

**STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)
STATEMENT OF FINDINGS**

**CANON, U.S.A., INC. FACILITY
Town of Huntington, Suffolk County, New York**

SEQRA Lead Agency: Town of Huntington Planning Board
 100 Main Street
 Huntington, New York 11743

Date: July 2009

NAME OF ACTION

Canon U.S.A., Inc. [Proposed development of Canon America's Headquarters Project]

PROJECT LOCATION

The project site is located on the southwest corner of the Long Island Expressway South Service Road (New York State Route 495) and Walt Whitman Road in Melville within the Town of Huntington.

PROJECT DESCRIPTION

The action involves construction in two (2) phases on a 52.17 acre (2,272,525 square foot) parcel located within an I-1 Light Industrial Zoning District & R-40 Residential Zoning District. Phase I will include construction of an approximate 696,000 gross square foot, five (5) and partial six-story office building and two (2) parking garages. The North Parking Garage, which is closest to the south service road of the Long Island Expressway, will have a footprint of roughly 84,000 square feet, a gross floor area of roughly 243,000 square feet, be three stories tall with some below grade parking and hold approximately 780 parking spaces. The South Parking Garage will have a footprint of roughly 84,000 square feet, a gross floor area of roughly 249,000 square feet, be three stories tall with some below grade parking and hold approximately 802 parking spaces. If needed, a parking garage expansion to the North Garage (known as the Phase 1A land-banked parking plan) of roughly 441 stalls would be built to meet the Town Code parking requirements for the 696,000 gross square foot office building.

Phase II will involve construction of a five (5) story 204,000 square foot office building addition (possibly to include partial six story rooftop appurtenances for utilities) located contiguously west of the approximate 696,000 gross square foot Phase I office building to include a three story north parking garage addition of roughly 649 additional parking stalls west of the original north parking garage construction. Since the site plan for the Phase I portion of the property is still in the process of being reviewed, minor alterations / deviations to the building area and parking design may result as a consequence of compliance with specific Town Code regulations. Significant changes made to the site plans as depicted in the EIS may be subject to a supplemental environmental assessment.

The project at full build-out (Phases I, IA, and II) will result in an approximate 900,000 gross square foot office building with a total of about 2,878 parking stalls, of which the majority of the site's parking will be within the two (2) three-story north and south parking garages. A land banked parking plan will likely be required upon amended site plan application submission of the Phase II development. Such a plan may necessitate the construction of parking garage addition if determined by the Planning Board that land banked parking need be developed at some future date per Town Code § 198-43; in turn, reducing more open space area than that anticipated in the impact statement.

The Applicant is requesting connection to Suffolk County Sewer District No. 3 - Southwest to allow all wastewater generated by the project to be discharged to the Bergen Point Sewage Treatment Plant. Public water is to be provided by the South Huntington Water District.

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The Applicant is proposing a "Silver" Leadership in Energy and Environmental Design (LEED™) certification for the facility. LEED practices are designed to encourage resource conservation; to reduce the waste generated by construction projects; to increase energy efficiency; to promote the health and productivity of residents, workers and visitors to the Town.

SEQRA REVIEW PROCEEDURE

The Applicant submitted a site plan application and a completed Environmental Assessment Form, Part I to the Town of Huntington on July 1, 2008 pursuant to Town of Huntington Subdivision Regulations and Site Plan Specifications, Addendum No. 3. Pursuant to the New York State Environmental Conservation Law, Article 8, State Environmental Quality Review Act (SEQRA), and Part 617 of the implementation regulations (6 NYCRR Part 617), Parts 617.4(b)(6)(i), 617.4(b)(6)(iii) and 617.4(b)(6)(v), the project was classified Type I.

The Planning Board, upon receipt of the application and Full Environmental Assessment Form, undertook a coordinated environmental impact review pursuant to SEQRA Regulations 6 NYCRR §617.6(b)(3). Toward that end, the Town Board prepared a Notice of Intent to Establish Lead Agency pursuant to SEQRA, and served the Notice on the following SEQRA involved agencies as required by law on July 10, 2008:

- New York State Department of Environmental Conservation
- New York State Department of Transportation
- Suffolk County Planning Commission
- Suffolk County Department of Health Services
- Suffolk County Department of Public Works
- Suffolk County Industrial Development Agency
- South Huntington Water District
- Long Island Regional Planning Board

The Town Planning Board also directed that a copy of the site plan application and Full Environmental Assessment Form be forwarded to the following Town of Huntington Departments and agencies:

- Engineering Services
- Transportation and Traffic Safety
- Highway Office
- Street Lighting
- Conservation Board

No involved agency objected to the Planning Board assuming Lead Agency status within the specified time frame pursuant to SEQRA.

A Draft Supplement to the Melville Generic Environmental Impact Statement (DSEIS) was submitted to the Planning Board on July 21, 2008. Upon review of the application materials and information contained in the DSEIS, the Planning Board adopted a positive declaration by

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Resolution dated August 6, 2008, determining that there may be significant adverse environmental impacts as a result of the action. A revised DEIS dated September 2008 and received on August 29, 2008 was reviewed by the Planning Board and its technical consultants, for adequacy and completeness in relation to the SEQRA and determined to be satisfactory with respect to its scope, content and adequacy for the purpose of commencing public review.

The Planning Board adopted a Notice of Completion of the DSEIS and Notice of SEQRA Hearing, establishing a public hearing date for October 1, 2008 and a written comment period ending on October 14, 2008. A copy of the DSEIS was provided to all involved and interested agencies. The comment period was later extended to October 24, 2008 at the request of the New York State Department of Transportation.

After the public hearing transcripts and written comments were forwarded to the Applicant for review and response, the Applicant submitted a Final Supplemental Environmental Impact Statement ("FSEIS") to the Planning Board in November 2008. After technical review, the Town determined that the FSEIS submitted was incomplete. Thereafter, the Applicant submitted additional information, and upon review, the Planning Board determined that the environmental record on the application was adequate, accepting the FSEIS as complete on June 24, 2009.

MELVILLE GENERIC ENVIRONMENTAL IMPACT STATEMENT

The subject site lies within the Melville-Route 110 (1988-1989) Generic Environmental Impact Statement (GEIS) study area. The study was prepared in response to traffic conditions in the Melville area. Recommended improvements stemming from the GEIS and related studies included: (1) improving the existing local roadway grid pattern especially in the vicinity of Ruland Road, Maxess Road and Republic Drive; (2) establishing the right-of-way for future construction of a road from Spagnoli Road to Old Country/Round Swamp Road as a travel alternative to NYS Route 110; (3) reconstructing the Northern State Parkway interchange to allow for the expansion of Route 110 to six lanes north of the Long Island Expressway to Jericho Turnpike (NYS 25); (4) expanding Walt Whitman Road, south of the Long Island Expressway, to four lanes with a center lane for left-turn movements; (5) establishing Floor Area Ratios, for all commercial and industrial zoning districts that will limit the intensity of development and encourage complementary retail service areas; and (6) implementing a land use plan which provides for core and non-core office/industrial areas and rezonings to residential uses. The Town in considering various development applications since 1990 implemented a number of the recommendations offered in the GEIS.

The GEIS examined conditions anticipated to the year 1992 and a Trend Plan to the year 2007. Some of the conclusions in the GEIS about mitigation are outdated; and none of the mitigation measures have been assured because none were mandated through specific changes to the Town Code. The 1993 Comprehensive Plan Update, which was adopted by the Planning Board but not by the Town Board, recognized the intent of the Melville GEIS. The GEIS and both the 1993 and Horizons 2020 Comprehensive Plan Updates indicated that the most significant problem in the area was traffic congestion. Many of the roadways in the Melville area are presently operating at or near unacceptable level-of-service (L.O.S.). Walt Whitman Road, a major collector, was rated "poor" in the Town Comprehensive Plan Updates due to limited capacity for handling levels of

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traffic being placed on it during peak hours from commercial and industrial developments. Increases in the F.A.R. that exceed the Melville GEIS non-core office F.A.R. maximum of 0.20. may have a direct affect on traffic volumes, L.O.S., and traffic safety impacts. The Melville GEIS further recognized that while individual projects in of themselves may not necessarily adversely affect the workings of the roadway system, it is the cumulative impacts of the individual projects that lead to congestion, and that their cumulative impacts may not be adequately mitigated without Town, County and State agency roadway infrastructure improvements. In 1993, the Tilles Investment Company prepared a Draft Supplement to the Melville-Route 110 Area GEIS in order to rezone the property from R-40 Residence District to I-1 Light Industry District. A Final Supplement and a Findings Statement to the GEIS and 1993 Comprehensive Plan Update was accepted as complete on March 22, 1994 and approved on April 5, 1994, respectively.

At its meeting of December 5, 2008, the Town Board voted unanimously to adopt the Town of Huntington Horizons 2020 Comprehensive Plan prepared by the Department of Planning and Environment and its professional planning consultant Wallace, Roberts & Todd. The 2020 Plan recognizes the importance of the Melville Employment Center to the region as a source of employment and tax revenue as well as the numerous complex issues including traffic congestion and visual character. Looking ahead the 2020 Plan sets the following overall framework for addressing these issues:

“Because of the land consumptive character of existing development, growth pressures in the Melville Employment Center are likely to create pressures for taller buildings. However, more office space will require more parking spaces and increase traffic congestion. Parking requirements could be met through the provision of structured parking, either above or below grade. The proposed Canon headquarters is an example of a development type consisting of taller buildings and structured parking in order to preserve open space.”

“Achieving the desired character of the Melville Employment Center will require changes to the existing zoning. Creation of a new office/employment zone should be considered with height, bulk, density and open space requirements that encourage a campus-like environment and make more economical use of land values. Taller office buildings should be considered in areas of high visibility. The Canon headquarters project provides a model for the type of height, open space, parking and other standards that could be incorporated into the district.”

Chapter 8.2 of the 2020 Comprehensive Plan Update (Key Issues, Objectives and Recommendations) notes,

“Extensive road widening or construction of new roads is no longer a feasible or cost effective option to reduce traffic congestion in Huntington. In contrast to past attempts to “build our way out of congestion” transportation planners now realize that – absent the use of other planning tools – adding lanes to expand capacity too often attracts increased traffic, ultimately resulting in more congestion. Present day solutions call for less reliance on capital-intensive improvements and more on targeted solutions, including:

- Integrated coordination and timing of traffic signals
- Targeted improvements such as turn lanes and intersection improvements to address congestion "hot spots"
- Comprehensive system management approaches such as Intelligent Transportation Solutions and Transportation Demand Management
- Improvements to support alternative modes of transportation, including walking, bicycling and transit

IMPACT ON LAND, PLANTS, AND ANIMALS

The subject parcel is generally flat in topography and contains successional naturalized meadow vegetation in various stages of recovery from having been cleared from past agricultural use, except for a 7.8 acre sloped wooded area on the western end of the property. The majority of the site's existing naturalized vegetation will likely be removed as a consequence of the action and of the necessary soil remediation work required for any on-site residential or commercial development proposal. As indicated in the DSEIS, the action is expected to result in the removal/dispersal of existing on-site wildlife species, mostly perching birds and small mammals which are likely to re-establish themselves on adjacent or nearby properties. Additional though different habitat would be created through the construction of the ponds. The most ecologically sensitive portion of the property, the wooded and sloped area would be preserved with proposed modifications. The benefit of having this woodland area contiguous to the Pineridge Park Preserve would be ensured by the application of a covenant and restriction.

IMPACT ON WATER

Long Island is a sole source aquifer region for water supply. The Long Island Comprehensive Waste Treatment Management Plan (the 208 Study) as revised by the "Long Island Groundwater Management Plan," and subsequent revisions adopted by the Long Island Regional Planning Board places the subject site within Hydrogeologic (or groundwater management) Zone 1 and within the West Hills-Melville Special Groundwater Protection Area. This area is designated as a deep recharge area with vertical flow that provides recharge to portions of the deep flow aquifer system. The site does not contain or is in the vicinity of any Town or State regulated surface waters. **Impacts to groundwater are not expected to be substantial due to the fact that the proposed action will connect to an off-site sewage treatment plant Suffolk County Sewer District No. 3 that will reduce the potential for groundwater contaminants when compared to development having subsurface sanitary disposal systems.**

This project is designed to be fully compliant with the groundwater and surface water-related regulations and guidances, as well as the applicable recommendations, of the following:

- The 208 Study;
- Long Island Comprehensive Special Groundwater Protection Area Plan;
- The New York State Department Environmental Conservation State Pollutant Discharge Elimination System (SPDES) General Permit for Construction Activities Permit No. GP-02-01, as amended or revised and Town Code Chapter 170 for stormwater runoff, by implementation of a site-specific Storm Water Pollution Prevention Plan.

- **Suffolk County Sanitary Code, Article 6, designed to protect groundwater quality in terms of sanitary discharge.**
- Water Conservation methods to meet the Water Efficient Landscaping requirements of LEED certification.

IMPACT ON OPEN SPACE

Although the Town has expanded its inventory of protected open space, the Town Comprehensive Plan notes the established trend away from farming to other land uses in the area. It is also important to note that the I-1 zoning of the site has been maintained since 1994, despite a Change of Zone Application in 2006 (The Hamlet at Half Hollow) to rezone the property to Retirement Community District (R-RM).

The subject parcel is within the eastern half of a larger approximately 816.9-acre parcel designated as OSI #SW-20 in the 1974 Town of Huntington Open Space Index Report prepared by the Huntington Conservation Advisory Council. The property was described as "sandbank and woodlands at Nassau County border, south of the Long Island Expressway" and was given a priority rating of three and four on a scale of one through six, relative to the value of the land as open space having some segment worthy of preservation, especially sloped area, although the property as a whole is only of average interest for ecological review. **Open space features in the subject development will include the preservation of the majority of the wooded area on the western portion and peripheral vegetative buffer areas as well as recreational picnic area for employees in order to mitigate the loss of the Town of Huntington Open Space Index parcel.**

The project may necessitate the construction of parking garage addition if determined by the Planning Board that land banked parking need be developed at some future date per Town Code § 198-43; in turn, reducing more open space area than that anticipated in the impact statement.

IMPACT ON AESTHETIC RESOURCES

The proposed land use of office development is fully compatible with the Town Comprehensive Plan and the zoning requirements of the I-1 Light Industrial District. The action will result in a visual change to the property from that of former agricultural and now vacant successional vegetated land to an office building development.

The Applicant presented a visual assessment of the project, which included photo-simulations from Old Whitman Road, the westbound lane of the Long Island Expressway, South Service Road, and from Paumonauk Hills Court. Although the project will have views typical of the office uses along the Long Island Expressway, the project will result in a significant adverse impact due to the loss of open views of the sky for residents to the south and agricultural views for passersby traveling on the Long Island Expressway South Service Road. Reducing building heights or shifting them to the west of their proposed locations to preserve views is neither practicable nor desirable. To mitigate these impacts, the Applicant is proposing peripheral screening vegetation and water treatments for buffering and softening the effect of the project.

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The project site will have lighting at building entrances, walkways, parking areas, interior roads, and the access road. The lighting will be designed in conformance with the Town's "Dark Sky" law (Town Code Chapter 143) and to achieve the LEED light pollution reduction credit. Lighting will be designed to protect the environment, preserve the ability to view the celestial features of the night sky and conserve valuable energy resources as well as eliminate the potential from off-site spillover, including appropriate use of shields, a forty-five degree maximum cutoff, and lower watt, non-glare fixtures.

IMPACT ON CULTURAL RESOURCES

The subject site is not within any historic districts nor does it contain any historic or landmark structures. Historic and archaeological resources were thoroughly studied and analyzed in the DSEIS, through review of a Phase 1A and 1B Cultural Resource Investigation and a Phase II Archaeological Report. The Phase II report revealed evidence of a very small, probably single occurrence of hunting localities and the possibility of a small base camp. The results were coordinated with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) who indicated the issue was a matter of local determination. However, OPRHP did not concur with the assessment of the report and has asked for additional investigation (letter dated October 27, 2008). More recently the Applicant and OPRHP discussed historic resources on the property and as stated in the FSEIS, OPRHP will defer to the Town of Huntington Planning Board on this issue. The decision to defer this responsibility will require the need for closer monitoring by the Town of Huntington for historic resources during excavation and construction.

IMPACT ON TRAFFIC AND TRANSPORTATION

To fully assess the potential traffic generation from this project and impact upon existing road systems and traffic flow, the Planning Board required the Applicant to perform a Traffic Impact Study. The Applicant retained the firm of Atlantic Traffic & Design Engineers, Inc. to undertake and complete the Traffic Impact Study. The Town retained the firm of GPI Greenman – Pedersen, Inc. as a technical consultant for the traffic-related issues.

The subject property has approximately 2,500 feet of frontage along eastbound Long Island Expressway (LIE) South Service Road and approximately 1,200 feet of frontage along southbound Old Walt Whitman Road. The LIE (NYS Route 495) is a State owned road maintained by the New York State Department of Transportation. The exit 49S off-ramp, which is located along the subject site's frontage, connects the LIE to the LIE South Service Road. Old Walt Whitman Road is a local road under Town of Huntington jurisdiction with one (1) lane and a shoulder in each direction of travel.

The DSEIS indicates that the action will generate increased traffic volumes along adjacent roadways from that which currently exist on-site (the 'No Action' scenario) posing significant adverse impacts. A comprehensive package of traffic mitigation measures will be implemented to reduce the number of significant adverse traffic impacts. The traffic mitigation package will include physical roadway improvements, management strategies, shared ride service recommendations and traffic operational improvements. Traffic impacts will be ameliorated to the greatest extent

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practicable as recommended and deemed acceptable by the Town of Huntington and the New York State Department of Transportation.

Irrespective of the subject application, the Department of Transportation (NYSDOT) has started construction on Route 110 at I-495 and expects to begin the reconstruction of Route 110 between I-495 and Northern Parkway within its 5-year capital construction program. These projects will include roadway improvements at the intersections of Old Country Road and NYS Route 110 and Old Country Road and Walt Whitman Road.

The project sponsor intends on committing funding for the roadway modifications and installation of traffic signals as set forth in the Roadway Mitigation Summary in Section 3.4.6 of the FSEIS and will cooperate in implementing the operational changes (including street closures, changes in street direction, signal timing modifications, restriping, and parking regulation modifications) described in the FSEIS.

IMPACT ON ENERGY AND UTILITIES

There is adequate capacity within the Town of Huntington for an office development of this size to handle the anticipated increase in energy and utility uses.

A Silver LEED Certification is required for the site in accordance with Town Code Chapter 197. The Applicant is seeking credits for optimizing energy performance and is committed to meeting Silver LEED certification.

IMPACT OF EMERGENCY SERVICES

The project meets all the requirements of the *New York State Building Fire Prevention Code*. In addition, the Applicant will address additional measures to satisfy reasonable fire safety concerns of the Melville Fire District as summarized in the FEIS. The Town of Huntington considers the impacts created by the project as being significant if implementation would result in increased demand for public services which exceeds the existing fire supply or capacity of service personnel and or facilities or alter the nature of demand for public services causing increased costs or service delivery limitations.

IMPACT ON PUBLIC HEALTH

Environmental Site Assessments conducted in 2005 and 2007 indicated elevated levels of arsenic from former on-site agricultural operations and historic pesticide application. To address potential impacts to construction workers, employees and visitors from direct exposure to arsenic, such as dermal, ingestion and inhalation, a Soil Management Plan [SMP] was prepared in accordance with Suffolk County Department of Health Services [SCDHS] Division of Environmental Quality February 2006 *Procedures for Subdivisions, Developments or other Construction Projects with Potentially Contaminated Soils*, also referred to as the "SCDHS Guidance Document". A copy of the Soil Management Plan [SMP], which includes the findings of the soil sampling program, is included in Appendix B of the DSEIS. The SMP was performed using the Suffolk County Department of Health Services [SCDHS] established protocols. According to the SCDHS Guidance Document, pesticide and metals analytical results are to be compared to the United States Environmental Protection Agency [USEPA] draft Soil Screening

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Levels [SSL] for Residential Scenario. The mitigation measures identified in the FSEIS are designed to keep residents or workers of sites with non-hazardous soils from coming into contact with impacted soils. Relevant sections of the SMP, including findings and the best management practices of impacted and clean soils during construction, have been included in the FEIS.

A total of twenty-one (21) soil sampling locations were selected in order to assess soil conditions associated with general site soil conditions, and portions of the subject property proposed for open space (wooded area). The SMP contained in the DSEIS fully addresses the prior agricultural use of the site, associated presence of agricultural chemical residues in the soil, and the potential for such substances to impact future workers and employee site residents. That plan indicated the mitigation measures to be provided during the construction and post-construction periods (including dust suppression), and the DEIS indicated future monitoring to ensure compliance with applicable SCDHS standards. Implementation of the SMP and dust control plan will be ensured through the Site Review process and monitored by the Town of Huntington Building Department and the Applicant's environmental consultant as appropriate.

Some of these measures to prevent people from coming into contact with contaminated soils include but are not limited to the placement of impacted soils beneath the proposed lined ponds, concrete building slabs, and asphalt/concrete roadways or walkways, or covered with a 6-inch to 12-inch thick cap of clean soil/topsoil and vegetated as required. The blending of soils as proposed in the SMP is not anticipated, however, should blending be utilized the blending operations will be completed in accordance with the SMP and any blended soils utilized as surface cover will not contain arsenic at a concentration that exceeds the SCDHS Guidance of 4 ppm.

Another location for the use of excess arsenic-impacted topsoil as fill was in the northwestern portion of the site in the same area where the North Parking Garage Phase II is proposed. Any re-management of soil in this area will require a supplemental plan. **The SMP included in Appendix B of the DSEIS was determined to be an acceptable practice for remediation subject to conditions as identified by Planning Board Resolution dated October 22, 2008 included in Appendix E of the FSEIS. Conditions include that any future site activities, such as Phase II construction that would result in exposure of arsenic-impacted capped soils shall be subject to a supplemental Soil Management Plan.**

IMPACT ON AIR

The Planning Board finds that the project will not have a significant adverse impact upon air quality. To mitigate the potential impacts associated with dust generation and the migration of arsenic impacted soils, the Applicant will monitor ambient particulate concentrations and implement watering and other dust control measures in accordance with the Site Specific Health and Safety Plan for Earthwork Operations (DSEIS, Appendix C).

In addition, to determine whether traffic generated by the project would impact air quality, an assessment was conducted in accordance with *New York State Department of Transportation Environmental Analysis Bureau Environmental Procedures Manual*. The assessment concluded that traffic generated by the proposal would not cause significant air impacts. To mitigate

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potential transportation-related air impacts during construction and operation, the Town will limit construction activities and the use of vehicles and equipment to specific work hours, and will require proper maintenance of construction vehicles and the use of appropriate emission control devices on construction equipment and vehicles.

IMPACT ON NOISE

As indicated in the DSEIS, the action is not expected to generate substantial noise or odor impacts. Currently, noise associated with the project site is limited to year-round traffic along the Long Island Expressway (NYS Route 495). The proposed project has the potential of generating noise during the construction phase, as well as during the operation phase. Existing residents adjoining to the south of the proposed development may be subject to noise generating impacts from vehicle movements during evening peak hour and from mechanical equipment such as exhaust fans and emergency generators. However, noise increases at the property line from vehicles, cooling towers and exhaust fans is expected to be 2-3dB, levels barely perceptible to the average person. The target criterion for the occasionally operated generators is 53dB(A) at the property line, 5dB(A) above the minimum daytime background noise level. The Planning Board finds that the project will not have a significant adverse impact on the sound levels in the area of the project site. During construction, the applicant has committed to limiting construction activity to normal workday hours. During operation of the project, the noise generated by traffic and mechanical equipment is not expected to be significant. Noise abatement measures are proposed (berm running along the southern boundary) and enclosures for external generators for reducing impacts.

IMPACT ON GROWTH AND COMMUNITY CHARACTER

The proposed land use is fully compatible with the zoning requirements in the I-1 District and proposed and existing Town of Huntington Comprehensive Plans. The project is expected to generate economic activity in the form of employment, new businesses and possibly new residents and will contribute to growth in the County and State economies. The project is not expected to induce additional notable growth immediately outside the project site or significantly alter land use patterns. Although improvements are proposed (roadway, drainage, water, sewer), infrastructure in the study area is already well developed.

Property values of surrounding residences will likely not be adversely impacted by the project. Surrounding residences are already located near existing office uses. Further, the large-setbacks design of the project minimizes the visibility of the proposed project, as does the Applicant's plan to plant a vegetated buffer and berm. The project design was modified through the EIS process to include important open space for community character and open space. This includes preservation of the sloped, wooded area at the southwest property boundary. This open space exceeds the LEED standard of 20% of the site area and complements the existing contiguous Town Park open space.

CUMULATIVE IMPACTS

Cumulative impacts include the potential to create adverse traffic and traffic safety related impacts that could in turn require a greater need for roadway infrastructure improvements in the Melville area not previously considered. NYS DOT and Town efforts to improve Route 110, the Northern State Parkway

and Walt Whitman Road/Old Country Road intersections are all geared towards improving traffic impacts, both existing and in the future.

UNAVOIDABLE IMPACTS

The Planning Town Board finds that the following unavoidable impacts will result from the project:

- Change from agriculture use to office use
- Loss of open space.
- Unmitigated construction impacts with respect to noise and traffic.

The Planning Board finds that unavoidable impacts are effectively mitigated to the maximum extent practicable.

ALTERNATIVES

The EIS examined a limited range of alternatives. The alternatives are as follows:

No-Action Alternative

The no-action alternative involves leaving the subject site in its current state as vacant and undeveloped. As stated in the DSEIS, "With no action, there would be none of the significant economic benefits to the Town, Long Island, and region" and would fail to meet the needs of the project sponsor."

Applicant's Preferred Scenario

This is the same as that indicated in the Project Description above with more specific detail included in the EIS.

At Grade Parking Alternative

The At Grade Parking Alternative would consist of the same building construction with the elimination of the parking garage and all parking provided at grade. More specific detail has been included in the EIS.

That analysis concluded that none of the alternatives would offer any feature not presented in the proposed project. Therefore, no significant adverse environmental land use or aesthetic impacts are anticipated, and no further mitigation measures are proposed.

CONCLUSIONS

Analysis of the draft and final EIS and comments received during the SEQRA process has shown that the proposed project will result in some adverse environmental impacts. Adverse impacts include:

- Increase in traffic.
- Loss of open space and visual resources.
- Removal of existing naturalized vegetation on the majority of the subject parcel, most of which are the result of regrading and soil remediation.
- Permanent alteration of the natural topography.
- Displacement and/or loss of wildlife species.

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- Increase of sanitary wastewater flows from that of an existing vacant site. However, due to the off-site disposal of sanitary wastewater under the purview of Suffolk County, and in compliance with the Suffolk County Sanitary Code, impacts to groundwater are not expected to be significant.
- Increase in the demand for community services.
- Increase in noise.
- Temporary increase in construction traffic, erosion, fugitive dust and noise during construction, which will be ameliorated with design controls.

The project will result in a number of significant environmental impacts that cannot be fully mitigated. These impacts have been thoroughly analyzed in the FSEIS and summarized in this Findings Statement. As discussed above, the FSEIS has paid particular attention to identifying measures that will avoid or minimize these impacts to the maximum extent practicable.

In issuing this Findings Statement, the Planning Board has weighed the benefits of the project against its significant adverse environmental impacts, taking into account not only the effectiveness of the measures imposed to mitigate those impacts, but the reasonable alternatives available to avoid or reduce them. The No Action Alternative would achieve none of the project's goals and objectives and the At Grade Parking alternative was shown to result in greater environmental impacts to land, ecological resources and conservation efforts.

The project will allow for efficient regional growth by locating a significant new LEEDS certified development off a major transportation corridor (NYS Route 495, Long Island Expressway). Although the project would adversely impact environmental resources, a proportionally higher economic benefit to the community is expected in terms of employment and tax revenue. Area earnings are projected to increase by over \$1.3 billion. Area jobs will increase directly by 3,000 plus a projected 7,100 secondary jobs. As discussed in Section 15 of the DSEIS, Suffolk County's Industrial Development Agency has offered Canon USA a benchmarked tax abatement modeled on the double 485b property tax incentive to make possible the corporation's move to Huntington. The project is good public policy and offers distinct environmental benefits by utilizing less water, energy, and material consumption with the use of LEED strategies.

MITIGATION

The following mitigation measures have been identified for inclusion during the environmental review process:

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- The Planning Board finds that based on an independent technical review by the Town's Traffic Engineer, in coordination with involved public agencies, the existing level of traffic congestion and demand combined with the site generated traffic of this project will result in impacts on traffic requiring roadway infrastructure improvements.

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- The improvements proposed will enhance transportation in the local area, in addition to accommodating Canon’s traffic.
- NYSDOT has endorsed the analysis methodologies and planning assumptions for the proposed traffic mitigation measures, and concurs with the findings in this document and the feasibility of the measures.
- An offsite traffic mitigation strategy is vital for minimizing adverse effects resulting from the proposed development. A schedule for development of final plan details and implementation of funding and reporting is an appropriate condition for assuring project completion and addressing potential traffic impacts.
- The following improvements will be funded by a Development Impact Fee in the amount of \$1.3 Million dollars to be paid by the Applicant and deposited in the Town’s Trust and Agency Account established for traffic improvements associated with the Walt Whitman Road area. Surplus funds remaining after the completion of the following improvements will be used by the Town for economic development programming and transportation infrastructure in Melville.

	LOCATION	MITIGATION IMPROVEMENT
1	Canon Frontage Walt Whitman Rd.	Additional SB through lane along WWR; merges back to one prior to southerly egress driveway and not conflicting with the existing right turn lane at Paumonauk Hills Court. Sufficient dedication must be provided to allow for maintaining the existing northbound shoulder and 1 NB lane, center median, two SB through lanes, necessary right turn lanes into Canon. Also, included are any utility and/or drainage relocation or improvements, curb and sidewalk provisions and any requisite improvements within the established Town right-of-way.
2	Walt Whitman Rd @ Canon Main Driveway	Traffic Signal Installation
3	Walt Whitman Rd. & Old Country Rd.	Traffic Signal Modifications
4	Walt Whitman Rd. & Pinelawn Rd./Sweet Hollow Rd.	Traffic Signal Modifications
5	Walt Whitman Rd. Bridge	Pavement marking upgrades along north and south approaches to the bridge.
6	Walt Whitman Rd. & Pineridge Street	Traffic Signal Modifications
7	Walt Whitman Rd. & Northgate Cir./Baylis Rd.	Traffic Signal Modifications
8	Walt Whitman Rd.& Park Drive	Traffic Signal Modifications
9	Walt Whitman Road -general	All signals from the LIE South Service Rd. to Park Drive must be interconnected. The Town of Huntington Traffic Engineer will determine the interconnection method based on the field inspection and consultations with the Applicant’s engineer.

- The following improvements will benefit the regional transportation system and are required in order to mitigate the traffic impacts related to the Canon project. The Town, in cooperation with the Applicant, is seeking grant funding from the Federal Government, New York State and Suffolk County to fund these improvements:

SEQRA Findings Statement (continued)
Canon U.S.A., Inc.,
Proposed Development of Canon America’s Headquarters [Site Plan]

	LOCATION	MITIGATION IMPROVEMENT
1	LIE South Service Rd	Widening to provide additional EB through lane beginning at Eastbound LIE Exit 49S continuing easterly along Canon’s frontage through WWR to meet widened EB approach just west of RT. 110. Upgrade signalization.
2	Walt Whitman Rd. & LIE N. Service Rd.	Additional NB left turn bay Additional WB Service Road through lane beginning west of Route 110 continuing through WWR to the westbound I-495 entrance ramp. SB roadway widening and realignment of west curb between NSR and Cottontail Road may be required and should be confirmed during final design. Upgrade Signalization
3	NYS RT. 110 & Old Country Rd.	Traffic Signal Modifications
4	NYS RT. 110 & LIE N. Service Road	Traffic Signal Modifications
5	NYS RT. 110 & LIE S. Service Road	Traffic Signal Modifications
6	NYS RT. 110 & Walt Whitman Rd.	Traffic Signal Modifications
7	Round Swamp Rd. & LIE N Service Road and S. Service Rd.	Traffic Signal Modifications

Prior to the Planning Board granting final site plan approval of the project; the Applicant, the Town and the New York State Department of Transportation will agree to an Infrastructure Implementation Plan that will detail the source of funding and the timing for the construction of the infrastructure improvements detailed above, and that final site plan approval will be subject to the acceptance of the Infrastructure Implementation Plan by the New York State Department of Transportation. The Applicant and the Town of Huntington will continue to work cooperatively to obtain grant financing or public monies for public infrastructure improvements in the project area.

The Applicant shall also address the following mitigation measures:

- To maintain the proposed woodland preserve area including habitat, slopes and sensitive natural features, a covenant and restriction shall be required for protecting it from development in perpetuity.
- Project personnel and Town of Huntington inspectors shall monitor the soil remediation phase, site work and the construction phase of development for archeological materials. If subsurface paleontological, archaeological or historical resources or remains, including unusual amount of bones, stones, shells or pottery shards are discovered during excavation or construction of the site, all work within 100 feet shall stop immediately and a qualified archaeologist shall be consulted to develop, if necessary, further measures to reduce any cultural resource impact before construction continues.
- As part of the building permit process, the Applicant shall address fire safety issues as required by the New York State Building Fire Prevention Code. In addition, the Applicant shall address additional measures to satisfy reasonable fire safety concerns of the Melville Fire District that are necessary for public safety. No building permit for a building, structure or use shall be issued in whole or in part without certification in writing from the Town of Huntington Fire Marshal that the construction documents for such building, structure or use are satisfactory.

CERTIFICATION

SEQRA Findings Statement (continued)
Canon U.S.A., Inc.,
Proposed Development of Canon America's Headquarters [Site Plan]

This Findings Statement considers the relevant environmental impacts in the FSEIS, weighs and balances them with social, economic and other essential considerations, provides a rationale for the Planning Board's decision and certifies that the SEQRA requirements have been met.

The Planning Board hereby certifies that the requirements of 6 NYCRR Part 617 have been met, and that, consistent with social, economic, and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.