupied, containing wooded and unvegetated areas. The subject property was historically used for agricultural purposes and contained several structures associated with such use. By the late 1970s, the buildings were demolished and the agricultural fields began to revegetate. The subject property has been unoccupied since this time.

The subject property was once part of a larger 35.57±-acre parcel of land, zoned I-1 Light Industry. In 1989, the Town of Huntington granted a change of zone for 29.61± acres of the overall parcel from I-1 Light Industry to R-7 Residence for the purpose of developing a 109-lot attached residential cluster subdivision known as "Timber Ridge Town Homes." The remaining 5.96± acres remained in the I-1 Light Industry zone.

In 2000, the project was modified to subdivide the entire site into 109 detached clustered single-family residential homes (with 11 affordable housing units) and one industrial lot, with land set aside for parkland, conservation area and stormwater recharge. The Final Subdivision Plat, known as "Cobblestone Estates," was

▼
*** Three acres of the original parcel were donated to the Town of Huntington as parkland.



approved by the Town of Huntington and filed with the Suffolk County Clerk's office in November 2000. The owner of the subject property (AvalonBay Communities, Inc. is a contract vendee) retains the right to develop this subdivision at any time.

In 2009, an application was made by AvalonBay Communities, Inc. to the Town of Huntington for a change of zone from R-7 Residence to a new zoning district to be created in the Town of Huntington, the Huntington Station Transit Oriented District ("HSTOD"), to permit the development of the 26.58±-acre site with 530 multi-family residential units and various site amenities. As set forth in the then-proposed ordinance, the HSTOD was intended to, "...encourage the creation of compact, walkable residential communities within close proximity to the Huntington train (Long Island Rail Road) station to expand opportunities for residents to limit their dependency on vehicular travel, reduce traffic congestion, and enhance accessibility to existing transit opportunities" and included tiered affordable housing requirements to "...encourage a range of housing options for people of different income levels and at different stages of life within a neighborhood that promotes pedestrian activity..." The proposed 530-unit development allowed AvalonBay Communities, Inc. to offer a comprehensive public benefit package, primarily including:

- Up to \$1.5 Million enhancement payment to the Huntington Union Free School District;
- \$500,000 contribution to the Town of Huntington Economic Development Corporation to benefit Huntington Station;
- Construction of an attractive, well-lit and safe pedestrian path to the LIRR station;
- Installation of a traffic signal at the intersection of Park Avenue and East Fifth Street;
- Upgrades to the Huntington Sewer District pump station;
- Construction of a bus stop enclosure, if requested by the Huntington Area Rapid Transit system, for use by AvalonBay residents and the surrounding community;
- Up to \$75,000 contribution to Friends of Huntington Station to improve safety and encourage bicycle use;
- Up to \$25,000 contribution to the Family Service League, to be used to advance its charitable purposes and programs in Huntington;
- Up to \$50,000 contribution to various community organizations, such as the Huntington Chamber of Commerce; and
- A five-year sponsorship of the Andy Forsberg Memorial Lacrosse Tournament in memory of the Town resident.

The 530-unit multi-family residential community was designed in accordance with the HSTOD, consistent with various housing and economic development initiatives of the Town of Huntington and its goals for revitalization of Huntington Station. A



Voluntary DEIS was prepared to evaluate potential environmental impacts of the HSTOD and the requested change of zone, and was submitted as part of the application. Upon referral by the Town Board, and after review of a Voluntary DEIS and various other relevant materials before the Board, the Town of Huntington Planning Board, by resolution dated February 3, 2010, recommended that the application had merit (i.e., the subject property is appropriate for development in accordance with the HSTOD), and recommended that the Town Board adopt a Negative Declaration pursuant to SEQRA and its implementing regulations. Ultimately, on September 21, 2010, the Town Board determined not to create the HSTOD or to permit the development of the 530 units.

Several easements are known to encumber the subject property, including drainage and conservation easements. These are shown on the *Land Title Survey* included in Appendix K of this DEIS and are discussed in Section 6.2 of this DEIS.

2.3 Project Description

The proposed action consists of the application of AvalonBay Communities, Inc. for a change of zone for the subject property from the R-7 Residence district to R-3M Garden Apartment district, and the construction of 379 multi-family residential units with associated improvements and amenities (see *Alignment Plan* in Appendix A).

Like the previously-proposed application, the proposed action is intended to help achieve the Town's broader goals relating to the revitalization of Huntington Station. As indicated in the Town of Huntington Economic Development Corporation's Annual Report 2008, the Town of Huntington has made significant and positive changes in Huntington Station. Partnering with private developers and the community, the Town, the Economic Development Corporation ("EDC") and the Community Development Agency ("CDA") have embarked on a comprehensive revitalization effort for this area to achieve the mutual goals sought by all stakeholders in the area. The EDC has already received grants for revitalization, and has discussed with private developers the upgrading, rehabilitation and redevelopment of certain sites within the Huntington Station area for retail, office and mixed-use purposes. Other projects include the introduction of public art, streetscape improvements and potential brownfield redevelopment in the area.

The Avalon at Huntington Station community will generate population that would 1) provide foot-traffic and ultimately purchasing power that would benefit local merchants; and 2) be able to take advantage of alternative transit modes (including walking, bicycling, use of public transit) rather than standard transportation (automobiles), to minimize the number of vehicle trips that would otherwise be generated.



As part of the proposed action, a pedestrian connection would be created to extend the internal sidewalks of the Avalon at Huntington Station westward to the Huntington Long Island Rail Road ("LIRR") station, to encourage pedestrian activity and transit use among future residents. The applicant has expressed a willingness to provide additional public amenities, including the installation of a Huntington Area Rapid Transit ("HART") bus stop/enclosure for use by future Avalon at Huntington Station residents and the surrounding community (if requested by HART), in order to further enhance the benefits associated with available transit alternatives.

2.4 Project Components and Layout

The project layout consists of 26 residential buildings spaced across the 26.58±-acre site, centered around a community clubhouse, an outdoor swimming pool, and three viewing terraces overlooking an aerated pond that doubles as a stormwater retention feature. Landscaped green spaces are incorporated throughout the site, among and between the proposed residential buildings and surrounding the pond feature. A 1.21±-acre stormwater recharge basin and a small maintenance building would be constructed at the southwest corner of the site, and a sewer pump station (including a 200±-square-foot control building) would be situated at the southeast corner. A total of 1,133 parking spaces will be provided (218 of which would be landbanked spaces) through attached garage, driveway and surface spaces. Vehicular site access would be provided via a single ingress/egress driveway situated along East Fifth Street. An emergency access would also be provided along East Fifth Street, west of the principal single ingress/egress driveway. The emergency access would be aligned within an internal driveway and would be comprised of grass pavers and a crash gate. Three, separate, small land dedications are proposed along the East Fifth Street frontage of the subject property, totaling 995± square feet. The dedications would be made to the Town of Huntington, to become a part of the East Fifth Street right-of-way.

2.4.1 Building Types and Unit Mix and Ownership Types

The proposed Avalon at Huntington Station would be constructed on 26.58± acres in the hamlet of Huntington Station. There are, in total, 28 buildings proposed, including 26 are residential buildings, of four general types, one clubhouse building, and one maintenance building, as shown on the proposed *Alignment Plan* in Appendix A. Color renderings and representative photographs are included in Appendix C, for illustrative purposes, depicting the architectural elements and styles that would be incorporated into the design of the proposed buildings. A description of the proposed building types, unit mix and ownership types follows.



Four of the 26 residential buildings would be of the "Avalon Whitman" building type, which would consist of 16-to-19 apartment units each. Of the 379 multi-family residential units proposed, 72 units would be of this type.

Seven of the 26 residential buildings would be of the "Avalon Crescent" building type, which would consist of 20-to-30 apartment units each. Of the 379 multi-family residential units proposed, 166 units would be of this type.

Five of the 26 residential buildings would be of the "Avalon Harbor" building type, which would consist of 13 apartment units each. Of the 379 multi-family residential units proposed, 65 units would be of this type.

Ten of the 26 residential buildings would consist of the "Townhouse" building type, with four or eight units each. Of the 379 multi-family residential units proposed, 76 units would be of this type.

The proposed development would include 303 rental units and 76 ownership units. The 303 rental units would be entirely comprised of apartment-style units, and the 76 ownership units would consist of the 76 townhouse-style units. Apartment units would be one-, two- or three-bedroom units, and the townhome-style units would be two- or three-bedroom units. Of the 379 residential units proposed, there would 94 one-bedroom rental units; 143 two-bedroom rental units; 66 three-bedroom rental units; 38 two-bedroom ownership units; and 38 three-bedroom ownership units. A summary of the bedroom mix, unit count and occupancy type follows.

Table 1 – Proposed Avalon at Huntington Station Unit Mix

Bedrooms	Unit Count	Occupancy Type
1	(n/a)	Owner
1	94	Rental
2	38	Owner
2	143	Rental
3	38	Owner
3	66	Rental
TOTAL	379	

In accordance with the Town of Huntington's requirements for the provision of affordable housing set forth at §198-13.I. (the "Affordable Housing Law," as applicable to applicant-initiated changes of zone), the residential units would include a mix of affordable and market-rate units, such that approximately 14 percent (i.e., 54 units) of the residential units would be affordable units, and the balance (i.e., 325 units) would be market-rate. The affordable units would be distributed among the proposed rental and for-sale units.



Also proposed is a one-level, 8,000±-square-foot clubhouse building to be situated in the center of the development, which would include a fitness center, club room with a billiards area, and leasing offices. An outdoor swimming pool and patio would be located adjacent to the clubhouse building.

2.4.2 Site Access and Parking

The proposed Avalon at Huntington Station would be accessed via East Fifth Street by a single ingress/egress driveway divided by a center median, allowing all movements into and out of the site (i.e., right-in, left-in, right-out, left-out).

Parking for residents and guests will be provided throughout the site, along internal drives, in attached garages and driveways of selected residential units, , and within designated parking areas. A total of 1,133 parking spaces would be provided (see *Alignment Plan* in Appendix A). Specifically, 641 surface parking spaces would be provided, 137 garage spaces would be provided in garages within the proposed residential buildings, and 137 additional spaces would be provided within driveways associated with the attached garages. As shown on the *Alignment Plan* (see Appendix A), the remaining 218 stalls would be landbanked surface stalls, increasing the total available on-site parking to 1,133 stalls. The total on-site parking provided, including the landbanked stalls, will satisfy the applicable requirements of Chapter 198, Article VII of the Code of the Town of Huntington (“Off-Street Parking”).

2.4.3 Landscaping

A preliminary *Landscape Plan* has been developed by the project landscape architect, Retnauer Design Associates, LLC, and is included in Appendix A of this DEIS. As shown on the preliminary *Landscape Plan*, the applicant intends to install a variety of trees, shrubs, and ground covers to surround the proposed residential buildings, frame lawn areas, provide shade at common areas and parking areas, and define and decorate the site entry and main access drive. Additionally, a planted berm is proposed along the East Fifth Street frontage of the subject property. These planting areas, together with the proposed lawn areas, would comprise 9.87± acres (i.e., 37.1± percent) of the 26.58±-acre subject property under post-development conditions. The proposed landscaping is expected to create an attractive environment for residents of the proposed development, and their visitors, as well as to help provide aesthetically-pleasant views of the site from surrounding areas.



2.4.4 Lighting

A mix of pole-mounted fixtures, wall-mounted fixtures and bollard-style fixtures are proposed throughout the site to provide adequate site security and visibility. The use of floodlighting would be limited to the entry signage. All proposed fixtures would be downward-facing, fitted with reflectors to reduce the potential for glare or off-site light spill.

2.4.5 Utilities and Stormwater Management

Potable Water

Potable water would be supplied by the Suffolk County Water Authority ("SCWA"). The proposed development is expected to utilize an estimated 106,729± gallons per day ("gpd") of potable water, including domestic use and irrigation demand (102,325± and 4,404± gpd, respectively). In connection with the prior application for a 530-unit multi-family residential community at the subject property, correspondence was issued to the SCWA on July 20, 2009, advising of the then-proposed project and requesting confirmation of service availability (see correspondence in Appendix D). By letter dated December 8, 2009, the SCWA confirmed that available capacity exists to support the prior 530-unit proposal. The prior application for 530 units represented a greater demand for potable water supply (i.e., approximately 133,825± gpd [domestic] and 4,071± gpd [irrigation]), and, therefore, adequate capacity is expected to exist for the proposed 379 units. Notwithstanding this, confirmation of availability of potable water supplies would be secured prior to implementation of the proposed action through continued coordination with the SCWA. Water service is expected to extend from the existing eight-inch main that exists within East Fifth Street, to the west of the subject property.

Sewer

Sewage flow from the proposed development will be directed to and treated by the Huntington Wastewater Treatment Plant. Improvements are required in order to provide the sewer connection from the proposed Avalon at Huntington Station to the existing infrastructure of the Huntington Sewer District. Specifically, a new sewer pump station would be constructed at the southeast corner of the subject property, and would connect the on-site infrastructure to the existing force main that runs along East Fifth Street, Lenox Road, East Second Street and State Route 110, reaching the gravity sewer system at State Route 110 and Broadway/Railroad Avenue. The proposed residential development is expected to generate approximately 102,325± gpd of sanitary waste. In connection with the prior application for a 530-unit multi-family residential community at the subject property, consultations were undertaken with the Town of Huntington Department of Environmental Waste Management



with respect to sewer service. By letter dated July 20, 2009, the Department of Environmental Waste Management was advised of the prior application for 530 units, and confirmation that adequate capacity exists in the Huntington Sewer District to accommodate the proposed Avalon at Huntington Station was requested (see correspondence in Appendix D). An updated request for confirmation of availability was submitted in connection with the current 379-unit plan, dated March 3, 2011, and a response remains pending at this time. Based on information provided by Town of Huntington staff (see Appendix D), the total pumpage during the 2008 calendar year was 657± million gallons, and the permitted capacity of the district is 2.5 million gpd (or 912.5 million gallons per year ["MGY"]). Based on this information, the Huntington Sewer District is expected to be capable of accommodating the additional 102,325± gpd (37.3± MGY) of sanitary waste to be generated by the proposed Avalon at Huntington Station. Further, a meeting was held on March 2, 2010, between AvalonBay and the Department of Waste Management, their consulting engineers, and other Town staff, to begin coordinating the design of the sewer connection. Consultations with the Town of Huntington will continue, and confirmation of available capacity would be secured prior to implementation of the proposed action.

Electricity

Electricity is expected to be provided to the proposed Avalon at Huntington Station by the Long Island Power Authority ("LIPA"). In connection with the prior application for a 530-unit multi-family residential community at the subject property, correspondence was issued to LIPA on July 8, 2009, advising of the prior project and requesting confirmation of service availability to meet the anticipated demand. A response was issued on September 1, 2009, confirming the availability of services (see correspondence in Appendix D). As the proposed action (i.e., a 379-unit multi-family residential community) represents a lesser demand for electricity, the overall impact would be less when compared to the prior application. Further consultations would be undertaken to confirm service availability prior to implementation of the proposed action.



Natural Gas

Natural gas utility supplies are expected to be provided to the proposed Avalon at Huntington Station by National Grid. In connection with the prior application for a 530-unit multi-family residential community at the subject property, correspondence was issued to National Grid on July 8, 2009, advising of the proposed project and requesting confirmation of service availability to meet the anticipated demand (see correspondence in Appendix D). In connection with the current 379-unit proposal, an updated request for confirmation of availability of services was submitted to National Grid by letter dated March 3, 2011, and a response remains pending (see Appendix D). However, additional consultations would be undertaken with National Grid to confirm the availability of natural gas service to the subject property to meet the anticipated demand, prior to implementation of the proposed action. Natural gas service to the subject property is expected to extend from one of the existing mains that exist within East Fifth Street.

Stormwater Management

The proposed action would result in the creation of 14.16± acres of impervious surface area at the 26.58±-acre subject property, among roadways, buildings, patio areas and concrete walks, and an additional 1.32± acres of pond surface area (15.48± acres of impervious surface area, total). As the subject property currently contains wooded and unvegetated areas only, the proposed action would result in an increase in the quantity of stormwater runoff generated at the site during rainfall events.

To accommodate all stormwater runoff generated on the subject property by a nine-inch rainfall event, the proposed stormwater management system would consist of catch basins, a stormwater retention pond, and a recharge basin. Generally, the stormwater collected at catch basins within the southern and western portions of the subject property would drain directly to the proposed recharge basin, and that generated at the remaining portions of the subject property would be directed to the proposed stormwater retention pond. The pond would be lined and aerated and is designed to be able to store additional water above the normal pond elevation and recharge via spill-over. An overflow inlet at high water elevation would direct additional stormwater from the retention pond to the proposed recharge basin.

2.4.6 Site Data

Based on the proposed *Alignment Plan* (see Appendix A), the proposed development would alter site conditions as follows:



Table 2 – Site Data: Existing Conditions and Post-Development

Coverage	Existing Conditions	Proposed
Area of Woodland	26.58± acres (1,157,720 sq. ft.)	0 acre
Roads, Buildings and Other Paved Surfaces	0 acres	14.16± acres (616,710 sq. ft.)
Lawn/Landscaping	0 acres	9.87± acres (429,816 sq. ft.)
Ponds	0 acres	1.32± acres (57,700 sq. ft.)
Recharge Basin	0 acres	1.21± acres (52,499 sq. ft.)
Roadway Dedications	n/a	0.02± acre (995 sq. ft.)
Total	26.58± acres (1,157,720 sq. ft.)	26.58± acres (1,157,720 sq. ft.)

As indicated above, upon implementation of the proposed action, site conditions would be altered such that 14.16± acres (53.3± percent of the site) of impervious surface area would be created, pond areas totaling 1.32± acres (5.0± percent of the site) would be created, and a 1.21±-acre recharge basin (4.6± percent of the site) would be constructed. The balance of the site (9.87± acres or 37.1± percent of the site) would be planted with lawn and landscaping (excluding proposed roadway dedications totaling 995 square feet).

2.4.7 Off-Site Improvements

As part of the proposed action, off-site improvements are proposed to provide a pedestrian connection that extends the internal sidewalks of the Avalon at Huntington Station through the adjacent Town of Huntington recreational complex (“Manor Field”), and onto East Second Street. A figure depicting the proposed pedestrian connection route is included in Appendix B. This pedestrian sidewalk access would continue westward along East Second Street, and northwestward along Lenox Road, allowing connection to the Huntington LIRR station. The ultimate design and implementation of this off-site improvement would be completed in cooperation with the Town of Huntington. The applicant is willing to also provide additional public amenities, including the installation of a HART bus stop/enclosure for use by future Avalon at Huntington Station residents and the surrounding community (if requested by HART).

2.5 Purpose, Benefit and Need

Project Goals

The purpose of the proposed action is to create a cohesive multi-family residential community, of varying housing types, on a parcel of land that has been subdivided and granted approval for the construction of 109 single-family residential homes. Moreover, it is the intent of this development to take advantage of the site’s proximity to the Huntington LIRR station, by providing pedestrian connectivity to



this rail station to decrease automobile dependency among the future residents of the proposed Avalon at Huntington Station community.

The proposed Avalon at Huntington Station is intended to align with the various housing and economic development goals of the Town of Huntington (as will be discussed in further detail in Section 4.4 of this DEIS), through the incorporation of the following project elements:

- The proposed Avalon at Huntington Station includes the development of 379 residential units at the subject property, approximately 1,850 feet from the Huntington LIRR station;
- The proposed *Alignment Plan* allows for a pedestrian-friendly environment within the subject property, and, as part of that development, a pedestrian connection would be created between the subject property and the Huntington LIRR station to promote walking, bicycling, and transit use;
- The proposed Avalon at Huntington Station is designed to blend with the community character, but also improve and strengthen the neighborhood identity. The development would be attractive, well-lit and well-maintained, and is designed to promote pedestrian activity at the site and in the surrounding area;
- The proposed Avalon at Huntington Station is accessible to the Huntington LIRR station, and its proximity to the station, the proposed pedestrian connectivity, and the installation of a HART bus enclosure proximate to the subject property [if requested by HART] is expected to promote use of the LIRR to reduce automobile dependency;
- The proposed Avalon at Huntington Station would be comprised of 379 multi-family residential units, including one-, two- and three-bedroom apartment-style and townhouse-style units. The development of such housing types would help to diversify the housing stock of the Town, which is dominated by single-family housing. Further, approximately 14 percent (54 units) of the 379 residences to be developed would be designated as affordable housing to make the proposed housing available to persons or families of various income levels. Thus, a range of housing options is being offered; and
- The proposed Avalon at Huntington Station, through direct investments and expenditures, property and sales taxes, and secondary economic impacts, is expected to result in significant economic benefits. Such benefits are expected to positively impact the immediate Huntington Station community, thereby acting as a revitalization catalyst.



Response to a Demand for Housing Variety

The Long Island Index 2008 Survey, a study conducted by the Stony Brook University Center for Survey Research (hereinafter the "LI Index"), has documented that there is an increased awareness among the Long Island population of the need for diversified housing options. The LI Index found that, although 85 percent of Long Islanders live in single-family homes, more than one-third would prefer a different housing option (e.g., condominium, townhouse, apartment). Moreover, 62 percent of those surveyed support changes in zoning laws to permit the development of more rental apartments.

The LI Index also found that, among Long Island and surrounding markets, Long Island issues the smallest proportion of building permits for multi-family housing units versus all new housing. Approximately eight percent of all building permits for new housing on Long Island issued in 2006 were for multi-family units, versus 29 percent in the Hudson Valley, 23 percent in southwestern Connecticut, and 67 percent in northern New Jersey.

Based upon the demographics of its communities on Long Island, this proposal will help to address the housing needs of the Town of Huntington. In the six years spanning from 2000 to 2006, Long Island has experienced a 15 percent decrease in the population of residents between the ages of 25 and 44. More acutely, from 1990 to 2006 the number of 25 to 34-year-olds living on Long Island declined by 35 percent compared with eight percent nationwide, four times the national average. There are few communities that can meet the housing needs of Long Island's young, many of whom leave Long Island because of its high housing costs.

The applicant, AvalonBay Communities, Inc., currently has 1,932 units in seven communities on Long Island. AvalonBay has indicated that an average of over 41 percent of the residents in these units came from the Town in which the units have been constructed, and an average of over 73 percent came from the same County. It is also interesting to note that over 82 percent of AvalonBay residents work in either Nassau or Suffolk County, and over 22 percent work in the same Town in which they reside. With regard to age cohorts, 44 percent of AvalonBay's residents are under the age of 35, and 21 percent are over the age of 55. Interestingly, based upon a survey of each school district in which AvalonBay owns and operates an existing community (see *AvalonBay Communities, Inc. School-Aged Children Generation Analysis - Long Island, New York* in Appendix F), the average number of school-aged children per unit within the AvalonBay community has been confirmed at 0.145. Thus, based on same, it is evident that AvalonBay is largely serving the needs of young professionals without children, who have been leaving Long Island primarily due to the lack of reasonable housing options, and empty-nesters, who want to maintain a residence in their neighborhood.



The need for apartments is truly prevalent. AvalonBay has indicated that many of its residents (both young people as well as older persons) are "renters by choice," due to, for example, a desire to not have the responsibility of owning and maintaining a home. Furthermore, married couples with children -- the population that has historically created the greatest demand for single-family homes -- have been declining in number since 1970 and now account for just one-quarter of the American population (United States Census Bureau). Accordingly, the need for housing choices, other than single-family residences, continues to grow. On a national basis, most housing markets are comprised of 30-to-35 percent rental units. Westchester's housing stock is characterized by approximately 36 percent rental units. By comparison, rental units comprise only 17 and 16 percent of the housing markets in Nassau and Suffolk Counties, respectively.

Many of AvalonBay's residents, single professionals and young couples who have not yet started a family, are seeking attractive, modern rental units in a "community," close to where they were born and raised, where they can live among others like them. Renting space in an existing home, whether legal or not, is not appealing, but sometimes becomes the only option, due to the dearth of available rentals. It is this market that is AvalonBay's primary focus.

Given the findings of the LI Index and the specific demographics within the existing AvalonBay communities across Long Island, it is evident that the proposed development will contribute a housing variety so desired and needed on Long Island. When combined with the subject property's location to the Huntington LIRR station, the proposed residential community would become a desirable location for those whom often use the railroad for commuting to New York City.

Other Public Benefits

Alternative Means of Transportation

A pedestrian connection is proposed by the applicant to extend from the proposed Avalon at Huntington Station to the Huntington LIRR station, to encourage the use of mass transit as an alternative to the private automobile as the principal mode of transportation (see figure in Appendix B). The pedestrian path will provide an attractive, well-lighted and safe walkway from the Avalon community to the train station. Avalon will work with the amenities already established by the Town at Manor Field Park and develop a walkway that will enhance the area for both commuters and Town residents. Further, the applicant has expressed a willingness to invest in other measures to promote alternative means of transportation, including the provision of a bus station for the HART bus system of the Town along the frontage of the subject property (see below). Any such improvements to be implemented would be developed in cooperation with the Town of Huntington.



Improvements to Public Spaces and Infrastructure

As part of the proposed action, the applicant is proposing to make on- and off-site improvements to create a pedestrian connection that continues from within the subject property, travels west through the Town of Huntington recreational facility (Manor Field), and onto East Second Street. Beyond, the connection would continue west along East Second Street and northwest along Lenox Road to reach the Huntington LIRR station platform. This connection is expected to improve the walkability of the neighborhood, and encourage use of the LIRR as an alternative to private automobile use. As mentioned above, the connection will be attractive, well-lighted and will provide a safe and comfortable environment for pedestrians.

Upgrades to the infrastructure of the Huntington Sewer District are also proposed in the vicinity of the subject property. The applicant has and will continue to work with the Town on how to best address the issue of effluent for the area in an efficient and environmentally-sound manner. As proposed, a pump station would be constructed at the southeast corner of the subject property, to connect to the existing force main along East Fifth Street. As part of the proposed action, the force main, which also serves two existing multi-family developments along East Fifth Street ("Huntington Country Farms" and "Huntington Glen") and the Carillon Nursing Home, would be upgraded and improved by slip-lining or replacement by pipe bursting. The proposed sewer infrastructure improvements will require consultation with the Town of Huntington Department of Environmental Waste Management, and ultimately will require approval by that agency.

In addition to the improvements described above, the applicant has expressed a willingness to provide additional public benefit for the purpose of reducing automobile reliance, in the form of the provision of a modern, comfortable and attractive HART bus stop enclosure along East Fifth Street, or other similar improvement.

Energy Conservation

In order to achieve energy efficiency throughout the proposed residential development, several energy-conserving measures are incorporated into the project design. As provided by AvalonBay Communities, Inc. and the project architect, selected examples of such measures include the following:

- Installation of fluorescent fixtures in practical locations, including kitchens and exterior hallways, and use of metal halide bulbs for outdoor lighting in lieu of incandescent bulbs;
- Proper sizing, siting and maintenance of air conditioning system components and filters, and the use of sufficient attic ventilation;



- Installation of adequate and appropriate window treatments to help control heat gain/loss;
- Use of high-efficiency rated EnergyStar appliances (e.g., refrigerators); and
- Use of high r-value insulation in exterior walls and ceilings.

In addition to the above, the proposed residential community would derive the benefits associated with available transit alternatives, including a reduced reliance on automobiles as a means of travel and the encouragement of mass-transit use. The above measures, together with the encouragement of mass-transit use, are expected to ensure that the proposed residential development fulfills the goal of energy efficiency.

Advancement of Well-Established Town Goals and Policies

As discussed in Section 2.3, above, the proposed action will also help to achieve the Town's broader goals relating to the revitalization of Huntington Station. The Avalon at Huntington Station community will generate population that would 1) provide foot-traffic and ultimately purchasing power that would benefit local merchants; and 2) be able to take advantage of alternative transit modes (including walking, bicycling, use of public transit) rather than standard transportation (automobiles), to minimize the number of vehicle trips that would otherwise be generated. Overall, the proposed action is expected to help bolster the Town of Huntington's overall efforts to revitalize Huntington Station and meet the Town's overall goals and policies, which have been most-recently expressed in the *Horizons 2020 Update* plan.

Overall, the proposed action would be expected to result in significant benefits to the surrounding community and will further the Town's goals regarding the revitalization of Huntington Station.



2.6 Construction Schedule

The anticipated construction schedule is as follows:

Phase	Period
Site Work and Foundations	Months 1-10
Framing	Months 3-12
Rough-In Electric & Plumbing	Months 5-16
Sheetrock	Months 6-18
Painting & Finish	Months 8-22
Punchouts	Months 10-24
Construction Completion	Month 25

The construction phases described above are intended to overlap, in order to reduce the total period of construction to the maximum extent practicable. The proposed construction is expected to be completed in 2013.

2.7 Required Permits and Approvals

The project sponsor must obtain the following permits and approvals in order to commence the proposed development of the site:

Agency	Permit/Approval
Town of Huntington Town Board	Change of Zone from R-7 to R-3M
Town of Huntington Planning Board	Site Plan
	Subdivision
Town of Huntington Environmental Waste Management	Sewer Connection
Town of Huntington Department of Engineering Services	Storm Water Pollution Prevention Plan
Town of Huntington Highway Department	Highway Work Permit
Suffolk County Department of Health Services	Sewer/Water Supply
Suffolk County Department of Public Works	Highway Work Permit
Suffolk County Planning Commission	Referral (Change of Zone)
Suffolk County Water Authority	Water Supply
Suffolk County Clerk	Map Abandonment
New York State Department of Environmental Conservation	SPDES General Permit 0-10-001 Coverage

3

Existing Environmental Conditions

3.1 Soils, Topography and Subsurface Conditions

3.1.1 Soils

Soil Survey of Suffolk County

According to the *Soil Survey of Suffolk County, New York* (USDA, 1975) ("*Soil Survey*"), soils are classified according to distinct characteristics and placed (according to these characteristics) into "series" and "mapping units." 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.

According to the *Soil Survey*, the soils at the subject property are classified as Haven loam, zero to two percent slopes ("HaA"), Haven loam, two to six percent slopes ("HaB"), Haven loam, six to 12 percent slopes ("HaC"), and Riverhead sandy loam, eight to 15 percent slopes ("RdC") (see Figure 2). The relevant excerpts from the *Soil Survey* relating to soil series and mapping units are presented below.



Map Legend and Information

Area of Interest (AOI)	Area of Interest (AOI)	Very Stony Spot
Soils	Soil Map Units	Wet Spot
Special Point Features	Blowout	Other
Borrow Pit	Clay Spot	Special Line Features
Closed Depression	Gravel Pit	Gully
Gravelly Spot	Landfill	Short Steep Slope
Lava Flow	March or swamp	Other
Mine or Quarry	Miscellaneous Water	Political Features
Miscellaneous Water	Perennial Water	Cities
Rock Outcrop	Saline Spot	Water Features
Sandy Spot	Severely Eroded Spot	Oceans
Sinkhole	Slide or Slip	Streams and Canals
Sodic Spot	Spoil Area	Transportation
Stony Spot		Rails
		Interstate Highways
		US Routes
		Major Roads
		Local Roads

Map Scale: 14,090 if printed on A size (8.5" x 11") sheet.
 The soil surveys that comprise your AOI were mapped at 1:20,000.
 Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: UTM Zone 18N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.
 Soil Survey Area: Suffolk County, New York
 Survey Area Date: Version 7, Dec 11, 2006
 Date(s) aerial images were photographed: 7/31/2006

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.



Avalon at Huntington Station
 East Fifth Street
 Hamlet of Huntington Station, Town of Huntington
 Suffolk County, New York

Figure 2 : Excerpt of Soils Map

Soil Survey of Suffolk County, New York (USDA, 1975)



Suffolk County, New York (NY103)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
HaA	Haven loam, 0 to 2 percent slopes	31.1	44.1%
HaB	Haven loam, 2 to 6 percent slopes	21.3	30.3%
HaC	Haven loam, 6 to 12 percent slopes	5.0	7.1%
MKB	Montauk silt loam, 3 to 8 percent slopes	0.4	0.6%
MB	Montauk soils, graded, 0 to 8 percent slopes	4.8	6.8%
RdC	Riverhead sandy loam, 8 to 15 percent slopes	3.0	4.2%
RhB	Riverhead and Haven soils, graded, 0 to 8 percent slopes	3.8	5.4%
Ur	Urban land	1.0	1.4%
Totals for Area of Interest		70.4	100.0%

Haven Series

The Haven series consists of deep, well-drained, medium-textured soils that formed in a loamy or silty mantle over stratified coarse sand and gravel. These soils are present throughout Suffolk County, but most areas are on outwash plains between the two terminal moraines. Slopes range from zero to 12 percent, but they generally are one to six percent. Native vegetation consists of black oak, white oak, red oak, scrub oaks, and pitch pines.

In a representative profile, a thin layer of leaf litter and decomposed organic matter is on the surface in wooded areas. Below this is the surface layer of dark grayish-brown loam about three inches thick. In cultivated areas, the surface layer is mixed with the material formerly in the upper part of the subsoil, and a plow layer of brown or dark-brown loam, about ten inches thick, is present. The subsoil is dark-brown to strong-brown, friable loam to a depth of about 19 inches. The lower part, to a depth of 28 inches, is yellowish-brown, friable gravelly loam. The substratum, to a depth of 55 inches, is yellowish-brown to brownish-yellow loose sand and gravel.

Haven soils have high-to-moderate available moisture capacity. Reaction is strongly acid to very strongly acid throughout. Natural fertility is low. The response of crops to lime and fertilizer is good. Internal drainage is good. Permeability is moderate in the surface layer and subsoil and rapid or very rapid in the substratum. The root zone is 25 to 35 inches thick.

Haven loam, zero to two percent slopes ("HaA")

This soil has the profile as that described as representative of the series. It is nearly level and generally on outwash plains. Some areas of this soil are on moraines and generally are on the top of low-lying hills. Some of these areas are slightly undulating. Most areas of this soil are large, but on moraines the areas are smaller and are irregular in shape.

Included with this soil in mapping are small areas of Scio soils and some crescent-shaped, gravelly areas. Also included are soils that have a moderately-coarse-textured surface layer and medium-textured subsoil. In many areas of this soil that are mapped in association with Bridgehampton soils, the soil is deeper and siltier than that described as representative of the series. Bridgehampton soils generally are included in mapping in these areas. Also included, on moraines, are areas of Montauk soils that have a very weak fragipan.

The hazard of erosion is slight on this Haven soil. Primary management concerns are keeping the soil from crusting after rain, maintaining tilth, and reducing the plowpan.

The soil is used extensively for crops, and it is well suited to all crops commonly grown in Suffolk County. Because of the nearly level slope and ease of excavation, most areas of this soil in the western part of Suffolk County are being used for housing developments and industrial parks.

Haven loam, two to six percent slopes ("HaB")

This soil is on outwash plains and moraines, commonly along shallow, intermittent drainage channels. Slopes are short. In larger areas this soil is mostly undulating. Most areas of this soil are smaller than the areas of Haven loam, zero to two percent slopes.

In cultivated areas, this soil is two-to-three inches shallower to sand and gravel than the soil described as representative of the series, and it contains a larger amount of gravel. Otherwise the two profiles are similar.

The hazard of erosion is moderate to slight on this Haven soil. Management concerns are controlling runoff and erosion and keeping the surface loose and free from crusting.

This soil is well suited to all crops commonly grown in the county. Most areas in the western part of the county are used for housing developments.

Haven loam, six to 12 percent slopes ("HaC")

This soil is on moraines where slopes generally are complex or on the short side of slopes along drainage channels. Areas on moraines are large and are irregular in shape. Areas on outwash plains are long and narrow and follow drainage channels that cut into the plains.

The profile of this soil is similar to that of the soil described as representative of the series, except that in cultivated areas this soil is five or six inches shallower to sand and gravel and contains more gravel.

The hazard of erosion is moderate to severe on this Haven soil. In places small gravelly areas limit the growing and harvesting of some crops. This soil is suited to potatoes and to most crops commonly grown in the county, but only a small acreage is dedicated to potatoes. This soil is better suited to hand-harvested crops or to crops that can be planted or harvested by small machines. In the western part of the County, most areas adjoining large residential areas of less sloping soils are being used as residential sites.

Riverhead Series

The Riverhead series consists of deep, well-drained, moderately-coarse textured soils that formed in a mantle of sandy loam or fine sandy loam over thick layers of coarse sand and gravel. These soils occur throughout Suffolk 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 are generally 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 about 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 or sand to a depth of 65 inches.

Riverhead soils have 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.

Riverhead sandy loam, eight to 15 percent slopes ("RdC")

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 moraines.

Included with this soil in mapping are small areas of Sudbury soils that are less than one-to-two acres in size. Also included are areas of soils 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 one to two feet thick. Also included are areas of Haven and Plymouth soils that have a texture of marginal to sandy loam and areas of soils that have a loam or fine sandy loam surface layer and sandy loam subsoil. Areas of Montauk soils on moraines that have a very weak fragipan formed in loose sandy till are included.

The hazard of erosion is slight on this Riverhead soil. This soil is limited only by moderate droughtiness in the moderately-coarse-textured solum. This soil is well suited to all crops commonly grown in Suffolk County, and it is used extensively for that purpose. Most areas in the western part of Suffolk County, however, are used for housing developments and industrial parks.

The *Soil Survey* includes the potential engineering and planning limitations for each mapping unit, as they relate to the siting of various uses. The relevant limitations offered for each of the on-site mapping units are summarized in Table 3, below.

Table 3 – Soil Engineering and Planning Limitations

Symbol	Mapping Unit	Slopes (%)	Homesites	Streets and Parking Lots	Lawns, Landscaping and Golf Fairways
HaA	Haven loam	0 to 2	SL	SL	SL
HaB	Haven loam	2 to 6	SL	M(A)	SL
HaC	Haven loam	6 to 12	M(A)	S(A)	M(A)
RdC	Riverhead sandy loam	8 to 15	M(A)	S(A)	M(A)
Notes	<p><u>Engineering and Planning Limitation Rating:</u> SL = Slight - Few or no limitations or limitations can be overcome at little cost. M = Moderate - Limitations are harder to correct or not possible to correct entirely. S = Severe - Use severely limited by some characteristics difficult or costly to overcome.</p> <p><u>Reason for Limitations</u> A = Slopes</p>				

Source: *Soil Survey of Suffolk County, New York*, United States Department of Agriculture (“USDA”), Soil Conservation Service (1975).

It should be noted that, as indicated by Figure 2, the HaC soils are present only within a small area at the northeast corner of the site, and the RdC soils are present only within a narrow band at the eastern portion of the site, such that the “Severe” limitations suggested within Table 3 for these mapping units do not apply to a significant portion of the overall subject property.

Soil Borings

Soil borings were performed at six locations throughout the subject property by Slacke Test Boring, Inc. on June 26, 2008, and are depicted on the *Drainage and Utility Plan* as B-1 through B-6, in Appendix A. The maximum depths of the borings ranged between 20.5 feet below grade surface (“bgs”) and 30 feet bgs. No water was encountered at any boring. A summary of the six borings, as included on the *Drainage and Utility Plan*, is as follows:

Boring B-1

- 0 to 0.5 foot bgs: Sandy topsoil and gravel;
- 0.5 foot to 7 feet bgs: Coarse-to-fine brown and light brown sand and gravel, occasional silt; and
- 7 to 21.5 feet bgs: Coarse-to-fine brown and light brown sand and gravel.

Boring B-2

0 to 2.5 feet bgs: Medium-to-fine brown sand and gravel, some silt, trace grayish-brown silt; and

2.5 to 20.5 feet bgs: Medium-to-fine brown and light brown sand and gravel, occasional layers of coarse-to-fine sand.

Boring B-3

0 to 0.5 foot bgs: Topsoil and gravel;

0.5 foot to 2.5 feet bgs: Loam, some gravel, layers of grayish brown silt; and

2.5 to 21.5 feet bgs: Coarse-to-fine brown and light brown sand and gravel.

Boring B-4

0 to 4 feet bgs: Topsoil and loam, some gravel; and

4 to 21.5 feet bgs: Coarse-to-fine brown and light brown sand and gravel.

Boring B-5

0 to 2 feet bgs: Topsoil and loam, trace grayish brown silt, some gravel; and

2 to 30 feet bgs: Coarse-to-fine brown and light brown sand and gravel.

Boring B-6

0 to 0.83 foot bgs: Topsoil and gravel;

0.83 foot to 2.83 feet bgs: Loam, trace grayish-brown silt, some gravel;

2.83 to 16.5 feet bgs: Medium-to-fine brown and light brown sand and gravel; and

16.5 to 21.5 feet bgs: Coarse-to-fine brown and light brown sand and gravel.

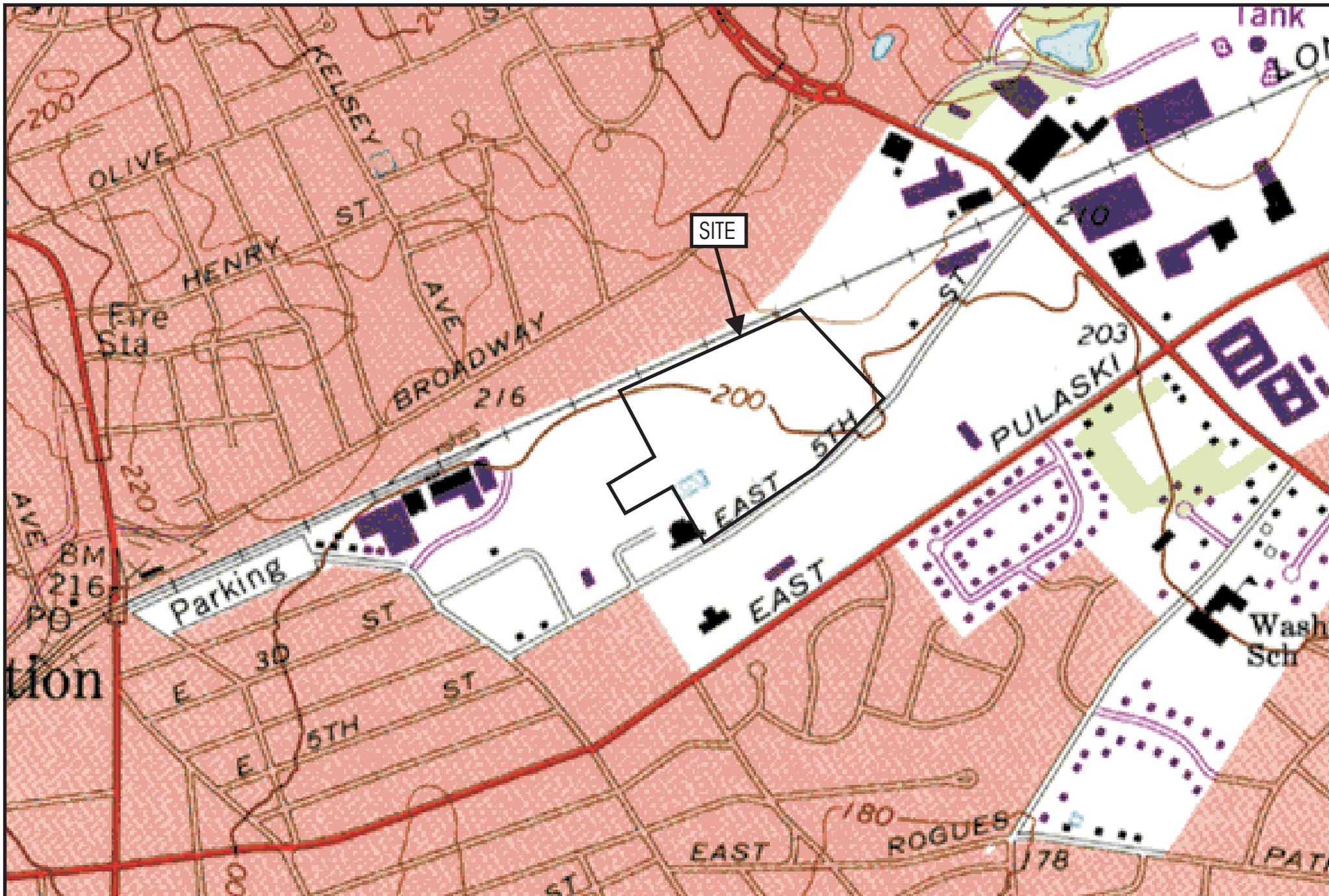
3.1.2 Topography

A site-specific topographic survey was performed for the subject property by Nelson & Pope (see *Slope Analysis* in Appendix A). Existing elevations are lowest at the westernmost portion of the subject property and noted as 189± feet amsl. Elevations increase across the site and reach a maximum height of 230± feet amsl at the northeastern portion of the subject property and adjacent to the LIRR tracks.

According to the project engineer, the existing slopes on the subject property predominantly range from zero to 10 percent. A breakdown of the existing slopes is presented in Table 4.

Table 4 – Existing Slopes on the Subject Property

Slopes	Percent of Site
0 to 10 percent	92.8 %
10 to 15 percent	4.6 %
Greater than 15 percent	2.6 %



Avalon at Huntington Station
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 Hamlet of Huntington Station, Town of Huntington
 Suffolk County, New York
 *Site boundary is approximate.

Figure 3: Excerpt of Topographic Map

Source: U.S.G.S. Topographic Map, Huntington Quadrangle
 Earthvisions, Inc. 1996
 Not to Scale



Town of Huntington Steep Slopes Conservation Law

The Town of Huntington adopted the Steep Slopes Conservation Law (Article X of the Zoning Ordinance) to protect against the disruption of the aesthetic and scenic qualities of steeply-sloped areas of the Town, and adverse impacts associated with the disturbance of steep slopes, including surface erosion, sudden slope failure and soil movement.

For the purposes of the Steep Slopes Conservation Law, hillside (steep slope) areas are defined as geographical areas having an average slope of 10 percent or greater. As indicated above, and as shown on the *Slope Analysis* prepared by the project engineer (see Appendix A), approximately 7.2 percent (1.93± acres) of the 26.58±-acre subject property has slopes greater than 10 percent, with an average slope of the hillside area being 14.91 percent. These areas are generally concentrated toward the northeast portion of the site, surrounding that portion of the property where topographic elevations are highest.

To meet the objectives of the Steep Slopes Conservation Law, the Town of Huntington restricts development of these areas, generally, by regulating permissible floor areas and lot coverages, requiring minimum setbacks for retaining walls, and granting specific authorities the Town's Boards over certain activities. The restrictions are typically functions of the type of use proposed, the zoning district in which a proposed development is located, lot size, and the extent of hillside areas (steep slopes). The development yield for multi-family development is limited by the Steep Slope Conservation Law based on average slope (§198-65.D of the Code of the Town of Huntington), such that the minimum land area per multi-family residential unit is 4,000 square feet for hillside areas having an average slope between 10 and 14.99 percent; 6,000 square feet for areas with an average slope between 15 and 19.99 percent; 10,000 square feet for areas with an average slope between 20 and 24.99 percent; and 20,000 square feet for areas with average slopes of 25 percent or greater. Thus, the minimum land area per unit applicable to the hillside areas at the subject property (i.e., having an average slope of 14.91 percent) would be 4,000 square feet.

3.1.3 Subsurface Conditions

Freudenthal & Elkowitz Consulting Group, Inc. prepared a Phase I Environmental Site Assessment ("ESA") for the subject property in June 2008. The Phase I ESA established a history for the property dating back to at least 1953. According to a review of Town records and historic aerial photographs, the subject property was developed with several buildings, and the remainder of the site was utilized for agricultural purposes. The former buildings were demolished by 1976, and the

agricultural fields began to revegetate. Since 1976, the property continued to revegetate.

The Phase I ESA report determined the following:

- Given the history of agricultural use at the property, it is likely that pesticides and/or herbicides, as well as fuel oils (as a dispersant agent for the aforementioned products) were periodically applied. As such, these materials were also likely formerly stored and handled on-site. These substances may also have impacted the northern portions of the property, as the at-grade LIRR tracks have historically been situated proximate to same; and
- The potential exists for subsurface soils to be impacted by historical dumping activities noted on the 1976 aerial photograph and information presented in the Cornell Laboratory for Environmental Applications of Remote Sensing ("CLEARS") study.

To investigate these conditions, a Phase II ESA was performed in August 2008 and included a geophysical survey utilizing a magnetometer and ground-penetrating radar ("GPR") and a track-mounted mini-excavator to identify subsurface anomalies. Soil samples were also collected from multiple locations across the subject property to assess soils with respect to three site specific conditions: 1) five test pits were excavated and sampled during the geophysical survey at portions of the site exhibiting evidence of buried debris and fill material; 2) due to the former site-wide agricultural use, 14 representative sample locations (one per approximately two acres) were selected; and 3) four representative soil sample locations were selected along the LIRR tracks located along the northern property boundary.

The Phase II ESA concluded that the buried debris and fill material observed within the test pits were generally consistent, consisting of household rubbish, glass bottles, tires, metal, bricks, and concrete rubble. The buried debris and fill material were observed to a depth of approximately five feet below grade surface ("bgs"), with naturally-occurring soil observed to the terminal depth of each test pit. There was no visual or olfactory evidence of impacted soil observed in the test pit excavations.

In one test pit (TP-1), a slight exceedance of the semi-volatile organic compound ("SVOC"), chrysene, was detected. In addition, two heavy metals - - arsenic and zinc, were present in concentrations that exceed regulatory thresholds.

In soil samples collected from representative portions of the site to evaluate former agricultural use and the along the LIRR tracks, heavy metals consisting of copper, zinc and arsenic were identified in concentrations exceeding regulatory thresholds.

Based upon the analytical data in relation to the Suffolk County Department of Health Services ("SCDHS") guidance values, shallow soil at the subject property is impacted by arsenic and, to a lesser extent, copper. Arsenic contamination appears to extend to a depth greater than 2.25 feet through most of the subject property. The occurrence of impacts observed at the 26.58±-acre subject property is consistent with the historic application of pesticides associated with former agricultural use. In addition, the northern portion of the site is bounded by the LIRR, which likely applied herbicides that may have contributed to the impacts detected in the surficial and subsurface soil. Based upon the available analytical data, a Soil Management Plan (prepared and conducted in accordance with SCDHS protocols) will be prepared and submitted for approval by the Town of Huntington. The approved Soil Management Plan will be implemented as part of site development (see additional discussion in Section 4.1 of this DEIS).

3.2 Water Resources

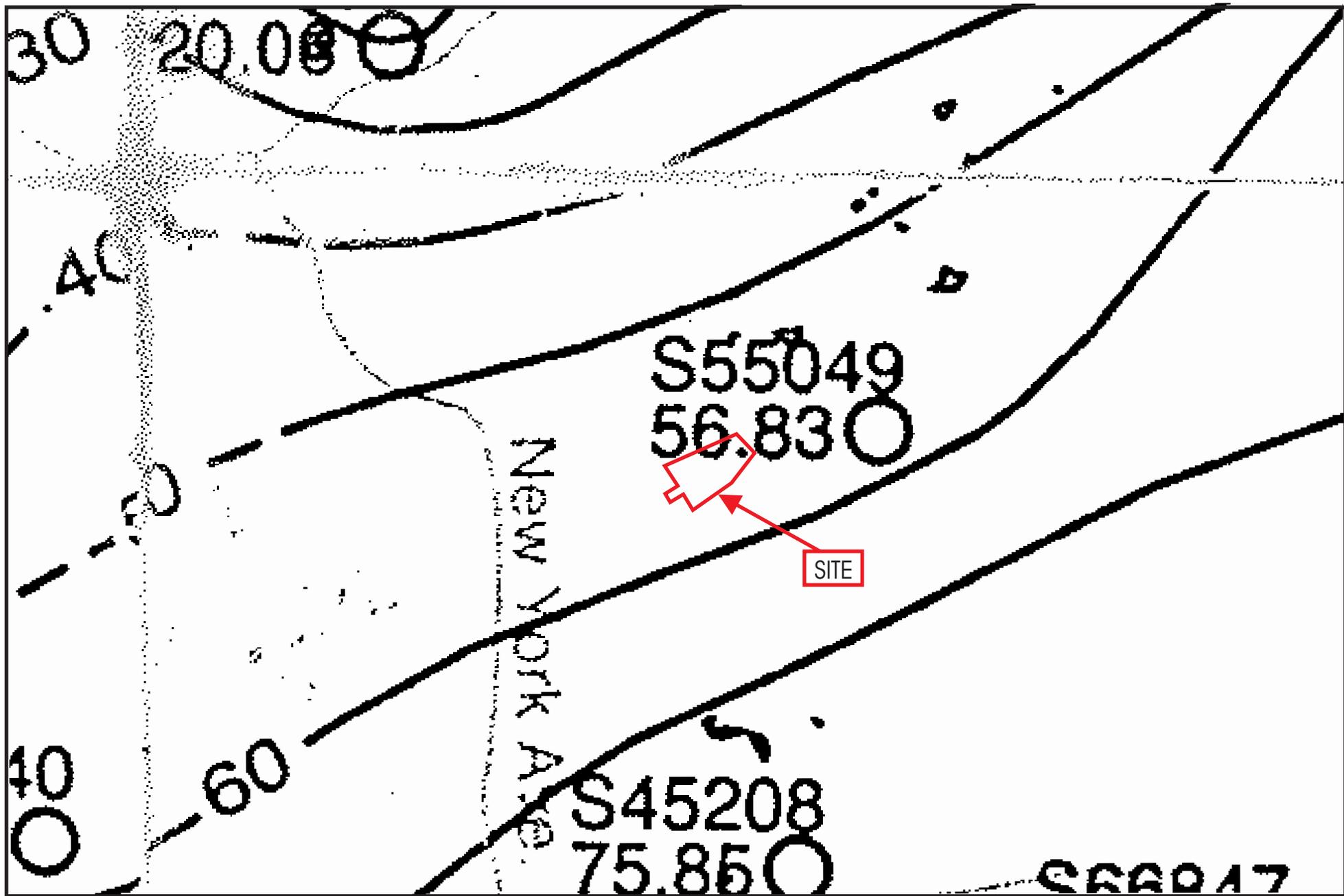
3.2.1 Groundwater

Long Island is considered a sole source aquifer region, which means that the groundwater is the single water supply source. Thus, land uses have the potential to impact the quality of the water supply.

There are three major aquifers under Long Island: the Upper Glacial, the Magothy and the Lloyd. The Upper Glacial and Magothy are the significant water supply sources for most of Long Island. In recent years, suburbanization has caused contamination in areas of the Upper Glacial aquifer, since it is closest to the surface.

Depth to Groundwater

According to the United States Geological Survey ("USGS") Water Table of the Upper Glacial Aquifer on Western Long Island, New York, in March-April 2000, groundwater is at an elevation of 57± feet amsl (see Figure 4). As indicated on the *Slope Analysis* (see Appendix A), site elevations range between 189± and 230± feet amsl. Thus, depth to groundwater at the subject property is estimated to range between 132± feet and 173± feet bgs. Groundwater in the vicinity of the subject property flows to the northwest.



Avalon at Huntington Station
 East Fifth Street
 Hamlet of Huntington Station, Town of Huntington
 Suffolk County, New York
 *Site boundary is approximate.

Figure 4: Excerpt of Water Table Elevation Map

*USGS Water Table of the Upper Glacial Aquifer on Western Long Island
 New York, in March-April 2000*



Water Usage

The subject site is currently undeveloped, and unoccupied, and, therefore, there is no demand for potable water and no water is being supplied to the property. VHB has confirmed with the SCWA that the subject property is located within the SCWA's coverage area (Distribution Area 6).

According to Nelson & Pope, there is an eight-inch water main located along East Fifth Street that dead-ends to the west of the subject property at the New York Armory property, and a twelve-inch water main dead-ends to the east of the subject property at the Telephonics Corporation property.

Sanitary Waste and Discharge

The subject site is currently undeveloped and unoccupied, and, therefore, no sanitary waste is generated.

Huntington Country Farms and Carillon Nursing Home are two nearby properties that are served by the Huntington Sewer District. Carillon Nursing Home, located at the southeast corner of Park Avenue (Suffolk County Road 35) and Pulaski Road (Suffolk County Road 11), has an on-site pump station that pumps sewage through a four-inch force main to a gravity collection system manhole located on East Fifth Street in front of the subject property. This collection system flows by gravity to a pump station located on the Huntington Country Farms property, located on the south side of East Fifth Street, opposite the subject property. As such, municipal sewer infrastructure is present in the immediate vicinity of the site.

The Long Island Comprehensive Waste Treatment Management Plan ("208 Study")

In 1978, Long Island was divided into eight hydrogeologic zones in The Long Island Comprehensive Waste Treatment Management Plan (the "208 Study"). The subject property is situated in Hydrogeologic Zone I (see Figure 5).

Zone I, which is the "deep flow system," encompasses much of the residential, transport, commercial and industrial activity areas of Nassau and Suffolk Counties. Zone I, located in Nassau County and western Suffolk, contributes water to the middle and lower portions of the Magothy aquifer. Portions of the Upper Glacial aquifer, and to a lesser extent, the Magothy aquifer, have been contaminated by nitrates from fertilizers and on-site wastewater disposal systems

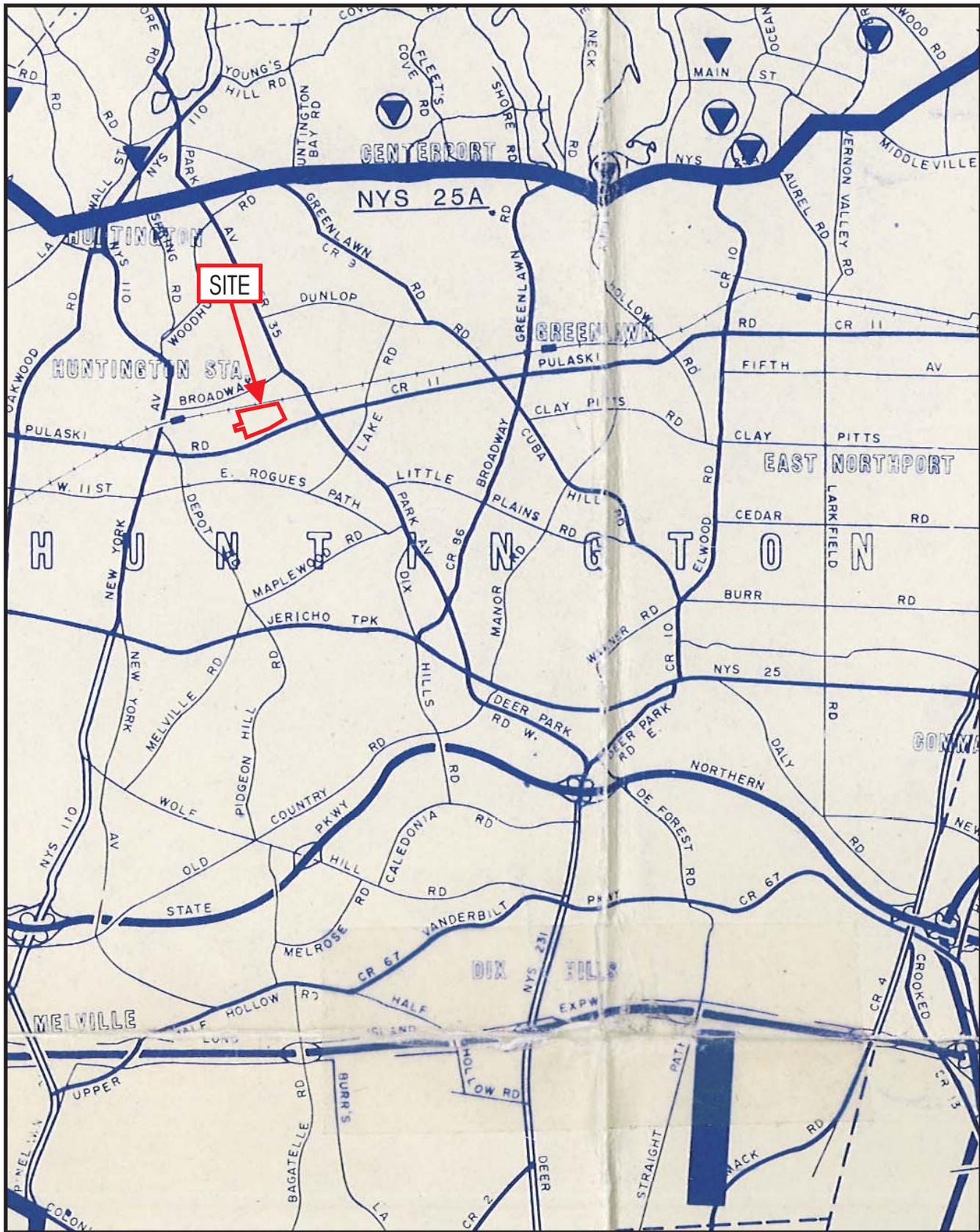
and by synthetic organic chemicals from industrial and other discharges. Initially, the nitrate contamination was a result of farming practices and then, later, of urbanization.

The *208 Study* lists structural and non-structural recommendations, and from these recommendations, defines the highest priority areawide alternatives to manage potential impacts to groundwater in each Hydrogeologic Zone.

Highest Priority Areawide Alternatives

The relevant highest priority areawide alternatives for Hydrogeologic Zone I are as follows:

1. Implement "Best Management Practices" to control runoff and remove nitrogen from treatment plants recharging effluent;
2. Provide for routine maintenance of on-site disposal systems; and
3. Restrict the use of inorganic fertilizers. Promote the use of low-maintenance lawns.



Avalon at Huntington Station
 East Fifth Street
 Hamlet of Huntington Station
 Town of Huntington
 Suffolk County, New York
 *Site boundary is approximate.

Figure 5: Excerpt of Hydrogeological Zone Map

*The Long Island Comprehensive Waste Treatment Management Plan
 "208 Study" 1978*



The Long Island Comprehensive Special Groundwater Protection Area Plan ("SGPA Plan")

Special Groundwater Protection Areas ("SGPAs") are significant, largely undeveloped, or sparsely developed geographic areas of Long Island that provide recharge to portions of the deep flow aquifer system. They represent a unique final opportunity for comprehensive, preventative management to preclude or minimize land use activities that can have a deleterious impact on groundwater. Nine SGPAs are located on Long Island: North Hills, Oyster Bay, West Hills/Melville, Oak Brush Plains, Central Suffolk, Southold, South Fork, and Hither Hills. The subject site is not situated within the boundaries of an SGPA.

Suffolk County Sanitary Code

In order to protect the groundwater quality in Suffolk County, the SCDHS adopted Articles 6, 7 and 12 of the Suffolk County Sanitary Code ("SCSC"). Article 6, Realty Subdivisions, Developments and Other Construction Projects, contains several provisions relevant to this project, as summarized below.

Section 760-607(A) of the SCSC indicates that, for projects other than conventional single-family residential realty subdivisions and developments, a community sewerage system method of sewage disposal is required when any of the following conditions are met:

- The construction project is located within Groundwater Management Zones III, V, or VI, and the population density equivalent is greater than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 40,000 square feet;
- The construction project is located outside of Groundwater Management Zones III, V, or VI, and the population density equivalent is greater than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 20,000 square feet;
- The construction project, or any portion thereof, is located within an existing sewer district, unless hardship can be demonstrated; and
- The construction project is located in an area where the subsoil or groundwater conditions are not conducive to the proper functioning of individual or subsurface sewerage systems.

The subject property is situated within Groundwater Management Zone I, as indicated on the *Suffolk County Sanitary Code – Article 6 SCDHS – Groundwater Management Zones* (SCDHS, 1998). Accordingly, for the 26.58±-acre (1,157,720±-square-foot) subject property, the maximum permissible discharge to on-site sanitary systems would be approximately 17,366± gpd. A community sewerage method of sewage disposal would be required if the anticipated quantity of sanitary waste generation exceeds that amount. As previously mentioned, it is expected that future sanitary flow from the subject property would be directed to and treated by the Huntington Wastewater Treatment Plant. Thus, the population density equivalent limitation is not relevant.

Article 7, *Water Pollution Control*, is intended to protect water resources “...from discharges of sewage, industrial and other wastes, toxic or hazardous materials and stormwater runoff,” and sets forth restrictions and prohibitions for certain discharges of such materials. Article 7 sets forth additional restrictions on discharges within deep recharge areas and water supply sensitive areas, and enumerates those activities which are excluded from such restrictions (e.g., application of approved fertilizers or pesticides, deicing salts, discharge of sewage to municipal sewers, etc.). As previously discussed, the subject property is in Zone I, which is considered to be a deep recharge area. The subject property is not within a water supply sensitive area as defined within Article 7.

Article 12, *Toxic and Hazardous Materials Storage and Handling Controls*, relates to the storage and handling of toxic and hazardous materials. As the subject property is undeveloped and unoccupied, there are no toxic or hazardous materials being stored or used on-site.

3.2.2 Stormwater Runoff and Drainage

Stormwater runoff is generated by precipitation events and is divided into three components: surface runoff, interflow and base flow. Surface runoff is that portion of the stormwater that remains after a precipitation event and is not captured by depression storage or ponding, does not infiltrate the surface and is not evapotranspired from the earth’s surface. Interflow is that portion of stormwater that infiltrates the surface into the soil zone and moves in a horizontal direction until reaching a surface water body. Finally, the base flow is that portion which infiltrates the surface and soil profile to reach groundwater²

In the New York State Department of Environmental Conservation (“NYSDEC”) manual, *Reducing the Impacts of Stormwater Runoff From New Development*, the concept of stormwater management is such that there is qualitative control as a

▼
² *Reducing Impacts of Stormwater Runoff from New Development*, New York State Department of Environmental Conservation.

system of vegetative and structural measures that can be used “to control the increased volume and rate of surface runoff caused by man-made changes to the land” and “to control or treat pollutants carried by surface runoff” (page 5). The goal of stormwater management is to prevent substantial alteration of the “quantity and quality of stormwater run-off from any specific development... from predevelopment conditions” (page 6).

The subject property is currently undeveloped, and there are no methods of stormwater management (e.g., drywells) on-site.

Long Island Segment of the Nationwide Urban Runoff Program (“NURP Study”)

Years of study, including various 208 studies, have provided conclusive evidence that in many areas pollutant loading contributed by non-point sources exceed those contributed by point sources, and urban runoff is the single-most non-point source. With regard to stormwater runoff, the NURP Study has made the following findings concerning groundwater and surface water:

Groundwater

- Most of the runoff into recharge basins is derived from rain that falls directly on impervious surfaces, except during storms of high intensity, high volume and/or long duration;
- In general, with the exception of lead and chloride, the concentrations of inorganic chemicals measured in stormwater runoff do not have the potential to adversely affect groundwater quality;
- Infiltration through the soil is generally an effective mechanism for reducing lead and probably chromium from runoff on Long Island. Although the NURP Study findings concerning chromium are not conclusive, data from a spill at Farmingdale indicate attenuation. Chloride is not attenuated. The effect of infiltration on nitrogen is undetermined; and
- Coliform and fecal streptococcal indicator bacteria are removed from stormwater as it infiltrates through soil.

Surface Water

- Any control of chemical constituents in runoff requires awareness of the year-round presence. The use of highway deicing salts in winter explains the high chloride concentrations found in runoff during that season;

- Stormwater is a major source of coliform loading to Long Island bays. Some of the bays in Suffolk County contain areas where impaired water quality exists for reasons other than stormwater runoff (e.g., localized duck farm discharges); and
- The evidence accumulated in the NURP Study strongly supports the belief that fecal coliform loads are derived from non-human sources. Estimates indicate that the dog population could be a major source of the fecal coliform load in stormwater runoff.

The NURP Study makes various recommendations regarding stormwater runoff. The relevant recommendations, and the proposed action's consistency therewith, are discussed in Section 4.2.2 of this DEIS.

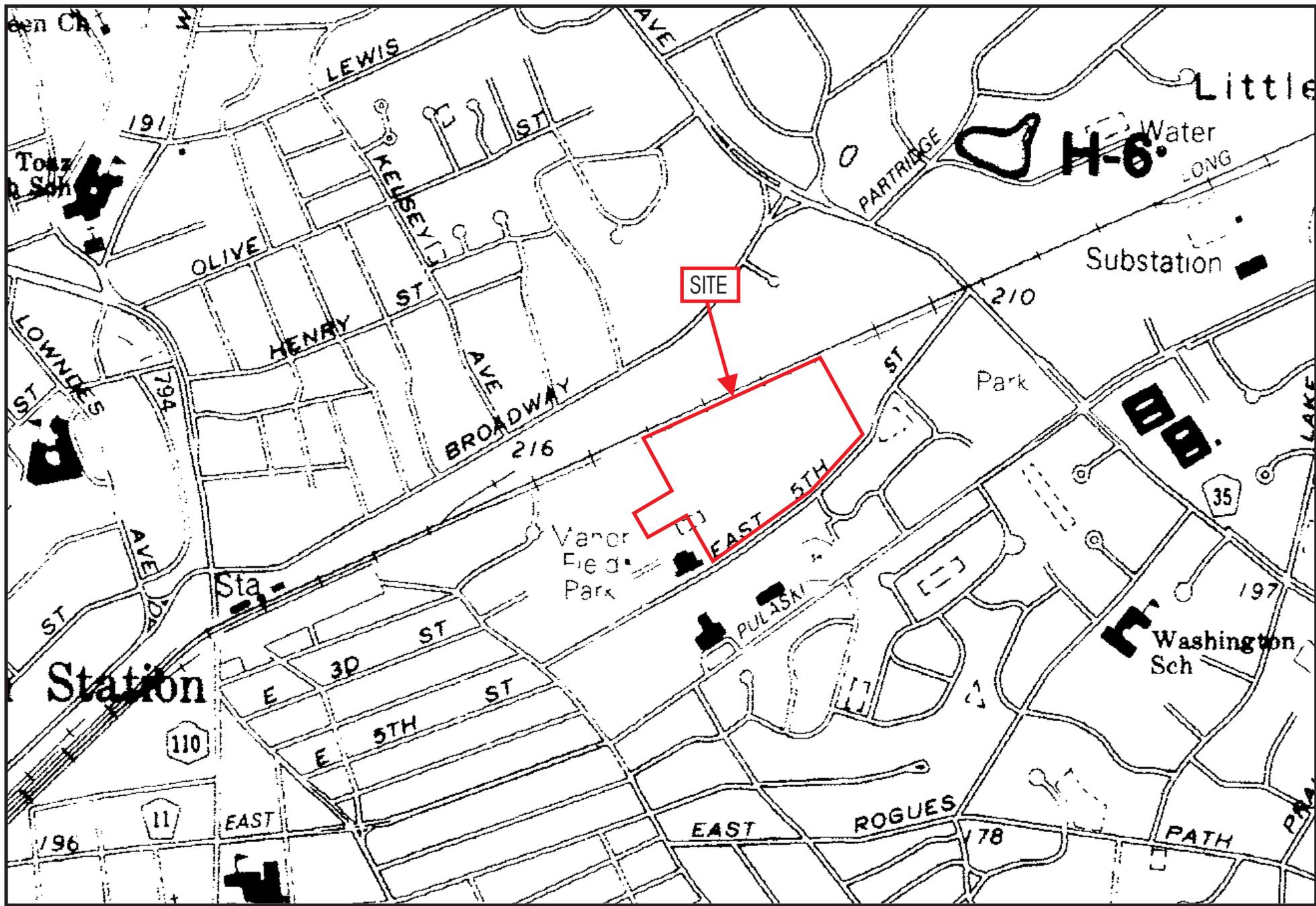
Nonpoint Source Management Handbook

The Nonpoint Source Management Handbook (hereinafter the "Handbook"), which was prepared as part of the USEPA's 208 Plan Implementation Program, is divided into several elements: Land Use; Stormwater Runoff; On-site Systems; Highway Deicing; Fertilizer; Animal Waste; Wells-Water Supply; Boat Pollution; and Site Plan Review and Ordinances. The Handbook makes a variety of recommendations for counties, municipalities, engineers, and others, to use in the controlling of non-point sources of groundwater contamination. Relevant recommendations from this study along with a review of the project's consistency therewith are included within Section 4.2.2 of this document.

3.2.3 Surface Water, Wetlands and Floodplains

There are no surface waters situated on or adjacent to the subject property. According to the NYSDEC's Freshwater Wetlands Map of Suffolk County, Map No. 24 of 39, Huntington Quadrangle, there are no freshwater wetlands situated on or directly adjacent to the subject site (see Figure 6).

The United States Fish and Wildlife Service National Wetland Inventory ("NWI") Map of Suffolk County, Map No. 402, Huntington Quadrangle, was also examined, and does not indicate the presence of any potential federally-regulated wetlands on or adjacent to the subject site (see Figure 7).



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 Suffolk County, New York
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Figure 6: Excerpt of Freshwater Wetlands Map

NYSDEC Freshwater Wetlands Map of Suffolk County
 Map No. 24 of 39, Huntington Quadrangle



The Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map of Suffolk County was reviewed as to whether the subject property is located within any special flood hazard areas. The subject property is situated within Panel No. 36103C0610G, which is not printed (i.e., does not contain any special flood areas), thus indicating that the subject site is outside of the 500-year floodplain.

3.3 Ecology

The 26.58±-acre subject property was field-inspected on July 10, July 22, and August 10, 2009 by VHB Project Scientist David Kennedy, M.S. (see résumé in Appendix G), for the purposes of assessing the existing ecological conditions of the site. Special attention was given to the possible presence of any rare (i.e., endangered, threatened and special concern) species or ecological communities potentially present on the site.

The subject property is a previously-disturbed, predominantly wooded parcel surrounded by commercial, industrial and residential development. The disturbed nature of the site is due primarily to documented historic agricultural and residential usage, as well as present site activity. There are currently no permanent structures or improved areas within the subject property.

The site is dominated by woodlands interspersed with small, scattered areas of open-canopied habitats in various stages of ecological succession. Although native vegetation is present, non-native and/or invasive trees, shrubs, vines and herbaceous plants are prevalent and even dominant throughout the site. No surface waters or wetlands currently exist on the site.

Vegetation

Historic research that was performed as part of the Phase I ESA in 2008 indicates that the subject property was formerly utilized for agricultural purposes and was occupied by crop fields, several farm-related buildings and a residential dwelling. By 1976, the aforementioned structures had been removed from the property, and the agricultural fields were allowed to go fallow and became colonized by non-agricultural vegetation. Although no agricultural activity is known to have taken place since that time, subsequent disturbances, including the construction of non-permanent structures and the creation of various unpaved foot/bicycle paths has occurred on-site.

Due to its past agricultural use, the subject property can best be described as containing disturbed habitats in various stages of ecological succession. Successional habitats are ecological communities occupying areas that have previously been cleared or otherwise disturbed. Following disturbance, an area is

initially colonized by “weeds,” grasses and other herbaceous plant species with wide seed dispersal capabilities. Shrubs and tree saplings produced from animal or wind-borne seeds from neighboring habitats join and eventually replace this early successional growth. Over time, the saplings mature, creating an overhead canopy of first growth woods. Eventually, as canopy cover increases, the resulting reduced light penetration allows for more shade-tolerant plants, shrub and saplings to colonize the understory. The resulting woodland or forest community generally resembles the pre-disturbance forest and surrounding communities, although non-native species are often present and can be dominant.

The subject property is dominated by three successional communities. Using the ecological classifications defined by the New York Natural Heritage Program’s (“NYNHP”) publication “Ecological Communities of New York State” (Reschke, 1990, as updated by Edinger et al., 2002), these three communities include Successional Southern Hardwoods, Successional Shrubland, and Successional Old Field. A detailed description of the ecological communities observed on-site, as defined by the NYNHP and supplemented by field observations, follows:

Successional Southern Hardwoods

The NYNHP describes the Successional Southern Hardwoods ecological community as:

“a hardwood or mixed forest that occurs on sites that have been cleared or otherwise disturbed. Characteristic trees and shrubs include any of the following: American elm (Ulmus americana), slippery elm (U. rubra), white ash (Fraxinus americana), red maple (Acer rubrum), box elder (Acer negundo), silver maple (A. saccharinum), sassafras (Sassafras albidum), gray birch (Betula populifolia), hawthorns (Crataegus spp.), eastern red cedar (Juniperus virginiana), and choke-cherry (Prunus virginiana). Certain introduced species are commonly found in successional forests, including black locust (Robinia pseudo-acacia), tree-of-heaven (Ailanthus altissima), and buckthorn (Rhamnus cathartica). Any of these may be dominant or co-dominant in a Successional Southern Hardwoods forest. Southern indicators include American elm, white ash, red maple, box elder, choke-cherry, and sassafras. This is a broadly defined community and several regional variants are known.”

This ecological community is ranked by NYNHP as G5, S5. According to the NYNHP, “G” refers to the Global rarity ranking and “S” refers to the New York State rarity ranking. G5 indicates a community which is considered “demonstrably secure globally, though it may be quite rare in parts of its range, especially at the periphery.” The S5 ranking refers to a community that is considered to be “demonstrably secure in New York State.”

Successional Southern Hardwoods is the dominant ecological community observed on-site. As indicated in the NYNHP description, the Successional Southern Hardwoods on the subject property appears to be a regional variant of this broadly-defined community. Dominant trees include native species such as

black cherry (*Prunus serotina*), red maple (*Acer rubrum*). Oak species, including northern red oak (*Quercus rubra*) and black oak (*Quercus velutina*) are present on some portions of the site, indicating a latter successional stage. Several non-native species are also dominant, including Norway maple (*Acer plantanoides*), black locust (*Robinia pseudoacacia*) and tree-of-heaven (*Ailanthus altissima*). The latter three species dominate the forest canopy over significant portions of the site, particularly in perimeter areas.

The density of the shrub layer varies throughout the site, being generally sparse where present in interior areas, while thicker along perimeter areas and adjacent to clearings and paths. Common examples of shrubs observed on-site include multiflora rose (*Rosa multiflora*), northern arrowwood (*Viburnum recognitum*), blackberries (*Rubus* spp.) and autumn olive (*Eleagnus umbellata*).

The herbaceous plant stratum is sparse to virtually non-existent where thick shrub and vine coverage is present. In other areas, the herbaceous stratum supports species such as garlic mustard (*Allaria petiolata*), pokeweed (*Phytolacca americana*) and rough-stemmed goldenrod (*Solidago rugosa*).

Similar to other examples of this ecological community in the Long Island region, much of the tree and shrub layer is covered with a thick layer of woody and non-woody vines, including natives such as round-leaved greenbrier (*Smilax rotundifolia*), poison ivy (*Toxicodendron radicans*) and Virginia creeper (*Parthenocissus quinquefolia*), as well as non-native species including Japanese honeysuckle (*Lonicera japonica*), Asiatic bittersweet (*Celastrus orbiculatus*) and porcelainberry (*Ampelopsis brevipedunculata*).

Successional Shrubland

The Successional Shrubland ecological community is defined by the NYNHP as:

"a shrubland that occurs on sites that have been cleared (for farming, logging, development, etc.) or otherwise disturbed. This community has at least 50% cover of shrubs. Characteristic shrubs include gray dogwood (Cornus foemina ssp. racemosa), eastern red cedar (Juniperus virginiana), raspberries (Rubus spp.), hawthorne (Crataegus spp.), serviceberries (Amelanchier spp.), choke-cherry (Prunus virginiana), wild plum (Prunus americana), sumac (Rhus glabra, R. typhina), nanny-berry (Viburnum lentago), arrowwood (Viburnum recognitum), and multiflora rose (Rosa multiflora). Birds that may be found in successional shrublands brown thrasher, blue-winged warbler, golden-winged warbler, chestnut-sided warbler, yellow-breasted chat, eastern towhee, field sparrow, song sparrow, and indigo bunting."

According to the NYNHP, the Successional Shrubland community is ranked as G4, S4. The G4 ranking indicates a community that is considered "apparently secure globally, though it may be quite rare in parts of its range, especially at the

periphery." The S4 ranking indicates that a community is considered to be "apparently secure in New York State."

This ecological community is restricted to scattered open-canopied clearings, the areas adjacent to paths and certain perimeter areas, particularly along the northern site boundary with the LIRR. It is closely associated with the Successional Old Field community described below, and, in fact, represents a later successional stage of that community. Together, these two communities occupy approximately 2.85-acres (11 percent) of the total site acreage.

The species composition of the on-site Successional Shrubland community differs to some extent from the NYNHP description. Commonly observed shrubs include non-native multiflora rose, Tartarian honeysuckle and the native northern arrowwood, as well as tree saplings from the adjacent forest community, including tree-of-heaven and black locust. Japanese knotweed (*Polygonum cuspidatum*), another highly invasive non-native species, also dominates the shrub layer in many areas. Similar to the Successional Southern Hardwoods community, the aforementioned vine species are prevalent, as well as additional viney species including grapes (*Vitis* spp.), hedge bindweed (*Convolvulus sepium*) and field bindweed (*Convolvulus arvensis*).

Common herbaceous plants within this community include common milkweed (*Asclepias syriaca*), common mullein (*Verbascum Thapsus*), Queen Ann's Lace (*Daucus carota*), dwarf sumac (*Rhus copallina*) and hemp dogbane (*Apocynum cannabinum*).

Successional Old Field

The Successional Old Field ecological community is defined by the NYNHP as:

"a meadow dominated by forbs and grasses that occurs on sites that have been cleared and plowed (for farming or development), and then abandoned. Characteristic herbs include goldenrods (*Solidagoaltissima*, *S. nemoralis*, *S. rugosa*, *S. juncea*, *S. canadensis*, and *Euthamia graminifolia*), bluegrasses (*Poa pratensis*, *P. compressa*), timothy (*Phleum pratense*), quackgrass (*Agropyron repens*), smooth brome (*Bromus inermis*), sweet vernal grass (*Anthoxanthum odoratum*), orchard grass (*Dactylis glomerata*), common chickweed (*Cerastium arvense*), common evening primrose (*Oenothera biennis*), oldfield cinquefoil (*Potentilla simplex*), calico aster (*Aster lateriflorus*), New England aster (*Aster novae-angliae*), wild strawberry (*Fragaria virginiana*), Queen-Anne'slace (*Daucus corota*), ragweed (*Ambrosia artemisiifolia*), hawkweeds (*Hieracium* spp.), dandelion (*Taraxacum officinale*), and ox-tongue (*Picris hieracioides*). Shrubs may be present, but collectively they have less than 50% cover in the community. Characteristic shrubs include gray dogwood (*Cornus foemina* ssp. *racemosa*), silky dogwood (*Cornus amomum*), arrowwood (*Viburnum recognitum*), raspberries (*Rubus* spp.), sumac (*Rhus typhina*, *R. glabra*), and eastern red cedar (*Juniperus virginiana*)...This is a relatively short-lived community that succeeds to a shrubland, woodland, or forest community."

Successional Old Field is ranked by the NYNHP as G4, S4.

This community represents an earlier successional stage of the Successional Shrubland community and is found on-site in close association with and in the same clearings and edge areas as that community. As detailed in the NYNHP description, grasses such as timothy grass (*Phleum pratense*) and fescues (*Festuca* spp.) are represented as well as many "weedy" herbaceous plant species including common mugwort (*Artemisia vulgaris*), yellow toadflax (*Linaria vulgaris*), common chicory (*Cichorium intybus*), clovers (*Trifolium* spp.), sowthistles (*Sonchus* spp.) and goldenrods (*Solidago* spp.).

Table 5 provides a list of vegetation observed on the subject property during the field investigation conducted by VHB during July and August of 2009. The list is not intended to represent an all-inclusive list of the vegetative species present on the site.

Table 5 – Plant Species List

Trees

American beech	<i>Fagus grandifolia</i>
bigtooth aspen	<i>Populus grandidentata</i>
black cherry	<i>Prunus serotina</i>
black locust	<i>Robinia pseudoacacia</i>
black oak	<i>Quercus velutina</i>
eastern cottonwood	<i>Populus deltoides</i>
eastern red cedar	<i>Juniperus virginiana</i>
European white birch	<i>Betula pendula</i>
flowering dogwood	<i>Cornus florida</i>
gray birch	<i>Betula poulifolia</i>
mimosa	<i>Albizia julibrissin</i>
northern catalpa	<i>Catalpa speciosa</i>
northern red oak	<i>Quercus rubra</i>
northern white cedar	<i>Thuja occidentalis</i>
Norway maple	<i>Acer platanoides</i>
pin oak	<i>Quercus palustris</i>
quaking aspen	<i>Populus tremuloides</i>
red maple	<i>Acer rubrum</i>
sassafras	<i>Sassafras albidum</i>
scarlet oak	<i>Quercus coccinea</i>
Russian olive	<i>Elaeagnus angustifolia</i>
silver maple	<i>Acer saccharinum</i>
tree-of-heaven	<i>Ailanthus altissima</i>
white willow	<i>Salix alba</i>

Shrubs and Vines

Asiatic bittersweet
autumn olive
bittersweet nightshade
blackberries
field bindweed
forsythia
fox grape
hedge bindweed
Japanese honeysuckle
multiflora rose
northern arrowwood
poison ivy
porcelain-berry
rugosa rose
riverbank grape
round-leaved greenbrier
summer grape
Tartarian honeysuckle
Virginia creeper

Celastrus orbiculatus
Eleagnus umbellata
Solanum dulcamara
Rubus spp.
Convolvulus arvensis
Forsythia sp.
Vitis labrusca
Convolvulus sepium
Lonicera japonica
Rosa multiflora
Viburnum recognitum
Toxicodendron radicans
Ampelopsis brevipedunculata
Rosa rugosa
Vitis riparia
Smilax rotundifolia
Vitis aestivalis
Lonicera tatarica
Parthenocissus quinquefolia

Herbaceous Plants

annual sowthistle
broadleaf plantain
bull thistle
butterbur
common blue violet
common chicory
common milkweed
common mugwort
common mullein
common purslane
common ragweed
common reed
common teasle
common yarrow
curly dock
daisy fleabane
dandelion
deer-tongue grass
dwarf sumac
early goldenrod
garlic mustard
goldenrod

Sonchus oleraceus
Plantago major
Cirsium vulgare
Petasites spp.
Viola sororia
Cichorium intybus
Asclepias syriaca
Artemisia vulgaris
Verbascum thapsus
Portulaca oleracea
Ambrosia artemisiifolia
Phragmites australis
Dipsacus fullonum
Achillea millefolium
Rumex crispus
Erigeron strigosus
Taraxacum officinale
Dichanthelium clandestinum
Rhus copallina
Solidago juncea
Allaria petiolata
Solidago sp.

green foxtail	<i>Setaria viridis</i>
hemp dogbane	<i>Apocynum cannabinum</i>
Japanese knotweed	<i>Polygonum cuspidatum</i>
ladythumb	<i>Polygonum persicaria</i>
lance-leaved goldenrod	<i>Solidago graminifolia</i>
lowbush blueberry	<i>Vaccinium angustifolium</i>
pennsylvania smartweed	<i>Polygonum pennsylvanicum</i>
perennial sowthistle	<i>Sonchus arvensis</i>
pokeweed	<i>Phytolacca americana</i>
prickly lettuce	<i>Lactuca serriola</i>
prostrate spurge	<i>Euphorbia humistrata</i>
Queen Ann's lace	<i>Daucus carota</i>
red clover	<i>Trifolium pratense</i>
rough-stemmed goldenrod	<i>Solidago rugosa</i>
sensitive fern	<i>Onoclea sensibilis</i>
slender-leaved goldenrod	<i>Solidago tenuifolia</i>
spotted spurge	<i>Euphorbia maculata</i>
staghorn sumac	<i>Rhus typhina</i>
sundrops	<i>Oenothera fruticosa</i>
sweet goldenrod	<i>Solidago odora</i>
tall goldenrod	<i>Solidago altissima</i>
timothy grass	<i>Phleum pratense</i>
white clover	<i>Trifolium repens</i>
yellow foxtail	<i>Setaria glauca</i>
yellow toadflax	<i>Linaria vulgaris</i>
yellow woodsorrel	<i>Oxalis stricta</i>

Invasive Species

It is important to note that invasive plant species were observed throughout the entire site during the field inspections. According to the New York State Invasive Species Taskforce, an invasive plant species is:

"1) nonnative to the ecosystem under consideration, and 2) whose introduction causes or is likely to cause economic or environmental harm or harm to human health."

As described previously, the presence of non-native species reduces the ecological value of a habitat by out-competing native vegetation and reducing or eliminating foraging, breeding and nesting habitat for native wildlife species.

In order to assess the degree of "invasiveness" for various non-native species, the Nature Conservancy and the Brooklyn Botanic Garden, under the auspices of the Long Island Invasive Species Management Area ("LIISMA"), have developed The New York Invasive Plant Ranking System ("NYIPRS") (Jordan et. al, 2008). This system is a protocol for assessing non-native plant species for invasiveness that has already been utilized to assess 180 different plants in the state. Each species is

assigned points according to four distinct categories: ecological impact, biological characteristic and dispersal ability, ecological amplitude and distribution and difficulty of control. Based upon the total number of points, the species is assigned an invasiveness rank for the Long Island region, ranging from the lowest to the highest degree of invasiveness ("*insignificant*," "*low*," "*moderate*," "*high*" or "*very high*").

The following table provides a list of 13 of the most common invasive plant species observed on the subject property during the site inspections, followed by the accompanying NYIPRS invasiveness rank for each:

Asiatic bittersweet	very high
autumn olive	very high
Russian olive	medium
garlic mustard	very high
Japanese honeysuckle	very high
Norway maple	very high
Japanese knotweed	very high
multiflora rose	very high
common reed	very high
black locust	high
tree-of-heaven	medium
porcelain-berry	high
Tartarian honeysuckle	very high

All of the listed species are dominant over individual or multiple portions of the site. As depicted above, 11 of the 13 listed species have been assigned an invasiveness rank of very high or high. It is important to note that the sale, introduction or propagation of species with either of these rankings is either legally prohibited or currently proposed for prohibition in Nassau and Suffolk counties.

Wildlife

Most of the wildlife observed or expected on the site are species that are tolerant of human activity, due to the size, and disturbed condition of the site, as well as surrounding land uses. All of the observed wildlife species are considered to be common or relatively common species of suburban and/or wooded edge habitats. Wildlife species of forest interiors were not observed and are not expected to utilize the site, as these species are generally intolerant of human activity and require large, undisturbed areas of native vegetation.

The following provides a discussion of the birds, mammals and amphibians/reptiles observed or expected on the site, based upon field observations and literature review.

Birds

Bird species are the most common form of wildlife observed and expected on the subject property. A total of 13 bird species were observed on-site during the three field inspections:

American robin	<i>turdus migratorius</i>
black-capped chickadee	<i>Parus atricapillus</i>
blue jay	<i>Cyanocitta cristata</i>
common grackle	<i>Quiscalus quiscula</i>
downy woodpecker	<i>Picoides pubescens</i>
European starling	<i>Sturnus vulgaris</i>
gray catbird	<i>Dumetella carolinensis</i>
house sparrow	<i>Passer domesticus</i>
mourning dove	<i>Zenaida macroura</i>
northern cardinal	<i>Cardinalis cardinalis</i>
northern mockingbird	<i>Mimus polyglottos</i>
song sparrow	<i>Melospiza melodia</i>
yellow warbler	<i>Dendroica petechia</i>

No bird species that are commonly identified as specialists of forest interiors were observed on the subject property. In general, these species are less tolerant of human activity than suburban birds, and require large, undisturbed areas of native forest vegetation as habitat. Based upon this observation, and given the surrounding land uses and absence of undisturbed forest interior habitat on the subject property, it is likely that the site provides habitat that is generally more suitable to common generalist species adapted to suburban settings, rather than the less common specialist species of forest interior habitats. As such, it is not expected that the latter species would be present on the site or in the surrounding area.

Mammals

Only one mammal, gray squirrel (*Sciurus carolinensis*), was observed during the field inspections of the subject property. However, "The Mammals of Long Island, New York" (Connor, 1971) includes mammal surveys of various Long Island ecological communities. Of these communities, the two that most closely resemble the conditions found on-site are descriptions of a mature deciduous forest in northern Nassau County and a weedy, sandy field in eastern Suffolk County. Although the woodland and successional habitats on the subject property differ to some extent from these two examples, taken together, these community descriptions provide an approximation of the conditions found on-site. Based upon a review of the mammal surveys of the two aforementioned communities, and taking into account the surrounding land uses and disturbed condition of the site, some of the following additional mammal species might also be expected on the subject property:

eastern chipmunk	<i>Tamias striatus</i>
eastern cottontail	<i>Sylvilagus floridanus</i>
eastern mole	<i>Scalopus aquaticus</i>
house mouse	<i>Mus musculus</i>
little brown bat	<i>Myotis lucifugus</i>
meadow vole	<i>Microtus pennsylvanicus</i>
Norway rat	<i>Ratus norvegicus</i>
pine mouse	<i>Pitymys pinetorum</i>
raccoon	<i>Procyron lotor</i>
short-tailed shrew	<i>Blarina brevicauda</i>
Virginia opossum	<i>Didelphis virginialis</i>
white-footed mouse	<i>Peromyscus leucopus</i>

Amphibians and Reptiles

No herpetofauna were observed on the subject property, although the site may support a limited number of species. An estimation of the species potentially present in the vicinity of the site can be made by examining the existing site conditions and by consulting the New York State Amphibian and Reptile Atlas Project, (available online at <http://www.dec.ny.gov/animals/7140.html>). According to the atlas, 21 amphibian and reptile species were recorded between 1990 and 1999 for the 7.5-minute USGS Huntington, N.Y. Quadrangle topographic map within which the subject property lies. It is important to note that, due to the existing conditions on-site and in the general surrounding area, many of the species recorded in the atlas are not expected to be present. For example, some of the 21 species are confined to aquatic habitats for all or part of their life cycles. As there are no surface waters currently on or adjacent to the site, it is not expected that the subject property would support any of these species. Of the terrestrial species, some are not expected to occur on-site due to various preferred habitat requirements that the site does not provide. As a result, overall amphibian and reptile diversity on the subject property is expected to be low. Based upon the foregoing, and taking into account the surrounding land uses, existing habitats and the disturbed condition of the site, the following amphibian and reptile species might be expected on the subject property:

eastern garter snake	<i>Thamnophis sirtalis</i>
northern brown snake	<i>Storeria d. dekayi</i>
northern redback salamander	<i>Plethodon c. cinereus</i>
Fowler's toad	<i>Bufo fowleri</i>

Eastern garter snake and northern brown snake are terrestrial species that are relatively tolerant of human activity and are found in a variety of habitats. Both feed on worms, slugs, insects and small mammals and amphibians (Gibbs et. al, 2007). Northern redback is a terrestrial salamander of deciduous and mixed forests that feeds on a variety of small arthropods. Fowler's toad occurs in a

variety of habitats, including disturbed habitats and suburban areas. This species actively hunts at night for various insects and are known to prefer artificially lit areas (Gibbs et. al, 2007). All four species are known to be generally tolerant of development and human activity.

Rare Species and Habitats

According to correspondence from the NYNHP, dated July 10, 2009 (see Appendix G), no records for rare or State-listed animals, plants, significant natural communities or other significant habitats currently exist for the subject property or the immediate vicinity. Additionally, no endangered, threatened or special concern plant or animal species were observed during the three field inspections.

One tree species observed on several areas of the subject property, flowering dogwood (*Cornus florida*), is listed by the NYSDEC as being "exploitably vulnerable." According to the NYSDEC, plant species in this category are not considered to be rare at present, but are likely to become threatened in the near future throughout all or a significant portion of their range within the state, if causal factors continue unchecked. Nevertheless, according to the "Metropolitan Flora Woody Plant Workbook" (Clements, 1999), flowering dogwood occurs throughout Long Island with high frequency. Moreover, according to "The Trees of Long Island" (Peters, 1973), flowering dogwood is considered "extremely common" on western Long Island. It is important to note that, the protection of most exploitably vulnerable plant species, including flowering dogwood, is at the discretion of the landowner, who may legally remove or transport these plants at any time.

Wetlands

As previously discussed, review of the NYSDEC Freshwater Wetlands Map of Suffolk County, Huntington Quadrangle (Map No. 24 of 39), indicates that no NYSDEC-regulated freshwater wetlands are located on or immediately adjacent to the subject property. Similarly, the United States Fish and Wildlife Service ("USFWS") National Wetlands Inventory ("NWI") Map No. 752 (Huntington Quadrangle), indicates that no federally-regulated wetlands are located on or immediately adjacent to the site. During the field inspection, no surface waters or signs of wetland vegetation, hydrology or soils were observed on the subject property.

The potential impacts upon ecological resources are identified and discussed in Section 4.3 of this DEIS.

3.4 Land Use, Zoning and Community Character

3.4.1 Land Use

The 26.58±-acre subject property is wooded and contains no permanent structures. Several foot/bike paths transect the site.

The subject property is bounded to the north by railroad tracks of the LIRR; on the east by Telephonics Corporation (a light-industrial use with office and warehouse space); on the south by East Fifth Street; and on the west by recreational uses of the Town of Huntington (Manor Field), which includes the Manor Field Family and Community Food Center and the former New York State Armory building. Beyond the LIRR tracks, to the north of the site, are various commercial and industrial uses, including two large warehouse and stockyard facilities owned by Kleet Lumber and Nassau-Suffolk Lumber. Beyond East Fifth Street, to the south, are a multi-family residential community known as "Huntington Country Farms" (which includes a vacant wooded parcel located adjacent to East Fifth Street), a second multi-family development ("Huntington Glen"), and a Town of Huntington public works facility ("Raymond T. Cavanaugh Maintenance Facility"). Fair Meadow Park, a Town of Huntington-owned recreational property, is located to the southeast of the site, to the south of East Fifth Street.

The land uses surrounding the subject property can generally be described as follows:

North: The LIRR tracks, followed by various commercial and industrial uses situated along Broadway, with single-family residential development located beyond;

East: Light industrial use, followed by Park Avenue, with additional commercial and industrial uses located beyond;

South: East Fifth Street, followed by multi-family residential development, and municipal and commercial uses (including the Huntington Medical Group medical center); with Pulaski Road and single-family residential development located beyond; and

West: New York State-owned property and Town of Huntington recreational property, followed by various commercial and industrial uses and single-family residential development, with a Town of Huntington parking facility associated with the LIRR station located beyond.

Photographs of the subject property and surrounding area are provided in Appendix H.

As the subject site is currently undeveloped, it does not generate air emissions.

3.4.2 Zoning

The subject property is within the R-7 Residence zoning district of the Town of Huntington. According to the Code of the Town of Huntington, permitted uses in the R-7 Residence district include single-family residences; farms and nurseries; religious uses; educational uses; and municipal uses such as parking lots and fire houses.

The bulk and dimensional requirements for associated with the R-7 Residence zoning district are represented in the following table.

Table 6 – Dimensional Regulations of the R-7 Residence Zoning District

Regulation	Permitted
Minimum Lot Area	7,500 Square Feet
Minimum Lot Width	75 Feet
Minimum Lot Frontage	40 Feet
Maximum Height	2 Stories / 35 Feet
Minimum Front Yard	25 Feet
Minimum Side Yard	
One Side Yard	7 Feet
Total Side Yards	15 Feet
Minimum Rear Yard	25 Feet

Several zoning districts are present in the immediate area surrounding the subject property, as follows (see Figure 8):

North: I-5 General Industry, beyond the LIRR tracks, C-6 General Business beyond Broadway, and R-5 Residence farther north;

East: I-1 Light Industry adjacent to the subject property, R-7 Residence south of East Fifth Street, and I-2 Light Industry and I-5 General Industry east of Park Avenue;

South: R-7 Residence and I-2 Light Industry, opposite the subject property, south of East Fifth Street, C-12 Professional and R-10 Residence, west of the subject property, south of East Fifth Street, and R-10 Residence, south of Pulaski Road; and

West: R-7 and R-5 Residence, adjacent to the site, I-3 Light Industry, north of East Second Street, and R-5 Residence beyond.



Avalon at Huntington Station
 East Fifth Street
 Hamlet of Huntington Station, Town of Huntington
 Suffolk County, New York
 *Site boundary is approximate.

Figure 8: Excerpt of Town of Huntington Zoning Map
 Town of Huntington Planning Department, March 2011



The Town of Huntington adopted an updated comprehensive plan to address future development in the Town, titled *Horizons 2020 Comprehensive Plan Update, Town of Huntington, New York*, dated December 2008 ("*Horizons 2020 Update*"). Prior to the adoption of the *Horizons 2020 Update*, the Town used the *Town of Huntington Comprehensive Plan*, dated April 21, 1993 ("*1993 Comprehensive Plan*") to establish development goals and policies for the Town. As stated within the *Horizons 2020 Update*, "many of the issues and recommendations of the 1993 [Comprehensive] Plan are still relevant today" (page 1-3). Therefore, both the *1993 Comprehensive Plan* and the *Horizons 2020 Update* are discussed herein.

1993 Comprehensive Plan

The *1993 Comprehensive Plan* was prepared after rapid growth in the 1950s and 1960s, and was based on the Town being a "mature, stable suburban community" (page 1). The Town's comprehensive plan prior to 1993 was prepared in 1965 during a time when there was still room to grow in the Town. The *1993 Comprehensive Plan* establishes the Town's vision through 2000. The primary demographic changes indicated in the *1993 Comprehensive Plan* included the loss of the younger population, due in part to the lack of affordable housing; a leveling-off of population growth and demand for public and private services; the increase of households at a greater rate than the population, generating a need for diverse housing options; and an increase in the number of preschool and young school-aged children.

The policies provided in the *1993 Comprehensive Plan* serve to provide "guidelines for future land use activities as well as remedies for existing conflicts and problems..." (page 4). The *1993 Comprehensive Plan* focused on the following elements, and provided recommendations and strategies for each: transportation; environmental conditions; housing; retail development; office and industrial development; development within and outside of Melville; schools; libraries; parks; open space; and historic resources. The relevant goals and recommendations offered within the *1993 Comprehensive Plan* are identified and discussed further in Section 4.4.3 of this DEIS.

Horizons 2020 Comprehensive Plan Update (2008)

The *Horizons 2020 Update* (December 2008) is the latest revision of the *1993 Comprehensive Plan* and provides the vision of the Town of Huntington "through clear and consistent goals, policies and strategies" that will "positively and deliberately influence growth and change to achieve expressed citizens' values and aspirations" (page iii). The Town's vision includes four elements: community

character, quality of life, sustainable community structure, and responsive town government. To achieve the Town vision, seven plan elements were established with policies and strategies to “move Huntington towards the future,” including environmental resources, community character, community facilities, land use, economic development, transportation and housing (page vi).

The *Horizons 2020 Update* identified areas of the Town that have the greatest potential for change as geographical focal areas. Huntington Station is a geographical focal area in the *Horizons 2020 Update*, and the subject site is just west of the boundary of that identified area. Due to the subject property’s proximity to the Huntington Station geographical focal area, certain of the recommendations are relevant to the subject property.

The policies, strategies and recommendations offered within the *Horizons 2020 Update* that are relevant to the subject property and the proposed action are discussed in Section 4.4.3 of this DEIS.

3.4.4 Community Character

The subject property is situated among a diverse and dense mix of land uses. Within the area immediately surrounding the subject property, there are multi-family residential uses (townhouse condominiums and apartments), various recreational uses (park and lawn areas, ballfields and playing courts), light industrial uses (lumber yards, office, warehouse and distribution uses), municipal and community support uses (New York State Armory, Town of Huntington Department of Public Works and Manor Field Family and Community Food Center), transportation uses (LIRR tracks and station), and single-family residential development surrounding. As a result of this dense mix within the immediate surrounding area, there is not a distinct character of the immediate surrounding area. However, multi-family developments and both active and passive recreational areas are the most dominant land uses along East Fifth Street in the vicinity of the site, and provide some character of the corridor.

An aerial photograph depicting the above-described land use patterns are included in Appendix H, along with photographs of the area surrounding the subject property.

3.5 Socioeconomics

Demand for Multi-Family and Affordable Housing on Long Island

Long Island Index (2008)

The need for diversified housing options was clearly documented in a 2008 report in the LI Index, a study conducted by the Stony Brook University Center for Survey Research. Below are key findings of the LI Index:

- From 1990 to 2006, the number of young professionals, those within the 25 to 34 years age cohort, has declined by 35 percent, compared to eight percent nationwide;
- 65 percent of those between the ages of 18 and 34 years expressed the possibility of moving away from Long Island within the next 5 years;
- Long Island has a lower percentage of multi-family housing and rentals than other New York suburb;
- 83 percent of Long Island housing units are single-family homes. However, one resident out of every three would prefer a condo, townhouse or apartment; and
- A majority of empty nesters (ages 50 to 64) and seniors (65 years and older) would prefer to live in walkable neighborhoods, where homes are not far apart.

Horizons 2020 Comprehensive Plan Update (2008)

Pursuant to the Town's *Horizons 2020 Update*, the population of the Town of Huntington experienced a decline between 1990 and 2000; however, population estimates for 2000 to 2006 indicate an increase to 202,767, with a 2030-year estimate of 217,290. The change in the population characteristics is a more significant issue than the change in the number of people residing in the Town. These changes in population characteristics include the following:

- A decrease in the average household size from 3.59 persons (1960) to 2.96 persons (2000);
- An aging population, with the median age of 30 years old in 1960 to 39 years old in 2000, an increase of 25 percent of persons 65 years of age or older, and 33 percent of the population born between 1946 and 1964); and
- A decrease in persons between 25 and 34 years of age from 1990 to 2000, with the 25- to 29-year age group representing the greatest decrease.

The Town's *Horizons 2020 Update* also acknowledged the critical housing issues with respect to "affordability and the increasing demand for diverse housing

types to serve a changing population" (page 9-3). One of the identified policy objectives in the *Horizons 2020 Update* is to "[p]romote the diversification of housing stock to meet the changing demographics of Huntington's population (Policy G.3). The critical housing needs, as included in *Horizons 2020 Update*, are further discussed in detail in Section 4.4 of this DEIS.

Demographic Analysis of Households within Five-Mile Radius of Site

A demographic analysis of the community was performed by Saratoga Associates³ to evaluate the number of households, median household income and income classifications within five miles of Huntington Station. Pursuant to said analysis, it was determined that (as of 2008) there are over 164,563 residents and 54,668 households within five miles of Huntington Station. For those households within this five-mile radius, the average household income is \$143,254 and the median household income is \$101,664.

The demographic analysis also found, based on the United States Department of Housing and Urban Development ("HUD") guidelines, that:⁴

- 1.6 percent of households are considered "Extremely Low" Income;
- 1.4 percent are "Low" Income; and
- 2.4 percent are "Moderate" Income.

A total of 20,789 households, or nearly 5.4 percent of all households within a five-mile radius of Huntington Station, have incomes below 80 percent of the HUD Adjusted Median Income of \$97,100 for Suffolk County.

Demographic Characteristics of Existing AvalonBay Communities

AvalonBay Communities, Inc. currently has 1,621 units in six communities on Long Island. AvalonBay has indicated that an average of over 41 percent of the residents in these units came from the Town in which the units have been constructed, and an average of over 73 percent came from the same County. It is also interesting to note that over 82 percent of AvalonBay residents work in either Nassau or Suffolk County, and over 22 percent work in the same Town in which they reside. With regard to age cohorts, 44 percent of AvalonBay's residents are under the age of 35, and 21 percent are over the age of 55. AvalonBay is largely serving the needs of young professionals without children, who have been leaving Long Island primarily due to the lack of reasonable housing options, and empty-nesters, who want to maintain a residence in their neighborhood.



³The Economic Impacts of AvalonBay at Huntington Station." Saratoga Associates, 2009.

⁴The New York State Division of Housing and Community Renewal defines "Extremely Low Income" as at or below 30 percent of the Area Median Income; "Low Income" as 31 to 50 percent of the Area Median Income; "Moderate Income" as 51 to 80 percent of the Area Median Income; "Middle Income" as 81 to 95 percent of the Area Median Income; and "All Other Income" as above 95 percent of the Area Median Income.

The need for apartments is truly prevalent. AvalonBay has indicated that many of its residents (both young people as well as older persons) are “renters by choice,” due to, for example, a desire to not have the responsibility of owning and maintaining a home. Furthermore, married couples with children -- the population that has historically created the greatest demand for single-family homes -- have been declining in number since 1970 and now account for just one-quarter of the American population (United States Census Bureau). Accordingly, the need for housing choices, other than single-family residences, continues to grow. On a national basis, most housing markets are comprised of 30-to-35 percent rental units. Westchester’s housing stock is characterized by approximately 36 percent rental units. By comparison, rental units comprise only 17 and 16 percent of the housing markets in Nassau and Suffolk Counties, respectively.

Many of AvalonBay’s residents, single professionals and young couples who have not yet started a family, are seeking attractive, modern rental units in a “community,” close to where they were born and raised, where they can live among others like them. Renting space in an existing home, whether legal or not, is not appealing, but sometimes becomes the only option, due to the dearth of available rentals. It is this market that is AvalonBay’s primary focus.

Based on actual statistics from AvalonBay properties across Long Island, residents are primarily comprised of college graduates, young professionals, young couples and empty nesters. Key demographics are as follows:

- 43 percent are under the age of 35;
- 21 percent are over the age of 55;
- 41 percent lived in the same town as where the community was built;
- 73 percent come from the same county;
- 82 percent of residents work in Long Island; and
- 22 percent work in the same town where they live.

Demand for Development/Redevelopment Efforts

In recent years, Long Island towns have been focusing their redevelopment efforts on those areas surrounding established transportation centers. These redevelopment efforts are not only to revitalize these areas, but to reduce vehicular traffic and promote pedestrian-friendly developments where its residents can access various modes of transportation proximate to their places of residence. The Town of Huntington has identified such redevelopment and revitalization efforts as part of its *Horizons 2020 Update* wherein it is stated that the LIRR station provides a “significant opportunity” to promote development where transit alternatives exist, as a revitalization strategy for the Huntington Station neighborhood (page 10-10). The *Horizons 2020 Update* recognizes that the “vast majority of trips take place in private automobiles” and traffic congestion is a major issue (page 8-3). To address traffic congestion, one of the objectives of the

Horizons 2020 Update is to “support alternative modes of transportation, including walking, bicycling and transit” (page 8-10).

An analysis of the potential economic impacts of the proposed development, which would provide a diverse housing mix, is included in Section 4.5 of this DEIS.

3.6 Community Facilities and Services

3.6.1 Fire Protection and Ambulance Services

The subject property is within the service area of the Huntington Manor Fire Department. According to the fire department’s website (www.hmfd.org) the department services a 14.8-square-mile area, and maintains 14 pieces of fire apparatus, 12 utility vehicles and four Chief’s cars. There are a total of 130 members comprising two, 65-member companies that respond out of three fire houses located within the district. A dispatcher is on duty 24 hours a day, seven days a week, at the department’s headquarters located at 1650 New York Avenue in Huntington Station. The three firehouses are located at 1650 New York Avenue (0.96± mile west-southwest of the subject property), 2100 New York Avenue (1.65± miles southwest of the subject property), and One Totten Court (1.58± miles south-southeast of the subject property), all in Huntington Station.

Consultations were undertaken with the Huntington Manor Fire Department in connection with a prior application for a 530-unit, multi-family residential community at the subject property. Correspondence dated July 13, 2009 (see Appendix E) was forwarded to Chief Robert J. Herley, III, requesting information relative to fire protection services in the area of the subject property. Follow-up correspondence was issued on August 18, 2009, and Chief Herley provided response dated August 23, 2009 (see Appendix E). Chief Herley verified that the equipment used by the Fire Department specifically includes a 100-foot tower ladder truck, four engines/pumpers, two heavy rescue trucks, two technical rescue vehicles, and other support vehicles, and added that the Fire Department is in the process of adding an additional ladder truck to the fleet. The Huntington Manor Fire Department responded to a total of 1,024 calls in 2008. Chief Herley added that the estimated response time to the subject property is four-to-five minutes, and that the receiving hospital for the subject property is the Huntington Hospital at 270 Park Avenue in Huntington, New York (1.85± miles north of the subject property).

The subject property is within the service area of the Huntington Community First Aid Squad. According to its website, www.hcfas.org, the Huntington

Community First Aid Squad has over 200 volunteer members. In 2008, the Huntington Community First Aid Squad responded to 5,731 calls.

Consultations were undertaken with the Huntington Community First Aid Squad in connection with a prior application for a 530-unit, multi-family residential community at the subject property. Correspondence dated July 13, 2009 (see Appendix E) was forwarded to Chief Dominic Heavey, requesting information relative to ambulance services in the area of the subject property, and follow-up correspondence was issued on August 18, 2009. An updated request in connection with the current 379-unit proposal was issued on February 28, 2011 (see Appendix E). However, no response has yet been received.

3.6.2 Police Protection

The subject property is within the jurisdiction of the Suffolk County Police Department, Second Precinct. Consultations were undertaken with the Suffolk County Police Department, Second Precinct, in connection with a prior application for a 530-unit, multi-family residential community at the subject property. Correspondence dated July 13, 2009 (see Appendix E) was forwarded to Inspector Joseph Blaettler, Commanding Officer, requesting information relative to police protection services in the area of the subject property. Follow-up correspondence was issued on August 18, 2009. A response was issued by Mr. William English, Principal Management Analyst with the Second Precinct, dated August 20, 2009 (see Appendix E). According to the response, the Second Precinct consists of 245 officers and nine civilians. Mr. English confirmed that the subject property is within the service area of the Second Precinct, Sector 221. Data regarding the type and frequency of calls for criminal and non-criminal incidents responded to by Sector 221 for the periods of July 1, 2006 to June 30, 2007, July 1, 2007 to June 30, 2008, and July 1, 2008 to June 30, 2009, accompanied the response.

3.6.3 Solid Waste (Collection and Disposal)

In general, residential curbside collection of solid waste is accomplished by private carter under contract to the Town of Huntington, as overseen by the Town of Huntington Department of Environmental Waste Management. Solid waste is collected twice per week, and recyclables are collected once per week.

As the subject property is currently unoccupied, no solid waste is generated.

3.6.4 Educational Facilities

The subject property is within the Huntington Union Free School District ("UFSD"). The District is comprised of eight schools, including four primary schools, housing grades K – 3 (Flower Hill, Jefferson, Southdown and Washington Primary Schools); two intermediate schools, housing grades 4 – 6 (Jack Abrams and Woodhull Intermediate Schools); one middle school, housing grades 7 – 8 (J. Taylor Finley Middle School); and one high school, housing grades 9 – 12 (Huntington High School). It should be noted that the Jack Abrams Intermediate School was recently closed. Based on publicly-available resources of the New York State Education Department ("SED")⁵ for the 2009 – 2010 school year, the total district enrollment for the Huntington UFSD is approximately 4,445 students.

As the subject property is currently vacant, no school-aged children attending public school reside at the premises.

3.7 Transportation and Parking

A Traffic Impact Study ("TIS") has been prepared to evaluate the potential impacts of the proposed action upon the surrounding road network. The methodology employed, the study intersections and road segments, and the existing traffic conditions are discussed below. The potential impacts of the proposed action upon traffic conditions in the area are discussed in Section 4.7 of this DEIS, and the TIS is included in its entirety in Appendix I.

Methodology

The following methodology was employed in developing the TIS:

- The project site plan and related documents were reviewed to obtain an understanding of the project scope and layout;
- A review was made of the adjacent roadway system and the key intersections that might be significantly impacted by the project were identified;
- Field inventories were made to observe the number and direction of travel lanes at the key intersections;

▼
⁵ Available at: <http://www.emsc.nysed.gov/irts/reportcard/>

- Manual turning movement counts were collected at the key intersections during AM and PM peak periods on a typical weekday as well as during a Saturday peak period;
- The existing traffic volumes at the key intersections were expanded to future No Build year 2013;
- No other planned developments in the vicinity of the project were identified to include in the 2013 No Build condition;
- The traffic generated by the proposed development was projected, based on recognized traffic engineering standards;
- The site-generated volumes were distributed along the adjacent roadway network and added to the No Build volumes to produce the proposed Build volumes;
- Capacity analyses were performed at the key intersections for the Existing, No Build and Build conditions;
- The results of the analyses for the Existing, No Build and Build conditions were compared to assess any significant traffic impacts due to the proposed project;
- Site access and on-site circulation was evaluated;
- The proposed on-site parking was reviewed; and
- The need for traffic mitigation measures was evaluated and proposed.

Study Area Roadways and Intersections

The principal roadways and intersections in the project area are described below. The descriptions of the roadways and key intersections include the geometric conditions and traffic control characteristics.

Study Roadways

Park Avenue: Park Avenue (Suffolk County Road 35) is a north-south arterial under the jurisdiction of Suffolk County Department of Public Works ("SCDPW"). Park Avenue runs south from State Route 110 in Huntington to Jericho Turnpike (State Route 25), and becomes Deer Park Road south of Jericho Turnpike. Within the study area, Park Avenue consists of one travel lane in each direction, with a northbound left turn lane for vehicles turning onto East Fifth Street. The posted speed limit for this section of Park Avenue is 35 miles per hour ("mph"). The counts from an automatic traffic recorder ("ATR") installed as part of this study show the Average Annual Daily Traffic ("AADT") on this section of roadway to be approximately 29,670 vehicles.

Pulaski Road: Pulaski Road (Suffolk County Road 11) is an east-west arterial under the jurisdiction of SCDPW. Pulaski Road runs east from State Route 108, in Woodbury, to State Route 25A in Kings Park. In the study area, Pulaski Road has one travel lane in each direction, and the posted speed limit for this section is 30 mph. According to Suffolk County traffic volume counts taken in 2007, the AADT on this section of the roadway is 17,700 vehicles.

Lenox Road: Lenox Road is a north-south Town of Huntington Town Road that connects the LIRR Huntington Station to the residential area south of Pulaski Road, terminating in a T-junction at Maplewood Road. Lenox Road provides one travel lane in each direction, and the posted speed limit is 30 mph. The counts from the ATR installed as part of this study show the AADT on this section of roadway to be approximately 6,600 vehicles.

East Fifth Street: East Fifth Street is a local Town of Huntington Town Road that extends between Depot Road, to the east, and Park Avenue to the west. It runs along the south side of the subject property, and provides one travel lane in each direction. The posted speed on this road is 30 mph.

Study Intersections

Park Avenue at Pulaski Road: The signalized intersection of Park Avenue and Pulaski Road is a four-legged intersection with all four approaches providing an exclusive left turn lane, two through lanes and an exclusive right turn lane. The intersection is controlled by an eight-phase, semi-actuated traffic signal with protected-permitted phasing for all left turn movements.

Pulaski Road at Lenox Road: The signalized intersection of Pulaski Road and Lenox Road is a four-legged intersection with Pulaski Road providing an exclusive left turn lane and a through lane on the east and west approaches. The north and south approaches provide a shared left turn, through and a right turn lane. The intersection is controlled by a two-phase, semi-actuated traffic signal.

Lenox Road at East Fifth Street: Lenox Road at East Fifth Street forms an unsignalized offset intersection at Lenox Road. All approaches provide a shared left turn, through and right turn lane. For the purposes of this study only the east leg of the intersection serving the project site was analyzed.

Park Avenue at East Fifth Street: Park Avenue at East Fifth Street is an unsignalized T-intersection, and is located just south of the LIRR tracks. The East Fifth Street approach to Park Avenue is marked as a single approach. The northbound Park Avenue provides an exclusive left turn lane and a through lane. The southbound approach provides a shared through and right turn lane.

Existing Traffic Conditions

Intersection turning movement counts were manually collected at the key intersections during a typical weekday morning from 7:00 a.m. to 9:00 a.m., on a typical weekday evening from 4:00 p.m. to 6:00 p.m., and on a typical Saturday from 12:00 noon to 2:00 p.m. These times reflect the heaviest traffic flows coinciding with commuter and shopping activities. The existing peak hour volumes for these periods are provided in the TIS in Figures 2, 3 and 4, respectively (see Appendix I of this DEIS).

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 Highway Capacity Manual ("HCM"). Levels of Service ("LOS") are used to denote the different operating conditions that occur at an intersection under various traffic volume loads, considering roadway geometry, speed, travel delay and freedom to maneuver. The LOS provides an index to the operational qualities of a roadway segment or an intersection. The LOS designations range from A to F, with an LOS of "A" representing the best operating conditions and an LOS of "F" representing the worst operating conditions.

In addition to LOS, two other measures of effectiveness ("MOEs") are typically used to quantify the traffic operations at intersections; volume-to-capacity ratio ("v/c") and delay (expressed in seconds per vehicle). It should be noted that v/c and delay could have a range of values for a given LOS letter designation. Comparison of intersection capacity results therefore requires that, in addition to the LOS, the other MOEs should also be considered.

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets.

The existing delay and LOS for the study area intersections, during the AM, PM and Saturday peak periods, are presented below in Tables 7 and 8 (AM Peak Hour), Tables 9 and 10 (PM Peak Hour), and Tables 11 and 12 (Saturday Peak Hour).

Table 7 – Signalized Intersection LOS Summary: Existing AM Peak Hour

Intersections	Movement	Lane Group	Existing 2009	
			Delay	LOS
Park Avenue @ Pulaski Road	EB	L	28.4	C
		T	28.7	C
		R	3.6	A
		Approach	23.7	C
	WB	L	20.9	C
		T	36.9	D
		R	20.5	C
		Approach	30.0	C
	NB	L	18.2	B
		T	36.4	D
		R	4.6	A
		Approach	32.8	C
	SB	L	25.6	C
T		27.9	C	
R		2.5	A	
Approach		24.8	C	
Overall Intersection			28.2	C
Pulaski Road @ Lenox Road	EB	L	11.2	B
		TR	11.5	B
		Approach	11.4	B
	WB	L	8.6	A
		TR	16.0	B
		Approach	15.7	B
	NB	LTR	23.9	C
		Approach	23.9	C
	SB	LTR	19.7	B
		Approach	19.7	B
Overall Intersection			16.1	B

Table 8 – Unsignalized Intersection LOS Summary: Existing AM Peak Hour

Intersections	Critical Movement/Approach	Existing 2009	
		Delay	LOS
Lenox Road @ East 5th Street	WB	35.7	E
	SB Left	2.0	A
Park Avenue @ East 5th Street	EB	590.7	F
	NB Left	2.6	B

Table 9 – Signalized Intersection LOS Summary: Existing PM Peak Hour

Intersections	Movement	Lane Group	Existing 2009	
			Delay	LOS
Park Avenue @ Pulaski Road	EB	L	20.2	C
		T	32.2	C
		R	8.6	A
		Approach	25.6	C
	WB	L	21.4	C
		T	30.3	C
		R	4.0	A
		Approach	22.5	C
	NB	L	62.8	E
		T	86.0	F
		R	8.2	A
		Approach	76.7	E
	SB	L	139.2	F
T		41.8	D	
R		3.5	A	
Approach		66.0	E	
Overall Intersection			28.2	51.3
Pulaski Road @ Lenox Road	EB	L	22.6	C
		TR	17.8	B
		Approach	18.0	B
	WB	L	131.1	F
		TR	29.8	C
		Approach	52.4	D
	NB	LTR	35.4	D
		Approach	35.4	D
	SB	LTR	94.9	F
Approach		94.9	F	
Overall Intersection			16.1	47.4

Table 10 – Unsignalized Intersection LOS Summary: Existing PM Peak Hour

Intersections	Critical Movement/Approach	Existing 2009	
		Delay	LOS
Lenox Road @ East 5th Street	WB	13.3	B
	SB Left	1.5	A
Park Avenue @ East 5th Street	EB	167.4	F
	NB Left	0.3	B

Table 11 – Signalized Intersection LOS Summary: Existing Saturday Peak Hour

Intersections	Movement	Lane Group	Existing 2009	
			Delay	LOS
Park Avenue @ Pulaski Road	EB	L	17.1	B
		T	24.7	C
		R	3.6	A
		Approach	18.4	B
	WB	L	16.1	B
		T	27.7	C
		R	3.1	A
		Approach	17.9	B
	NB	L	14.4	B
		T	30.6	C
		R	5.4	A
		Approach	27.1	C
	SB	L	20.1	C
T		24.1	C	
R		2.7	A	
Approach		20.7	C	
Overall Intersection			21.2	C
Pulaski Road @ Lenox Road	EB	L	5.7	A
		TR	7.3	A
		Approach	7.2	A
	WB	L	7.9	A
		TR	7.4	A
		Approach	7.5	A
	NB	LTR	10.6	B
		Approach	10.6	B
	SB	LTR	10.4	B
		Approach	10.4	B
Overall Intersection			8.1	A

Table 12 – Unsignalized Intersection LOS Summary: Existing Saturday Peak Hour

Intersections	Critical Movement/Approach	Existing 2009	
		Delay	LOS
Lenox Road @ East 5th Street	WB	9.5	A
	SB Left	2.6	A
Park Avenue @ East 5th Street	EB	102.1	F
	NB Left	0.3	B

3.8 Noise

Introduction

Human perception of sound is affected by amplitude, frequency and distance from the source, as well as by the number and duration of sound events in a given period of time. Sound levels are measured in units known as decibels (dB). The decibel scale is a logarithmic scale, not a linear one, such as the scale of length. Since the human ear is not equally sensitive to all audible sound frequencies, human response is factored into sound descriptions in a process called "A-weighting," written as dBA. For comparative purposes, the following table identifies typical noise levels (dBA) for various source types and environments:

Table 13 – Noise Levels of Common Sources

Sound Source	Sound Pressure Level dB(A)
Air Raid Siren at 50 feet (Threshold of Pain)	120
Maximum Level at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area Background/Busy Noise	60
Typical Suburban Area at Background	50
Quiet Suburban Area at Night	40
Typical Rural Area at Night	30
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0

Source: City Environmental Quality Review Technical Manual, Mayor's Office of Environmental Coordination, City of New York, December 1993, p. 3R-2.

Town of Huntington Noise Ordinance

Chapter 141 of the Code of the Town of Huntington, entitled *Noise*, sets forth restrictions on certain activities for the purpose of prohibiting noise disturbances within the Town. Noise disturbances, as defined by the Town of Huntington, include:

- a. *Any noise, which endangers or injures the safety or health of humans or animals or annoys or disturbs a reasonable person of normal sensitivities or endangers or injures personal or real property; and/or*

- b. *The noise from any prohibited act that disturbs two or more residents who are in general agreement as to the times and durations of the noise and who reside in separate residences, including apartments and condominiums, located across a property line (boundary) from the property on which the source of noise is generated, shall be proof of the existence of a noise disturbance.*

As the subject property is currently unoccupied, there are no sources of potential noise disturbance.

Existing Noise Environment

Cerami & Associates, Inc. performed a noise survey to evaluate the noise from train operations on the adjacent railroad tracks to the north of the subject property (see Appendix J). The subject property is situated between the LIRR stations of Huntington and Greenlawn on the Port Jefferson branch. The noise survey indicates that there are approximately 38 scheduled train passes during a typical weekday.

As part of the noise survey, Type I precision sound level meters were setup at a location approximately 25 feet south of the north property boundary, 35± feet south of the LIRR tracks, where the nearest building façade would be located (all other proposed buildings would be situated greater than 90± feet from the northern property boundary). Spot noise level measurements were taken during train passes along the adjacent LIRR tracks, at the positions described above. Additionally, as part of the noise monitoring effort, sound level meters measured ambient noise levels continuously throughout a typical 48-hour period.

During the noise survey, it was observed that trains passing the subject property are primarily diesel-powered, although electric trains passed during the observation periods. It was also observed that train passes at the site were at extremely low speeds. The results of the spot measurements taken during train passes indicate that passing diesel-powered trains generally result in noise levels at the subject property in decibel levels (A-weighted scale, "dBA") in the high 70's to near 80 dBA. Passing electric trains resulted in noise levels between 65 and 70 dBA. The results of the 48-hour continuous noise monitoring effort indicated that the L_{DN} at the subject property measures approximately 64 dBA,⁶ With the average ambient noise level at the project site measuring approximately 42 dBA.

The suitability of the noise environment at the subject property for the proposed use is evaluated in Section 4.8 of this DEIS.

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⁶As defined within the Cerami & Associates, Inc. noise study, the L_{DN} , or day-night equivalent sound level, is a single number reflecting the equivalent level measured over a 24-hour period, with a 10 dBA penalty added to the hours between 10 p.m. and 7 a.m. to account for greater evening sensitivity.

3.9 Historic and Cultural Resources

In order to determine whether any known historic or cultural resources are present at the subject property or in the immediate surrounding area, the State and National Registers of Historic Places, a listing of Town-designated landmarks and historic districts, and publicly-available resources of the New York State Office of Parks, Recreation and Historic Preservation ("OPRHP") and National Parks Service were consulted.

The Geographic Information System ("GIS") for Archaeology and National Register was accessed through the New York State Historic Preservation Office ("SHPO") website in order to obtain information related to the potential presence of known historic and cultural resources. A review of same indicates the subject property is not situated within an archaeologically-sensitive area. Review of the GIS map for Archaeology and National Register also indicates that the subject property is not located within or adjacent to any properties listed on the State or National Registers of Historic Places.

A review of publicly-available resources of the OPRHP,⁷ the National Park Service National Register of Historic Places National Registration Information System⁸ and the National Historic Landmarks Program⁹ was conducted. Review of the aforementioned resources revealed that there are no historic properties or districts within or in the immediate area surrounding the subject property. The nearest historic property listed on the National Register of Historic Places is the Ireland-Gardiner Farm (National Register Identification No. 90NR01846), situated along the east side of Lake Road, approximately 0.71-mile east-northeast of the subject property.

Chapter 198-42 of the Town Code, entitled *Designation of Sites and Buildings*, stipulates that the Town of Huntington Town Board has the authority to designate historic districts and landmarks, after appropriate consideration, and with the consent of the property owner. A review of the list of historic properties included in the Town Code indicates that there are no Town-designated landmarks within or in the immediate area surrounding the subject property, and that the subject property is not within a Town-designated historic district.

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⁷ <http://www.nysparks.state.ny.us/shpo/>
⁸ <http://www.cr.nps.gov/nr/research/>
⁹ <http://www.cr.nps.gov/nhl/>

3.10 Aesthetics

The subject property is currently undeveloped and unoccupied, and views of the subject property consist primarily of wooded areas. Litter and debris are also visible along the East Fifth Street site frontage. The site is visible from along East Fifth Street, from along the LIRR right-of-way, and from adjoining properties to the east and west of the site. Recent photographs of the subject property and the surrounding area are included in Appendix H of this DEIS.

4

Probable Impacts of the Proposed Action

4.1 Soils, Topography and Subsurface Conditions

4.1.1 Soils

Erosion and Sedimentation Impacts

The proposed development is expected to result in soil disturbance across the 26.58±-acre subject property. Clearing associated with the proposed development activities would result in disturbance of surficial soils, and proposed utility and infrastructure improvements (e.g., drainage, building foundation) are expected to result in deeper soil disturbance in several areas across the site. The disturbance of soils, as described above, can increase the potential for erosion, including wind erosion, and sedimentation-related impacts, on- and off-site, without proper controls.

In order to reduce the potential for erosion and sedimentation as a result of land disturbance activity, various control measures would be implemented prior to and during construction (see *Sediment and Erosion Control Plan* in Appendix A). Prior to the commencement of construction activity at the subject property, a Storm Water Pollution Prevention Plan ("SWPPP") acceptable to the Town of Huntington, would be developed and submitted to both the Town of Huntington and the NYSDEC. As provided by the project engineer, such controls would include:

- Establish limits of clearing and grading and install construction fencing along the limits. Existing vegetation to remain would be protected and remain undisturbed during construction;

- Sediment barriers (silt fence) would be installed in critical areas for erosion control purposes including the down-slope limit of all cleared/graded areas. No sediment from the site would be permitted to wash on to adjacent properties or roadways;
- A stabilized construction entrance would be maintained to prevent soil and loose debris from being tracked onto adjacent roadways. The construction entrance would be maintained until the site is permanently stabilized;
- Clearing and grading would be scheduled to minimize the size of exposed areas and the length of time areas are exposed. Cleared areas and stockpiles would be kept stabilized through the use of temporary seeding as required;
- Drainage inlets would be protected through the use of sediments barriers and traps as required;
- A dust control and watering plan would be instituted to prevent surface and air movement of dust from disturbed soil surfaces; and
- Sediment barriers and other erosion control measures would remain in place until disturbed areas are permanently stabilized. Paved areas and drainage system would be cleaned and flushed out as necessary to remove any silt and debris.

The above measures are designed to be consistent with the relevant portions of the NYSDEC's *New York Standards and Specifications for Erosion and Sediment Controls* (2005), and would be regularly inspected and maintained (e.g., removal of accumulated sediment and debris from drainage structures, repair of damaged sediment barriers, etc.) to ensure proper function. With the aforementioned control measures employed, no significant adverse erosion- or sedimentation-related impacts are expected.

Soil Limitations

As provided within the *Soil Survey* and summarized in Table 3, on-site soils present slight, moderate and severe planning and/or engineering limitations for relevant land use types. Specifically, HaB soils are noted as having moderate limitations for streets and parking lots, due to the potential presence of slopes (two-to-six percent slope), and only slight limitations are identified for use for homesites, lawn and landscaping. For HaC and RdC soils, having slopes of 6-to-12 percent and 8-to-15 percent, respectively, moderate limitations are identified for use for homesites, lawn and landscaping, and severe limitations are identified for streets and parking lots, due to slopes. No moderate or severe limitations are identified for HaA soils for relevant land uses.

The soil borings performed at the subject property identify profiles consistent with those described in the *Soil Survey*. At all boring locations, on-site soils are underlain by coarse-to-fine or medium-to-fine sand and gravel to the maximum boring depths, with topsoil, gravel, and/or some loam and silt comprising the surface layers (i.e., generally to depths of 0.5-to-4.0 feet bgs).

To overcome limitations associated with slopes, the proposed action includes the grading of much of the subject property. To achieve the appropriate grade levels in sloped areas toward the northeast portion of the site, while maintaining the existing grade to the maximum extent practicable, a retaining wall, structural sheathing or other, similar measure would be installed along the northern and eastern property boundaries, having a maximum height of approximately 17.5 feet, tapering to the existing grade toward the athletic fields to the east and toward East Fifth Street to the south. Additional retaining walls or other similar measures are proposed at certain interior portions of the site to stabilize finished grades. Walls would be installed at proposed lookout sites over the pond, between proposed Building Nos. 10 and 11, 11 and 12, and 12 and 14, and in other areas, to stabilize grades where proposed residential buildings and parking areas abut portions of the site to be excavated to create the proposed stormwater retention pond. Other minor walls are proposed along a portion of the western site boundary (maximum height of 1.2± feet) and along the eastern site frontage on East Fifth Street (maximum height of 4.5± feet). The proposed grading activities and use of retaining walls, structural sheathing or other, similar measures are expected to adequately address the potential development limitations of on-site soils identified within the *Soil Survey*.

As identified on the *Earthwork Analysis* (see Appendix A), the proposed grading and earthwork activities (i.e., excavation for building foundations, recharge basin, stormwater retention pond and other drainage structures, utilities, etc.) are expected to require the exportation of material from the subject property. While final grading plans have not yet been developed, the maximum amount of material to be removed from the site would be approximately 295,000 cubic yards. It is important to understand that the grading is dictated by the fact that the applicant must comply with all Americans with Disabilities Act requirements. The applicant is currently reviewing the plans to see if the quantity of material removed can be reduced, and if so, this will be reflected on the final grading plans presented as part of the site plan review process. In addition, the final grading plans will, to the maximum extent practicable, include walkways so that residents can access the pond area. In any event, it is anticipated that the overall grading operation would be performed over an approximately eight-month period. Thus, even if the amount of material to be removed could not be reduced from the current estimates, the number of truck trips per day associated with the material removal effort would range between approximately 50 and 60 (depending upon whether 30-yard or 40-yard trucks are used).

4.1.2 Topography

As discussed in Section 3.1.2, the existing site elevation ranges from 189± feet amsl to 230± feet amsl. Existing elevations are lowest at the westernmost portion of the subject property and noted as 189± feet amsl. Elevations increase across the site and reach a maximum height of 230± feet amsl at the northeastern portion of the subject property and adjacent to the LIRR tracks.

Grading activities are proposed throughout much of the subject property, as discussed above and shown on the *Grading Plan* and *Earthwork Analysis* prepared by the project engineer (see Appendix A), to allow for the development of the 26.58±-acre subject property with a multi-family residential community. The finished grade of the property will conform, to an extent, to the existing topography of the site, where the highest elevations would be found at the northeast quadrant of the overall property, and the lowest elevations would occur at the east and southeast. Within the improved portions of the subject property, and excluding the portions of the site to be excavated for the proposed recharge basin and stormwater retention pond, finished grades will range between 188± and 205± feet amsl. The most significant changes in topography are expected at the northeast corner of the site, where elevations are greatest under existing conditions. Specifically, adjacent to the proposed retaining structure along the northern property boundary in this portion of the site, existing grade would be reduced from approximately 228± feet to 199± feet. Grade changes associated with the creation of the stormwater retention pond and the recharge basin are also proposed. The proposed grade changes are considered necessary in order to allow proper accessibility of the residences and site amenities, as well as to provide sufficient stormwater management at the subject property.

As discussed in Section 4.1.1 above, a retaining wall or similar measure is proposed to be constructed along the northern and eastern property boundaries, set back a minimum of 12 feet from the respective boundaries. This proposed wall is expected to adequately address the engineering limitations due to slope in the northeast portion of the site. Additional retaining walls (or similar measures) to be installed at interior site areas to stabilize grades where proposed residential buildings and parking areas abut portions of the site to be excavated to create the proposed stormwater retention pond. A three-to-four-foot-high retaining wall (or similar measure) would be constructed along the East Fifth Street frontage of the site, extending a portion of the distance from the proposed site access and the eastern extent of the subject property. Again, as previously indicated, much of the grading design is dictated by the requirements of the Americans with Disabilities Act.

Overall, the proposed action would result in alterations to the topography of the site. However, the proposed retaining walls, structural sheathing or other, similar measures are expected to limit the extent of grading and excavation required, and to adequately stabilize the proposed grades. As such, no significant adverse impacts associated with topographic changes and regarding would be expected.

Town of Huntington Steep Slopes Conservation Law

Upon implementation of the proposed action, development in accordance with the proposed R-3M zoning district would be subject to the multi-family residential yield restrictions for hillside areas set forth at §198-65.D of the Code of the Town of Huntington, as follows:

Table 14 – Permitted Hillside Area Development Yields

Average Existing Slope Equal to or Greater Than	Average Existing Slope Equal to or Less Than	Minimum Land Area per Dwelling Unit
10 percent	14.99 percent	4,000 square feet
15 percent	19.99 percent	6,000 square feet
20 percent	24.99 percent	10,000 square feet
25 percent	--	20,000 square feet

As described in Section 3.1.2 of this DEIS, and as provided by the project engineer on the *Slope Analysis* in Appendix A, the 26.58±-acre subject property contains 1.93± acres of land having slopes greater than 10 percent. The hillside area on-site has an average slope of 14.91± percent, and therefore, the applicable yield restriction for the hillside area is one unit per 4,000 square feet. The resultant yield of the hillside area on-site is approximately 21 dwelling units.

The yield of the remaining (flat) portion of the subject property is as provided for the R-3M zoning district, one dwelling unit per 3,000 square feet. Based on this factor, the remaining 24.65± acres could yield approximately 358 units. Overall, taking into account the yield restrictions set forth in the Steep Slopes Conservation Law, the maximum permitted yield of the subject property would be 379 dwelling units. The proposed Avalon at Huntington Station would include 379 units, and thus, complies with this yield restriction.

Also relevant to the proposed action are the restrictions on the placement of retaining walls. Pursuant to §198-65.G.3 of the Code of the Town of Huntington, retaining walls having a height greater than four feet, but equal to or less than five feet, shall not be placed within ten feet of a residential property boundary, or within five feet of any other property boundary. Retaining walls having a height of greater than five feet shall not be placed within 15 feet of a residential property boundary, or within ten feet of any other property boundary. The subject property abuts industrially-zoned land to the north and east, which properties are developed accordingly. Thus, the latter restriction would apply in either case.

As stated above, the retaining wall that is proposed to extend along much of the northern and eastern property boundaries would be approximately 17.5-feet-high at its highest point (see *Grading Plan* in Appendix A). Therefore, the Steep Slopes Conservation Law requires that this retaining wall be placed no closer than ten feet

from the adjacent property boundaries. As shown on *Grading Plan* in Appendix A, the retaining wall proposed along the northern and eastern property boundaries would be approximately 12 feet from the respective property boundaries.

Overall, the proposed action is consistent with the Town of Huntington Steep Slopes Conservation Law.

4.1.3 Subsurface Conditions

Subsurface investigations at the subject property have revealed the presence of heavy metals (copper, zinc and arsenic) in concentrations exceeding regulatory thresholds within the upper soil strata throughout the site (see Section 3.1.3 for additional discussion). In order to address the presence of contaminated soils at the site, a Soil Management Plan will be developed, acceptable to the Town of Huntington, to eliminate the potential for exposure to contaminants by future residents at the proposed Avalon at Huntington Station. The soil management measures/plan components will generally include:

- Calculation of the quantities of impacted soils;
- Stripping and/or excavation of shallow, impacted soils and the expected provision of temporary stockpiles;
- Identification of on-site receiving areas for the burial of impacted soils;
- Capping of buried impacted soils with clean topsoil cover, pavement and concrete, or other permanent impermeable surface to eliminate potential exposures to future users of the site; and
- Conducting of post-excavation sampling and analysis to document sufficient mitigation.

The Soil Management Plan to be implemented would be designed in accordance with SCDHS guidance, and would be reviewed and approved by the Town of Huntington prior to its implementation.

As such, with implementation of the aforementioned soil management measures, no significant adverse impacts associated with subsurface conditions at the subject property are expected.

4.2 Water Resources

4.2.1 Groundwater

Water Usage

The proposed action includes the development of a vacant property with 379 residential units, and therefore, the proposed action represents a new demand for potable water. As described in Section 3.2.1, the subject property is within the service area of the SCWA.

Based on the proposed unit mix and amenities to occupy the site, the following represents the estimated water demand of the proposed Avalon at Huntington Station:

Table 15 – Anticipated Water Demand

Use	Quantity	Factor ¹⁰	Anticipated Water Demand
Residential Units <1,200 SF	189 Units	225 GPD/Unit	42,525 GPD
Residential Units >1,200 SF	190 Units	300 GPD/Unit	57,000 GPD
Community Building	8,000 SF	0.3 GPD/SF	2,400 GPD
Pool	40 Bathers*	10 GPD/Bather ¹¹	400 GPD
Irrigation	429,816 SF	1 Inch/Week ¹²	4,404 GPD ¹³
TOTAL			106,729 GPD

*Based on a factor of 20 square feet per bather, and a pool size of 800± square feet.

As previously described, there is an eight-inch water main located along East Fifth Street that dead-ends to the west of the subject property at the New York Armory property, and a twelve-inch water main dead-ends to the east of the subject property at the Telephonics Corporation property. As indicated on the *Drainage and Utility Plan* (see Appendix A), the water service to the site is proposed to extend from the existing eight-inch main. Water service to the site will be subject to the review and approval of the SCDHS and SCWA.

In correspondence dated July 20, 2009 (see Appendix D), the SCWA was advised of the proposed action by the project engineer, and asked to confirm the availability of

¹⁰ Based on standards published by the SCDHS for the identified use unless otherwise specified.

¹¹ Salvato, Joseph A., P.E., et. al. *Environmental Engineering*. Fifth Ed. 2003. P. 330.

¹² Based on a plant water demand of one inch per week and a 26-week irrigation system (mid-April to mid-October), less 19.94 inches average rainfall during the irrigation season (National Oceanic and Atmospheric Administration *Monthly Precipitation Probabilities and Quintiles, 1971 – 2000*. Climatography of the United States, No. 81, Supplement No. 1 – Long Island MacArthur Airport station).

¹³ Averaged over 365 days.

service to the subject property to meet the anticipated demand associated with the previously-proposed 530-unit plan. By correspondence dated December 8, 2009, the SCWA confirmed the availability of service (see Appendix D). According to the SCWA's 2010 Drinking Water Quality Report, a total of 60.7 billion gallons of water were pumped from the 569 active wells during the 2009 calendar year. The projected annual demand by the proposed Avalon at Huntington Station is 37.3± million gallons per year ("MGY") (102,325± gpd for domestic use, 4,404± gpd for irrigation), which represents 0.06± percent of the SCWA's annual pumpage. As service confirmation was provided by SCWA for the prior 530-unit proposal (which had a greater demand for public water), no significant adverse impact upon the availability of potable water supplies is expected to result from implementation of the proposed action.

Sanitary Waste and Discharge

Sewage flow from the proposed development would be directed to and treated by the Huntington Wastewater Treatment Plant. As part of the proposed action, improvements will be undertaken in order to connect the subject property to the sewer district infrastructure. Specifically, a new sewer pump station would be constructed at the southeast corner of the subject property, and would connect the on-site infrastructure to the existing force main that runs along East Fifth Street, Lenox Road, East Second Street and State Route 110, reaching the gravity sewer system at State Route 110 and Broadway/Railroad Avenue.

The anticipated sewage generation is calculated in an equivalent manner as described above for water usage estimation, less irrigation. Based on published factors of the SCDHS, the proposed Avalon at Huntington Station is expected to generate a total of 102,325± gpd of sanitary waste to be discharged to the Huntington Sewer District.

In correspondence dated July 20, 2009 (see Appendix D), the project engineer advised the Town of Huntington Department of Environmental Waste Management of the previously-proposed action (i.e., 530 units), and requested confirmation that available capacity exists within the sewer district to accept the sanitary waste generated by the proposed development. Additional attempts were made to contact the Department of Environmental Waste Management, and an updated request for confirmation of service availability was issued on March 3, 2011 (see Appendix D); however, no response has yet been received.

In response to an inquiry submitted by VHB via electronic mail, a representative of the Town of Huntington confirmed that the total pumpage of the Huntington Sewer District in the 2008 calendar year was approximately 657 million gallons, and that the permitted capacity of the district is 2.5 million gpd, or 912.5 MGY (see Appendix D). As discussed above, the proposed Avalon at Huntington Station is expected to

generate approximately 102,325 gpd of sanitary waste, or 37.3± MGY. Based upon this information, it is expected that the Huntington Sewer District would have adequate capacity to serve the proposed development. Further, a meeting was held on March 2, 2010, between AvalonBay, its consulting engineers at Nelson & Pope, representatives of the Department of Environmental Waste Management and its consulting engineers at H2M Group, and other Town staff, to begin coordinating the design of the sewer connection at East Fifth Street. Consultations between the applicant and the Department of Environmental Waste Management will continue, and all relevant permits would be sought and secured prior to any construction activity to ensure compatible sewer connection design. Therefore, no significant adverse impacts associated with sanitary waste generation are anticipated.

The Long Island Comprehensive Waste Treatment Management Plan ("208 Study")

As introduced in Section 3.2.1, the subject property is within Hydrogeologic Zone I. For Zone I, the 208 Study offers the following relevant highest priority areawide alternatives:

- *Restricting the use of fast-acting, inorganic fertilizers;*

As provided by the applicant, fast-acting inorganic fertilizers would not be applied as part of routine landscape maintenance, such that this recommendation would be adhered to.

- *Minimizing the transport of nutrients, metals, sediments and organic chemicals through stormwater control; and*

As will be discussed in greater detail in Section 4.2.2, below, a stormwater management system is proposed to accommodate, on-site, all stormwater runoff generated at the subject property from a nine-inch rainfall event. The system would be comprised of catch basins, a stormwater retention pond and a 1.21±-acre recharge basin. As the proposed stormwater management system would contain stormwater runoff on-site, the transport of constituents would be thereby minimized.

- *Promoting the use of low-maintenance lawns.*

The proposed action includes the planting of 429,816± square feet (9.87± acres) of the overall 26.58±-acre subject property with lawn and landscaping. As indicated by the *Preliminary Landscape Plan* (see Appendix A), nearly all proposed tree, shrub and groundcover plantings are considered to be native or low-maintenance species.

Based on the aforementioned analyses, the proposed action is consistent with the relevant recommendations of the 208 Study.

Suffolk County Sanitary Code

The proposed development is expected to generate approximately 102,325± gpd of sanitary waste, and is proposed to be served by the municipal sewer system of the Town of Huntington with on- and off-site improvements being undertaken by the applicant. No on-site discharge of sanitary waste would occur, and therefore, the proposed action complies with Article 6.

The proposed Avalon at Huntington Station is expected to be served by natural gas supplies of National Grid for the purposes of home heating, and other uses. The storage of heating fuel on-site is not proposed. It is expected that certain routine maintenance chemicals or materials would be stored on the site, including those associated with routine swimming pool maintenance, landscape maintenance and roadway deicing. All pool maintenance chemicals, landscape maintenance and deicing agents to be stored or used at the subject property would be handled in accordance with the relevant provisions of the SCSC, and all required permits would be secured, as needed. The proposed action is expected to be consistent with Articles 7 and 12 of the SCSC.

4.2.2 Stormwater Runoff and Drainage

Consistency with the SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001)

Pursuant to Section 402 of the Clean Water Act, stormwater discharges from certain construction activities to "Waters of the United States"¹⁴ are unlawful unless they are authorized by a National Pollutant Discharge Elimination System Permit ("NPDES") permit or by a State permit program.

The New York State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activities (GP-0-10-001) is an NPDES-approved program with permits issued in accordance with the Environmental Conservation Law ("ECL") and administered by the NYSDEC. The

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¹⁴ Pursuant to Title 33 of the Code of Federal Regulations ("CFR") Part 328.3(a).

SPDES program also extends permitting coverage for stormwater discharges to all other "Waters of New York State."

The SPDES permitting coverage applies to the following construction activities, when stormwater runoff would discharge to Waters of the United States or Waters of New York State:

- Construction activities involving soil disturbances of one or more acres; including disturbances of less than one acre that are part of a larger common plan of development or sale that will ultimately disturb one or more acres of land; and
- Construction activities involving soil disturbances of less than one acre where the Department has determined that a SPDES permit is required for stormwater discharges based on the potential for contribution to a violation of a water quality standard or for significant contribution of pollutants to surface waters of the State.

Within the "Responsiveness Summary for Public Comments Received on the New York State Department of Environmental Conservation SPDES General Permit for Stormwater Discharges from Construction Activity Permit No. GP-0-10-001 Issued Pursuant to Article 17, Titles 7, 8 and Article 70 of the Environmental Conservation Law" (NYSDEC, 2010), the NYSDEC indicates that,¹⁵

"Discharges of stormwater to groundwaters are exempt from general permit requirements unless the Department determines that such discharges (or class of discharges) are significant contributors of pollution. To date, the Department has not determined that construction site discharges to groundwater are significant contributors of pollutants." (emphasis added) (see page 46)

As the proposed stormwater management controls would collect and recharge stormwater at the site, there would be no discharge to "Waters of the United States" or to "Waters of New York State."

Notwithstanding same, as indicated in Section 4.1.1 of this DEIS, a Stormwater Pollution Prevention Plan ("SWPPP") will be prepared and would include erosion and sedimentation controls and methods by which stormwater would be accommodated during construction, consistent with the *New York Standards and Specifications for Erosion and Sediment Control* (NYSDEC, 2005) and the *New York State Stormwater Management Design Manual* (NYSDEC, 2010), respectively. The erosion and sediment control measures to be incorporated into the SWPPP would generally be as indicated on the *Sediment and Erosion Control Plan* included in Appendix A of



¹⁵ See http://www.dec.ny.gov/docs/water_pdf/gpconsrespon.pdf

this DEIS, and described in Section 4.1.1, above. According to the project engineer, control measures would be implemented during construction to minimize overland flow of stormwater, including the use of earth dikes and swales to divert runoff to sediment traps and basins. Overall, therefore, the proposed project would not be expected to result in significant adverse impacts related to stormwater during construction.

Proposed Post-Development Stormwater Management Plan

The proposed development would introduce impervious surfaces to an undeveloped parcel, and thus, the volume of stormwater runoff generated at the subject property would increase. As indicated on the *Drainage and Utility Plan* (see Appendix A), the proposed stormwater management plan includes the use of catch basins, a recharge basin, and a stormwater retention pond to provide for the adequate storage of stormwater runoff generated from a nine-inch rain event across the site. With respect to the pond, it will be lined and aerated. This will allow a proper water level to be maintained, and will also ensure oxygenation such that the pond will remain aesthetically pleasing.

Projected Site Drainage Calculations

As provided on the *Drainage and Utility Plan* (see Appendix A), based on a factor of 8,200 cubic feet ("cf") per acre, and a drainage area for the proposed stormwater retention pond of 19.77± acres, the required system capacity for on-site containment of a nine-inch rainfall event is 243,171 cf. For the drainage area of the recharge basin (6.81± acres), the required system capacity is 83,763 cf.

Based on the volume of the proposed stormwater retention pond, between normal and high water elevations (186.5 and 187.5 feet amsl, respectively), the pond would be capable of providing a total of 63,000 cf of stormwater retention. The remaining 180,171 cf of retention required for the pond's drainage area would be accommodated as overflow at the proposed recharge basin. Specifically, an outfall structure would be constructed at the proposed high water elevation, directing all overflow toward the recharge basin.

The proposed recharge basin has a capacity of 300,000 cf. The recharge basin would, therefore, provide adequate capacity to receive the 180,171 cf of overflow from the pond, as well as the 83,763 cf of stormwater generated within the basin's drainage area (263,934 cf, total).

As demonstrated above, the proposed stormwater management system is designed to provide adequate capacity to contain and recharge all stormwater generated during a nine-inch rain event. As such, no significant adverse impacts associated with stormwater runoff are expected.

NURP Study

The *NURP Study* includes recommendations with regard to stormwater runoff. The proposed project's consistency with the relevant recommendations is shown in the normal type below each italicized recommendation:

- *Consider the use of in-line storage leaching drainage systems, or components thereof, as a substitute for recharge basins in areas, other than parking lots, where maintenance will be assured and where the value of the land for development purposes is greater than the cost of installing and maintaining the underground system. Storage leaching drainage systems should also be considered for use where the installation of recharge basins is not feasible.*

The proposed stormwater management system includes catch basins installed throughout the proposed development, along with a stormwater retention pond and a recharge basin, to contain and recharge all stormwater generated during a nine-inch storm event. As such, the proposed action is consistent with this recommendation.

- *Prevent illegal discharges to drainage systems or recharge basins. Such discharges, which often result from improper storage or deliberate dumping of chemicals, must be controlled at the source.*

It is expected that certain routine maintenance chemicals or materials would be stored on the site, including those associated with routine swimming pool maintenance, landscape maintenance and roadway deicing. As previously indicated, all pool maintenance chemicals, landscape maintenance and deicing agents to be stored or used at the subject property would be handled in accordance with the relevant provisions of the SCSC. Therefore, no illegal discharges to on-site drainage systems are anticipated.

Based on the foregoing, the proposed action would be consistent with the relevant recommendations for stormwater management of the *NURP Study*.

Nonpoint Source Management Handbook

The *Nonpoint Source Management Handbook* was reviewed as to recommendations. The proposed project's consistency with the relevant recommendations follows:

Land Use

- *Limit the removal of natural vegetation and the creation of lawn areas.*

Natural vegetation will be removed from the site, and a total of 9.87± acres of landscaping are proposed at the 26.58±-acre subject property. As indicated on the *Preliminary Landscape Plan* (see Appendix A), landscaped areas would consist nearly entirely of native and/or low-maintenance species. The use of such species, as an alternative to fertilizer-dependent species, is expected to minimize the need for fertilizer and pesticide application. As a result, the potential presence of such constituents of stormwater runoff would be reduced to the maximum extent practicable.

Stormwater Runoff

- *Minimize grade changes and site clearing. Preserve swales in their natural state. Avoid disturbance of existing grades, vegetation or soils and the alteration of surface hydrology.*

Grading and clearing are proposed in order to convert the vacant, underutilized subject property to a multi-family residential use. No defined drainage swales exist at the subject property. Surface hydrology would be altered as site coverage shifts from vegetated to improved surfaces. However, the use of retaining walls, structural sheathing or other, similar measures will minimize the extent of grading, and extensive erosion and sedimentation control measures (see Section 4.1.1 of this DEIS) and stormwater management measures would be implemented during site preparation and development.

- *Provide temporary on-site areas to receive stormwater runoff flows that are generated by construction and other site development activities. Do not allow increased sediment resulting from the construction or operation phase of site development to leave the site or to be discharged into stream corridors, marine or freshwater wetlands. Minimize the amount of soil area exposed to rainfall and the period of exposure. Cover or plant exposed soils as soon as possible.*

Erosion and sedimentation control measures would be employed during construction in accordance with the *Sediment and Erosion Control Plan* developed by the project engineer (see Appendix A). Specific anticipated measures include the strategic placement of sediment barriers (e.g., staked silt fence) along all

downslope limits of disturbance and to surround drainage system inlets, and the establishment of a stabilized construction entrance. Clearing and grading activities would be scheduled to limit the extent and duration of soil exposure, which would effectively limit the extent of potential soil erosion and sedimentation as discussed in the recommendation. During site preparation, earth dikes and swales would be created to divert stormwater runoff to sediment traps and basins. All control measures would be regularly inspected and maintained during construction to ensure proper function. Therefore, the proposed action is consistent with this recommendation.

- *Detain runoff and direct stormwater from road surfaces to sediment basins before discharge to a sump wherever topography limits or precludes on-site recharge.*

On-site recharge of runoff has been incorporated into the design for the proposed development. Stormwater runoff originating from impervious surfaces would be contained and recharged on-site via a system of interconnected catch basins discharging to a proposed stormwater retention pond (which would be lined and aerated) and a recharge basin, designed to provide sufficient capacity for stormwater runoff associated with a nine-inch storm. At each proposed drainage outfall to the proposed retention pond, stormwater would first be routed through an in-line leaching structure to allow the settlement of stormwater constituents. Therefore, the proposed action complies with this recommendation.

- *Stabilize exposed slopes during and after construction by using temporary and/or permanent structural or nonstructural stabilization measures.*

Cleared areas and stockpiles will be kept stabilized through the use of temporary seeding, as required. Sediment barriers and other erosion control measures will remain in place until upland disturbed areas are permanently stabilized. Permanent stabilization includes installation of roads, landscaping and retaining walls, and no exposed slopes would remain beyond the construction phase. Thus, the proposed project complies with this recommendation.

Fertilizer

- *Retain as much of the natural vegetation of the site as possible. Minimize grade changes and site clearing.*

Although natural vegetation will be removed from the site, native and low-maintenance landscape species have been selected in lieu of fertilizer-dependent species to reduce the need for fertilizer and pesticide application to the maximum extent practicable (see *Preliminary Landscape Plan* in Appendix A). Although there would be grade changes and site clearing, construction

techniques, including the use of retaining walls, structural sheathing or other, similar measures will assist in minimizing changes to grade.

- *Use native plants for the planting of areas that have been disturbed by grading. Consider the use of alternative types of groundcover and other plant materials to avoid or reduce lawn area and the consequent need for fertilizer applications, extensive watering and maintenance.*

As noted above, nearly all proposed plantings consist of native or low-maintenance species (see *Preliminary Landscape Plan* in Appendix A). The introduction of low maintenance vegetation would reduce the need for fertilizer application, irrigation and other maintenance. As such, the proposed action is consistent with this recommendation.

4.2.3 Surface Waters, Wetlands and Floodplains

As discussed in Section 3.2.3, there are no surface waters or wetlands at or contiguous to the subject property. The subject property is not situated within a floodplain. Thus, no significant adverse impacts to such resources are expected to result from implementation of the proposed action.

4.3 Ecology

Vegetation

The proposed action will result in the clearing of the existing Successional Southern Hardwoods, Successional Shrubland and Successional Old Field communities on the subject property. According to the site data provided on the *Alignment Plan* (see Appendix A), 14.16± acres (53.3± percent) of the site would be covered by hard surfaces (i.e., buildings, pavement, walkways, etc.) as a result of the proposed action. An additional 9.87± acres (37.1± percent) of the site would be covered by lawns and other landscaped areas. A pond will be constructed on the central portion of the site, comprising 1.32± acres (5.0± percent of the site), and a recharge basin, comprising 1.21± acres (4.6 percent of the site) will be created at the southeastern corner of the property.¹⁶ These habitats can be characterized under five NYNHP ecological communities not previously described (see Section 0), as follows:



¹⁶ The remaining 0.02± acre is comprised of three separate roadway dedications to the Town of Huntington.

Mowed Lawn

*“Residential, recreational, or commercial land, or unpaved airport runways in which the groundcover is dominated by clipped grasses and there is less than 30% cover of trees. Ornamental and/or native shrubs may be present, usually with less than 50% cover. The groundcover is maintained by mowing. Characteristic birds include American robin, upland sandpiper (*Bartramia longicauda*), and killdeer (*Charadrius vociferus*).”*

Mowed Lawn with Trees

*“Residential, recreational, or commercial land in which the groundcover is dominated by clipped grasses and forbs, and it is shaded by at least 30 percent cover of trees. Ornamental and/or native shrubs may be present, usually with less than 50 percent cover. The groundcover is maintained by mowing. “Characteristic animals include gray squirrel, American robin, mourning dove (*Zenaida macroura*), and mockingbird (*Mimus polyglottos*).”*

Flower/Herb Garden

*“Residential, commercial, or horticultural land cultivated for the production of ornamental herbs and shrubs. This community includes gardens cultivated for the production of culinary herbs. Characteristic birds include American robin (*Turdus migratorius*) and mourning dove.”*

Farm Pond/Artificial Pond

*“The aquatic community of a small pond constructed on agricultural or residential property. These ponds are often eutrophic, and may be stocked with panfish such as bluegill (*Lepomis macrochirus*), and yellow perch (*Perca flavescens*). The biota are variable (within limits), reflecting the species that were naturally or artificially seeded, planted, or stocked in the pond.”*

Water Recharge Basin

*“The aquatic community of a constructed depression near a road or development that receives runoff from paved surfaces and allows the water to percolate through to the groundwater, thereby recharging the groundwater. These basins are intermittently flooded during periods of heavy precipitation. On Long Island some of these are important as breeding habitat for amphibians such as tiger salamander (*Ambystoma tigrinum*).”*

As discussed in Section 0 of this DEIS, the on-site Successional Southern Hardwoods, Successional Shrubland and Successional Old Field communities are not regarded as rare and are considered to be either "apparently" or "demonstrably secure" in New York State by the NYNHP. All three habitats are common to the region in general, and are present in the vicinity of the subject property. Furthermore, due to the presence of invasive non-native plant species throughout the site, native vegetation has declined, and the overall ecological value of these communities has diminished. Moreover, no endangered, threatened or special concern plant species were observed on the subject property during three separate field inspections, and no NYNHP records for rare or State-listed plants, significant natural communities or other significant habitats currently exist for the subject property or the immediate vicinity. Thus, the proposed clearing of existing on-site vegetation is not expected to result in significant adverse impacts to the overall regional populations of any individual plant species found on-site, or their vegetative communities as a whole.

Successional Southern Hardwoods will be cleared from the subject property as a result of the proposed action. However, this community currently continues beyond the subject property boundaries onto the adjoining property to the east. This off-site community will not be eliminated as a result of the proposed action. Additionally, some individual native plant species currently present in this community have been incorporated into the proposed landscape plan (see *Preliminary Landscape Plan* in Appendix A).

Existing Successional Shrubland and Old Field communities will also be eliminated from the site as a result of the proposed action. In the long-term, however, these two communities are expected to become present within the southwestern portion of the site, in the area within and surrounding the proposed recharge basin. It is also expectable that many of the native plant species currently supported on the subject property will re-colonize this portion of the site over time.

Although much of the vegetation to be removed from the site as a result of the proposed action is non-native, many native species will also be removed. Nevertheless, the removal of existing native plant species will be partially mitigated by the planting of species that are native to Long Island throughout the site as part of the proposed landscaping plan (see *Preliminary Landscape Plan* in Appendix A). The proposed planting list includes several native tree and shrub species that the site currently supports, including red maple and northern white cedar, and other local natives such as inkberry (*Ilex glabra*) and shadblow (*Amelanchier canadensis*).

It is also important to note that none of the proposed non-native species on the planting list appear on the NYIPRS invasive plant list. In contrast, invasive non-native vegetation is currently pervasive throughout the site, with 11 of the dominant species on the subject property receiving a NYIPRS invasiveness ranking of very high or high. Thus, although overall vegetation on the subject property will be reduced as a result of the proposed action, there will also be a substantial reduction in species known to pose the greatest degree of ecological and economic harm. These species

will be replaced, either by native species or by non-native species that do not appear on the NYIPRS invasive plant list.

Further mitigation of potential ecological impacts will result from the creation of proposed aquatic and semi-aquatic habitats that currently do not exist on the site. The construction of the aforementioned pond, which will be lined and aerated to allow a proper water level to be maintained, will encourage colonization by aquatic vegetation. Over time, submerged, emergent and floating aquatic plants can be expected to colonize the pond, thus increasing overall plant species diversity on the site. The recharge basin proposed for the southwestern portion of the subject property can be expected to support a variety of facultative and obligate wetland plant species adapted to the variable hydrology of this habitat, thereby increasing overall plant species diversity and establishing an ecological community that the site currently does not support.

Wildlife

During the construction phase of the proposed action, it is expected that most wildlife species will be displaced from the subject property, due to the complete removal of existing habitats. As discussed previously, due to the existing on-site conditions and surrounding land uses, the wildlife currently supported by the subject property are predominantly species that are adapted to suburban and/or wooded edge habitat, and consequently are tolerant of associated human activity. It is expected that individuals of many resident species will be displaced to woodland and successional areas adjacent to the site, as well as to surrounding suburban areas and parkland. Thus, these surrounding areas will experience a temporary increase in wildlife populations during the construction phase.

Following the construction phase, some wildlife will colonize the successional habitats expected to regenerate in the area of the proposed recharge basin, while individuals of those species most adaptive to human activity and suburban environments are expected to utilize the various landscaped areas scattered throughout the site. Overall, the site will favor those wildlife species that prefer suburban and edge habitats. It is important to note that the majority of species observed or expected to occur at the subject property, under existing conditions, fall under this category and are expected to adapt favorably. The effect on the overall diversity of local and regional wildlife populations is expected to be minimal, due to the preponderance of the on-site species in the region as a whole and an overall abundance of suitable habitat.

The following provides a discussion of the expected impacts of the proposed action on bird, mammal and amphibian/reptile populations.

Birds

Many resident bird species will be temporarily displaced from the subject property during the construction phase of the proposed action. As discussed in the Section 0 of this DEIS, the birds observed or expected to occur on-site are predominately suburban species that are adaptable to a wide range of habitats and are generally tolerant of human activity. Therefore, following construction, most, if not all, of these suburban bird species are expected to return and maintain a presence on the site, although the overall population densities of most species will likely be reduced locally due to the overall loss of habitat. Nevertheless, no significant regional impacts are expected for these species, due to the presence of suitable habitat elsewhere in the vicinity of the subject property and in the region as a whole.

It is anticipated that the proposed action will result in a shift in species composition that will favor those species which are most adaptable to suburban habitats. Although still expected on-site, suburban species that favor woodland, brushy thicket and edge habitats are likely to be less prevalent following the construction phase of the proposed action, due to the elimination of the Successional Southern Hardwoods and associated woodland edge habitats. These include several species observed on-site, including gray catbird, yellow warbler and song sparrow. Other species will adapt more readily to the proposed on-site Mowed Lawn, Mowed Lawn with Trees and Flower/Herb Garden communities, including American robin, blue jay, grackle, European starling, northern mockingbird, mourning dove and American cardinal, among others. Individuals of several species will likely take advantage of the proposed increase in hard surfaces on-site, including house finch, European sparrow and other birds known to nest on buildings. Overall however, the majority of the bird species observed or currently expected on-site will likely continue to be present, although at incrementally lower densities.

The anticipated decrease in overall bird population density is expected to be mitigated by an increase in overall species richness following the construction phase of the proposed action. The construction of the proposed pond and recharge basin will attract and provide habitat for avian species which the subject property does not currently support, due to the absence of these ecological communities on-site. The anticipated presence of waterfowl and other birds of ponds and wetland habitats will also increase overall avian species richness on the site as compared with the existing condition.

Mammals

Mammal populations on the subject property will also be displaced to surrounding areas during the construction phase, due to proposed clearing activities. Following construction, it is projected that individuals of most resident species will return, although the site will support smaller remnant populations of these species due to habitat loss. Similar to avian species, due to the presence of suitable habitat elsewhere in the vicinity of the subject property and in the region as a whole, no

significant regional impacts to mammal density or diversity are anticipated as a result of the proposed action.

The only observed mammal species, eastern gray squirrel, readily adapts to suburban landscapes, provided that sufficient trees are present for feeding and nesting habitat. According to the landscaping plan, sufficient Mowed Lawn with Trees habitat will be present to support this species following the construction phase.

Of the remaining mammals that are expected to inhabit the subject property, individuals of most species could be expected to return following construction, either as permanent residents or transient visitors to the site from nests, dens or burrows in adjacent wooded or successional habitats. Mammals expected to be observed most frequently on-site following construction include gray squirrel, eastern cottontail and "pest" species such as Virginia opossum, raccoon, house mouse and Norway rat. Population densities of the latter two species may increase as a result of the proposed action, as the preferred habitat for both includes areas in or around human habitations. Eastern mole might also be expected on-site, as this species readily inhabits suburban lawn areas when preferred woodland or meadow habitat is unavailable. In contrast, the white-footed mouse and pine mouse do not adjust favorably to developed areas when their preferred habitats are destroyed. If currently present on the site or immediate vicinity, the range of these species would be most likely be confined to the Successional Shrubland and Old field communities expected in the area of the proposed recharge basin or within the other field or woodland habitats located immediately adjacent to the site following the construction phase. If present in the area, short-tailed shrew would also be likely to inhabit these communities.

Amphibians and Reptiles

As detailed in Section 0 of this DEIS, overall existing herpetofaunal diversity is expected to be low for the subject property. The four species identified as potentially inhabiting the site, eastern garter snake, northern brown snake, northern redback salamander and Fowler's toad, are regarded as being generally tolerant of development. However, as amphibians and reptiles are typically less mobile than birds and mammals, some individuals of these species, if present, are expected to suffer direct elimination during clearing and construction. Other individuals are expected to disperse to adjacent wooded and successional habitats.

Following the construction phase, it is expected that eastern garter snake and northern brown snake could re-colonize portions of the site, as both species are common in suburban and even urban settings. The most likely habitat for the two snake species would be in the grassy, weedy and/or shrubby areas expected in the vicinity of the proposed recharge basin and pond. Landscaped edge areas adjacent to the remaining woodland habitat on the eastern adjoining property might also support a limited number of these species.

Due to the removal of the Successional Southern Hardwoods habitat, northern redback salamander (which was not observed during field inspections) would not be expected to inhabit the subject property following the construction phase. If present in the area, it is expected that this species will persist in the woodland habitat on the eastern adjoining property.

Over time, suitable habitat for adult Fowler's toad individuals will regenerate on the site in the area of the proposed recharge basin. It is important to note that the recharge basin, and perhaps the proposed pond, would offer a potential on-site breeding habitat for this species that currently does not exist on the subject property.

Mitigation for the removal or decline in any existing amphibian and reptile species potentially inhabiting the site will occur as a result of the construction of the proposed recharge basin and pond. In addition to Fowler's toad, these areas would provide suitable breeding ponds for other amphibian species identified within the Huntington Quadrangle in the New York State Amphibian and Reptile Atlas. In particular, breeding populations of American bullfrog (*Rana catesbeiana*) and spring peeper (*Pseudacris crucifer*), two amphibian species known to be compatible with developed suburban landscapes (Gibbs et. al, 2007), could potentially breed and persist on the site following the construction phase. Consequently, the proposed action would provide prospective habitat for species that currently do not exist on the subject property, potentially increasing overall amphibian species diversity on the site.

4.4 Land Use, Zoning and Community Character

4.4.1 Land Use

Under existing conditions, as discussed in Section 3.4 of this DEIS, the subject property is vacant and undeveloped, and contains wooded and unvegetated areas. The underutilized site presents an opportunity for development in accordance with the R-3M zoning district of the Town of Huntington, given the subject property's proximity to the Huntington LIRR station and established transportation corridors (i.e., State Route 110, Park Avenue) and the availability of necessary infrastructure (i.e., public water, municipal sewers). Upon implementation of the proposed action, the subject property would be developed with a 379-unit, multi-family residential community with related amenities, including an 8,000±-square-foot clubhouse, surface parking areas, detached garage structures, and an 800±-square-foot maintenance building. Three separate, small land dedications are proposed along the East Fifth Street frontage of the subject property, totaling 995± square feet. The dedications would be made to the Town of Huntington, to become a part of the East Fifth Street right-of-way.

The residential uses would include both for-sale and rental residences, with apartment-style and townhouse-style units. The for-sale component of the residential community would be situated within ten buildings, at the southeast and eastern portions of the subject property. Nine of the ten buildings would contain eight units each (a total of 72 townhouse-style residential units), and the tenth would contain the remaining four townhouse-style for-sale units. The rental component of the residential community would be comprised of 16 buildings, with a total of 303 rental residential units.

In accordance with the Town of Huntington Affordable Housing Law (see §198-13.I[1][a] of the Code of the Town of Huntington), as applicable to applicant-initiated changes of zone, 20 percent of the increased unit yield of the site (as compared with prevailing zoning) would be offered as affordable housing. Accordingly, a total of 54 of the 379 proposed units would be affordable, to be interspersed among the various unit types proposed.

The proposed multi-family residential use is expected to provide an alternative to the dominant single-family housing stock that is demanded by communities across Long Island, consistent with several of the goals outlined by the Town of Huntington in the 1993 *Comprehensive Plan* and the *Horizons 2020 Update* (see Section 4.4.3 of this DEIS).

The increases in population and housing stock would result both direct and indirect impacts upon community-provided services (including educational and emergency services), utilities and the surrounding roadway network. These impact issues are addressed in Sections 3.6 and 3.7 of this DEIS, respectively.

As indicated in Table 2 of this DEIS, upon implementation of the proposed action, site conditions would be altered such that 14.16± acres (53.3± percent of the site) of impervious surface area would be created, pond areas totaling 1.32± acres (5.0± percent of the site) would be created, and a 1.21±-acre recharge basin (4.6± percent of the site) would be constructed. The balance of the site (9.87± acres or 37.1± percent of the site) would be planted with lawn and landscaping (excluding proposed roadway dedications totaling 995 square feet).

The increase in impervious surface area resulting from the proposed development would result in the generation of additional stormwater runoff at the subject property. As described in Section 4.2.2, a stormwater management system would be employed providing adequate capacity to contain stormwater runoff generated by a nine-inch rainfall event, through the use of catch basins, the proposed recharge basin, and the stormwater retention pond proposed in the center of the site.

Within the context of the area surrounding the subject property, the proposed residential community is strategically located to take advantage of the benefits afforded by the Huntington LIRR station (approximately 1,850 feet west of the

subject property), the public recreational resources of the Town of Huntington (Manor Field, Fair Meadow Park), and the shopping opportunities along the State Route 110 commercial corridor that are expected to benefit from the influx of new housing opportunities in that community. The multi-family residential use proposed is consistent with surrounding development, which includes three existing multi-family residential properties along East Fifth Street between Park Avenue and Lenox Road (Huntington Country Farms, Huntington Glen and Winoka Manor).

The proposed development is also located within a portion of the Town with available infrastructure to support the proposed multi-family use, including the availability of sewer infrastructure.

Based upon the analysis provided in this DEIS, the proposed land use would not have a significant adverse impact on air quality due to the following:

- Use of natural gas for heating and fueling purposes;
- Installation of state-of-the-art heating and cooling equipment, including the proper sizing, siting and maintenance of air conditioning system components and filters, and the use of sufficient attic ventilation;
- Use of high-efficiency rated EnergyStar appliances;
- Minimization of traffic-related air emissions. The Traffic Impact Study indicates that there would be minimal impact on the roadway network; and
- Encouragement of mass-transit use, which include reduction in vehicle trips through the emphasis on the pedestrian and use of alternative means of transportation including bicycles, trains and buses.

4.4.2 Zoning

The subject property is within the R-7 Residence zoning district of the Town of Huntington. The proposed action includes a change of zone of the subject property from R-7 Residence to the R-3M Garden Apartment zoning district. The R-3M zoning district permits, among other uses, single-, two-, and multi-family dwellings, farms, public and private schools, religious uses, and various municipal uses. Permitted accessory uses include, but are not limited to, private garages, swimming pools, and other accessory uses or buildings clearly incidental to a permitted principal use. The proposed multi-family residential community is consistent with the allowable uses in the R-3M zoning district.

**Consistency with Bulk and Dimensional Requirements
of the R-3M Zoning District**

A consistency analysis of the proposed action with the bulk and dimensional requirements of the R-3M zoning district is presented in Table 16.

Table 16 – Dimensional Requirements of the Proposed R-3M District

Regulation	Required	Proposed
Minimum Lot Area	15,000 Square Feet	26.58± Acres
Minimum Lot Area per Dwelling Unit	3,000 Square Feet	3,055± Square Feet
Minimum Lot Width	100 Feet	1,359± Feet
Minimum Lot Frontage	40 Feet	1,356.5± Feet
Maximum Height	3 Stories / 45 Feet	3 Stories / 45 Feet
Minimum Front Yard	30 Feet	30 Feet
Minimum Side Yard		
One Side Yard	12 Feet	12 Feet
Total Side Yards	24 Feet	24 Feet
Minimum Rear Yard	25 Feet	26 Feet

As shown, the proposed action will comply with all relevant dimensional requirements of the R-3M zoning district.

The proposed action, including an applicant-initiated change of zone, is subject to the Town of Huntington’s Affordable Housing Law, as set forth at §198-13.I of the Code of the Town of Huntington. In the case of an applicant-initiated change of zone, the net difference in yield is subject to a requirement that 20-percent of such increased yield be set aside for affordable housing. For the subject 26.58± acres, the proposed change of zone from R-7 Residence to R-3M Garden Apartment would allow for the construction of 379 multi-family residential units, an increase of 270 residences as compared with the 109 single-family homes that could be built (and have approval to be built) at the subject property under the requirements of the R-7 Residence district.

The proposed Avalon at Huntington Station would provide a total of 54 affordable units within the 379 apartments and townhouse-style units, in satisfaction of the Affordable Housing Law. The range of affordable units would include one-, two- and three-bedroom apartment (rental) units, and two- and three-bedroom townhouse (for-sale) units, such that the overall Avalon at Huntington Station would help achieve the Town’s goals to offer a range of housing options to residents of various income levels.

Overall, the proposed Avalon at Huntington Station would be consistent with the permitted uses, bulk and dimensional requirements, and affordable housing requirements as applicable to the R-3M zoning district.

The proposed change of zone would permit the development of the subject property with a 379-unit, multi-family residential community, in lieu of the single-family residential development that dominates the housing stock of the Town of Huntington, as would be permitted under the prevailing R-7 zoning. The proposed R-3M zoning designation would allow development of the vacant, underutilized subject property, situated in a portion of the Town with available infrastructure to support multi-family development, in such a manner as to further a number of the Town's goals and address growing needs of its residents. The proposed change of zone would allow the subject property to benefit from its advantageous location, while being considerate of the established neighborhood character.

The following summarizes the benefits of the proposed action:

- The proposed *Alignment Plan* allows for a pedestrian-friendly environment within the subject property, and a pedestrian connection would be created between the subject property and the Huntington LIRR station to promote walking, bicycling, and transit use;
- The proposed Avalon at Huntington Station is designed to blend with the community character, but also improve and strengthen the neighborhood identity. The development would be attractive, well-lit and well-maintained, and is designed to promote pedestrian activity at the site and in the surrounding area;
- The proposed Avalon at Huntington Station would be comprised of 379 multi-family residential units, including one-, two- and three-bedroom apartment-style and townhouse-style units. The development of such housing types would help to diversify the housing stock of the Town, which is dominated by single-family housing. Further, 54 of the 379 residential units to be developed would be designated as affordable housing, to make the proposed housing available to persons or families of various income levels. Thus, a range of housing options is being offered; and
- The proposed Avalon at Huntington Station, through direct investments and expenditures, property and sales taxes, and secondary economic impacts, is expected to result in significant economic benefits. Such benefits are expected to positively impact the immediate Huntington Station community, thereby acting as catalyst for the overall revitalization of the area.

4.4.3 Relevant Comprehensive Plans

As explained in Section 3.4.3 of this DEIS, the Town of Huntington adopted the *Horizons 2020 Update* to update the *1993 Comprehensive Plan*, each of which set forth recommendations, policies, goals and strategies for the Town. A discussion of each

of the policies, goals, and/or strategies that are relevant to the proposed action, as well as the consistency of the proposed action therewith, follows.

1993 Comprehensive Plan

The elements of transportation, environmental conditions and housing are most relevant to the subject property and proposed action. Several recommendations offered are directed at the municipality itself, but remain relevant. A discussion of these relevant goals, recommendations and strategies, and the proposed action's compliance therewith, follows:

- *Review all development applications (e.g., site plan, subdivision, variance, special use permit and rezoning) with regard to scheduled and proposed roadway improvements. This would include widening, realignment, intersection and traffic signal improvements to be approved pursuant to the recommendations of the town Department of Engineering Services, Transportation and Traffic Safety Division, the town Highway Department and any other agencies having jurisdiction over the particular roadway segment. Development applications should also be reviewed with regard not only to pedestrian safety but also to creating links between adjoining uses and safe walkways for crossing major arterials.*

This recommendation is directed toward municipal agencies. However, the proposed action would require review and approval by the Town of Huntington Department of Engineering Services for all work proposed within the East Fifth Street right-of-way, a Town roadway. With respect to pedestrian safety, a pedestrian connection is proposed to provide access to future residents of Avalon at Huntington Station between the proposed residential development and the Huntington LIRR station (see figure in Appendix B). Further, sidewalks are proposed throughout the subject property to provide a safe pedestrian environment among internal spaces. With these measures incorporated, and as the appropriate approvals would be sought from the Town of Huntington, the proposed action is consistent with this recommendation.

- *Employ mass transit and other Transportation Systems Management (TSM) techniques (e.g., car pooling) to reduce individual automobile use and overall future traffic levels.*

The proposed Avalon at Huntington Station is proximate to the Huntington LIRR station, presenting a unique opportunity for reduced reliance of its future residents on automobiles as a principal means of transportation. The residential density permitted within the R-3M zoning district, as compared with the existing R-7 residence zone, allows a greater potential to realize this goal.

- *Promote variety in the type and cost of housing, including housing which is affordable to low and moderate income owners and renters. This will help maintain a diverse range of age groups and employment skills within the town, in furtherance of social and economic stability.*

In compliance with this goal, the proposed action includes the development of 379 multi-family residential units of varying type, including a mix of one-, two- and three-bedroom units, and a mix of ownership type (i.e., rental and ownership). Further, 54 of the 379 residential units would be dedicated as affordable housing units.

Pursuant to the *Horizons 2020 Update*, the population of the Town of Huntington quadrupled in size from 47,506 persons in 1950 to 195,289 persons in 2000 (page 1-6). While the Town experienced a decrease in population between 1990 and 2000, population estimates for 2000 to 2006 indicate an increase to 202,767, with a 2030-year estimate of 217,290. The change in the population characteristics is a more significant issue than the change in the number of people residing in the Town. These changes in population characteristics include the following:

- A decrease in the average household size from 3.59 persons (1960) to 2.96 persons (2000);
- An aging population, with the median age of 30 years old in 1960 to 39 years old in 2000, an increase of 25 percent of persons 65 years of age or older, and 33 percent of the population born between 1946 and 1964; and
- A decrease in persons between 25 and 34 years of age from 1990 to 2000, with the 25- to 29-year age group representing the greatest decrease.

As discussed in greater detail in Section 2.5 of this DEIS, the applicant, AvalonBay Communities, Inc., targets a market of single professionals and young couples who have not yet started a family and are seeking attractive, modern residential units. According to AvalonBay Communities, Inc., approximately 44 percent of the residents of the existing AvalonBay residential communities in Nassau and Suffolk Counties are under the age of 35. The proposed Avalon at Huntington Station is expected to attract a similar demographic.

Overall, the proposed action is consistent with this recommendation.

- *Design new residential developments which respect all environmental limitations.*

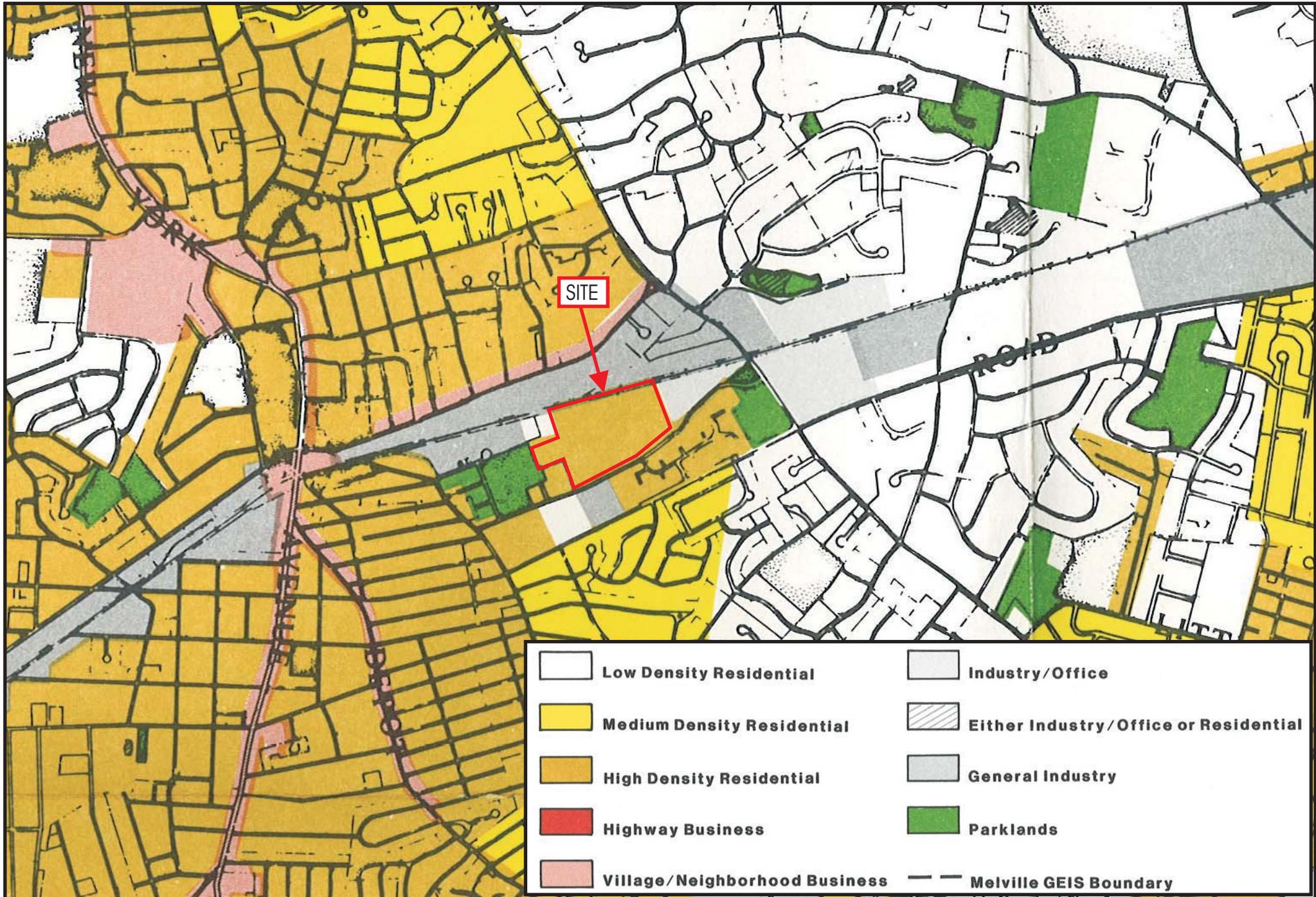
As discussed throughout the various sections of this DEIS, the proposed residential development is not expected to result in significant adverse environmental impacts. The proposed R-3M zoning district would allow this residential development, with a greater density than under the current R-7 zone, however, adequate infrastructure (e.g., water and sewer service, availability of transit opportunities, etc.) exists to support the increased density. Overall, the proposed action is consistent with this recommendation.

- *Set goals in the Comprehensive Plan to establish that, when feasible, a percentage of new housing units constructed be affordable to low and moderate income households; suggested proportion – 20% of all new construction.*

As required pursuant to the Town of Huntington's Affordable Housing Law (see §198-13.I[1][a] of the Code of the Town of Huntington), 20 percent of the increased yield in residential units to result from the applicant-initiated change of zone would be set aside as affordable housing. Specifically, the proposed Avalon at Huntington Station will include 54 affordable housing units among the 379 total proposed new residential units. Therefore, the proposed action is consistent with the intent of this goal, as well as the Town's relevant affordable housing requirements for new construction.

The 1993 *Comprehensive Plan* provides additional discussion of the Town's housing needs and goals, and specifically recommends that higher-density residential development should be encouraged to locate at interfaces between commercial/industrial uses and low-density residential development, to provide transition between those land uses. Further recommended is that multi-family uses be located in those areas of the Town where mass transit nodes, shopping opportunities and employment centers are most available and accessible (see Section 4.5.3 of the 1993 *Comprehensive Plan*). The proposed Avalon at Huntington Station is consistent with both recommendations. In addition to the relationship between the subject property and the Huntington LIRR station, the surrounding area supports a concentration of commercial and industrial uses, often with multi-family residential uses providing a buffer to the single-family residential uses surrounding.

It should be noted that, consistent with the above, the "Comprehensive Plan" map that is a part of the 1993 *Comprehensive Plan* identifies the subject property for high-density residential use (see Figure 9). As such, the proposed action is consistent with the recommended land use.



Avalon at Huntington Station
 East Fifth Street
 Hamlet of Huntington Station, Town of Huntington
 Suffolk County, New York
 *Site boundary is approximate.

Figure 9: Excerpt of 1993 Comprehensive Plan Map

The Town of Huntington Comprehensive Plan, adopted April 21, 1993



Based on the above analysis, the proposed action is consistent with the relevant goals and recommendations set forth within the *1993 Comprehensive Plan*.

Horizons 2020 Comprehensive Plan Update (2008)

The *Horizons 2020 Update* sets forth various policies, strategies, goals and recommendations within seven plan elements (environmental resources, community character, community facilities, land use, economic development, transportation and housing) to achieve the Town of Huntington's vision.

The Town's vision includes four elements: community character, quality of life, sustainable community structure and responsive town government. To achieve the Town vision, seven plan elements were established with policies and strategies to "move Huntington towards the future," including environmental resources, community character, community facilities, land use, economic development, transportation and housing. A discussion of each follows.

Environmental Resources and Open Space

The *Horizons 2020 Update* emphasizes parks, open space and environmental resources as integral elements to the quality of life in the Town. There are no key environmental resources identified at the subject property. Environmental concerns identified in the Comprehensive Plan include "green building" to reduce the environmental impacts of new construction or renovation, greenways, open space and recreational facilities. Policies and strategies of this plan element relevant to the subject site include:

Policy A.2: *Protect Huntington's water resources.*

Strategy A.2.3: Require/encourage stormwater management practices that minimize impacts on surface water, groundwater, and other natural resources

As shown on the *Drainage and Utility Plan* prepared by the project engineer (see Appendix A), stormwater runoff generated at the subject property would be contained and recharged on-site. There are no surface waters within or contiguous to the subject property, such that no adverse impacts to surface waters are expected to result from implementation of the proposed action. The depth to groundwater at the subject property is sufficient (132± feet, minimum) to allow for the proper filtration of stormwater, and thus, the potential for adverse impact upon groundwater resources is minimized. Further, as discussed in Section 4.2.1 of this DEIS, the proposed action is consistent with the relevant portions of the SCDHS SCSC, which are also protective of groundwater resources. Overall, no significant adverse impacts upon water resources are anticipated.

Policy A.8: *Preserve open space within new developments.*

Strategy A.8.1: Require a minimum open space set aside (e.g., 20-30%) within new developments, together with standards to ensure that the open space is meaningful (e.g., central greens or greenway linkages) and publicly accessible.

Strategy A.8.2: Encourage voluntary open space dedications through conservation subdivisions.

The proposed action includes the development of the 26.58±-acre subject property with multi-family residences and associated amenities and improvements. No minimum open space dedications are required, and further, no voluntary open space dedications are proposed as part of the proposed action. However, it should be noted that, as part of the previously-approved subdivision of the subject property into 109 residential lots (see further discussion in Section 6.2 of this DEIS), a three-acre parcel of land adjacent to the subject property to the northwest was dedicated to the Town of Huntington to become an addition to Manor Field. In that respect, that public benefit has already been yielded from the subject property. Additionally, the subject property is adjacent and/or proximate to various open space resources, including the recreational complex of the Town of Huntington, to the west of the subject property, and the Town of Huntington's Fair Meadow Park, east of the subject property along East Fifth Street.

Community Character

The key component to the Town's community character is the built environment, including the physical appearance, historic and cultural resources. Relevant policies and strategies to the subject site with respect to community character follow.

Policy B.5: "Raise the bar" on the visual character of private development through improved design standards and regulations and through targeted redevelopment.

Strategy B.5.1: Enact improved design standards for developments that exceed designated thresholds (e.g., size limits, exclusion for single family homes). These standards should be appropriate to the local context and address design elements such as:

- *Placement of buildings and parking areas in relationship to each other, public streets (e.g., build-to lines), and adjacent properties.*
- *Building design (e.g., orientation, façade articulation, garage location, and mass/height; materials if appropriate to the local context).*
- *Landscaping.*
- *Lighting (in accordance with the Town's new lighting ordinance).*
- *Access and connectivity for pedestrians, bicyclists, and transit services as well as vehicular traffic.*

The subject property is situated among a diverse and dense mix of land uses. Within the area immediately surrounding the subject property, there are multi-family residential uses (townhouse condominiums and apartments), various recreational uses (park and lawn areas, ballfields and playing courts), light industrial uses (lumber yards, office, warehouse and distribution uses), municipal and community support uses (New York State Armory, Town of Huntington Department of Public Works and Manor Field Family and Community Food Center), transportation uses (LIRR tracks and station), and single-family residential development surrounding. As a result of this dense mix within the immediate surrounding area, there is not a distinct, central character. However, multi-family developments and both active and passive recreational areas are the most prevalent land uses along East Fifth Street in the vicinity of the site. The proposed Avalon at Huntington Station would be consistent with the character of this area.

The proposed site layout (see *Alignment Plan* in Appendix A) arranges the residential buildings in the vicinity of East Fifth Street to face the interior of the site, and parking areas are generally concentrated away from the East Fifth Street frontage of the site. Further, the site layout adheres to all required yard setbacks and other applicable bulk and dimensional requirements for the R-3M zoning district. As shown on the preliminary *Landscape Plan* in Appendix A, landscape plantings are proposed to surround the proposed residential buildings, frame lawn areas, provide shade at common areas and parking areas, and define and decorate the site entry and main access drive.

The proposed site lighting will comply with the Town of Huntington Outdoor Lighting ordinance. Downward-facing lighting fixtures would be installed for all pole-mounted lighting, shielded to reduce potential light spill or glare. Shielded wallpacks and lighting bollards would be installed to provide lighting at front doors and other areas with low-level lighting needs.

Finally, no light spill-over onto adjacent residential properties or roadways is expected. The location of the subject property proximate to the Huntington LIRR station, together with the proposed pedestrian connection between the station and the subject property, are expected to foster an increased reliance on mass transit and decreased automobile dependency for future residents.

Community Facilities

The *Horizons 2020 Update* reviews both independent community service providers (i.e., schools, libraries, fire and emergency services, police protection and health care) and municipal services (i.e., general and human services and the Youth Bureau). Increased enrollment in Town schools in recent years has created a capacity issue for some schools. A concern in the *Horizons 2020 Update* is that "higher-density and/or affordable housing development may contribute to enrollment increases and some school districts may be more directly impacted than others" (page 5-3). One policy and strategy relevant to the subject site is as follows:

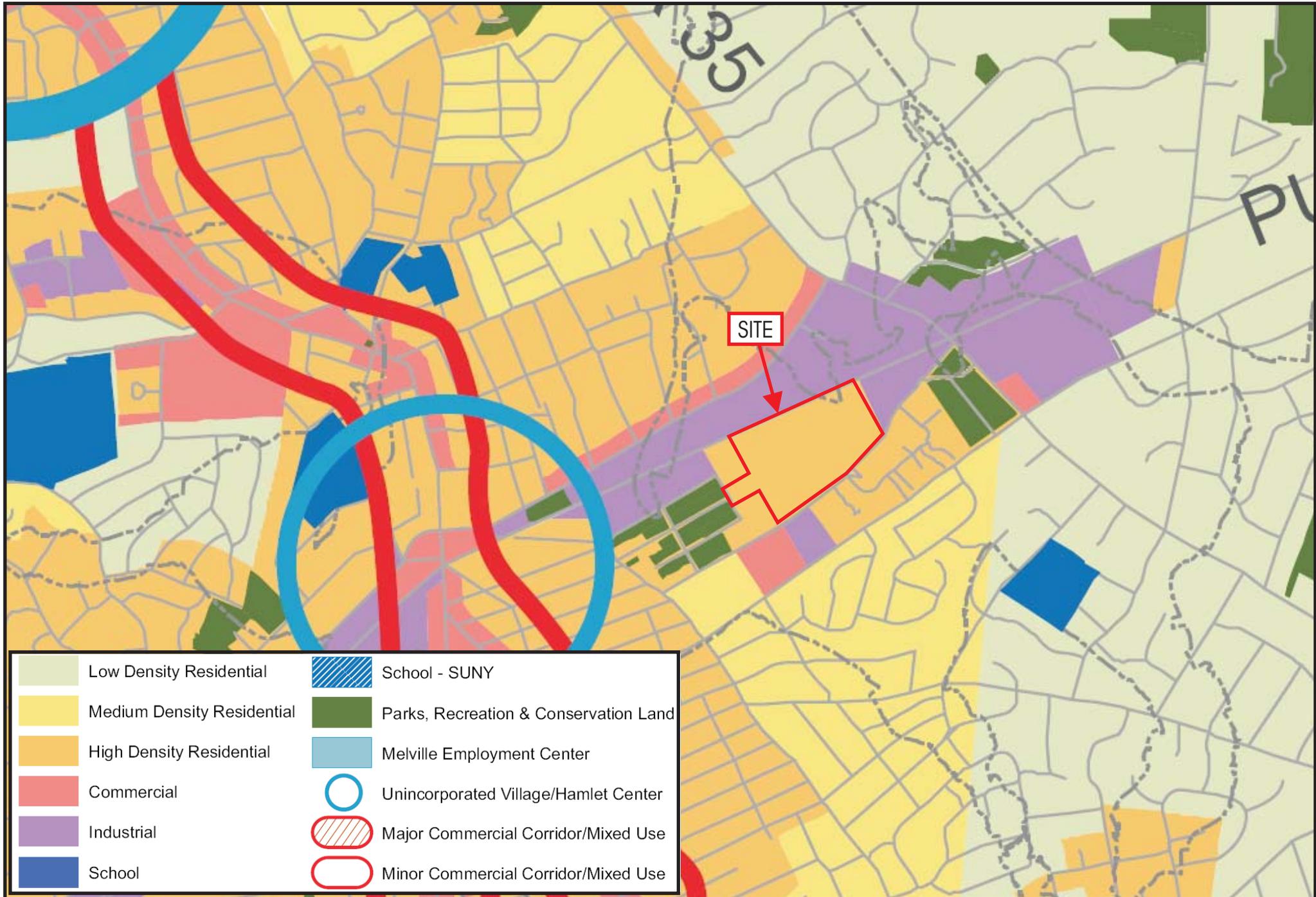
Policy C.2: *Address the impacts of new residential developments on schools and other community facilities.*

Strategy C.2.3: *Identify opportunities to meet community facility needs through the land development process (e.g., monetary contributions to meet facility needs or dedication of land for school sites in exchange for density increases or lot size reductions).*

Based on the detailed analysis provided in Section 4.6.4 of this DEIS, the proposed action is not expected to adversely impact the Huntington UFSD, and may be expected to result in a net tax benefit for the public school district. Further, in connection with the previously-proposed, 530-unit development, the applicant had undertaken numerous consultations with the Huntington UFSD to address questions regarding the potential number of school-aged children that could be generated by the proposed project and overall impacts to the school district. Based on the methodologies used at that time, an updated analysis of the proposed 379-unit development was prepared. The applicant respectfully submits that the proposed action will not result in adverse impacts to the school district. It is noteworthy that the previously-approved subdivision of the subject property for 109 single-family homes would generate a greater number of school-aged children (i.e., 128 school-aged children) than that of the proposed action (i.e., approximately 65-to-78 school-aged children). Additionally, as discussed in greater detail in Section 4.6.4 of this DEIS, the proposed development would result in an increased tax base with a decreased burden on the school district as compared with the approved 109-unit subdivision.

Land Use

The Town is comprised of a mix of land uses including agricultural, commercial, industrial, institutional, open space and recreation, residential, utilities and infrastructure and vacant land. The Town is close to built-out, with single-family residential development representing the largest land use. The Generalized Future Land Use Map (Figure 6.3 of the *Horizons 2020 Update*) identifies the subject site as high density residential use (see excerpt as Figure 10 of this DEIS). The recommendation for high density presumably reflects the availability of adequate infrastructure capable of supporting such development, including sewer service and the LIRR station and line, which make the subject property an appropriate location for development of high density residential uses. Additionally, the location of such uses in this area would provide a buffer between the commercially- and industrially-zoned areas and the single-family residential development that dominates the surrounding areas. The proposed action is in conformance with this recommendation.



Avalon at Huntington Station
 East Fifth Street
 Hamlet of Huntington Station, Town of Huntington
 Suffolk County, New York
 *Site boundary is approximate.

**Figure 10: Excerpt of Horizons 2020 Update
 Generalized Future Land Use Map**



Economic Development

The high cost of living in the Town of Huntington, including “housing, property taxes, childcare, transportation, etc.,” (page 7-4) has created an issue of affordability for Town residents. Additional issues identified include an increased vehicle-dependency resulting from the suburban pattern of the Town, and the strong demand for housing and lack of land for new housing construction resulting in a housing market that does not retain the younger population (i.e., 25 to 34 years of age). As indicated in the *Horizons 2020 Update*, this high cost of living creates the need for affordable workforce housing, both a housing and economic development issue for the Town. The relevant economic development policy states the following:

Policy E.3: *Address cost of living factors that affect the viability of Huntington’s economy.*

Strategy E.3.2: *Address the need for workforce housing (see Housing Policy G.2).*

The Town of Huntington’s Affordable Housing Law requires that 20 percent of the increased unit yield of a property (for applicant-initiated changes of zone) be set aside as affordable housing, which, in the case of the proposed 379-unit multi-family residential development, will result in the construction of 54 new affordable housing units in the Town of Huntington.

AvalonBay Communities, Inc., targets a market of single professionals and young couples who have not yet started a family whom are seeking attractive, modern residential units. Approximately 44 percent of the residents of the existing AvalonBay residential communities in Nassau and Suffolk Counties are under the age of 35. The proposed Avalon at Huntington Station is expected to attract a similar demographic.

Furthermore, the proposed development is expected to result in significant economic benefits to the surrounding community and the Town. As discussed in further detail in Section 4.5, based on an economic analysis of the proposed Avalon at Huntington Station, the residential development would generate hundreds of construction and permanent jobs, bring a total of \$18.6 Million in purchasing power, annually, among the future residents, and contribute approximately \$744,000 in annual sales taxes in the area.

Overall, the proposed action and the proposed Avalon at Huntington Station, specifically, are expected to further the economic development goals set forth for the Town of Huntington within the *Horizons 2020 Update*.

Transportation

The transportation system in the Town of Huntington is comprised of multiple modes of travel, including roadways, the LIRR, bus service, bike paths and sidewalks. However, as indicated in the *Horizons 2020 Update*, the “vast majority of

trips take place in private automobiles" and traffic congestion is a major issue (page 8-3). To address traffic congestion, one of the objectives of the *Horizons 2020 Update* is to "support alternative modes of transportation, including walking, bicycling and transit" (page 8-10). Several of the transportation policies and strategies are relevant to the subject site, as follows:

Policy F.2: Coordinate land use and transportation planning and implementation.

Strategy F.2.1: Promote land use patterns that reduce automobile usage (e.g., compact, walkable, mixed use nodes rather than linear ("strip") commercial development along highway corridors).

As discussed throughout this DEIS, the proposed Avalon at Huntington Station is a residential use that is proximate to the Huntington LIRR station, and would include the creation of a pedestrian connection between the residential community and the rail station. This connection is expected to improve the walkability of the neighborhood, and encourage use of the LIRR as an alternative to private automobile use. The applicant has expressed a willingness to provide additional public benefit for the purpose of reducing automobile reliance, in the form of a HART bus station along East Fifth Street, or other similar improvement. The final design and implementation of any such improvements would be completed in cooperation with the Town of Huntington; however, any such measures would further the above goal. Overall, the proposed action is consistent with this recommendation.

Strategy F.2.3: Require developments exceeding designated thresholds to conduct traffic impact studies and identify mitigation measures to supplement the State Environmental Quality Review Act (SEQRA) process.

A Traffic Impact Study has been prepared for the proposed action. The TIS is discussed in detail in Section 4.7 of this DEIS, and is included in its entirety as Appendix I.

Strategy F.2.5: Reduce the impacts of vehicular traffic on Huntington's neighborhoods and village centers caused by congestion on state, county and local arterial roadways.

As previously described, it is the intent of the proposed action to create a residential development proximate to the Huntington LIRR station, encouraging the use of alternative modes of transportation and reduction of the community's dependency upon private automobiles that congest area roadways.

Policy F.3: Enhance bus transit service and Long Island Rail Road (LIRR) ridership.

Strategy F.3.3: Work with LIRR to improve the attractiveness of stations for users) more attractive facilities, adequate and convenient parking, pedestrian connections to adjacent neighborhoods, mixed-use development, etc.).

The proposed Avalon at Huntington Station, to be situated approximately 1,850± feet from the Huntington LIRR station, would include an attractive, well-lighted and safe pedestrian connection between the 379-unit residential community and the Huntington LIRR station (see figure in Appendix B) to encourage a decreased reliance on private automobiles as a principal mode of transportation. As previously discussed, the applicant has expressed a willingness to provide additional public benefit for the purpose of reducing automobile reliance, in the form of the provision of a HART bus station along East Fifth Street, if agreeable to HART. Although this recommendation is directed toward the Town of Huntington, the proposed action is consistent therewith.

Policy F.6: Improve environmental quality through transportation strategies that reduce automobile and fossil fuel usage.

Strategy F.6.1: Promote transit, walking, and biking as alternatives to automobile use (see Transportation Policies F.3 and F.4).

Again, as part of the proposed Avalon at Huntington Station, a pedestrian connection would be created to provide a direct means of access between the proposed multi-family residential community and the Huntington LIRR station, and to promote the use of that resource. In addition, the applicant has expressed a willingness to provide a modern, comfortable and attractive HART bus stop enclosure along East Fifth Street in front of the proposed development.

Strategy F.6.2: Promote compact, mixed-use development patterns that reduce the need to drive (see Transportation strategy F.2.1).

The proposed multi-family residential community would be located in a portion of the Town of Huntington with a dense, diverse mix of uses, including multi-family residential, recreational, single-family residential, light industrial and commercial uses, such that the proposed action is consistent with the above strategy.

Housing

The *Horizons 2020 Update* indicates several critical housing issues, including “affordability and the increasing demand for diverse housing types to serve a changing population” (page 9-3). The high cost of housing in the Town is unaffordable for middle-income families and first-time homebuyers. In addition, there is a lack of housing diversity, with the residential pattern consisting “overwhelmingly of detached single-family housing” (page 9-4). The increase in non-traditional households (e.g., empty nesters, singles, single-parents and couples without children) has created a demand for diverse housing types, such as smaller dwellings at higher densities within a walkable community. Housing policies and strategies relevant to the subject site include:

Policy G.2: *Address the need for workforce housing.*

Strategy G.2.1: *Strengthen current regulations requiring affordable housing in rezonings that involve an increase in permitted density over existing zoning, including application to developments with fewer than ten units.*

In accordance with the Town of Huntington's Affordable Housing Law, the proposed Avalon at Huntington Station includes a mix of market-rate and affordable residential units.

Strategy G.2.2: *Identify opportunities to provide workforce and alternative housing in appropriate locations compatible with existing neighborhoods, schools and community facilities and sensitive environmental resources. Ensure equitable townwide distribution.*

In satisfaction of the requirements of the Town of Huntington's Affordable Housing Law, the proposed Avalon at Huntington Station would include 54 affordable units, equivalent to 20 percent of the increased yield of residential units resulting from the proposed change of zone. Among the suggested strategies for achieving the above goals are the consideration of incentives to promote the development of workforce housing. The change of zone to the R-3M district would permit an increased density of land use at the 26.58±-acre subject property than the prevailing R-7 zone, in an area of the Town of Huntington where public sewer capacity, transit options, and other infrastructure is expected to exist to support the increased density in an environmentally sound manner, among a mix of uses including existing multi-family development.

Strategy G.2.4: *Promote energy conservation measures in workforce housing to reduce household costs and contribute to a Sustainable Huntington initiative.*

As discussed further in Section 10.0 of this DEIS, various energy-conserving measures are incorporated into the proposed multi-family residential community to reduce costs as well as to reduce the electric and natural gas demands of the future residents.

Policy G.3: *Promote the diversification of housing stock to meet the changing demographics of Huntington's population.*

Strategy G.3.2: *Implement thresholds and standards for the location and design of higher density housing to ensure compatibility with adjacent established land uses and minimize or avoid impacts on traffic, neighborhoods, school districts, and sensitive environmental resources.*

The proposed action is specifically intended to address the needs reflected in the above policy and strategy. The proposed change of zone to the R-3M district would allow for a greater density of residential development than would be

permitted under the prevailing R-7 zone. The proposed Avalon at Huntington Station would promote the use of the available alternative transportation opportunities presented by the proximate Huntington LIRR station, thereby reducing the dependency of its future residents on private automobiles.

The Avalon at Huntington Station would include alternative housing options (apartment and townhouse-style residences) to the single-family residential option that is dominant throughout the Town. The residential community would be located in an area of the Town that is developed with a diverse mix of uses, including existing multi-family residential uses, such that the proposal is compatible with the established land use pattern. As discussed in further detail in Section 4.6.4 of this DEIS, the proposed action is expected to represent a benefit to the Huntington UFSD.

Policy G.5: Address the potential impacts of new housing developments on schools (see Community Facilities Policy C.2).

Strategy G.5.2: Prepare accurate projections of future school enrollments based on the anticipated household occupancies of existing and future housing stock.

Strategy G.5.4: Explore other ways to address the impacts of new residential developments on schools (e.g., developer contributions such as dedications of school sites, Adequate Public Facilities Ordinance, etc.).

As mentioned above, the applicant had undertaken extensive consultations with the Huntington UFSD in connection with a prior, 530-unit development at the subject property, in order to identify the potential impacts to the local school district of the proposed Avalon at Huntington Station. At the focus of these consultations were the development of accurate projections of future school enrollments, and the potential fiscal impacts of the proposed development associated with educating the additional school-aged children. These methodologies have been applied to the current 379-unit proposal to assess the potential impacts to the Huntington UFSD (see Section 4.6.4). It is respectfully submitted that the proposed action would be expected to result in a greater tax base and a decreased burden on the local school district than the previously-approved 109-unit subdivision. Overall, the proposed action is expected to represent a benefit to the Huntington UFSD.

The proposed action is expected to fulfill the various relevant goals, strategies and recommendations described above, and therefore, the proposed action is consistent with the Town of Huntington's *Horizons 2020 Update*.

4.4.4 Community Character

As identified in Section 3.4, the 26.58±-acre subject property is situated among a dense variety of land uses, including multi-family residential, recreational, light industrial and commercial uses. As a result of this dense mix of land uses, there is not a distinct character of the immediate surrounding area. However, multi-family developments and public recreational areas are the most prevalent land uses along East Fifth Street in the vicinity of the site, and provide some character of the corridor. The proposed Avalon at Huntington Station is expected to be consistent with the character of the area in that respect.

The proposed Avalon at Huntington Station is expected to foster a character of its own, creating a pedestrian-friendly environment promoting pedestrian activity, bicycling and transit use, within the context of the existing neighborhood. As discussed in Section 2.3 of this DEIS, the proposed action will also help to achieve the Town's broader goals relating to the revitalization of Huntington Station. As will be discussed further in the following section, the proposed Avalon at Huntington Station is expected to have a revitalizing effect on the greater Huntington Station community, thereby enhancing the economic stability and quality of life of that portion of the Town.

4.5 Socioeconomics

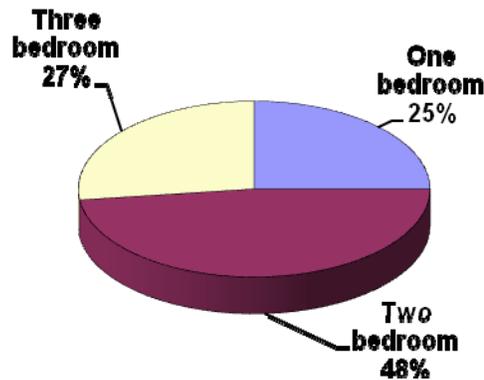
The proposed development would be comprised of 379 multi-family residential units, of which 80± percent would be rental and 20± percent would be ownership units. Approximately 14± percent of housing units (or 20 percent of the increased yield of residential units resulting from the proposed change of zone) would be designated as affordable, workforce, and moderate housing. As discussed below, the proposed development would provide the variety of housing both needed and desired in the community, and is also envisioned to be an economic catalyst for the revitalization of Huntington Station.

This analysis quantifies the potential economic impacts of the proposed project. It assesses the direct and total impacts (from spin-offs) upon employment and earnings from the construction and operation of the proposed project.

Proposed Residential Mix – Unit Type and Income Classification

The proposed 379 multi-family housing units would be comprised of 303 rental units (80 percent of total) and 76 ownership units (20 percent of total). One-, two-, and three-bedroom units would be offered.

Total Unit Mix



As indicated in Section 3.5 of this DEIS, there is a pressing demand for affordable housing across Long Island, including the Town of Huntington. Based on a demographic analysis, it was found that a total of 153,640 households, or nearly 40 percent of all households within a five-mile radius of Huntington Station, have incomes below 80 percent of the HUD Adjusted Median Income of \$97,100 for Suffolk County. To respond to this demand, approximately 14± percent of all units within the proposed AvalonBay community would be designated as affordable housing.

A breakdown of the proposed rental and ownership units follow in the tables below. The monthly rents and selling prices are as proposed by the applicant.

Table 17 – Proposed Rental Units – Unit Mix and Income Classifications

	Total Units	Market-Rate		Income-Restricted ^{17,18}	
		Units	Projected Monthly Rent	Units	Projected Monthly Rent
One bedroom	94	77	\$1,920	17	\$1,126
Two bedroom	143	126	\$2,316	17	\$1,329
Three bedroom	66	57	\$2,466	9	\$1,763
Total	303	260	--	43	--

Table 18 – Proposed Ownership Units – Unit Mix and Income Classifications

	Total Units	Market-Rate		Income-Restricted	
		Units	Projected Selling Price	Units	Projected Selling Price
One bedroom	0	0	--	0	-
Two bedroom	38	32	\$443,250	6	\$103,600
Three bedroom	38	33	\$508,542	5	\$120,200
Total	76	65	--	11	--

Table 19 – Total Unit Mix and Income Classifications

	Total Units	Market-Rate		Income-Restricted	
		Units	%	Units	%
One bedroom	94	77	24%	17	25%
Two bedroom	181	158	49%	23	48%
Three bedroom	104	90	28%	14	27%
Total	379	325	100%	54	100%



¹⁷ Monthly rents and selling prices for Income-Restricted Rental and For Sale Units are based on methodology provided by the Town of Huntington Affordable Housing Law.

¹⁸ HUD Income Limits for the Nassau-Suffolk Metropolitan Area are based on an Area Median Income (AMI) of \$103,600: 2-Bedroom Unit based on 4-Person Household - \$51,800; 3-Bedroom Unit based on 6-Person Household - \$60,100

Economic Benefits to the Community

Economic Impacts During Construction

Based on RMS II Multipliers, it is projected that the initial capital investment of \$95.5 million by AvalonBay would generate an economic spin-off of approximately \$1.98± for every dollar invested, thus bringing the total economic impact at approximately \$284.59± million in output.

The construction of 379 multi-family units would provide direct construction jobs for 358 workers. Each construction job is projected to create an additional 13.93 jobs in other sectors of the economy, bringing the total economic impact on employment at 5,344± jobs. These jobs in the construction industry would also generate wages estimated at approximately \$40.1± million over two years. Each dollar in wages would create an economic spin-off estimated at 0.58 cents per dollar, bringing the total economic impact on earnings at \$63.3± million.

A summary of the construction impacts follows.

Table 20 – Economic Impacts of Construction

	Direct Impact	Economic Spin-Off	Total Economic Impact
Output	\$95.5 million	\$1.98 per \$1.00	\$284.59± Million
Employment	358± construction jobs	13.93 jobs for every construction job	5,344± jobs
Earnings	\$40.1± Million ¹⁰	\$0.58 per \$1.00 in wages	\$63.3± Million

Economic Impacts Post-Development

For Sale/Ownership Units

Based on RMS II Multipliers, the 76 ownership units are estimated to generate approximately \$32.19± million in output based on initial sales of homeowner units. This would result in an economic spin-off of \$1.37 for every dollar, bringing the total economic impact on output at \$76.29± million. The 76 ownership units would create a total of 15 jobs, with total earnings reaching \$2.72± million.

▼
¹⁰ Based on Bureau of Labor Statistics (BLS) data for a median annual wage for Construction and Extraction Workers in Long Island of \$55,990.

Table 21 – Initial Economic Impacts of For Sale Units

	Direct Impact	Spin-Off	Total Economic Impact
Output	\$32.19± Million	\$1.37 per \$1.00	\$76.29± Million
Employment	3± real estate jobs	4.02 jobs for every real estate job	15± jobs
Earnings	\$2.41± Million ²⁰	\$0.13 per \$1.00 in wages	\$2.72± Million

Rental Units

Based on RIMS II multipliers and the estimated projected rental fees described previously, the 303 rental units are estimated to generate approximately \$7.65± million and creating an economic spin-off of approximately \$1.46± for every dollar. These rental units would generate an economic impact projected at approximately \$18.82± million annually. The residential development would also create 11 full-time permanent jobs with wages estimated at almost \$0.39 million. These jobs would create an economic spin-off of approximately 6.24 jobs for every job, bringing the total impact on jobs at 78 jobs. Spin-offs from annual wages are projected to generate a total economic impact of almost \$0.49± million every year.

Table 22 – Annual Economic Impacts of Rental Units

	Direct Impact	Spin-Off	Total Economic Impact
Output	\$7.65± Million	\$1.46 per \$1.00	\$18.82± Million
Employment	11± property management jobs	6.24 jobs for every property management job	78± jobs
Earnings	\$0.39± Million ²¹	\$0.26 per \$1.00 in wages	\$0.49± Million

The residential development is projected to add 379 new households with a collective purchasing power of almost \$18.6± million annually.²² Based on the Suffolk County sales tax rate of four percent,²³ the new households would contribute approximately \$744,000± in annual sales tax revenue to Suffolk County.



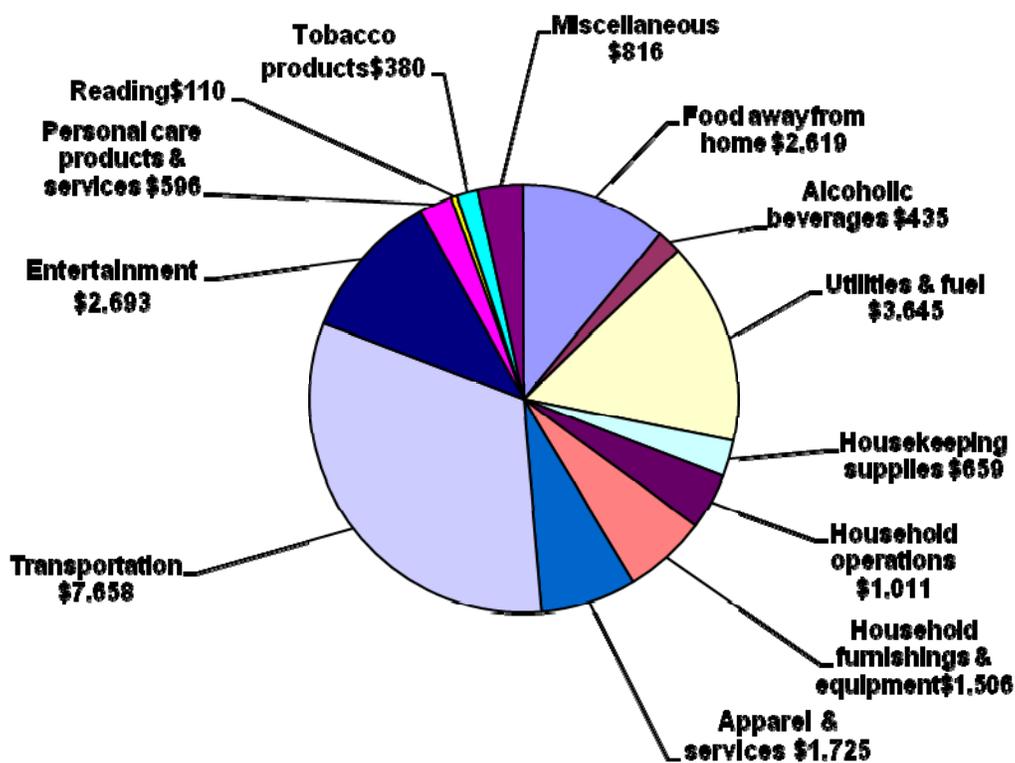
²⁰ Based on Bureau of Labor Statistics data for a median annual wage for Real Estate Brokers in New York State of \$62,350.

²¹ Based on Bureau of Labor Statistics data for a median annual wage for Property, Real Estate, and Community Association Managers in Long Island of \$92,240.

²² Based on an average annual consumer expenditure of \$49,067 per household as per the 2009 Consumer Expenditure Survey of the Bureau of Labor Statistics.

²³ Office of Budget and Management, Suffolk County, Long Island, New York; <http://www.co.suffolk.ny.us/departments/CountyExec/budgetandmanagement.aspx>

Average Annual Expenditure Per Household on Taxable Goods & Services



**379 Households x \$1,963± in Annual Sales Taxes =
Approximately \$744,000± in Total Sales Taxes**

Conclusion

Based on the foregoing, the mix of housing types, both in occupancy (i.e., rental or ownership) and income classifications, would respond to this well-documented pressing demand across Long Island. Income-restricted housing would also be marketed to Huntington UFSD teachers, local healthcare professionals, first responders, and Huntington residents, in order to keep those who are employed locally. New residents in the community would also generate business for local shops and services, as well as contribute increased sales tax revenues.

Overall, as indicated in the various analyses above, AvalonBay at Huntington Station would provide significant social and economic benefits to the community around Huntington Station, Suffolk County and Long Island, both during and after construction.

4.6 Community Facilities and Services

4.6.1 Fire Protection and Ambulance Services

As stated in Section 3.6.1, the subject property is within the service area of the Huntington Manor Fire Department. In connection with a prior application for a 530-unit multi-family residential development at the subject property, correspondence was forwarded to Chief Robert J. Herley, III, advising of the prior proposed action and requesting information about the department and its service demands. Follow-up correspondence was issued on August 18, 2009, and Chief Herley provided a response dated August 23, 2009 (see Appendix E). The nearest station to the subject property is the department's headquarters, located at 1650 New York Avenue in Huntington Station, approximately 0.96±-mile west-southwest of the subject property. The two additional firehouses of the Huntington Manor Fire Department are located within less than two miles from the site. Chief Herley verified that the estimated response time to an emergency call at the subject property is four-to-five minutes, and the Huntington Manor Fire Department responded to a total of 1,024 calls in 2008.

The subject property is within the service area of the Huntington Community First Aid Squad. In connection with a prior application for a 530-unit multi-family residential development at the subject property, correspondence dated July 13, 2009 (see Appendix E) was forwarded to Chief Dominic Heavey, requesting information relative to ambulance services in the area of the subject property, and follow-up correspondence was issued on August 18, 2009. An updated request was issued on February 28, 2011, in connection with the current 379-unit proposal. No response has yet been received. According to its website, the Huntington Community First Aid Squad has over 250 volunteer members, and, in 2010, responded to 5,605 calls. The station is located approximately 0.6 mile west of the subject property.

As required, the proposed plans would be reviewed by the Town of Huntington Fire Marshal prior to site development. In connection with a prior application for a 530-unit multi-family residential development at the subject property, correspondence was issued to Chief James Logan of the Town of Huntington Fire Prevention Bureau, dated August 11, 2009, advising of the prior proposed action, and providing a preliminary *Alignment Plan* for review and comment (see Appendix E). Additional correspondence/plans were sent to the Fire Prevention Bureau on October 20, 2009 (see Appendix E). Consultations with that department of the Town would continue throughout the plan review process to ensure adequate fire protection measures are incorporated into the project design.

As proposed, primary site access would be gained from along East Fifth Street. The proposed internal drives have been designed to allow for the proper movement of fire emergency apparatus within the subject property. Additionally, an emergency site access is proposed from East Fifth Street, west of the principal single ingress/egress driveway. The emergency access would be aligned within an internal driveway and would be comprised of grass pavers and a crash gate. Sprinklering would be provided at the proposed buildings, and the buildings would be connected to emergency responders via central alarm systems. Further, the proposed buildings would be constructed in accordance with New York State Building and Fire Codes, and would be subject to review and approval by the Town of Huntington Fire Marshal. Accordingly, the applicant respectfully submits that the proposed development would not result in a significant demand upon the Huntington Manor Fire Department. Furthermore, a significant increase in the local taxes generated by the subject property is expected upon implementation of the proposed action, and thus, the proposed action would increase taxes paid to the fire and ambulance districts.

Based on the above, no significant adverse impacts upon fire protection services in the area are expected to result from implementation of the proposed action.

4.6.2 Police Protection

The subject property is within the service area of the Suffolk County Police Department, Second Precinct. In connection with a prior application for a 530-unit multi-family residential development at the subject property, correspondence dated July 13, 2009 (see Appendix E) was forwarded to Inspector Joseph Blaettler, Commanding Officer, requesting information relative to police protection services in the area of the subject property. Follow-up correspondence was issued on August 18, 2009. A response was provided by Mr. William English of the Second Precinct, dated August 20, 2009 (see Appendix E). Mr. English confirmed that the subject property is within the service area of the Second Precinct, Sector 221. The Second Precinct is comprised of 245 officers and nine civilians, as well as the necessary equipment and special units of the Suffolk County Police Department. In the period from July 1, 2008 to June 30, 2009, Sector 221 responded to 573 calls relating to criminal incidents of varying nature, as well as 3,559 calls relating to non-criminal incidents.

According to the response issued by the Suffolk County Police Department, data regarding response time is not maintained, such that no estimated response time to a call originating at the subject property could be provided. Mr. English indicated that the Suffolk County Police Department would adapt as necessary to protect and serve the community, including the proposed Avalon at Huntington Station, as it grows. To the extent that the proposed 379-unit development represents a lesser demand for

services as compared with the prior 530-unit plan, the proposed action is not expected to result in significant adverse impacts upon police protection.

Notwithstanding the above, the proposed Avalon at Huntington Station would be equipped with central alarms, and exterior lighting is proposed throughout the subject property to provide adequate visibility and increase site security.

4.6.3 Solid Waste (Collection and Disposal)

The applicant has not yet determined whether the proposed development will use solid waste services provided by the Town of Huntington or a separately-contracted private carter. If the applicant determines that Town sanitation services will be used (as opposed to a separately-contracted private carter), the applicant will meet with the Town to determine acceptable types of receptacles and locations therefor. This issue will be resolved, to the satisfaction of the Town, during the site plan review process.

The volume of solid waste generated by a residential use is based on a per-person projection of 3.5 pounds per day.²⁴ Based on published factors provided within the Rutgers Study for residential uses in New York State, the projected population for the proposed development is as follows:

Table 23 – Projected Site Population

Unit Type	Proposed Unit Count	Persons per Unit	Projected Population
5+ Units, Rent, One-Bedroom, >\$1,000	94	1.99	187
5+ Units, Rent, Two-Bedroom, >\$1,100	143	2.31	330
5+ Units, Rent, Three-Bedroom, >\$1,250	66	3.81	251
5+ Units, Own, Two-Bedroom, >\$329,500	38	1.88	71
5+ Units, Own, Three-Bedroom, All Values	38	3.00	114
TOTALS	379	--	953

Based on a projected population of 953 persons and a factor of 3.5 pounds per day per capita, the proposed residential development is expected to generate approximately 3,336 pounds per day of solid waste, or 51± tons per month.

As depicted on the *Alignment Plan* (see Appendix A), trash enclosures (compactor) would be provided at multiple locations within the subject property for use by its

²⁴ Salvato, Joseph A., P.E., et. al. *Environmental Engineering*. Fifth Ed. 2003. P. 768.

residents. It is expected that the enclosures would provide adequate capacity to properly manage solid waste generated within the residential development.

The residents of the proposed Avalon at Huntington Station would be expected participate in the Town of Huntington's residential recycling program. The Town's program recycles cans, plastic and glass bottles, batteries, cardboard and paper. Collection is performed once per week, with the collection of cans, plastic, glass and batteries alternating weekly with paper and cardboard.

Overall, as adequate facilities would be provided to manage solid waste and recyclables generated at the subject property, no significant impacts upon solid waste management practices are expected.

4.6.4 Educational Facilities

As discussed in Section 3.6.4, the subject property is within the Huntington UFSD. A study of the number of school-aged children within existing AvalonBay Communities, Inc. developments in Nassau and Suffolk Counties was initially conducted by Freudenthal & Elkowitz Consulting Group, Inc, and was last revised by that firm in April 2007 (see *AvalonBay Communities, Inc. School-Aged Children Generation Analysis – Long Island, New York* in Appendix G), using data supplied by the affected public school districts, in order to determine a school-aged children generation factor that is more specific to AvalonBay developments on Long Island than factors that reflect national or state data. The aforesaid 2007 AvalonBay study documented that there were, at the time of study preparation, 1,621 one-, two- and three-bedroom rental residential units among five AvalonBay communities on Long Island. These communities were located in five different public school districts. The results of the study indicate that 262 school-aged children reside within the five AvalonBay communities on Long Island studied, reflecting a factor of 0.162 school-aged children per unit (copy of study annexed hereto in Appendix F).

Since that time, the aforesaid study was updated by VHB. A copy of that updated study, entitled *AvalonBay Communities, Inc. School-Aged Children Generation Analysis – Long Island, New York*, dated June 2010, is also provided in Appendix F. As of the 2010 study, AvalonBay had seven one-, two, and three-bedroom rental communities on Long Island, situated in five different public school districts. Using the same methodology as the 2007 study discussed above (i.e., direct consultations with the school districts in which the communities are situated), it was found that 280 school-aged children reside within these communities, reflecting a factor of 0.145 school-aged children per unit. Using this factor, which is based on a greater number of units, the projected number of students at the proposed 379-unit Avalon at Huntington Station would be 78 (see further discussion of estimates below).

As part of the Voluntary DEIS prepared for the prior AvalonBay proposal, additional methodologies were also used (i.e., in addition to the actual confirmed factors from existing AvalonBay developments) to project potential school-aged children, as part of the discussions that were held with the Huntington UFSD (discussed below). Most methodologies use proposed unit count and bedroom mix to estimate the number of school-aged children.

In addition to the bedroom mix, several elements are known to affect the number of school-aged children generated by a residential development. Such elements include, but are not limited to: unit type; ownership type; value or price; location; and/or age of the units. Published factors, which can be applied to a proposed development in order to project school-aged children generation, are available from a variety of sources, and reflect, depending on the source, national, state-wide, and/or local data.

A study conducted by the Rutgers University Center for Urban Policy Research entitled, *Residential Demographic Multipliers – Estimates of the Occupants of New Housing* (2006) (hereinafter the "Rutgers Study"), based on United States Census data, provides school-aged children generation factors for a variety of unit types and values for residences in New York State. As the factors provided are based on United States Census data for New York State only, these factors are considered to be more accurate than factors that reflect national data. The data provided within the Rutgers Study corroborates that unit type, number of bedrooms, ownership type, and value influence the number of school-aged children ("SAC") generated by a particular residential development. The following excerpts of the Rutgers Study data demonstrate these trends.

<u>Unit Type</u>	<u>Factor</u>
Single-Family Detached, 3 Bedroom, All Values:	0.71 SAC/Unit
Single-Family Attached, 3 Bedroom, All Values:	0.62 SAC/Unit
Multi-Family (5+ Units, Own), 3 Bedroom, All Values:	0.59 SAC/Unit

<u>Number of Bedrooms</u>	
Single-Family Detached, 3 Bedroom, All Values:	0.71 SAC/Unit
Single-Family Detached, 4 Bedroom, All Values:	1.16 SAC/Unit
Single-Family Detached, 5 Bedroom, All Values:	1.58 SAC/Unit

Multi-Family (2-4 Units, Own) 1 Bedroom, All Values:	0.30 SAC/Unit
Multi-Family (2-4 Units, Own) 2 Bedroom, All Values:	0.49 SAC/Unit
Multi-Family (2-4 Units, Own) 3 Bedroom, All Values:	1.04 SAC/Unit

<u>Ownership Type</u>	
Multi-Family (5+ Units, Own), 2 Bedroom, All Values:	0.15 SAC/Unit
Multi-Family (5+ Units, Rent), 2 Bedroom, All Values:	0.49 SAC/Unit

Multi-Family (5+ Units, Own), 3 Bedroom, All Values:	0.59 SAC/Unit
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Multi-Family (5+ Units, Rent), 3 Bedroom, All Values: 1.36 SAC/Unit

Value or Price

Multi-Family (5+ Units, Rent), 3 Bedroom, Less than \$750: 1.59 SAC/Unit

Multi-Family (5+ Units, Rent), 3 Bedroom, \$750-\$1,250: 1.50 SAC/Unit

Multi-Family (5+ Units, Rent), 3 Bedroom, More than \$1,250: 1.00 SAC/Unit

Single-Family Detached, 4 Bedroom, Less than \$224,500: 1.29 SAC/Unit

Single-Family Detached, 4 Bedroom, \$224,500-\$329,500: 1.15 SAC/Unit

Single-Family Detached, 4 Bedroom, More than \$329,500: 1.05 SAC/Unit

Single-Family Detached, 5 Bedroom, Less than \$329,500: 1.75 SAC/Unit

Single-Family Detached, 5 Bedroom, \$329,500-\$748,500: 1.51 SAC/Unit

Single-Family Detached, 5 Bedroom, More than \$748,500: 1.47 SAC/Unit

With respect to the age of the units affecting the number of school-aged children generated, a publication by Paul Emrath, Ph.D., Housing Policy Economist for the National Association of Home Builders, entitled, *School-Age Children in Multifamily Homes? Very Few*, explains that such a relationship exists for multi-family developments. Based on the 2003 American Housing Survey conducted by the United States Census Bureau, Dr. Emrath states, “[o]n a per-household basis, multifamily has fewer children than other types of housing structures, and the number of school-age children is particularly low in very large multifamily structures, in multifamily condos, and in new multifamily developments.” Dr. Emrath further explains that, “[i]n multifamily...the new vs. existing unit effect is much stronger, so that households moving into new multifamily apartments have fewer children than non-moving apartment dwellers...” “The implication is that a local school district may overestimate how many school-age children are going to be in a new multifamily structure during the first year of its life if it bases the estimate on the number of children per household in existing structures.”

In estimating the number of school-aged children expected to be generated by Avalon at Huntington Station, the most appropriate available source and factor was chosen for each unit type. The Rutgers Study was applied to the proposed ownership units, and the AvalonBay study factor of 0.145 school-aged children per unit was used for the proposed rental units. Based on these sources, as detailed in Table 24, approximately 78 school-aged children would be expected to be generated by the proposed development.

Table 24 – Estimated School-Aged Children Generation

Bedrooms	Number of Units	Factor	Un-Rounded	Rounded Up	Type/Price of Unit	Pricing Type
1	0	0.14	0	0	5+ Owner, More than \$269,500	Market
1	0	0.19	0.00	0	5+ Owner, \$164,500-\$269,500	Affordable
1	77	0.145	11.17	12	AvalonBay Study	Market
1	17	0.145	4.47	3	AvalonBay Study	Affordable
2	32	0.14	4.48	5	5+ Owner, More than \$329,500	Market
2	6	0.19	1.14	2	5+ Owner, \$135,000-\$329,500	Affordable
2	126	0.145	18.27	19	AvalonBay Study	Market
2	17	0.145	2.47	3	AvalonBay Study	Affordable
3	33	0.59	19.47	20	5+ Owner, All Values	Market
3	5	0.59	2.95	3	5+ Owner, All Values	Affordable
3	57	0.145	8.27	9	AvalonBay Study	Market
3	9	0.145	1.31	2	AvalonBay Study	Affordable
TOTAL			77.11	78		

Additional Analyses of the Proposed Avalon at Huntington Station

Consultations associated with the prior 530-unit application between the applicant and the Board of Education of the Huntington UFSD (“Board of Education”) were initiated late in the summer of 2008, and continued through July 2009. During the course of consultations, the Board of Education requested that additional analyses be considered to supplement the above estimates. As a result, projections of the number of school-aged children to be generated by the proposed Avalon at Huntington Station have also been performed using two additional methods. Projections based on the existing Avalon at Glen Cove and Avalon Commons (Smithtown) communities, which were considered to be most similar to the proposed Avalon at Huntington Station, and projections based on existing multi-family communities within the Huntington UFSD, have been conducted and are discussed below.

The existing Avalon at Glen Cove and Avalon Commons were studied as part of the AvalonBay study referenced above and annexed hereto. Avalon at Glen Cove has a total of 256 units, and four school-aged children reside therein (0.016 SAC/Unit). Avalon Commons has a total of 312 units, and 57 school-aged children reside therein (0.183 SAC/Unit). Combined, these two communities include 568 units, with 61 school-aged children (0.107 SAC/Unit). The tables below show the number of school-aged children that would be projected at the proposed Avalon at Huntington Station, if the rental component were based on (a) Avalon at Glen Cove, only (see Table 25); (b) Avalon Commons, only (see Table 26); and (c) both Avalon at Glen Cove and Avalon Commons (see Table 27).

Table 25 – Estimated School-Aged Children Generation Based on Avalon at Glen Cove Example

Bedrooms	Number of Units	Factor	Un-Rounded	Rounded Up	Type/Price of Unit	Pricing Type
1	0	0.14	0	0	5+ Owner, More than \$269,500	Market
1	0	0.19	0	0	5+ Owner, \$164,500-\$269,500	Affordable
1	77	0.016	1.23	2	Avalon at Glen Cove	Market
1	17	0.016	0.27	1	Avalon at Glen Cove	Affordable
2	32	0.14	4.48	5	5+ Owner, More than \$329,500	Market
2	6	0.19	1.14	2	5+ Owner, \$135,000-\$329,500	Affordable
2	126	0.016	2.02	3	Avalon at Glen Cove	Market
2	17	0.016	0.27	1	Avalon at Glen Cove	Affordable
3	33	0.59	19.47	20	5+ Owner, All Values	Market
3	5	0.59	2.95	3	5+ Owner, All Values	Affordable
3	57	0.016	0.91	1	Avalon at Glen Cove	Market
3	9	0.016	0.14	1	Avalon at Glen Cove	Affordable
TOTAL			32.88	39		

Table 26 – Estimated School-Aged Children Generation Based on Avalon Commons Example

Bedrooms	Number of Units	Factor	Un-Rounded	Rounded Up	Type/Price of Unit	Pricing Type
1	0	0.14	0	0	5+ Owner, More than \$269,500	Market
1	0	0.19	0	0	5+ Owner, \$164,500-\$269,500	Affordable
1	77	0.183	14.09	15	Avalon Commons	Market
1	17	0.183	3.11	4	Avalon Commons	Affordable
2	32	0.14	4.48	5	5+ Owner, More than \$329,500	Market
2	6	0.19	1.14	2	5+ Owner, \$135,000-\$329,500	Affordable
2	126	0.183	23.06	24	Avalon Commons	Market
2	17	0.183	3.11	4	Avalon Commons	Affordable
3	33	0.59	19.47	20	5+ Owner, All Values	Market
3	5	0.59	2.95	3	5+ Owner, All Values	Affordable
3	57	0.183	10.43	11	Avalon Commons	Market
3	9	0.183	1.65	2	Avalon Commons	Affordable
TOTAL			83.49	90		

Table 27 – Estimated School-Aged Children Generation Based on Avalon at Glen Cove and Avalon Commons Examples

Bedrooms	Number of Units	Factor	Un-Rounded	Rounded Up	Type/Price of Unit	Pricing Type
1	0	0.14	0	0	5+ Owner, More than \$269,500	Market
1	0	0.19	0	0	5+ Owner, \$164,500-\$269,500	Affordable
1	77	0.107	8.24	9	AvalonGlen Cove and Commons	Market
1	17	0.107	1.82	2	AvalonGlen Cove and Commons	Affordable
2	32	0.14	4.48	5	5+ Owner, More than \$329,500	Market
2	6	0.19	1.14	2	5+ Owner, \$135,000-\$329,500	Affordable
2	126	0.107	13.48	14	AvalonGlen Cove and Commons	Market
2	17	0.107	1.82	2	AvalonGlen Cove and Commons	Affordable
3	33	0.59	19.47	20	5+ Owner, All Values	Market
3	5	0.59	2.95	3	5+ Owner, All Values	Affordable
3	57	0.107	6.10	7	AvalonGlen Cove and Commons	Market
3	9	0.107	0.96	1	AvalonGlen Cove and Commons	Affordable
TOTAL			60.46	65		

The above estimates suggest that, when using Avalon at Glen Cove and Avalon Commons as examples, the proposed Avalon at Huntington Station would generate between 39 and 90 school-aged children. When combined, the factors suggest that approximately 65 school-aged children would be expected.

Overall, based on the estimates discussed above, the proposed Avalon at Huntington Station is expected to generate between 65 and 78 school-aged children.

The estimated number of school-aged children to be generated by the proposed Avalon at Huntington Station was compared against the estimated number of school-aged children that would be generated by the 109-unit, single-family residential subdivision previously approved for the subject property by the Town of Huntington (see additional discussion in Section 6.2 of this DEIS). A mix of four- and five-bedroom homes would be expected, and, for a conservative analysis, it was assumed that 75 percent of the homes (82 homes) would be four-bedroom homes, and only 25 percent of the homes (27 homes) would be five-bedroom homes. According to the Rutgers Study, approximately 1.05 school-aged children are generated per four-bedroom residence (ownership, value greater than \$329,500), and approximately 1.51 school-aged children are generated per five-bedroom residence (ownership, value greater than \$329,500 and less than \$748,500). A total of 128 school-aged children would be expected to be generated by the 109-unit, single-family residential subdivision of the subject property. As compared with the 65-to-78 school-aged children expected from the Avalon at Huntington Station, approximately 50-to-63 more school-aged children would be expected to be generated by the 109-unit subdivision.

Based on the above, the proposed Avalon at Huntington Station would generate far fewer students within the Huntington UFSD than the approved 109-unit standard subdivision. Thus, the proposed action would result in a lesser impact to the Huntington UFSD than the previously-approved subdivision.

With respect to projected tax revenues to the Huntington UFSD and costs to the District for educating the projected students, the fiscal data for the District reported by the New York State Education Department was reviewed.²⁵ That source indicates that the overall cost of educating a student (based on 2008-2009 data, the most recent available) within the Huntington UFSD is \$23,476, of which \$18,582 is generated from local property taxes.

Based on a per-pupil expenditure of \$23,476, the cost of educating the 65-to-78 students projected within the Huntington UFSD would be \$1,525,940-to-\$1,831,128. Using the same methodology, the cost of educating the 128 students that would be generated from the approved 109 single-family homes is projected at \$3,004,928, which is far greater than that associated with the proposed Avalon at Huntington Station.

With respect to local school taxes, AvalonBay provided preliminary tax estimates, as follows:

Table 28 – School Tax Projections and Impact Comparison Summary

Proposal	School-Aged Children	Per-Pupil Expenditure	Total Cost	Projected Tax Revenues to District	Net Annual Surplus (Deficit)
Avalon at Huntington Station (379 Units)	65	\$23,476	\$1,525,940	\$1,833,195	\$307,255
Avalon at Huntington Station (379 Units)	78	\$23,476	\$1,831,128	\$1,833,195	\$2,067
Approved Single-Family Homes (109 Units)	128	\$23,476	\$3,004,928	\$1,327,941	(\$1,676,987)

Using the projected school taxes and the current per-pupil expenditure for the Huntington UFSD (i.e., the cost of educating students), the proposed Avalon at Huntington Station would result in an excess of revenue over expenses for the District of \$2,067-to-\$307,255, annually, while the approved 109 unit single-family development would result in an annual deficit of \$1,676,987.

▼
²⁵ http://www.oms.nysed.gov/faru/Profiles/profiles_cover.html

4.7 Transportation and Parking

The TIS prepared for the proposed action (see Appendix I) evaluates the future traffic conditions of the surrounding roadway network, and assesses the potential impacts of the proposed action upon same. Additionally, the proposed site access is evaluated, and an accident analysis was conducted. Further, future parking conditions are discussed. The salient portions of the TIS are summarized below.

Future Traffic Conditions

The analysis of future conditions, with and without the proposed project ("Build" and "No Build" conditions, respectively), was performed to evaluate the effect of the proposed project on future traffic in the area. The No Build condition represents the future traffic conditions that can be expected to occur, without construction of the proposed project. The No Build condition serves as a comparison to the Build condition, which represents expected future traffic conditions resulting from both project-generated and non-project-generated traffic. Traffic volumes in the study area were projected to the year 2013, reflecting the year when the project is expected to be completed and operational.

No Build Condition

To account for increases in general population and background growth not related to the proposed project, an annual growth factor was applied to the existing traffic volumes. Based on the New York State Department of Transportation ("NYSDOT"), Long Island Transportation Plan ("LITP"), the growth rate anticipated for the Town of Huntington in Suffolk County is one percent per year. A total growth rate of four percent was applied to the existing traffic data to develop the background traffic based on the anticipated Build year of 2013. No projects having measurable impacts on traffic operations throughout the study area were identified in consultation with the Town of Huntington, and thus, no such traffic has been added to develop the No Build traffic volumes. The background growth will account for any smaller development project that may add traffic through the area prior to the completion of the proposed project. To obtain the expected No Build traffic volumes, the three years of background traffic growth was added to the existing traffic volumes at the key intersections.

Build Condition

To estimate the project generated traffic for the proposed development, a review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers (ITE), *Trip Generation*, 8th

Edition. This widely utilized reference source contains trip generation rates for related uses, "Residential Condos/Townhouses" (Land Use Code #230) and "Apartments" (Land Use Code #220). Table 29 summarizes the trip generation data for the proposed land uses.

Table 29 – Trip Generation Estimates: Proposed Avalon at Huntington Station

Project Component	Component Size	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
RESIDENTIAL ITE #230 Condos/Townhouses	76 Units	Rate = 0.44		Rate = 0.52		Rate = 0.47	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		17%	83%	67%	33%	54%	46%
		7	34	32	16	35	30
		Total = 41		Total = 48		Total = 65	
APARTMENTS ITE #220 Rental Apartments	303 Units	Rate = 0.51		Rate = 0.62		Rate = 0.52	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		20%	80%	65%	35%	54%	46%
		31	124	122	66	79	79
		Total = 155		Total = 188		Total = 158	
TOTALS		Entering	Exiting	Entering	Exiting	Entering	Exiting
		38	158	154	82	114	109
		196 Trips		236 Trips		223 Trips	

To determine the Build traffic volumes, the project-generated trips were assigned to the adjacent roadways and combined with the No Build traffic volumes at the key intersections. The resulting Build traffic volumes for the AM, PM and Saturday peak hours are shown in Figures 12, 13 and 14 of the TIS (see Appendix I of this DEIS), respectively.

The results of the capacity analyses of the signalized intersections of Park Avenue at Pulaski Road and Pulaski Road at Lenox Road, and the unsignalized intersections of Lenox Road at East Fifth Street and Park Avenue at East Fifth Street, for the Existing, No Build and Build conditions are summarized in the tables below.

Table 30 – Signalized Intersections LOS Summary: AM Peak Hour

Intersections	Movement	Lane Group	Existing 2009		No Build 2013		Build 2013	
			Delay	LOS	Delay	LOS	Delay	LOS
Park Avenue @ Pulaski Road	EB	L	28.4	C	25.1	C	25.8	C
		T	28.7	C	26.9	C	27.3	C
		R	3.6	A	3.9	A	3.9	A
		Approach	23.7	C	21.9	C	22.3	C
	WB	L	20.9	C	19.9	B	20.2	C
		T	36.9	D	34.0	C	34.5	C
		R	20.5	C	20.6	C	21.0	C
		Approach	30.0	C	28.3	C	28.7	C
	NB	L	18.2	B	19.5	B	20.2	C
		T	36.4	D	35.3	D	35.4	D
		R	4.6	A	4.3	A	4.3	A
		Approach	32.8	C	32.0	C	32.2	C
	SB	L	25.6	C	27.4	C	31.9	C
		T	27.9	C	28.3	C	28.6	C
		R	2.5	A	2.5	A	2.5	A
		Approach	24.8	C	25.3	C	26.3	C
Overall Intersection			28.2	C	27.5	C	28.0	C
Pulaski Road @ Lenox Road	EB	L	11.2	B	11.9	B	13.5	B
		TR	11.5	B	12.1	B	12.3	B
		Approach	11.4	B	12.1	B	12.4	B
	WB	L	8.6	A	9.1	A	9.2	A
		TR	16.0	B	16.6	B	16.9	B
		Approach	15.7	B	16.3	B	16.6	B
	NB	LTR	23.9	C	24.1	C	24.2	C
		Approach	23.9	C	24.1	C	24.2	C
	SB	LTR	19.7	B	19.8	B	20.5	C
		Approach	19.7	B	19.8	B	20.5	C
	Overall Intersection			16.1	B	16.6	B	17.1

Table 31 – Unsignalized Intersections LOS Summary: AM Peak Hour

Intersections	Critical Movement/Approach	Existing 2009		No Build 2013		Build 2013	
		Delay	LOS	Delay	LOS	Delay	LOS
Lenox Road @ East 5th Street	WB	35.7	E	19.6	C	32.8	D
	SB Left	2.0	A	2.0	A	2.1	A
Park Avenue @ East 5th Street	EB	590.7	F	2901.1	F	2354.9	F
	NB Left	2.6	B	2.6	B	2.8	B

Table 32 – Signalized Intersections LOS Summary: PM Peak Hour

Intersections	Movement	Lane Group	Existing 2009		No Build 2013		Build 2013	
			Delay	LOS	Delay	LOS	Delay	LOS
Park Avenue @ Pulaski Road	EB	L	20.2	C	32.7	C	34.8	C
		T	32.2	C	43.2	D	45.4	D
		R	8.6	A	15.6	B	16.2	B
		Approach	25.6	C	35.9	D	37.8	D
	WB	L	21.4	C	41.8	D	45.6	D
		T	30.3	C	33.5	C	34.2	C
		R	4.0	A	8.7	A	9.5	A
		Approach	22.5	C	28.2	C	28.9	C
	NB	L	62.8	E	20.2	C	20.2	C
		T	86.0	F	41.0	D	43.1	D
		R	8.2	A	6.1	A	6.6	A
		Approach	76.7	E	35.2	C	37.1	D
	SB	L	139.2	F	54.9	D	56.5	E
T		41.8	D	25.0	C	24.5	C	
R		3.5	A	2.8	A	2.8	A	
Approach		66.0	E	31.4	C	31.6	C	
Overall Intersection			51.3	D	32.7	C	33.8	C
Pulaski Road @ Lenox Road	EB	L	22.6	C	10.6	B	14.8	B
		TR	17.8	B	14.6	B	14.8	B
		Approach	18.0	B	14.4	B	14.8	B
	WB	L	131.1	F	39.4	C	52.8	D
		TR	29.8	C	15.4	B	15.6	B
		Approach	52.4	D	20.8	C	23.9	C
	NB	LTR	35.4	D	18.2	B	22.5	C
		Approach	35.4	D	18.2	B	22.5	C
	SB	LTR	94.9	F	36.3	D	41.4	D
		Approach	94.9	F	36.3	D	41.4	D
Overall Intersection			47.4	D	20.6	C	23.4	C

Table 33 – Unsignalized Intersections LOS Summary: PM Peak Hour

Intersections	Critical Movement/Approach	Existing 2009		No Build 2013		Build 2013	
		Delay	LOS	Delay	LOS	Delay	LOS
Lenox Road @ East 5th Street	WB	13.3	B	11.7	B	13.5	B
	SB Left	1.5	A	1.4	A	1.7	A
Park Avenue @ East 5th Street	EB	167.4	F	162.4	F	1664.2	F
	NB Left	0.3	B	0.3	B	1.2	C

Table 34 – Signalized Intersections LOS Summary: Saturday Peak Hour

Intersections	Movement	Lane Group	Existing 2009		No Build 2013		Build 2013	
			Delay	LOS	Delay	LOS	Delay	LOS
Park Avenue @ Pulaski Road	EB	L	17.1	B	16.0	B	18.5	B
		T	24.7	C	23.1	C	25.5	C
		R	3.6	A	3.6	A	4.0	A
		Approach	18.4	B	17.3	B	19.3	B
	WB	L	16.1	B	15.3	B	17.5	B
		T	27.7	C	24.7	C	27.2	C
		R	3.1	A	4.8	A	6.9	A
		Approach	17.9	B	16.8	B	18.9	B
	NB	L	14.4	B	14.1	B	14.2	B
		T	30.6	C	30.1	C	31.0	C
		R	5.4	A	4.2	A	4.2	A
		Approach	27.1	C	26.5	C	27.5	C
	SB	L	20.1	C	22.0	C	24.9	C
		T	24.1	C	24.8	C	24.3	C
R		2.7	A	2.5	A	2.5	A	
Approach		20.7	C	21.6	C	21.9	C	
Overall Intersection			21.2	C	20.9	C	22.2	C
Pulaski Road @ Lenox Road	EB	L	5.7	A	5.8	A	6.9	A
		TR	7.3	A	7.5	A	8.0	A
		Approach	7.2	A	7.4	A	7.9	A
	WB	L	7.9	A	8.1	A	8.7	A
		TR	7.4	A	7.4	A	7.9	A
		Approach	7.5	A	7.6	A	8.1	A
	NB	LTR	10.6	B	10.8	B	11.9	B
		Approach	10.6	B	10.8	B	11.9	B
	SB	LTR	10.4	B	10.4	B	9.9	A
		Approach	10.4	B	10.4	B	9.9	A
	Overall Intersection			8.1	A	8.3	A	8.8

Table 35 – Unsignalized Intersections LOS Summary: Saturday Peak Hour

Intersections	Critical Movement/Approach	Existing 2009		No Build 2013		Build 2013	
		Delay	LOS	Delay	LOS	Delay	LOS
Lenox Road @ East 5th Street	WB	9.5	A	9.3	A	10.4	B
	SB Left	2.6	A	2.5	A	3.0	A
Park Avenue @ East 5th Street	EB	102.1	F	87.7	F	133.5	F
	NB Left	0.3	B	0.3	B	0.8	B

As shown by the above tables, the intersections of Park Avenue at Pulaski Road and Lenox Road at Pulaski Road will operate at acceptable levels of service under future No Build and Build conditions based on the proposed timing plan.²⁸ The unsignalized intersection of Lenox Road at East Fifth Street will operate satisfactorily during PM and Saturday peaks, but vehicles exiting East Fifth Street will experience moderate delays during the AM peak period due to northbound traffic destined for the LIRR station.

The analysis results indicate that operating conditions at the intersection of Park Avenue at East Fifth Street will be unsatisfactory during all three time periods. The operation of the signalized intersection of Park Avenue at Pulaski Road can be mitigated by optimization of the signal timing and reallocation of green time between phases.

Mitigation

Although no significant adverse traffic impacts are expected to result from the proposed action, it is recommended that a traffic signal be installed at the intersection of Park Avenue and East Fifth Street in order to mitigate the extensive delays which occur under existing conditions, as well as future No-Build and Build conditions. This traffic signal should be interconnected with the signal at the intersection of Park Avenue and Pulaski Road and should also include railroad pre-emption due to its proximity to the LIRR crossing. The applicant has agreed to fund the cost of this mitigation measure.

An analysis was performed to evaluate the effectiveness of the proposed mitigation. The results of the analysis of this intersection with the proposed mitigation are presented in Table 36. The detailed capacity analysis worksheets are contained in Appendix C of the TIS (see Appendix I of this DEIS).

Table 36 – Signalized Intersection LOS Summary: Mitigation

Intersection	Movement	Lane Group	AM Peak		PM Peak		Saturday Peak	
			Delay	LOS	Delay	LOS	Delay	LOS
Park Avenue @ East 5th Street	EB	LR	25.5	C	41.1	D	21.8	C
		Approach	25.5	C	41.1	D	21.8	C
	NB	L	29.4	C	40.2	D	6.8	A
		T	17.8	B	8.4	A	7.4	A
		Approach	20.2	C	10.9	B	7.4	A
	SB	TR	31.9	D	42.7	D	17.6	B
		Approach	31.9	D	42.7	D	17.6	B
	Overall Intersection			25.5	C	29.6	C	12.9

²⁸ Certain modifications to the phase timing of the signal at the intersection of Park Avenue and Pulaski Road. For additional details, see the complete discussion included in the Traffic Impact Study in Appendix K of this DEIS.

As demonstrated by the table above, the intersection operates well after implementation of the suggested mitigation.

In addition, the traffic analyses revealed that any project-related impacts on the operation of the signalized intersection of Park Avenue at Pulaski Road can be effectively mitigated by optimization of the signal timing and reallocation of green time between phases. Implementation of such timing changes would be at the discretion of the Town of Huntington and/or the SCDPW. Discussions with the SCDPW during the preparation of this document indicate that it recognizes the need for adjustments to the signal timing based upon updated volume counts.

Accident Analysis

Accident data from the most recent available NYSDOT Safety Information Management System records for the three-year period from December 1, 2005 to November 30, 2008 was obtained and tabulated. The data received from NYSDOT can be found in Appendix B of the TIS (see Appendix I of this DEIS).

A total of 34 accidents occurred during this time period at the intersection of Park Avenue and Pulaski Road. There were no fatalities, 13 accidents resulted in personal injuries and 21 accidents involved property damage. The most frequent accident types were rear end (18 accidents) and fixed object (four accidents).

At the intersection of Park Avenue and East Fifth Street, a total of nine accidents occurred during this time period. There were no fatalities; six accidents resulted in personal injuries and three accidents involved property damage. The most frequent accident types were rear end (four accidents).

At the intersection of Lenox Road and Pulaski Road there was only one reported accident of an unknown type, involving property damage only, which occurred during this time period.

At the intersection of Lenox Road and East Fifth Street, a total of five accidents occurred during this time period. There were no fatalities; four accidents resulted in personal injuries and one accident involved property damage. The most frequent accident types were rear end and fixed object (two accidents, each).

On the roadway segment of East Fifth Street from Lenox Road to Park Avenue, a total of 17 accidents occurred during this time period. There were no fatalities; eight accidents resulted in personal injuries and nine accidents involved property damage. The most frequent accident types were fixed object (four accidents), right angle, rear end, left turn and parked vehicles (two accidents, each).

The construction of the proposed development is not expected to contribute to an increase in the severity or frequency of the accidents that occur in the vicinity of the project site.

Site Access

The proposed site access would be located along the north side of East Fifth Street. A center median would be provided between the ingress and egress lanes. Table 37 provides the expected delay and LOS for each movement at the unsignalized intersection of the site access with East Fifth Street, during the AM, PM and Saturday peak periods.

Table 37 – LOS Summary: Site Access

Intersection	Critical Approach/ Movement	AM Peak		PM Peak		Saturday Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
East Fifth Street @ Site Access	SB	12.9	B	11.0	B	10.4	B
	EB Left	1.7	A	4.0	A	3.8	A

The analysis results show that site access will operate well during the three peak periods.

On-Site Parking and Circulation

As indicated on the *Alignment Plan* (see Appendix A), the total number of off-street parking spaces required is 1,098 spaces. A total of 1,133 parking spaces, including 137 attached garages, 137 driveway spaces, 641 off-street parking spaces, and 218 landbanked spaces, are provided. The landbanked stalls allow for a reduction in the total area of impervious surface to be created at the site, and the flexibility to be able to accommodate additional parking should the need for same become apparent. Based on actual parking occupancy studies conducted by VHB at AvalonBay facilities in Huntington and Smithtown, the number of spaces that are proposed, excluding the landbanked spaces, will be more than adequate to accommodate the anticipated needs of the community. The spaces are well-distributed throughout the site, and the overall configuration of the site provides for adequate on-site circulation.

Conclusions

Based on the results of the analyses conducted and presented within the TIS, as described above, the TIS offers the following conclusions:

- The proposed residential development will generate moderate amounts of traffic during peak periods;

- The adjacent roadway can accommodate the projected additional traffic volumes and will operate satisfactorily;
- The key intersections will operate satisfactorily with the recommended signalization of Park Avenue at East Fifth Street, and with signal timing changes at Park Avenue and Pulaski Road;
- It is expected the development of this project will not contribute to the severity and frequency of accidents in the vicinity of the project site;
- An evaluation of the proposed site access located on East Fifth Street has shown that this access driveway provides satisfactory ingress and egress to the site;
- The proposed action will have no significant adverse impact on the traffic operations of the local roadway network; and
- No significant adverse parking impacts are anticipated.

Overall, no significant adverse traffic impacts are expected to result from the implementation of the proposed action.

4.8 Noise

As explained in Section 3.8 of this DEIS, an assessment of the noise environment at the subject property was performed by Cerami & Associates, Inc. (see Appendix J). The purpose of the assessment was to identify the suitability of the noise environment at the subject property for the proposed use, and to identify and recommend any mitigation measures where the potential for adverse noise-related impacts is identified.

U.S. Department of Housing and Urban Development Criteria

The HUD Environmental Criteria Title 24, Part 51, Subpart B, Noise Abatement and Control, addresses environmental noise levels and provides minimum standards. According to HUD criteria, the day-night average sound level ("LDN") at the interior of any residence should not exceed 45 dBA.

HUD also lists site acceptability standards for exterior noise levels measured within 6.5 feet of a residential building. Based on measured exterior day-night average sound levels, an LDN not exceeding 65 dBA is classified as "Acceptable;" an LDN above 65 dBA but not exceeding 75 dBA would be classified as "Normally Unacceptable;" and an LDN above 75 dBA is considered "Unacceptable." Housing on "normally unacceptable" sites requires some means of noise abatement to ensure that interior noise levels are acceptable. These three categories, as defined by HUD, are discussed below.

- Acceptable: < 65 dB: The noise exposure may be of some concern but common building constructions will make the indoor environment acceptable and the outdoor environment will be reasonably pleasant for recreation and play.
- Normally Unacceptable:> 65 < 75 dB: The noise exposure is significantly more severe; barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building constructions may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.
- Unacceptable: > 75 dB: The noise exposure is so severe that the construction cost to make the indoor noise environment acceptable may be prohibitive and the outdoor environment would still be unacceptable.

While the proposed action is not subject to the noise-related HUD criteria, they provide a reasonable reference for assessing noise-related impacts associated with the siting of residential uses.

Potential Noise Impacts

As indicated in Section 3.8, passing diesel-powered trains generally result in noise levels at the subject property in the high 70s to near 80 dBA, and passing electric trains resulted in noise levels between 65 and 70 dBA, when measured at a distance of approximately 25 feet from the northern property boundary.

The nearest proposed residential structure is approximately 26 feet from the northern property boundary, identified as Building No. 8 on the *Alignment Plan* in Appendix A. The remaining proposed residential buildings are set back a minimum of 90± feet from the LIRR right-of-way.

The results of the 48-hour continuous noise monitoring effort indicated that the average ambient noise level at the subject property measured 42 dBA, consistent with the typical sound levels of a suburban area (40 – 50 dBA; see Table 13). The measured LDN was 64 dBA, which is below the threshold of 65 dBA for an “Acceptable” site, pursuant to HUD criteria.

According to the analysis by Cerami & Associates, Inc., typical building construction reduces sound levels from ambient sources by approximately 25 dBA.²⁷ Based on the measured exterior LDN of 64 dBA, the interior LDN of the future Avalon at

▼
²⁷ Based on closed windows (United States Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*, Office of Noise Abatement and Control, Washington D.C., 1974).

Huntington Station residences is expected to comply with HUD's criteria that the interior LDN should not exceed 45 dBA.

It should be noted that Cerami & Associates, Inc. indicates that train events may raise sound levels at the site exterior by up to 40 dBA, and interior sound levels by 10 to 15 dBA. While the noise conditions at the subject property are expected to comply with all relevant HUD criteria, certain mitigation measures are recommended by Cerami & Associates, Inc., to reduce the potential for adverse noise impacts by passing trains. The applicant has confirmed that the recommended mitigation measures would be employed, including:

- Providing laminating on both layers of window glazings;
- Providing a wider airspace between window panels; and
- Upgrading building exterior massing, where necessary and practicable.

Based on the results of the analysis by Cerami & Associates, Inc., and the relevant HUD noise criteria for residential uses, the noise environment at the subject property is acceptable for the proposed Avalon at Huntington Station. Further, the proposed mitigation measures are expected to further reduce the potential for adverse noise-related impacts.

Town of Huntington Noise Ordinance

Chapter 141 of the Code of the Town of Huntington prohibits noise disturbances within the Town. The proposed action includes a residential use only, and noise-related impacts are not generally associated with such uses. No significant sources of potential noise disturbance are proposed.

Construction activities associated with the construction of the proposed Avalon at Huntington Station may generate noise, and noise generated by on-site construction activities may potentially be audible from across real property boundaries at times. The Town of Huntington Noise Ordinance regulates construction noise. Pursuant to §141-3(I) of the Code of the Town of Huntington, the "erection (including excavating), demolition, alteration or repair of any building other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, except in case of emergency in the interest of public health and safety..." constitutes a noise disturbance. Construction activities would be undertaken between the hours of 7:00 a.m. and 6:00 p.m., on weekdays only, in accordance with the Town's Noise Ordinance. Further, such noise would cease upon project completion. Notwithstanding, best management practices would be employed during construction activities to minimize the potential for adverse noise-related impacts. Noise-control features (e.g., mufflers, shields, temporary enclosures etc.) would be employed to reduce the noise levels of construction equipment. Pumps and compressors would be located at internal

portions of the site, as practicable. Overall, the proposed action would comply with the noise ordinance of the Town of Huntington as it relates to construction noise.

Based on the aforementioned analyses, no significant adverse noise impacts are expected.

4.9 Historic and Cultural Resources

As discussed in Section 3.9, there are no known historic or cultural resources existing at, or substantially proximate to, the subject property. Therefore, no significant adverse impacts upon such resources are expected to result from implementation of the proposed action.

4.10 Aesthetics

Views of the subject property consist primarily of wooded areas only, as the subject property is vacant and undeveloped. Upon implementation of the proposed action, views of the subject property from surrounding areas would be altered, as the Avalon at Huntington Station residential development is expected to occupy the entire 26.58±-acre site.

With respect to height and aesthetic impacts, all proposed buildings would adhere to the maximum height restriction of the R-3M zoning district. Representative renderings have been prepared by the applicant, and are included in Appendix C of this DEIS, along with photographs of elements of existing AvalonBay developments on Long Island that will be included in the design of the proposed Avalon at Huntington Station. These graphical representations provide a reference for considering the potential visual impact of the proposed action from viewpoints along East Fifth Street, and several internal views, and provide a visual representation of select proposed unit types. It is important to note that the graphics contained in Appendix C of this DEIS are intended to depict the architectural elements and styles that would be incorporated into the design of the proposed residential units, and are provided for illustrative purposes. Of the 26 total residential buildings proposed, 24 will have two stories. A total of two, three-story buildings are proposed (identified on the *Alignment Plan* in Appendix A as Building Nos. 9 and 13), and selected units in these buildings include mezzanine/loft spaces. However, these two buildings would be situated toward the rear (north side) of the property, at internal locations away from East Fifth Street, and would not be substantially visible from off-site perspectives. These buildings would not include units with walk-out basements. Two of the proposed townhouse buildings (i.e., Building Nos. 17 and 19) are two stories with walk-out basements.

As depicted by the images in Appendix C, the proposed units would be built to have variation in appearance among adjacent residential units, with a consistent character, to break up the massing of the proposed attached units. Multiple dormers and roof gables are incorporated into each proposed building to provide architectural variation and interest, and also help to soften views of the buildings. Shingles would accent the roof gables, and minor deviations in exterior façade materials would differentiate the individual proposed buildings from one-another, while maintaining a consistent character throughout the proposed community. The internal site layout of the proposed Avalon at Huntington Station is intended to maximize views of the proposed pond and green spaces from the proposed residential units and the clubhouse. Garages have been incorporated into the proposed buildings, to minimize the extent of paved parking areas, and unattractive views thereof.

The clubhouse/community building has a large tower, defining the structure within the proposed community, and distinguishing the structure from the surrounding residential buildings. The architectural style of the proposed clubhouse will be reminiscent of Huntington's historic architecture.

Landscape plantings throughout the site, along East Fifth Street and surrounding the community entry are also proposed to enhance the aesthetic quality of the proposed Avalon at Huntington Station. As shown on the preliminary *Landscape Plan* in Appendix A, the applicant intends to plant a variety of trees, shrubs, and ground covers to surround the proposed residential buildings, frame lawn areas, provide shade at common areas and parking areas, and define and decorate the site entry and main access drive. Plantings would be installed along the East Fifth Street frontage of the site to soften views of the community from along the roadway. These planting areas, together with the proposed lawn areas, would comprise 9.87± acres (37.1± percent) of the 26.58±-acre subject property under post-development conditions. The proposed landscaping is expected to create an attractive environment for residents of the proposed development, and their visitors, as well as to help provide aesthetically-pleasant views of the site from surrounding areas.

A review of scenic/historic resources, as defined by the NYSDEC (including, State parks, property on or eligible for inclusion on the National Register, Wild, Scenic or Recreational Rivers, Scenic Areas of Statewide Significance), was undertaken to examine whether such resources exist within the area of the subject property and whether the subject property would potentially impact such resources. No such scenic/historic resources were identified. Therefore, the proposed development would have no impact on such resources.

With respect to outdoor lighting, a mix of pole-mounted fixtures, wall-mounted fixtures and bollard-style fixtures are proposed throughout the site. The use of floodlighting would be limited to the entry signage, and would be directed at the sign surface only. All proposed fixtures would be downward-facing, fitted with reflectors to reduce the potential for glare or off-site light spill. As provided by the

applicant, the proposed lighting would be designed to provide adequate lighting throughout the subject property for the purposes of visibility and site security, and in compliance with all applicable provisions of Chapter 143 of the Code of the Town of Huntington, "*Outdoor Lighting.*"

Overall, no significant adverse aesthetic impacts are expected to result from the implementation of the proposed action.

4.11 Cumulative Impacts

The proposed action would not create a demand for other actions, nor would it result in impacts on two or more elements of the environment which, cumulatively, would be significant. With respect to potential traffic impacts (see Section 4.7 of this DEIS), there are no projects having measurable impacts on traffic operations proposed in the vicinity of the subject property, and the proposed action would not have a significant adverse impact on traffic conditions.

5

Mitigation Measures

In an effort to minimize potential adverse environmental impacts from the proposed action, mitigation measures have been identified and are set forth below.

5.1 Soils, Topography and Subsurface Conditions

The following measures would be implemented to reduce the potential for erosion and sedimentation due to construction activity:

- Limits of clearing and grading shall be established, and construction fencing will be installed along the limits. Existing vegetation to remain shall be protected and remain undisturbed during construction;
- Sediment barriers (silt fence, staked hay bales or approved equals) shall be installed in critical areas for erosion control purposes including the down-slope limit of all cleared/graded areas. No sediment from the site shall be permitted to wash on to adjacent properties or roadways;
- A stabilized construction entrance shall be maintained to prevent soil and loose debris from being tracked onto adjacent roadways. The construction entrance shall be maintained until the site is permanently stabilized;
- Clearing and grading shall be scheduled to minimize the size of exposed areas and the length of time areas are exposed. Cleared areas and stockpiles shall be kept stabilized through the use of temporary seeding as required;
- Drainage inlets shall be protected through the use of sediments barriers and traps as required;

- A dust control and watering plan shall be instituted to prevent surface and air movement of dust from disturbed soil surfaces (see below);
- Sediment barriers and other erosion control measures shall remain in place until disturbed areas are permanently stabilized. Paved areas and drainage system shall be cleaned and flushed out as necessary to remove any silt and debris;
- The proposed grading activities and use of retaining walls, structural sheathing or other, similar measures are expected to adequately address the potential development limitations of on-site soils identified within the *Soil Survey*. Additionally, the proposed retaining walls or similar measures are expected to limit the extent of grading and excavation required, and to adequately stabilize the proposed grades; and
- A Soil Management Plan, designed in accordance with SCDHS guidance, and acceptable to the Town of Huntington, would be developed and implemented prior to the commencement of construction activities at the subject property to address existing site conditions.

Certain of the erosion control measures to be implemented would serve to minimize the potential for adverse construction-related air quality impacts, as follows:

- Limiting of the total area of soil exposed at any given time;
- Paving or planting of exposed areas as soon as practicable to minimize the duration of soil exposure;
- Installing stabilized construction entrances, to help to control fugitive dust;
- Providing a water truck on-site during dry periods to dampen exposed soils;
- Ensuring that all motor vehicles and/or construction equipment will comply with all pertinent State and Federal regulations regarding exhaust emission controls and safety; and
- Ensuring that delivery vehicles, dump trucks, and other mechanical equipment will not be permitted to idle while not in use.

5.2 Water Resources

- On- and off-site improvements shall be implemented to allow connection of the proposed Avalon at Huntington Station to the infrastructure of the Huntington Sewer District;
- The above-described measures would be implemented to control stormwater-related impacts during construction activities (see Section 5.1). Additionally, during site preparation, earth dikes and swales would be created to divert stormwater runoff to on-site sediment traps and basins; and
- Under post-development conditions, the proposed stormwater management system would accommodate all stormwater runoff generated by a nine-inch rainfall event on-site.

5.3 Ecology

As no significant adverse impacts to ecological resources were identified, no mitigation measures are proposed.

5.4 Land Use, Zoning and Community Character

The proposed action is not expected to result in adverse impacts to land use, zoning or community character, such that no mitigation measures are necessary. The proposed action is consistent with various Town of Huntington comprehensive plans and continuing efforts regarding the revitalization of Huntington Station. Several benefits are expected to be realized as a result of the proposed action, or as components thereof, as follows:

- The proposed Avalon at Huntington Station would maximize the subject property's potential to support a variety of housing types for various income levels and achieve the benefits associated with available transit alternatives in accordance with the Town of Huntington's *1993 Comprehensive Plan* and *Horizons 2020 Update*;

- The proposed Avalon at Huntington Station is expected to improve walkability in the area surrounding the Huntington LIRR station; and
- Extensive landscaping is proposed at the subject property, comprising 9.87± acres (37.1 percent) of the 26.58±-acre site. Ornamental plantings are proposed to soften views of the community from surrounding areas and throughout the site's interior.

5.5 Socioeconomics

The proposed action is expected to result in positive socioeconomic benefits to the area surrounding the Huntington LIRR station, as well as the Town of Huntington. Accordingly, no mitigation measures are required.

5.6 Community Facilities and Services

- An emergency site access is proposed along East Fifth Street, west of the principle single ingress/egress driveway;
- Sprinklering would be provided at the proposed buildings, and the buildings would be connected to emergency responders via central alarm systems; and
- Exterior lighting is proposed throughout the subject property to provide adequate visibility and increase site security.

5.7 Transportation and Parking

Although no significant adverse traffic impacts are expected to result from the proposed action, it is recommended that a traffic signal be installed at the intersection of Park Avenue and East Fifth Street in order to mitigate the extensive delays which occur under existing conditions, as well as future No-Build and Build conditions. This traffic signal should be interconnected with the signal at the intersection of Park Avenue and Pulaski Road and should also include railroad pre-emption due to its proximity to the LIRR crossing. The applicant is agreeable to fund the cost of this mitigation measure.

Also, as indicated above, the analyses reveal that any project-related impacts on the operation of the signalized intersection of Park Avenue at Pulaski Road can be

effectively mitigated by optimization of the signal timing and reallocation of green time between phases. Implementation of such timing changes would be at the discretion of the Town of Huntington and/or the SCDPW. Prior discussions with the SCDPW indicate that they recognize the need for adjustments to the signal timing based on updated volume counts.

In addition, in an effort to reduce the area of impervious surface, the applicant has proposed that 218 of the 1,133 parking stalls provided be landbanked stalls, to be distributed throughout the site.

Finally, the proposed Avalon at Huntington Station development, is anticipated to minimize the amount of traffic generated at the site. This is due, in part, to the site's location near a major transit facility as well as the proposed public amenities that will enhance the use of alternate means of transportation, including walking, bicycling, and use of public transit.

5.8 Noise

The proposed action is not anticipated to generate noise impacts. The noise environment at the subject property, even given the proximity to the railroad tracks, is expected to be acceptable for the proposed Avalon at Huntington Station, such that no mitigation measures are required. Notwithstanding this, AvalonBay Communities, Inc. is incorporating the following into the project:

- Providing laminating on both layers of window glazings;
- Providing a wider airspace between window panels; and
- Upgrading building exterior massing, where necessary and practicable.

5.9 Historic and Cultural Resources

As no adverse impacts upon historic or cultural resources are expected to result from implementation of the proposed action, no mitigation measures are proposed.

5.10 Aesthetics

- The proposed units would be built to have variation in appearance among adjacent residential units, to break up the massing of the proposed attached units. Multiple dormers and roof gables are incorporated into each proposed building to provide architectural variation and interest, and also help to soften views of the buildings. Shingles would accent the roof gables, and minor deviations in exterior façade materials would differentiate the individual proposed buildings from one-another, while maintaining a consistent character throughout the proposed community;
- The architectural style of the proposed clubhouse will be reminiscent of Huntington's historic architecture;
- The pond will be lined and aerated. This will ensure oxygenation such that the pond will remain aesthetically pleasing;
- A variety of trees, shrubs, and ground covers would be planted to surround the proposed residential buildings, frame lawn areas, provide shade at common areas and parking areas, and define and decorate the site entry and main access drive. Plantings proposed along the East Fifth Street frontage of the site would soften views of the community from along the roadway; and
- The proposed lighting fixtures to be installed throughout the proposed residential community would provide visibility and security, and would be downward-facing with a reflector design to minimize light spill and glare to the maximum extent practicable.

6

Alternatives and Their Impacts

This section examines two alternatives to the proposed action, as follows:

- SEQRA-mandated “No Action” alternative; and
- Development in accordance with the previously-approved and filed Map of Cobblestone Estates 109-unit single-family residential subdivision

The following sections evaluate the potential impacts of each of the aforementioned alternatives.

6.1 No-Action Alternative

The No-Action Alternative involves leaving the subject property in its present, vacant and undeveloped state. Therefore, no impacts to the resources evaluated in this DEIS would be expected to result from implementation of this alternative. However, this alternative does not meet the objectives of the applicant, and moreover, the public benefits expected to result from the proposed action would be foregone. Additionally, the subject property is residentially-zoned and privately-owned, and an approved subdivision of the subject property would allow for the development of single-family residences in accordance with the alternative considered in Section 6.2 of this DEIS.

6.2 Development in Accordance with the Map of Cobblestone Estates

This alternative plan involves the development of the site in accordance with the approved subdivision plan of “Cobblestone Estates.” As discussed in Section 2.0 of

this voluntary DEIS, the approved subdivision includes 109 detached clustered single-family entry-level residential homes (with 11 affordable housing units) and one industrial lot, with land set aside for parkland, conservation area and storm water recharge. This subdivision would be implemented in accordance with the Findings Statement dated December 12, 1989 and subsequent resolutions adopted by the Town Planning Board on in 1997 and 1998. Documentation associated with the approval of the prior subdivision by the Town of Huntington is included in Appendix K.

Implementation of this alternative plan would forego the positive impacts of the proposed action, including, but not limited to: (a) the variety of housing types that are being offered to meet Long Island's housing needs; (b) the reduced dependency on automobiles (for its residents) and encouragement of the revitalization of the Huntington Station area; (c) provision of a pedestrian connection between the subject property and the Huntington LIRR station to improve the walkability of the neighborhood and to encourage use of the alternative transportation mode afforded by the LIRR; (d) generating a reduced number of school-aged children than the 109-unit subdivision; (e) the net positive tax impact to the Huntington UFSD and (f) the additional public benefits that the applicant may provide in cooperation with the Town of Huntington (e.g., provision of a HART bus station along East Fifth Street). Detailed discussions follow in the analysis below.

6.2.1 Soils, Topography and Subsurface Conditions

Implementation of this alternative would result in similar disturbance of soils on the subject site for foundation excavation, utility installation, grading, paving, and landscaping. Like the proposed action, this disturbance would be entirely contained within the boundaries of the subject site.

The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. It is expected that erosion and sediment control measures would be implemented prior to and during construction (e.g., installation of hay bales and silt fencing, stockpile protection, etc.) to minimize the potential for such impacts. Additionally, it is expected that drainage improvements and regrading activities would control and direct the routes of water flow on-site to minimize the impacts associated with overland flow, similar to the proposed action.

As evaluated in Section 4.1 of this DEIS, the *Soil Survey* defines on-site soils with having moderate to severe engineering limitations due to potential slopes. To overcome such limitations, it is expected that the subject property would be regraded and retaining walls would be installed, as needed, under this alternative. Additionally, as part of this alternative plan, it is expected that a Soil Management Plan, similar to the plan discussed in Section 4.1 of this DEIS, would be implemented.

Similar to the proposed action, in that any on-site soil limitations due to slope would be overcome, and all impacted soils would be addressed during site development, no significant adverse impacts relating to soils, topography and subsurface conditions would be expected.

6.2.2 Water Resources

Groundwater

Water Usage, and Sanitary Waste and Discharge

Based on a factor of 300 gpd per residence, this alternative plan would result in a potable water demand and resultant sanitary discharge volume of 32,700 gpd, which is 69,625± gpd less than that of the proposed action. Additional water for irrigation purpose would be expected and is estimated at 10 percent of the total potable water volume, or 3,270 gpd. As under the proposed action, potable water would be supplied by the SCWA. Sanitary effluent would flow to and be treated by the Huntington Wastewater Treatment Plant. Pursuant to the prior Findings Statement, there were no significant adverse impacts associated with potable water demand or sanitary discharge upon implementation of this alternative.

Similar to the proposed action, the subdivision plan includes improvement connections to permit the discharge of sanitary waste to the Huntington Sewer District, this alternative plan would comply with Article 6.

There would be no restricted materials stored or used on-site, and thus, the provisions of Article 7 would not apply. Natural gas would be installed for purposes of heating, and thus, the storage of fuel oil would not occur on the site. No other materials requiring Article 12 permits would be expected.

Stormwater Runoff

In accordance with the prior approval, all stormwater would be accommodated on the subject property with an on-site recharge basin. In accordance with current SPDES stormwater regulations, a SWPPP, including components for erosion and sedimentation control, would be filed with the Town of Huntington and the NYSDEC. It is noted that the prior Findings Statement included specific related conditions required for implementation, including the "temporary control of silt, soil, and stormwater on-site during site preparation and construction activities in a manner to preclude impact to the natural vegetation..." Such measures would be

included in the SWPPP. Overall, therefore, no significant adverse impacts associated with stormwater runoff would be expected.

Surface Water

The subject property does not contain and is not contiguous to any surface waters, wetlands or floodplains. No adverse impacts upon surface waters would be expected to result from the implementation of this alternative.

6.2.3 Ecology

Development of the subject property in accordance with this alternative would result in significant clearing across the site for the creation of internal roadways and a recharge basin, and for the construction of 109 single-family homes. As part of the previously-approved subdivision of the subject property into 109 residential lots, a three-acre parcel of land adjacent to the subject property to the northwest was dedicated to the Town of Huntington to become an addition to Manor Field. This public benefit has already been yielded from the subject property, and has been improved with athletic fields by the Town of Huntington since its dedication. Also, in connection with the subdivision, variable-width conservation easements along the property perimeters were filed, which generally included portions of the rear yards of the 109 lots (see *Land Title Survey* in Appendix K). Although the proposed action is not expected to result in significant adverse ecological impacts, the implementation of this alternative would have a somewhat reduced potential for impact as a result of the creation of these conservation easements and as 6.59±-acre(s) of existing vegetation would be maintained.

Vegetation

Under the proposed action, the three existing ecological communities will initially be cleared, with small areas of Successional Shrubland and Successional Old Field communities expected to regenerate in the area of the proposed recharge basin. The Successional Southern Hardwoods would be removed.

Under this alternative, portions of each existing ecological community would remain undisturbed or would be expected to regenerate on the site. In particular, the Successional Southern Hardwoods within portions of the rear yards would remain undisturbed in areas designated at conservation easements.

As discussed in Section 4.3 of this DEIS, the Successional Southern Hardwoods, Successional Shrubland and Successional Old Field communities are not regarded as rare and are considered to be either "apparently" or "demonstrably secure" in NYS by the NYNHP. All three habitats are common to the region in general and are present in the vicinity of the subject property. Furthermore, due to the presence of

invasive non-native plant species throughout the site, native vegetation has declined and the overall ecological value of these communities has been diminished. Left undisturbed, it would be expected that invasive species would continue to diminish the areas of successional growth.

Moreover, no endangered, threatened or special concern plant species were observed on the subject property during field inspections, and no NYNHP records for rare or State-listed plants, significant natural communities or other significant habitats currently exist for the subject property or the immediate vicinity. Therefore, while a greater total area of existing habitat would be retained under this alternative as compared to the proposed action, the additional areas of on-site vegetation to remain undisturbed under this alternative would not result in significant benefits to the overall regional populations of any individual plant species or vegetative communities as a whole, or contribute substantially to their stability.

Wildlife

Birds

As discussed previously, the avian species observed or expected to occur on-site are those that are generally tolerant of suburban development. No endangered, threatened or species of special concern were observed or are recorded as being on or proximate to the site. Similar to the proposed action, these birds are expected to utilize the site to varying degrees, though perhaps at lower densities for certain species. As this alternative would preserve portions of the existing Successional Southern Hardwoods community, along site perimeters and at two slivers of property in the central portions of the site, more favorable habitat would be available for suburban avian species that prefer woodland and edge communities, such as gray catbird, yellow warbler and song sparrow. However, as with the proposed action, no significant regional impacts to avian species are expected to result from the implementation of this alternative due to the presence of suitable habitat elsewhere in the vicinity of the subject property and the region as a whole.

Mammals

By retaining portions of the Successional Southern Hardwoods on-site, this alternative would be more favorable than the proposed action to common suburban mammal species that do not adapt well to development, such as the white-footed mouse and pine mouse. The increased edge habitat created where areas to be cleared abut the wooded areas retained in conservation easements would also benefit certain species that prefer the edge habitat, including eastern cottontail. In general, densities of these species would be expected to be incrementally higher under this alternative than would be expected under the proposed action. However, the species that may inhabit the undisturbed areas after the development of the residential subdivision are common suburban species that are not designated as rare, threatened, endangered or species of concern. Overall, no significant adverse impacts to regional mammal density and diversity would be expected.

Amphibians and Reptiles

Although adaptable to suburban settings and human disturbance to varying degrees, woodland and edge areas are the preferred habitat for the four species of amphibians and reptiles that may potentially inhabit the subject property, including the eastern garter snake, the northern brown snake, the northern redback salamander and Fowler's toad. As areas of woodland habitat would be retained, the on-site density of these four species, if present, would be expected to remain higher under this alternative as compared to the proposed action. In particular, the 109-unit residential subdivision alternative would be expected to favor redback salamander, although it was not observed on-site during field inspections. As discussed in Section 4.3 of this DEIS, there are no endangered, threatened or special concern amphibians or reptiles on-site. Overall, no significant adverse impacts upon regional populations of these four common species would be expected.

Similar to the proposed action, as the creation of a stormwater recharge basin is contemplated in each of the development scenarios, this alternative would be expected to create potential breeding habitat for additional amphibian species that are not currently found on the subject property.

6.2.4 Land Use, Zoning and Community Character

Implementation of this alternative development plan would create 109 detached clustered single-family residential homes, including 11 affordable housing units.

As indicated above, this alternative plan would forego many of the positive impacts of the proposed action. Of most importance is the variety of housing types that are being offered by the proposed action to meet Long Island's housing needs. As discussed in Section 2.5 of this DEIS, the L.I. Index found that of the 85 percent of Long Islander's in single-family homes, one-third would prefer a different housing option and more than 62 percent of those surveyed supported zoning laws to permit the development of more rental apartments. With rising housing costs, it is well known that the population of 25-to-34 year olds will continue to leave, if affordable housing options are not available. The alternative plan includes 11 affordable units, while the proposed action offers 54 affordable units of varying type (e.g., one-, two- and three-bedroom apartments, townhomes). As indicated in Section 4.4 of this Voluntary DEIS, the Town's *Horizons 2020 Update* identifies affordable workforce housing is a key plan element.

This alternative plan would also not achieve the relevant transit-related goals identified in the Town's recent comprehensive plan ("*Horizons 2020 Update*").

It is further noted that the Town's *Horizons 2020 Update* identifies the subject site for high-density residential land use. Implementation of this alternative plan would

comply with the preferred land use identified by the Town (i.e., R-7 zoning standards are categorized as "high density"), however, the opportunities presented by the available infrastructure and transportation alternatives would be largely foregone by the development of single-family residential uses at this site. The proposed Avalon at Huntington Station more closely aligns with the goals of the *Horizons 2020 Update* than would this alternative (see Section 4.4 of this DEIS for further discussion).

Based on the foregoing, implementation of the alternative plan would not respond to the demands for multi-family residential developments, would not encourage the revitalization of the area surrounding the Huntington train station, and would not align with the various goals established within the Town's *Horizons 2020 Update*.

6.2.5 Socioeconomics

The 109 single-family residences that would be developed at the subject property under this alternative would include the designation of 11 units for affordable housing. The proposed action would include 54 affordable housing units of varying type among the total 379 units proposed, providing a greater benefit to the community. Further, this alternative would provide additional single-family residential housing in the Town of Huntington, which already dominates the housing stock of the Town. The proposed action, by contrast, would provide a mix of housing types among 379 total units, diversifying the Town's housing stock, consistent with the goals of the Town as outlined in the *Horizons 2020 Update* comprehensive plan (see Section 4.4.3 of this DEIS).

Development in accordance with this alternative would be expected to result in primary and secondary economic impacts as a result of construction expenditures and employment, increased property tax revenues, the influx of purchasing power, and related economic spin-off. However, this alternative is smaller in magnitude than the development proposed as part of the proposed action, and would be expected to yield far fewer and smaller benefits.

6.2.6 Community Facilities and Services

The demand for fire, ambulance and police protection for this alternative plan would be no more than the proposed action. However, the increased tax benefits afforded by the proposed action would not be realized.

Solid waste generation would be expected to be significantly less than that of the proposed action. However, neither the proposed action nor this alternative would be expected to result in significant adverse impacts on the established solid waste management practices of the Town.

An analysis of the potential impacts of this alternative plan upon the Huntington UFSD has been conducted. For the purposes of analysis, implementation of this alternative is assumed to result in the development of 82 four-bedroom, single-family homes, and 27 five-bedroom, single-family homes. Factors provided in the Rutgers Study for the number of school-aged children generated by a single-family detached, four-bedroom residence with a value greater than \$329,500 (1.05 SAC/unit) and for a single-family detached, five-bedroom residence with a value between \$329,500 and \$748,500 (1.51 SAC/unit), were used to estimate the number of school-aged children that could be expected to be generated by development under this alternative. The estimated number of school-aged children is as follows:

Table 38 – Projected School-Aged Children Generation – Alternative Plan

Bedrooms	Number of Units	Factor	Un-Rounded	Rounded Up	Type/Price of Unit
4	82	1.05	86.1	87	Owner, More than \$329,500
5	27	1.51	40.77	41	Owner, \$329,500-\$748,500
TOTAL			126.87	128	

As shown, approximately 128 school-aged children would be expected to be generated by the 109-unit residential subdivision alternative. As projected by AvalonBay Communities, Inc., the local school taxes expected to be generated from property taxes on the 109 single-family homes would be approximately \$1,289,999. Based on a cost-per-pupil for the Huntington UFSD of \$23,467, the 128 school-aged children that would be generated under this alternative would result in a total cost to the District of \$3,004,928 annually, or a net annual deficit to the District of \$1,676,987 (see Table 28 of this DEIS). The proposed action is expected to generate between 65 and 78 school-aged children, with an annual tax surplus to the District of \$2,067-to-\$307,255.

Based on the above, development under this alternative would be expected to generate more school-aged children and would result in greater fiscal impacts to the Huntington UFSD as compared with the proposed action.

6.2.7 Transportation and Parking

Development of the subject property in accordance with this alternative, creating 109 single-family residences, would be expected to generate significantly fewer vehicular trips during peak hours as compared with the proposed action. Specifically, based on published factors in the ITE's *Trip Generation, 8th Edition* (Land Use Code 210 – Single Family Detached Housing), the 109 single-family residences would be expected to generate 84 trips in the A.M. Peak Hour (0.77 trip per residence), 112 trips in the P.M. Peak Hour (1.02 trips per residence), and 102 trips in the Saturday Peak Hour (0.93 trip per residence).

As no significant adverse traffic impacts are expected to result from the proposed action, and fewer trips would be generated by the use of the subject property in accordance with this alternative, this alternative is not expected to adversely affect traffic conditions in the surrounding area. It should be noted however, that the recommendation for the signalization of the intersection of East Fifth Street with Park Avenue would remain appropriate under this alternative, as the recommendation initially reflects conditions expected for the 2013 No-Build scenario.

Adequate parking would be expected to exist within driveways, attached/detached garages and/or on-street areas to support the single-family residential uses.

The single-family residential uses would be constructed in proximity to the Huntington LIRR station. However, no pedestrian connection would be created as part of this alternative, such that the encouragement of residents to use the LIRR that is expected under the proposed action would not occur.

6.2.8 Noise

Based on the prior SEQRA findings of the Town of Huntington Town Board (December 1989 and as amended), for the previously-approved subdivision (and change-of-zone) application, to reduce the potential for noise from the LIRR operations to affect future residents, the set back of residences from the LIRR tracks to the maximum extent practicable could provide some noise attenuation. Additionally, buffer plantings and fencing along the northern property boundary could serve the same purpose. However, overall, the noise environment that would be experienced by future residents of the subject property, under this alternative, would be similar to the noise environment expected under the proposed action.

6.2.9 Historic and Cultural Resources

There are no known historic or cultural resources existing at or proximate to the subject property. Therefore, no significant adverse impacts upon such resources are expected to result from implementation of this alternative plan.

6.2.10 Aesthetics

The development of the subject property with single-family homes would be out of character with the immediate surrounding built community, which includes multi-family, municipal, commercial and industrial development. Based on the discussion contained in Section 4.10, the proposed action is expected to result in the creation of attractive views of the site, with extensive plantings along East Fifth Street. While the views from along East Fifth Street would be modified under the proposed action, to include views of the proposed multi-family residential use, no significant adverse aesthetic impacts are expected. Overall, neither this alternative nor the proposed action would be expected to result in significant adverse aesthetic impacts.

7

Unavoidable Adverse Effects

The environmental impacts associated with the implementation of the proposed action have been described in Section 4.0 of this DEIS, and mitigation measures for most of these impacts have been discussed in Section 5.0. Those impacts that cannot be either entirely avoided or fully mitigated are described below.

7.1 Short-Term Impacts

There would be several temporary construction-related impacts that cannot be completely mitigated. These impacts are associated with the site preparation and development (including grading, excavation, installation of utilities and construction of building and parking facilities). It is anticipated that these impacts would cease upon completion of the construction phase of the project. Specific impacts are identified below:

- The project site would be disturbed by grading, excavation, and mounding activities during construction and ultimate site development;
- Despite the use of extensive and strategically-placed erosion control devices, minor occurrences of erosion may result from site development activities;
- During construction, there is the potential for minor releases of fugitive dust during dry periods;
- There may be a temporary impact to roadways due to the movement of construction vehicles associated with site development activities; and
- Slight increases in noise levels at the site boundary may result from construction activities.

It is anticipated that these impacts would be of short duration, that is, they would cease upon project completion.

7.2 Long-Term Impacts

Several long-term impacts associated with project implementation have been identified. Mitigation measures have been proposed to reduce or eliminate most of these long-term adverse impacts. Those adverse long-term impacts, which cannot be fully mitigated, are set forth below, namely:

- The 26.58±-acre, vacant and unimproved subject property would be converted to a multi-family residential community, thus modifying land use and views of the site from surrounding areas;
- The proposed development would utilize a portion of the available capacity of the Huntington Sewer District;
- There would be an increased demand for water supply from the SCWA;
- There would be a minimal increased demand for fire and police protection services from the Huntington Manor Fire Department and Suffolk County Police Department;
- There would be an increased demand on energy resources from LIPA and National Grid; and
- The proposed Avalon at Huntington Station would result in additional traffic along area roadways, including East Fifth Street and Park Avenue, although mitigation measures will be employed and the benefits of available transit alternatives are expected to reduce the overall potential transportation impact of the proposed residences.

8

Irretrievable and Irreversible Commitment of Resources

Certain resources related to the construction aspects of the development will be committed. These resources include, but are not limited to, concrete, asphalt, lumber, paint and topsoil. Mechanical equipment resources will be committed to assist personnel in the construction at the property. The operation of construction equipment will require electricity, water resources and fossil fuels. Furthermore, the construction phase of the proposed project will require the commitment of manpower resources as well as time.

9

Growth-Inducing Aspects

Growth-inducing aspects are generally described as the long-term secondary effects of the proposed action.

Growth-inducing aspects are generally described as the long-term secondary effects of the proposed action. The proposed project would redevelop an underutilized parcel to create a cohesive multi-family residential community, of varying housing types, on a parcel of land that is proximate to the Huntington LIRR station. The proposed project provides pedestrian connectivity to this rail station such that its residents could reduce automobile dependency.

The proposed development of 379 dwelling units could increase population by 0.5 percent of the current Town population, and thus, this project is not considered to induce significant growth. It is important to note that there are existing infrastructure (with on-site improvements proposed to allow connections [e.g., water and sewer]), retail facilities, public utilities, etc. to serve the projected population, and thus, no secondary growth would be expected as a result of new infrastructure.

The proposed development will create direct short-term, and direct and indirect long-term employment opportunities. In the short-term, construction-related jobs will be created, and there will be increased patronage to construction material suppliers. In the long-term, the residential development will utilize landscaping, home maintenance, irrigation and other home-related services. The purchasing power associated with the future residents of Avalon at Huntington Station, and the anticipated short-term (i.e., construction phase) and long-term job generation, is expected to boost the local economy (see Section 4.5 of this DEIS), however, overall, the proposed project will not induce growth.

10

Use and Conservation of Energy

The proposed Avalon at Huntington Station is expected to be supplied electricity and natural gas resources by the LIPA and National Grid, respectively. Preliminary energy load estimates have been developed on behalf of the applicant, as follows:

Table 39 – Anticipated Energy Loads and Service Requirements

Building Nos.	Building Type	Total Electrical Demand Load (kVA)	Electrical Service Requirement	Maximum Gas Load (CFH)	Gas Service Requirement
1, 2, 3, 5 and 6	Avalon Harbor (13 Units)	204.67	1,000 Amp at 208V 3 Phase	2,628	2 psi
4	Avalon Whitman 1 (16 Units)	243.44	1,000 Amp at 208V 3 Phase	3,234	2 psi
10	Avalon Whitman 2 (18 Units)	268.56	1,200 Amp at 208V 3 Phase	3,638	2 psi
14 and 15	Avalon Whitman 3 (19 Units)	255.20	1,100 Amp at 208V 3 Phase	3,840	2 psi
7, 8 and 16	Avalon Crescent 1 (20 Units)	297.92	1,200 Amp at 208V 3 Phase	4,003	2 psi
11 and 12	Avalon Crescent 2 (23 Units)	331.24	1,200 Amp at 208V 3 Phase	5,054	2 psi
9 and 13	Avalon Crescent 3 (30 Units)	400.70	1,600 Amp at 208V 3 Phase	6,065	2 psi
21	Townhouse 1 (4 Units)	84.3	600 Amp at 240V 1 Phase	1,212	2 psi
17 – 20 and 22 – 26	Townhouse 2 (8 Units)	163.24	800 Amp at 240V 1 Phase	3,233	2 psi
N/A	Clubhouse and Pool Equipment	130.12	600 Amp at 208V 3 Phase	804	2 psi

By correspondence dated September 1, 2009, LIPA confirmed the availability of electric service for the previously-considered, 530-unit multi-family residential community. As the proposed action includes 379 multi-family residential units comparable to those previously-considered, it is expected that electric service remains available. Consultations have been initiated with National Grid, regarding the availability of natural gas service (see Appendix D). However, no response has yet been received. A four-inch steel main, serving the New York State Armory (adjacent to and west of the subject property), and a two-inch plastic main, serving the Telephonics Corporation (adjacent to and east of the subject property), exist within East Fifth Street. As proposed, natural gas supplies would be routed from one of the two existing mains.

In order to achieve energy efficiency throughout the proposed residential development, several energy-conserving measures are incorporated into the project design. As provided by AvalonBay Communities, Inc., the following will be incorporated into the proposed development:

- Installation of fluorescent fixtures in practical locations, including kitchens and exterior hallways, and use of metal halide bulbs for outdoor lighting in lieu of incandescent bulbs;
- Proper sizing, siting and maintenance of air conditioning system components and filters, and the use of sufficient attic ventilation;
- Installation of adequate and appropriate window treatments to help control heat gain/loss;
- Use of high-efficiency rated EnergyStar appliances (e.g., refrigerators); and
- Use of high r-value insulation in exterior walls and ceilings.

In addition to the above, the proposed residential community would derive the benefits associated with available transit alternatives, including a reduced reliance on automobiles as a means of travel and the encouragement of mass-transit use. The above measures are expected to ensure that the goal of achieving energy efficiency is fulfilled by the proposed development.

Although the availability of energy supplies has been confirmed by LIPA (National Grid has yet to respond), the proposed project incorporates various energy-efficiency measures. As such, no significant adverse energy-related impacts are expected to result from implementation of the proposed action.

11

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