Melville Crossing

75 Maxess Road, Melville, New York

PREPARED FOR

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Introduction

This document is an Expanded Environment Assessment (Expanded EA) that has been prepared to evaluate the potential environmental impacts associated with the Proposed Action, which consists of the redevelopment of a 16.6±-acre property located at 75 Maxess Road in the hamlet of Melville, Town of Huntington, Suffolk County, New York (the "Subject Property") **(Figure 1**). The proposed redevelopment includes a mixed-use community, to be known as Melville Crossing, including 400 residential units and live-work units, along with a 6,300±-square-foot (sf) clubhouse, 37,300± sf of retail use, civic spaces and supporting recreational and amenity spaces. As more fully explained in **Section 2** below, the proposed development, Melville Crossing, has been designed to achieve the goals of the Town's recently adopted Melville Town Center Overlay District (MTCOD).

This document has been prepared in accordance with the State Environmental Quality Review (SEQR) Act and its implementing regulations at 6 NYCRR Part 617, and provides detailed environmental analyses to supplement the information provided in Part 1 of the New York State Full Environmental Assessment Form (Part 1 – EAF), which is included in **Appendix A** of this Expanded EA.

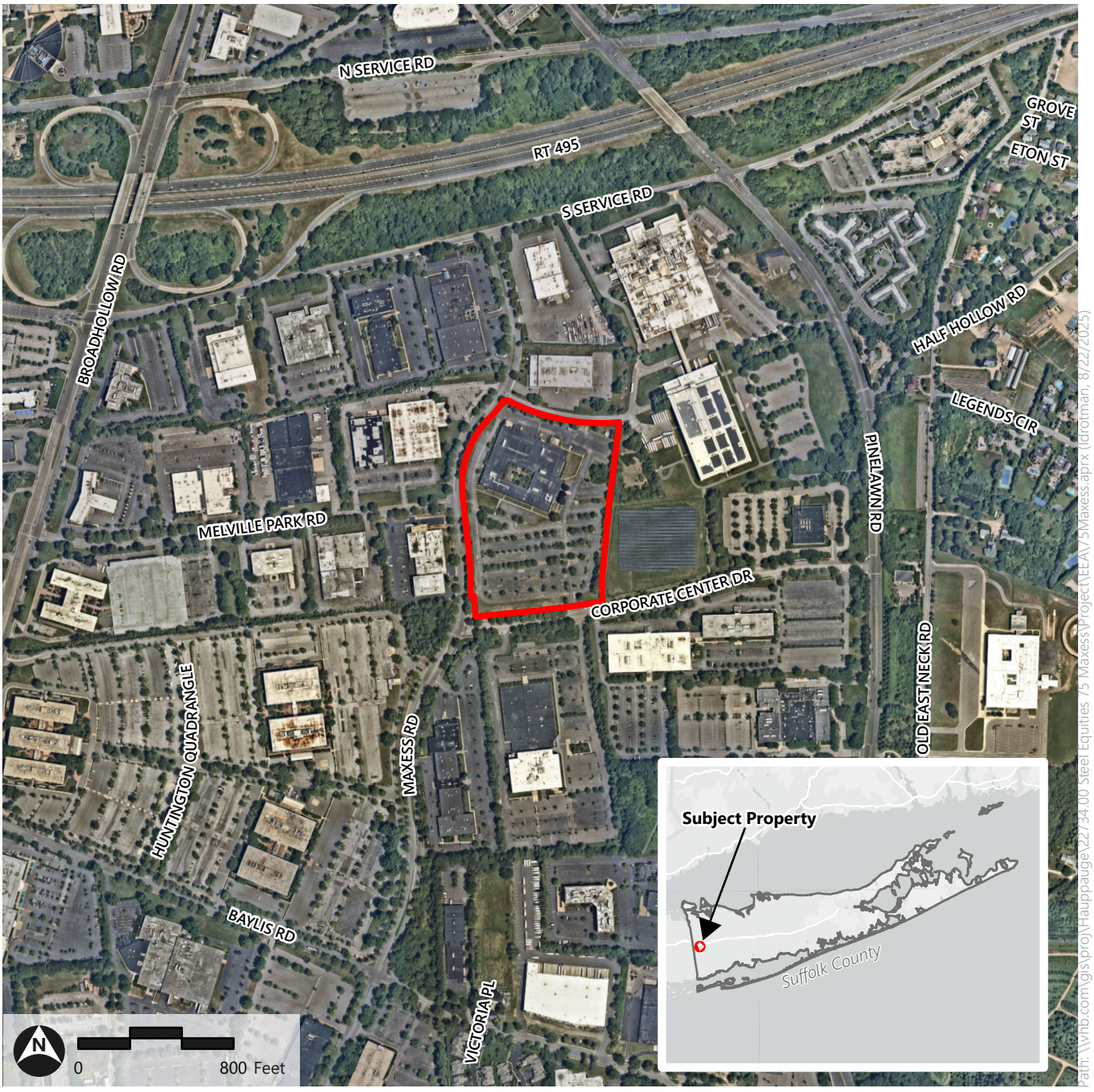
In addition to providing a detailed description of the Proposed Project, and its purpose, need and benefits, this Expanded EA evaluates the following environmental and planning impacts:

- Water Resources
- Land Use and Zoning
- Community Facilities and Utilities
- Traffic and Parking.

Figure 1: Site Location

Melville Crossing

75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York



Subject Property

*Boundaries are approximate

Source: Nearmap; ESRI

2

Project Description

The Proposed Action consists of a request for a special permit and site plan approval to allow the development of the proposed Melville Crossing, which includes 290 rental apartments (including 40 live/work units), 110 condominium (ownership units), 37,300 sf of retail space within mixed-use buildings and freestanding retail buildings, and a 6,300 sf clubhouse (see *Preliminary Site Plans*, **Appendix B**). Associated site improvements include a public plaza, promenade, a walking trail, parking spaces, both structured and surface, as well as drainage systems and stormwater management measures (see **Appendix C**). Melville Crossing has been designed to help realize the Town's vision of the MTCOD, by replacing an underutilized and aging vacant office building with a mix of uses (housing, retail, restaurants, and public spaces) to reinvigorate the site and improve the character of the area.

The 16.6±-acre Subject Property is currently unoccupied and developed with a one-story, 170,000± sf office and warehouse building with associated surface parking and landscaping (see photographs below). The South Huntington Water District currently supplies potable water to the site, which is expected to continue upon implementation of the Proposed Action. The Subject Property is currently served by the Suffolk County Southwest Sewer District, and upon site redevelopment, sanitary waste would continue to be directed to the Suffolk County sewer system. Stormwater runoff generated by the existing development is currently handled by an on-site stormwater system, which will be replaced with a new system consisting of on-site catch basins and underground leaching pools. As under existing conditions, vehicular access to the site will consist of two access points on Maxess Road and one access point on Corporate Center Drive, with modifications to the existing curb cuts.

View of one-story office building, facing west.

View of southern surface parking lot, facing west.

The Subject Property is located within the Town's I-1 Light Industry district as well as the MTCOD, which encourages the development of mixed-use commercial and multifamily residential developments that promote walkability and open space. The Proposed Action is consistent with the Town of Huntington's stated intent for the MTCOD, which seeks to create:

> *… a Melville Town Center that will provide a robust mix of retail, office, commercial service, residential uses and community public space that will support the economic and social well-being of the locality* [Town Code §198-34.1.(A)].

The proposed Melville Crossing provides this mix of uses and would revitalize this deteriorating and underutilized property. As shown in the Preliminary Site Plan (**Appendix B**), Melville Crossing would include 110 ownership units and 290 rental units (including 40 live/work units), with 77 percent of units having one-bedroom or fewer, as follows:

Table 1 Residential Unit Summary

Unit Type	Studio	1-BR	2-BR	Total
Condos	-	33	77	110
Apartments	29	246	15	290
Total	29	279	92	400

Specific features of Melville Crossing include 400 residential and live-work units, primarily consisting of studio and one-bedrooms (308 units), with the remainder consisting of two-bedrooms (92 units). For the rental apartments only, 95 percent of the units will be studios or one-bedrooms. None of the rental or condominium ownership units will contain more than two bedrooms. Thus, the development has been designed to primarily attract smaller households, such as those consisting of young professionals not interested in or ready to purchase a traditional single-family home, and older households looking to downsize from their family homes.

The Proposed Action will provide approximately three acres of civic space and publicly accessible open space (including a 0.6±-mile walking trail loop, retail plaza, and promenade), primarily oriented toward the perimeter of the site, which has been designed to promote pedestrian activity, high interconnectivity between uses, and integration with surrounding areas. Ample sidewalks and landscaping are proposed within the front yards of the buildings, creating a space

for pedestrian activity, enhancing connectivity, and providing relief between the retail and residential uses and the travel lanes of Maxess Road.

The site will contain surface parking, one-story (above-ground) parking garages and under-building parking for a total of 709 off-street spaces and 72 on-street spaces along Corporate Center Drive and Maxess Road, for a total of 781 parking spaces. Improvements within the roadway rights-of-way are designed to transform the respective streetscapes from the current condition (i.e., local highways providing two travel lanes in each direction plus a center median/turn lane) to be welcoming, to accommodate pedestrians, bicycles and vehicles, to be enhanced with landscaping elements, and to provide convenient parking in support of the proposed retail plaza and promenade spaces.

As depicted in the *Illustrative Concept Plan* (**Appendix D**, and below), the proposed development has been arranged to create a cohesive mixed-use center, as follows:

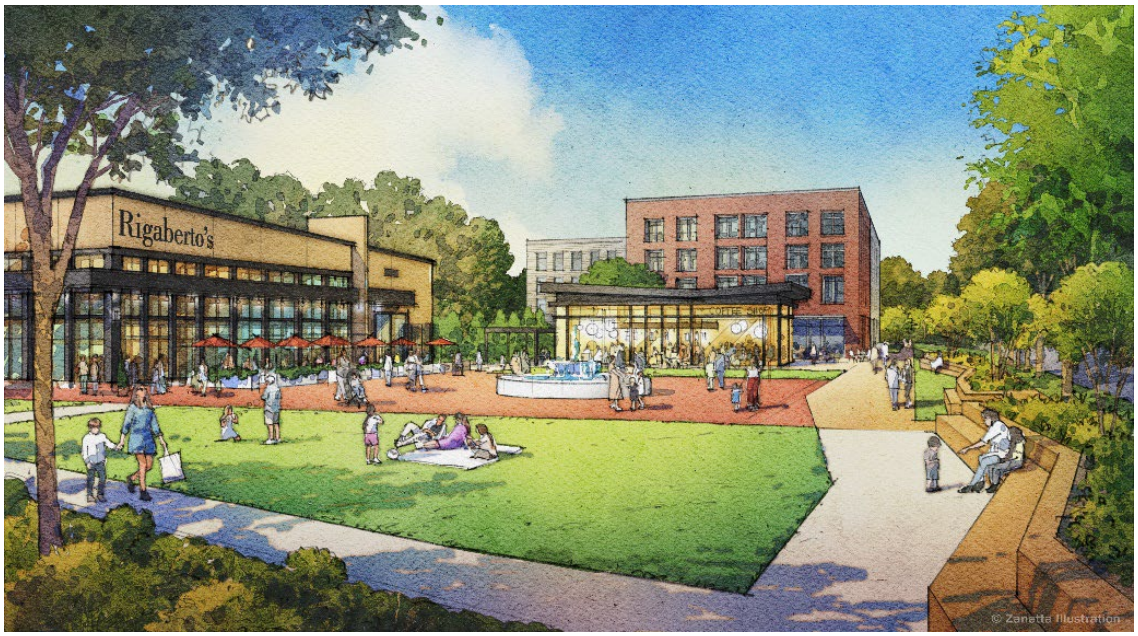
Western Portion: Mixed Use (rental residential, live/work units, retail space and clubhouse)

- Along the Maxess Road frontage of the Subject Property, four three-story mixed-use buildings are proposed, each of which would contain 25 apartment and live/work residential units and approximately 5,000 sf of ground-floor retail space
- Five free-standing retail buildings are also proposed along the Maxess Road promenade and at the proposed plaza situated at the intersection of Maxess Road and Corporate Center Drive. These include a 5,000 sf retail building; two 1,500 sf retail buildings; and two 150 sf kiosks
- An additional (four-story) mixed-use building would be located along the Corporate Center Drive frontage of the Subject Property, containing 60 apartments and live/work units (combined) and an additional 9,000 sf of ground-floor retail
- Two four-story buildings oriented toward the center of the Subject Property would contain 65 apartment units each, anchored by a 6,300 sf clubhouse and pool/patio amenity space.

Eastern Portion: Residential condominiums

- Four, four-story residential condominium buildings are proposed within the eastern portion of the Subject property, each containing 27 or 29 residential units for a total of 110 units
- Five single-story parking garages are situated at the northeast corner and easternmost portion of the site, adjacent to industrial uses and a solar farm.

The overall site layout orients the retail and live-work components of the mixed-used development toward the Maxess Road frontage of the site, contributing to an attractive, activated environment along the corridor, and orients the four-story residential buildings towards the interior of the site set back further from Maxess Road, reducing the visual scale of development. Preliminary conceptual renderings depicting the proposed Melville crossing along Maxess Road and Corporate Center Drive are shown below.



Preliminary conceptual rendering of Proposed Melville Crossing: Retail Plaza.

Preliminary conceptual rendering of Proposed Melville Crossing: Maxess Road Promenade.

Preliminary conceptual rendering of Proposed Melville Crossing: Intersection of Corporate Center Drive and Maxess Road.

Following all required approvals, demolition and construction of the Proposed Project is anticipated to occur over a 36-month period with general phasing anticipated as follows:

- **Year One: Site Preparation** – site demolition, grading, utility installation, erosion control, and foundation construction
- **Year Two: Vertical Construction** – structural framing, exterior enclosure, and phased interior build-out
- **Year Three: Interior Finishes and Completion** – finalization of interiors, landscaping, and amenities, along with roadway preparation and inspections/approvals for occupancy

By the end of the third year (anticipated to be 2028), Melville Crossing is expected to be completed, adding new housing, retail, and public space opportunities to the MTCOD.

2.1 Purpose and Need

The Subject Property was originally developed in 1968,[1] during a period of rapid transformation in Melville, as the area shifted from agricultural uses to office and industrial uses between the 1950s and 1980s. Today, the Subject Property is situated within the Melville Employment Center, a district characterized by its abundance of office buildings, warehouses, and other commercial structures. Many of these structures, primarily one-to two-story buildings constructed in the 1970s and 1980s, are now vacant, underutilized, or considered obsolete in the current office marketplace.[2]

Over the past decade, Long Island has experienced increasing office vacancies. Particularly, there has been a sharp rise in vacancies since the onset of the COVID-19 pandemic in 2020. In Melville, vacancies peaked at 14.2 percent in the fourth quarter of 2023. As remote and hybrid work arrangements continue to reshape workplace norms, vacancy rates are expected to remain elevated. Data from Cushman & Wakefield. for the second quarter of 2025 indicated an office vacancy rate of 14.7 percent in the Western Suffolk submarket, which aligns with the Melville area.[3] These sustained long-term vacancies can have adverse effects on surrounding neighborhoods, contributing to a sense of abandonment, reducing foot traffic, and diminishing overall community vibrancy.

As Long Island faces a decreasing demand in office space, there is also a housing development crisis. In the Town of Huntington, there is a shortage of diverse housing options for young adults entering the workforce, older residents seeking to downsize, or individuals looking for alternative housing choices.[4] In response to these challenges and need for reinvestment, a portion of the Melville Employment Center was rezoned by the Town Board in December 2024 to establish the MTCOD. The MTCOD is designed to provide a robust mix of retail, office, commercial service, residential uses and community public space that will support the economic and social well-being of the Town. The MTCOD offers a careful balance of residences in relation to offices and/or retail, with an emphasis upon open space, outdoor areas, and walkability.

1 Town of Huntington GIS. Building Permits.

2 Town of Huntington (May 2016). Community Design. *Melville Employment Center Plan.* (pg. 46). Available at: Microsoft Word - Final Draft Plan 5-17-2016

3 Cushman & Wakefield. *Marketbeat Long Island Office Q2 2025.* Available at: long-island_americas_marketbeat_office_q2-2025_v2.pdf.

4 Town of Huntington (December 2008): *Horizons 2020 Comprehensive Plan Update.* (pg. 9-4). Available at: 872sm.pdf

The purpose of the Proposed Action is to address the needs identified by the Town Board, both in the Legislative Intent of the MCTOD, and in the *Horizons 2020 Comprehensive Plan Update and Draft Generic Environmental Impact Statement* ("*Horizons 2020")* by providing a mixed-use development. As stated in § 198-34.1 of the Town Code, through the MTCOD, the Town aims to develop a Melville Town Center that integrates retail, office, commercial, residential, and public spaces that enhance the area's economic and social vitality. The MTCOD was also established to ensure that redevelopment occurs on properties that face major local roads like Maxess Road, Bayliss Road, Melville Park Road, or Corporate Center Drive. Melville Crossing serves to realize the vision of the MTCOD by delivering essential housing solutions that align with market demands while preserving the character of nearby residential neighborhoods. Melville Crossing is proposed to be the first development in the newly adopted MTCOD, and it has been designed to complement the surrounding properties by providing retail, restaurants, and gathering spaces for employees in nearby businesses, while also provided needed housing and attracting visitors to the area. Strategically located at the intersection of Maxess Road and Corporate Center Drive, at the core of the MTCOD, the Proposed Action addresses the community's needs and goals while minimizing potential land use-related impacts on established residential communities in the Town.

The Proposed Action aligns with the goals of the MTCOD, as well as the Town of Huntington *Horizons 2020*.[5] Together, these planning frameworks emphasize the need for reinvestment, revitalization, and more sustainable land use patterns in the Melville Employment Center. *Horizons 2020* highlights the importance of higher-density housing and mixed-use developments to address housing shortages and address economic challenges (page 9-4). The Town has acknowledged an overall diminished demand for office space in the Melville community and that several properties within this portion of the Town, including the Subject Property, are vacant or underutilized.

One of the Town's key goals is to "manage growth and change to maintain Melville's position as an employment hub, address community impacts, and improve development character" (*Horizons 2020,* page 10-18). *Horizons 2020* recommends the development of small, pedestrian-oriented, mixed-use "town centers" at strategic locations, specifically around the Maxess Road/Ruland Road intersection, to meet local retail and service needs, providing workforce housing, and enhancing community character. Melville Crossing achieves this goal by transforming vacant property into a dynamic mixed-use development that provides retail opportunities, and housing options to broaden the spectrum of available household types in the community and Town. In addition to meeting housing demands, the mixed-use and retail components of the project are designed to promote local businesses. By integrating shops, services, and homes, Melville Crossing fosters an active, connected neighborhood. This development meets immediate residential and commercial demands and presents an opportunity to support long-term vibrancy and growth.

2.1.1 Employment and Economic Impact

In addition to achieving various goals of *Horizons 2020* and the MTCOD, the proposed development will result in significant economic benefits. As the office/warehouse space on the Subject Property has been vacant for approximately four years, there have been no jobs linked to the site during this time, and its contribution to the local economy has been limited to property

[5] Town of Huntington (December 2008): *Horizons 2020 Comprehensive Plan Update.* Available at: 872sm.pdf.

tax payments. As discussed more in **Section 4.1**, since the COVID-19 pandemic, there has been a decline in the demand for office space across Long Island, including in the Melville area. Many offices remain vacant and underutilized, thus not fully benefiting the local economy. Revitalizing the site will enhance its economic contribution through both construction and operational employment.

This section includes an analysis of the jobs expected to be generated by the Proposed Action using the IMPLAN software tool. VHB conducted an analysis of the jobs projected to generated by the Proposed Project using the IMPLAN software tool, which is a widely used input-output economic analysis software and data application that is designed to estimate the impact or ripple effect of a given economic activity or the contribution of some existing activity within a specific geographic area. For the Proposed Action, the analysis was conducted for the Suffolk/Nassau region, which served as the assumed geographic basis for all related employment and economic impact estimates for both the construction period and the operation of Melville Crossing. For the construction period, the inputs to the IMPLAN model included the anticipated hard construction cost of $140 million and a three-year construction period occurring from 2026 to 2028. Based on these inputs, and with an anticipated 36-month construction period commencing in 2026, the Proposed Action is expected to support approximately 908 total jobs during the construction phase.[6] These jobs are broken down as follows:

Table 2 Employment Impact (Construction Phase)

Impact Type	Employment
Direct Effect[7]	56.71±
Indirect Effect[8]	152.45±
Induced Effect[9]	189.15±
Total Effect	908.32±

The analysis of the project's employment impacts upon completion of construction (i.e., the operational phase) is based on employment factors published by the Energy Information Administration[10] applied to the proposed commercial square footage and residential units. As shown in **Table 3** below, it is anticipated that once the proposed Melville Crossing is occupied with residents and commercial businesses, 81± new jobs would be created, including 31± jobs at the restaurants, 12± jobs at the medical offices, 22± jobs at the retail stores, and 16± jobs at the residential portion.[11] As noted above, the Subject Property is currently vacant, so no jobs will be lost as a result of redevelopment of the Subject Property. Thus, this estimate of jobs generated by the Proposed Action represents a net increase.

[6] This estimate represents total job years over the course of construction. On an annual basis, this equates to 303± jobs per year.

[7] Direct Effects are initial effects to a local industry or industries due to the activity or policy being analyzed.

[8] Indirect Effects are economic effects stemming from business to business purchases in the supply chain taking place in the region.

[9] Induced Effects are economic effects stemming from household spending of income, after removal of taxes, savings, and commuters.

[10] Energy Information Administration. "2018 CBECS Survey Data - Table B16: Building activity subcategories: total and medians of floorspace, number of workers, and hours of operation, 2018." Available at: https://www.eia.gov/consumption/commercial/data/2018/index.php?view=characteristics. Accessed October 2025.

[11] For the purpose of this report, the mix of commercial tenants are estimates; the actual tenant composition will be determined as the Proposed Action advances and leasing agreements are finalized.

Table 3 Estimated Operational Job Generation

Use	Factor	Unit Count	Jobs
Restaurant	1 employee per 480 sf	15,000 sf	31±
Medical Office	1 employee per 574 sf	7,000 sf	12±
Retail Store	1 employee per 684 sf	15,300 sf	22±
Multifamily Residential(1)	1 employee per 25 dwelling units	400 dwelling units	16±
Total			81±

Source for commercial job generation: Energy Information Administration. "2018 CBECS Survey Data - Table B16: Building activity subcategories: total and medians of floorspace, number of workers, and hours of operation, 2018." Available at: https://www.eia.gov/consumption/commercial/data/2018/index.php?view=characteristics. Accessed October 2025.

(1) For multifamily residential development, it is assumed that there would be approximately one new employee for every 25 new dwelling units. These employees are expected to consist of building maintenance, leasing and management positions.

Using the direct employment estimates from **Table 3** as the input for the IMPLAN model for project operations, the regional employment impact of the Proposed Action in the form of indirect and induced jobs was then calculated, as shown in **Table 4** below. In addition to the 81 direct jobs expected to be generated by the commercial and residential uses on the Subject Property, the Proposed Action is expected to generate 22± indirect jobs and 20± induced jobs, for a total of 123± jobs.

Table 4 Employment Impact (Operational Phase)

Impact Type	Employment
Direct Effect	81.0
Indirect Effect	22.28
Induced Effect	19.63
Total Effect	122.92

Thus, it is estimated that the Proposed Action will generate a total of 123± jobs (including 81± direct jobs) during operations and support approximately 908± jobs (including 57± direct jobs) during construction.

The Proposed Action will provide capital investment of approximately $140 million in hard construction costs, resulting in an economic value added[12] of approximately $137.5 million during construction and approximately $11.4 in economic value added annually during operations, as calculating using the IMPLAN model.

The Applicant intends to apply for a Payment-in-Lieu-of-Taxes (PILOT) agreement with the Suffolk County Industrial Development Agency (IDA) for the residential rental and commercial portions of the proposed development (condominium residences would be subject to full taxes). The Applicant's property tax consultant, Forchelli Deegan Terrana, LLP, prepared a preliminary PILOT schedule to estimate the payments that would be directed to the various local taxing districts over the course of the PILOT schedule.[13] The preliminary PILOT schedule is structured to gradually phase in full property taxes over the course of 20 years on the residential rental and

[12] As defined by IMPLAN, value added is the difference between an industry's or establishments total output and the cost of its intermediate inputs; it is a measure of the contribution to GDP. See: https://support.implan.com/hc/en-us/articles/360044985833-IMPLAN-Report-Toolkit.

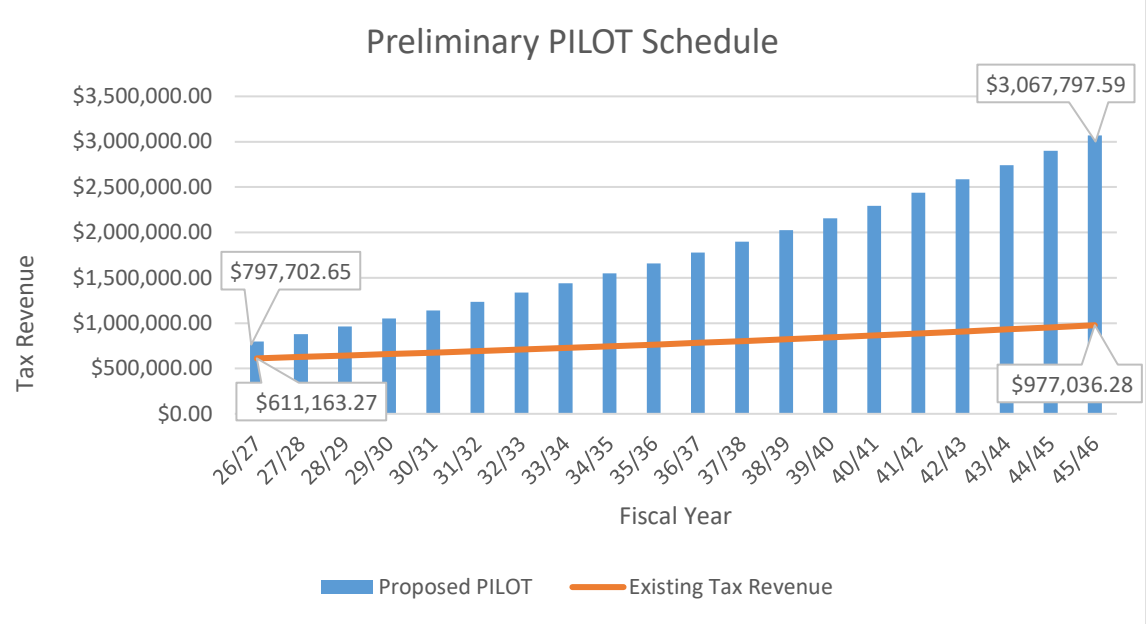
[13] The property tax analysis is a projection of PILOT payments and has not been submitted for approval or voted on by the Suffolk County IDA Board.

commercial portions of the proposed development receiving benefits. Under the PILOT schedule, the proposed development is expected to generate new revenues for the local taxing districts, initially through the PILOT payments and, upon expiration of the proposed PILOT agreement, through a full real estate tax assessment.

As shown in the graph below, the preliminary PILOT agreement is structured over a 20-year period. In the initial year (fiscal year [FY] 2026/27), PILOT payments would begin at a relatively modest level, below the projected taxes on the fully developed property. Over time, the PILOT payments would steadily increase to contribute progressively more revenue in accordance with an agreement with the Suffolk County IDA. By the conclusion of the preliminary PILOT schedule (FY 2045/46), the PILOT payment would align with the estimated full property tax obligation of the Subject Property with residential (rental and condominium) and commercial uses.

To demonstrate the fiscal benefits of the Proposed Action, even with the implementation of a PILOT, the graph below illustrates the difference between property taxes under existing conditions (i.e., no redevelopment of the site) and proposed conditions (redevelopment with the Proposed Action). For this analysis, it is assumed that existing property taxes would increase at a rate of 2.5 percent per year if the site were to remain in its existing condition. With the Proposed Action, the Subject Property exhibits significantly increased growth in its generation of tax revenues. In the first year of the schedule, the PILOT payment is projected to be approximately$797,703, as compared to the existing tax payment of approximately$611,163, resulting in a benefit of approximately $186,540. A total of approximately $3 million in revenues will be generated in the final year of the PILOT, representing a substantial increase of over $2 million per year as compared to the projected revenues absent the proposed development. This comparison highlights the property tax revenue potential of the Subject Property under the Proposed Action, whereas maintaining the Subject Property in its existing condition would yield limited long-term property tax revenue growth.

Graph 1 Projected PILOT Payments vs. Existing Property Taxes



On a cumulative basis, the amount of revenues to the taxing districts that would be generated by the Subject Property over the 20-year life of the PILOT agreement would be approximately $20.3 million more (i.e., $35.9 million vs. $15.6 million) due to the proposed Melville Crossing development. The significant increase in revenues would be distributed among all of the various taxing districts. Because of the increased tax base, those increased annual revenues will continue to be substantially higher each year after the PILOT expires, as compared to the future condition without the proposed development.

2.2 Permits and Approvals

Implementation of the Proposed Action Requires the following permits, approvals, referrals, and reviews:

Table 5 Required Permits and Approvals

Government Entity	Approval
Town of Huntington Town Board	Special Use Permit, Site Plan Approval in MTCOD
Town of Huntington Planning Board	Subdivision
Town of Huntington Highway Department	Highway Work Permit – Curb Cuts
Suffolk County Department of Public Works	Sewer Connection
Suffolk County Department of Health Services	Sanitary Disposal and Water Supply
Suffolk County Industrial Development Agency	Financial Assistance (Potential)
South Huntington Water District	Water Supply Connection
New York State Department of Environmental Conservation	SPDES GP-0-25-001 (General Permit for Stormwater Discharges from Construction Activity) including SWPPP, Notice of Intent
LIPA/PSEG Long Island	Electrical Utility Connection
National Grid	Natural Gas Utility Connection (Potential)

3

Water Resources

3.1 Groundwater Resources

The Subject Property, as part of the Nassau-Suffolk region, is underlain by a sole source aquifer system, which is the singular supply for potable water in the region. As such, the activities and land uses that lie above the aquifer have the potential to impact the quality of groundwater resources. Almost all of Long Island's drinking water is from the Upper Glacial, Lloyd, and Magothy Aquifers.[14] Therefore, certain measures must be taken to preserve and maintain water quality under the implementation of the Proposed Action, as discussed below.

Groundwater flow on Long Island is characterized by a groundwater divide, west-to-east generally across the center of Nassau County and western Suffolk County. Based on the USGS *Approximate Regional Groundwater Divide on Long Island* map,[15] the Subject Property is situated south of the regional groundwater divide. According to the USGS *Water Table Contours in the Upper Glacial and Magothy Aquifer* map[16], the water table elevation is approximately 68 feet above mean sea level (amsl) and groundwater flow below the Subject Property is likely to the south toward the Great South Bay. Based on the USGS *Depth to Water and Hydrologic Conditions Viewer,*[17] the depth to groundwater at the Subject Property is approximately 40-to-50 feet below grade surface (bgs) (see **Figure 2**). Based on site specific data and soil boring taken at the Subject Property in July of 2021 (for a prior development concept that is no longer under consideration), the depth to groundwater is approximately 45.2 feet bgs (**Appendix E**).

[14] Nassau Suffolk Water Commissioners' Association (NSWCA). *Our Long Island Aquifers: The Basics.* Available at: Our Long Island Aquifers: The Basics | Nassau Suffolk Water Commissioners Association (NSWCA).

[15] USGS. *Approximate Regional Groundwater Divide on Long Island, New York, April-May 2016*. Available at: https://gis.usgs.gov/sciencebase2/rest/services/Catalog/5a675c9ae4b06e28e9c55828/MapServer.

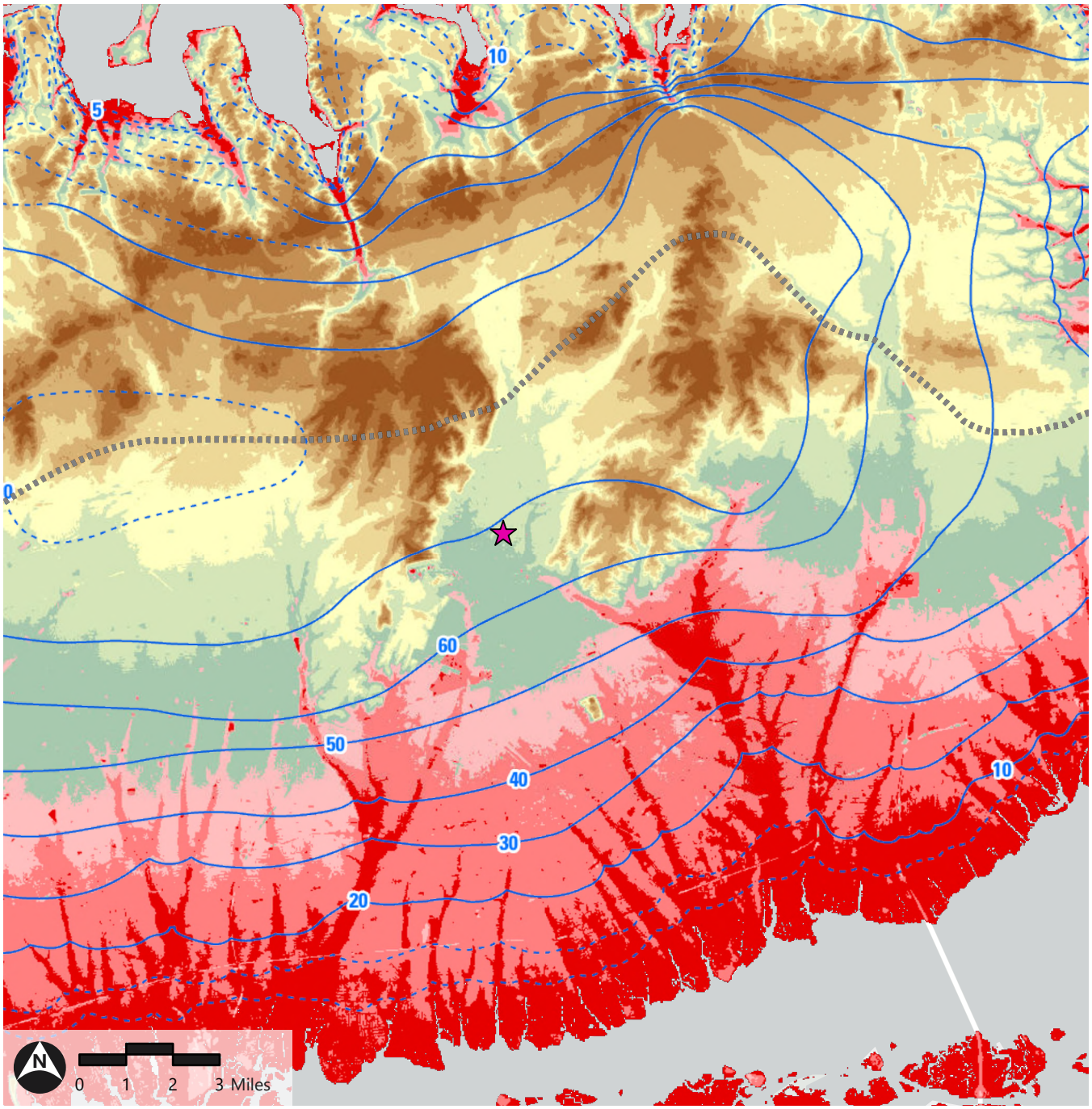
[16] USGS. *Water Table Contours in the Upper Glacial and Magothy Aquifers, April-May 2016*. Available at: https://tiles.arcgis.com/tiles/v01gqwM5QqNysAAi/arcgis/rest/services/SB_5995caeae4b0fe2b9fea76a6_WaterTableContours_Python_tile/MapServer.

[17] USGS. Depth to Water and Hydrologic Conditions Viewer, 2016. Available at: Long Island Depth to Water and Hydrologic Conditions Viewer.

Figure 2: Depth to Groundwater and Water Table Elevations

Melville Crossing

75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York



Subject Property

Approximate location of the regional groundwater divide

Surface of the water-table aquifer

Solid where approximately known

Dashed where inferred

Depth to Water

- < 11
- 11 - 20
- 21 - 30
- 31 - 50
- 51 - 75
- 76 - 100
- 101 - 125
- 126 - 150
- 151 - 175
- 176 - 200
- >201

Source: Esri; USGS New York Water Science Center (2016)

Path: \\vhb.com\gis\proj\Hauppauge\22734.00 Steel Equities 75 Maxess\Project\EEA\75Maxess.aprx (ldrotman, 9/19/2025)

3.1.1.1 Suffolk County Sanitary Code and Sewage Disposal

The Suffolk County Department of Health Services (SCDHS) adopted Article 6 of the Suffolk County Sanitary Code (SCSC), entitled *Single-Family Residences, Realty Subdivisions, Developments and Other Construction Projects*[18] to promote public health and protect the groundwater quality in Suffolk County.

As stated in Article 6, if not regulated properly, contaminants in the Couty's groundwater can have negative impacts on human health which is already a concern as many of the County's rivers estuaries and bays are impaired as the result of eutrophication. Nitrogen, which primarily emanates from subsurface sewage disposal systems, cesspools and fertilizer, impacts drinking water supplies and causes hypoxia, harmful algal blooms, diminution of sea and shellfisheries, and degradation of the County's protective natural infrastructure. Sea level rise is projected to raise groundwater levels, thus further compromising on-site wastewater treatment infrastructure. Properly designed, sited, installed, managed, and maintained wastewater treatment infrastructure provides a cost-effective and environmentally sound means of protecting Suffolk County's water resources and improving public health protection (Pages 6-2, 6-3).

To further protect groundwater resources, Suffolk County has delineated groundwater management zones (GMZ) which identifies differences in regional hydrogeologic and groundwater quality conditions. GMZs are crucial for the sustainable use and protection of groundwater resources. According to the Suffolk County GMZ map,[19] the Subject Property is located within GMZ I, a deep recharge zone, which encompasses much of the residential, transportation and commercial, and industrial activities areas of Nassau and Suffolk Counties.[20] Since materials in the deep recharge zone infiltrate into the ground and ultimately to the Magothy aquifer, the land uses that occur on the surface, and the discharge associated with them, need to be properly managed. This includes the management of sewage and stormwater runoff, as well as the application of fertilizers, pesticides, herbicides, etc.

Article 6 establishes the sewage facility requirements, as well as the maximum permissible quantities of sewage discharge to on-site systems based on the acreage of a given property and its location within each GMZ.

Article 6 outlines the permissible maximum allowable sanitary flow within GMZ I, which is calculated at a rate of 600 gallons per day (gpd) per acre of land. Based on this rate, the maximum allowable flow for the overall Subject Property would be approximately 9,960 gpd (i.e., 600 gpd x 16.6 acres) if a traditional on-site sanitary system were to be used. If the projected sanitary flow were to exceed this allowable amount, or if the property is located within an established sewer district, a community sewage system would be required in accordance with the provisions of Article 6.

The Subject Property is currently connected to the Suffolk County Southwest Sewer District for sewage disposal, with the Bergen Point Wastewater Treatment Plant providing sewage treatment, and thus, the maximum allowable sanitary flow limitations of Article 6 of the SCSC do not apply. Sanitary wastes are discharged to the sewer district pursuant to an existing Sewer Agency

[18] Suffolk County Department of Health Services. *Suffolk County Sanitary Code – Article 6.* Available at: ARTICLE 6

[19] Suffolk County GIS Open Data. *Ground Water Management Zone*. (December 2020). Available at: Ground Water Management Zone Polygon | Suffolk County Open Data

[20] Nassau-Suffolk Regional Planning Board. *Long Island Comprehensive Waste Treatment Management Plan* ("208 Study"). (Page 80). Available at: Long Island Comprehensive Waste Treatment Management Plan - Volume I and Volume II (208 Study).pdf

Connection Agreement for the Subject Property (**Appendix F**), under which the district is contracted to accept sanitary flow from the premises at an average daily flow of 16,720 gpd.

As the redevelopment of the Subject Property will change the use of the site from office space to mixed-use with commercial and residential components, there will be an increase in the quantity of sanitary waste generated at the site. According to SCDHS Design Sewage Flow Rates, the proposed development is projected to generate 101,380± gpd of sanitary flow (i.e., an increase of 83.5 percent) as compared to the existing contracted daily flow), as follows:

Table 6 Proposed Sanitary Flow

Structure Use	Density Load	Kitchen/ Gray Load	Total Hydraulic Load	Per Unit	Total Flow
Housing Unit between 601-1,200 sf	225 gpd/unit	N/A	225 gpd/unit	400 Units	90,000 gpd
Clubhouse	0.1 gpd/sf	N/A	0.10 gpd/sf	6,300 sf	630 gpd
Retail (Dry)	0.03 gpd/sf	N/A	0.03 gpd/sf	10,000 sf	300 gpd
Wet Store w/ Food	0.03 gpd/sf	0.12 gpd/sf	0.15 gpd/sf	5,000 sf	750 gpd
Spa/Medical Office	0.1 gpd/sf	N/A	0.1 gpd/sf	7,000 sf	700 gpd
Restaurant	10 gpd/seat	20 gpd/seat	30 gpd/seat	300 seats	9,000 gpd
Total					101,380 gpd

Note: Calculations are based on the following assumptions:

- All unit sizes (apartments and condominiums) are between 601-1,200 sf gross floor area
- The Kiosks and parking garages do not generate any sanitary flow
- 300 seats based on 15,000 sf restaurant space (5,000 sf restaurant and 10,000 sf bistro) with one seat per 50 sf of restaurant space

This sanitary flow is proposed to be directed to the Southwest Sewer District, and the Applicant is pursuing an agreement with SCDPW to modify the existing sewer connection agreement (**Appendix F**) to include the additional flow from the proposed development. Melville Crossing is not anticipated to release any sanitary waste into the groundwater, as it will travel to the Bergen Point Waste Treatment Plant where it will be treated. Accordingly, there would be no significant adverse impacts upon groundwater quality as a result of the disposal of sanitary wastes at the Subject Property.

3.1.1.2 Water Demand

In addition to sewage requirements, Article 6 of the SCSC requires a community water system method of water supply if "the construction project, or any portion thereof, is located within an existing water district or service area" (§ 760-610[A]). The Subject Property is located within the service area of the South Huntington Water District, which currently supplies water to the site via a municipal water system. There are no on-site water supply wells, and no water is being drawn from the Subject Property for potable, irrigation or any other purpose.

When fully occupied, the existing 170,000 sf office building is assumed to have utilized approximately the same amount of potable water as contracted with the sewer district for sanitary discharge (i.e., 16,720 gpd), plus irrigation on the 5.12 acres of existing lawn and

landscaping at the site (i.e., approximately 17,716 gpd during the irrigation season). As indicated in the *Preliminary Site Plan* (**Appendix C**), the anticipated domestic water use for the Proposed Action based on SCDHS Design Sewage Flow Rates is as follows:

Table 7 Proposed Water Demand

Structure Use	Density Load	Kitchen/ Gray Load	Total Hydraulic Load	Per Unit	Total Flow
Housing Unit	225 gpd/unit	N/A	225 gpd/unit	400 Units	90,000 gpd
Clubhouse	0.1 gpd/sf	N/A	0.10 gpd/sf	6,300 sf	630 gpd
Retail (Dry)	0.03 gpd/sf	N/A	0.03 gpd/sf	10,000 sf	300 gpd
Wet Store w/ Food	0.03 gpd/sf	0.12 gpd/sf	0.15 gpd/sf	5,000 sf	750 gpd
Spa/Medical Office	0.1 gpd/sf	N/A	0.1 gpd/sf	7,000 sf	700 gpd
Restaurant	10 gpd/seat	20 gpd/seat	30 gpd/seat	300 seats	9,000 gpd
TOTAL					**101,380 gpd**

Note: calculations are based on the following assumptions:

- All unit sizes (apartments and condominiums) are between 601-1,200 sf gross floor area
- The Kiosks and parking garages do not generate any sanitary flow
- 300 seats based on 15,000 sf restaurant space (5,000 sf restaurant and 10,000 sf bistro) with one seat per 50 sf of restaurant space.

Additionally, based on the proposed open space and landscape areas, an additional 10,000± gpd of water demand is projected during the irrigation season, bringing the total estimated water demand to 111,380± gpd. This initial estimate is based on a conservative assumption of lawn area and upon development of a landscape plan the actual irrigation demand is anticipated to decrease based on proposed trees, shrubs and ground cover.

With regards to fire demand, preliminary information provided by the Applicant and its mechanical, electrical and plumbing (MEP) consultant indicate that the estimated peak fire demand will be 250 gallons per minute (gpm) at approximately 65 pounds per square inch (psi) in addition to a hydrant at 750 gpm at 20 psi.

While utilization of design flow rates for planning purposes is common, it does not necessarily reflect actual water use, particularly when a development will incorporate water conserving features, such as proposed with Melville Crossing. For this development, the Applicant will employ the following water conservation measures:

› Installation of low-flow plumbing fixtures

› Installation of high-efficiency Energy Star washing machines and dishwashers

› Installation of a rainwater collection system for irrigation purposes

› Installation of water-efficient irrigation systems to minimize potable water used for this purpose (low-flow sprinkler heads, drip irrigation, rain sensors) and utilization of drought-resistant species

› Installation of leak detection.

Based on research conducted, these measures are anticipated to reduce actual potable water use by 20 to 25 percent,[21] from 111,380± gpd to between 83,535± gpd and 89,104± gpd, during the irrigation season.

According to the Environmental Assessment prepared for the MTCOD, development in the MTCOD is not expected to exceed the pumping capacity of the South Huntington Water District.[22] Confirmation that the District has sufficient capacity to service Melville Crossing will be requested (**Appendix G**). As explained in the *South Huntington Water District 2024 Drinking Water Quality Report,* February 2025 (Water Quality Report [**Appendix H**]), the District has 18 active wells that are drilled into the Glacial and Magothy aquifers. While localized areas of contamination exist, according to the Water Quality Report, "the water quality of the aquifer is good to excellent." As required by state and federal regulations, the South Huntington Water District tests each of its wells multiple times per year for over 190 parameters, and the District treats all wells to improve water quality. Specifically, the pH of water is adjusted to reduce corrosion, and small amounts of calcium hypochlorite (chlorine) are added as a disinfection agent and to prevent bacteria in the distribution system. The District also has air stripping facilities and granular activated carbon filters at various wells to remove volatile organic chemicals.[23] With specific reference to 1,4-Dioxane:

> *The South Huntington Water District has recently completed the construction and placed into operation three state-of-the-art water treatment systems. These treatment systems, known as Advanced Oxidation Process or AOP, utilize ultraviolet light reactors to destroy the emerging contaminant – 1,4 dioxane. These treatment systems are located at Plant No. 10 located on Whitson Lane- Huntington Station, Plant No. 3 at Amityville Road in Huntington Station and Plant No. 8 on Old Country Road in Melville…*[24]

As demonstrated in the Water Quality Report, the treated water distributed by the South Huntington Water District meets all drinking water standards. The total amount of water pumped from the aquifer by the District in 2024 was 3.41 billion gallons. The prior use of the site generated a water demand of up to approximately 17,000 gpd, which represents about 0.18 percent of the total annual water pumped by the District. The proposed Melville Crossing is projected to have a water demand of approximately 111,380± gpd, which would be 1.19 percent of the District's total annual pumping. However, with the implementation of water conservation features, this demand would be reduced to approximately 89,104 gpd, lowering the demand to 0.95 percent of the District's total annual pumping. When accounting for the existing site's potable water demand, which offsets a portion of the proposed demand, the net increase in water usage attributable to Melville Crossing be 0.77 percent of the District's total annual water pumping. This incremental demand is nominal and not expected to have a significant impact on the region's groundwater resources.

The anticipated 111,380± gpd of water demand and 101,380± gpd of sanitary wastewater generation represents an increase over existing conditions; however, no significant adverse

[21] https://www.epa.gov/watersense/statistics-and-facts; and Draft Environmental Impact Statement, Sands New York Integrated Resort, October 2024 (Section 3.2.2.2 Water Supply, Page 95, calculations prepared by H2M Architects and Engineers)

[22] Town of Huntington Planning Department. *Melville Town Center Overlay District and I-1 Light Industry Code Changes – Part 3*. (Page 9). Available at: Melville-Town-Center-SEQRA-Review-Aug-30.pdf.

[23] South Huntington Water District. *2024 Drinking Quality Report*. (February 2025). Available at: 25.03.21-2024-SHWD-NEWSLETTER-FINAL1.pdf.

[24] South Huntington Water District. 1,4-Dioxane Treatment. Available at: 1,4-Dioxane Treatment – South Huntington Water District.

impacts associated with water consumption or sanitary waste disposal are expected to result from implementation of the Proposed Action. The Subject Property is connected to the Southwest Sewer District, with sewage treated at the Bergen Point Wastewater Treatment Plant. The treatment of sanitary waste from Melville Crossing at the Bergen Point Wastewater Treatment Plant will limit impacts to groundwater resources. Furthermore, the Applicant is pursuing a an updated sewer connection agreement with SCDPW to accept the additional flow from the proposed development. The Proposed Action will be served by the South Huntington Water District, which has active wells and advanced water treatment systems to meet drinking water standards and treat emerging contaminants such as 1,4-Dioxane. A request for water availability has been transmitted to the South Huntington Water District. The Proposed Action will incorporate low-flow pumping fixtures, high-efficiency appliances, rainwater collection systems, water-efficient irrigation systems, and leak detection to contribute to efficient water use and help in the long-term conservation of water resources. With these water conservation features, the anticipated potable water demand for Melville Crossing would be less than one percent of the total water pumped by the South Huntington Water District. Overall, the anticipated sanitary sewer and potable water demand for the Proposed Action would not have a significant impact on groundwater resources.

3.2 Stormwater Management

Stormwater runoff is rainwater or melted snow that flows over land, including pavement, roofs, lawns, and other landscaping, and does not directly soak into the ground. As noted by the USGS, there are four potential paths of stormwater; some of the flow will be intercepted by vegetation and evaporate into the atmosphere; some will fall onto the ground surface and evaporate; some will infiltrate into the soil; and some will run directly off from the ground surface.[25] As described by the USEPA, "when stormwater is absorbed into soil, it is filtered and ultimately replenishes aquifers or flows into streams and rivers."[26]

As indicated in Chapter 3 of the *New York State Stormwater Management Design Manual (NYS Stormwater Manual)*[27], stormwater management planning consists of calculating the stormwater volume for a site, incorporating any runoff reduction features or techniques in place, and use of standard stormwater management practices (SMPs) and control practices, as applicable given site-specific considerations. Acceptable SMPs for stormwater treatment can capture and treat the full stormwater volume and meet performance standards designed in the *NYS Stormwater Manual*, including the removal of pollutants before stormwater reaches the groundwater aquifer.

Stormwater runoff generated by the existing site is currently handled by an on-site stormwater system. Runoff from the existing 11.5± acres of impervious surface at the Subject Property is currently handled by subsurface leaching structures.

The Proposed Action is designed to accommodate stormwater from a three-inch rainfall per the Town of Huntington standards. Runoff coefficients used in the drainage analysis are 1.0 for impervious areas (i.e., buildings, parking lots, walkways and hardscape) and 0.30 for pervious

[25] United States Geological Survey. *Surface Runoff and the Water Cycle.* Available at: Surface Runoff and the Water Cycle | U.S. Geological Survey

[26] Environmental Protection Agency. *EPA Facility Stormwater Management.* Available at: EPA Facility Stormwater Management | US EPA

[27] New York State Department of Environmental Protection. *Stormwater Management Design Manual.* (2024). Available at: Manual.SW.CGP.2024-07-31.Design_Manual_Issued_2024-07-31.pdf

areas (i.e., lawns and landscaping). These runoff coefficients are multiplied by the proposed surface areas for the respective cover types and the required three-inches of storage to calculate the total required storage volume for the drainage area. As illustrated in the *Preliminary Overall Grading & Drainage Plan* (**Appendix B**), the stormwater management system is divided into two drainage areas (Drainage Area A and Drainage Area B), comprising an integrated system of catch basins that will convey runoff into on-site underground leaching structures designed to exceed the required storage volume.

Drainage Area A would cover approximately 11.3± acres in the western portion of the site that is proposed to contain the standalone retail, mixed-use and residential (rental) buildings, as well as the clubhouse, swimming pool and public plaza at the corner of Maxess Road and Corporate Center Drive. As shown on the *Preliminary Overall Grading & Drainage Plan* (**Appendix B**), based on the proposed impervious and pervious site coverage of this area, 107,641 cubic feet (cf) of storage is required in Drainage Area A. The Proposed Action will use 67 leaching pools with a total storage capacity of 108,143.36 cf, exceeding the required storage volume for Drainage Area A.

Drainage Area B would cover approximately 5.3± acres in the eastern portion of the site where the proposed residential condominium buildings and single-story garages are located. As shown on the *Preliminary Overall Grading & Drainage Plan* (**Appendix B**), based on the proposed impervious and pervious site coverage of this area, 40,581 cf of storage is required in Drainage Area B. The Proposed Action will use 26 leaching pools with a total storage capacity of 41,966.08 cf, exceeding the required storage volume from this drainage area.

Based on the above, the proposed stormwater management system will provide 150,109.44 cf of on-site storage capacity, exceeding the requirement of 148,222 cf by 1,887 cf. Therefore, no significant adverse impacts with respect to stormwater runoff are anticipated as a result of the Proposed Action.

New York State Pollutant Discharge Elimination System (SPDES) Program and Town of Huntington Stormwater Management Requirements

The USEPA Phase I Rule was issued in 1990 and regulates stormwater discharges associated with industrial activities. As defined at 40 CFR 122.26(b)(14), industrial activities include construction activities (e.g., clearing, grading and excavation) that result in the disturbance of five acres or more of land area. The Phase I Rule requires such activities to obtain National Pollutant Discharge Elimination System (NPDES) permit coverage for stormwater discharges (or coverage under an NPDES-approved State permit). The USEPA Phase II stormwater rule was implemented to regulate (among other things) construction activities disturbing less than five acres, but greater than one acre of land. NYSDEC administers New York's NPDES-approved SPDES program, which includes a General Permit for Stormwater Discharges from Construction Activity (GP-0-25-001, current version).[28]

Projects covered under the SPDES GP-0-25-001 are required to develop and implement a SWPPP that meets criteria set forth by NYSDEC. All SWPPPs must include practices consistent with the *New York Standards and Specifications for Erosion and Sediment Control* (2016 Blue Book) and the

[28] New York State Department of Environmental Conservation. *New York State Standards and Specifications for Erosion and Sediment Control.* Available at: erosionsediment_bluebook.pdf (ny.gov).

New York State Stormwater Management Design Manual (NYS Stormwater Manual – NYSDEC 2024).

In recognition of the need to address potential adverse impacts associated with stormwater runoff (i.e., discharge of pollutants), the Town Board adopted a local law as part of its code entitled *Stormwater Management* to comply with the federal and state regulations for stormwater control and management. Chapter 170 of the Town Code contains Article I, *Illicit Discharges and Connections,* and Article II *Erosion and Sediment Control,* which establishes minimum stormwater management requirements and controls to protect and safeguard the general health, safety and welfare of the residents of the Town.

As the Proposed Action would involve soil disturbances of more than one acre, coverage under SPDES GP-0-25-001 will be obtained. Additionally, a SWPPP will be prepared and implemented in connection with the construction of the proposed development, to incorporate erosion and sedimentation control methods. The SWPPP is a construction management document that includes a detailed erosion and sediment control plan to manage stormwater generated on site during construction activities, along with an analysis of the postconstruction stormwater management system for compliance with the GP-0-25-001 and requirements set forth in Chapter 170 of the Town Code, as well as providing a description of construction inspections and long-term drainage maintenance requirements.

An erosion and sediment control plan will be prepared to set forth the proposed measures to be incorporated prior to and during the construction process. Erosion control measures will be installed prior to construction and will remain in place until upland disturbed areas are permanently stabilized. It is expected that the erosion and sediment control plan will incorporate measures including, but not limited to, the following:

- Silt fence, storm drain and inlet protection, hay bales, and good housekeeping procedures will be used
- Construction equipment and vehicles will be parked and loaded/unloaded within the site
- A stabilized construction entrance will prevent soil on truck tires from being tracked onto the public road system
- The construction process will begin with establishment of flagged clearing limits, followed by the installation of erosion control measures
- The drainage system will provide permanent stormwater controls once construction is completed.

Based on the evaluation provided above, no significant adverse impacts to water resources are anticipated. The Subject Property is currently connected to the Southwest Sewer District, and the Applicant is pursuing an amended agreement with SCDPW to accept the additional sanitary flow associated with the Proposed Action. In addition, a SWPPP will be prepared and implemented to control erosion and sedimentation and handle stormwater during construction. Stormwater management measures will be installed as part of the Proposed Action, to properly handle and recharge stormwater in accordance with prevailing regulations.

4

Land Use and Zoning

4.1 Land Use, Zoning, and Community Character

The 16.6±-acre Subject Property, located at 75 Maxess Road, Melville, is currently developed with a one-story, 170,000± sf office and warehouse building, surrounded by expansive surface parking areas and landscaping. As shown in the *Subject Property and Surrounding Area Photographs* (**Appendix I**), the building on the Subject Property exhibits an appearance indicative of its reduced utilization and vacancy over the years, consistent with conditions observed throughout the surrounding area where multiple office buildings are vacant or under-occupied. These characteristics collectively influence the overall character and vitality of the neighborhood. Observed activity near the Subject Property is limited, with occasional pedestrian activity from workers in nearby buildings during breaks.

The Subject Property is situated within the Melville Employment Center. The surrounding area is primarily developed with industrial and office uses built in a suburban office park style, which strongly influences the character of the area. This style consists of numerous large, low-rise buildings surrounded by expansive surface parking lots with large, landscaped setbacks along street frontages. Properties in the area tend to be isolated from one another, with individual access points and separate parking lots. While sidewalks are present along most streets, the lack of connectivity results in an automobile-oriented environment, characterized by its scarcity of retail, dining, and entertainment options. Throughout the workday, few individuals are seen walking in the area, due to the limited opportunities for dining, shopping, or informal meeting spaces with colleagues and clients within walking distance of their offices.

The COVID-19 pandemic accelerated trends in the declining demand for office space, leading to a significant increase in vacancies across Long Island. As of the second quarter of 2025, the regional office vacancy rate reached 12.9 percent, the highest since the second quarter of 2022.[29] In Melville specifically, the vacancy rate averaged 20.7 percent in 2024,[30] driven by the widespread adoption of hybrid work models where employees can spend some of the week working from home. This shift has resulted in many companies looking to downsize office space, increasing the number of available subleases, which is evident through multiple "For Lease and/or Now Available" signage outside commercial properties throughout and immediately

[29] Newmark. *Q2 2025 Long Island Office Market Overview*. Available at: NYC Office Market Overview.

[30] Commercial Café. *Melville Office Rent Price and Sales Report*. Available at: Melville Office Price per Sqft and Office Market Trends.

outside the one-quarter mile study area (see photos below and **Figure 3**). With many office spaces having vacancies, a large portion of properties have a vast amount of land consumed by unused parking lots.

Office building with vacancies at 2 Corporate Center Dr.

Office building with vacancies at 105 Maxess Rd.

Figure 3: Office Space Availability

Melville Crossing
75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York

Subject Property

One-Quarter-Mile Study Area

Office Space Availablity

Path: \\vhb.com\gis\proj\Hauppauge\22734.00 Steel Equities 75 Maxess\Project\EEAV75Maxess.aprx (ldrotman, 9/15/2025)

Source: Nearmap 2025; Commercial Cafe - Office Space for Rent (Accessed 9/15/2025)

With respect to zoning, the Subject Property is located within the Town's I-1 Light Industry District as well as the MTCOD. The MTCOD applies additional zoning standards to select areas within the I-1 District to support a more vibrant, walkable downtown community by encouraging the redevelopment of vacant and obsolete office and industrial properties into mixed-use centers that integrate residential, commercial and public spaces. While the underlying zoning for all parcels within the MTCOD is I-1, not all I-1 zoned parcels within the quarter-mile study area fall within the overlay (see **Figure 4**).

The surrounding area is primarily occupied by office buildings, warehouses, and light manufacturing facilities. Single-family residential neighborhoods, along with agricultural and vacant lands, are located more than a quarter-mile to the east, separated from the industrial and office uses by Pinelawn Road and Old East Neck Road (see **Figure 5**). This separation helps maintain a clear buffer between residential areas and the industrial uses.

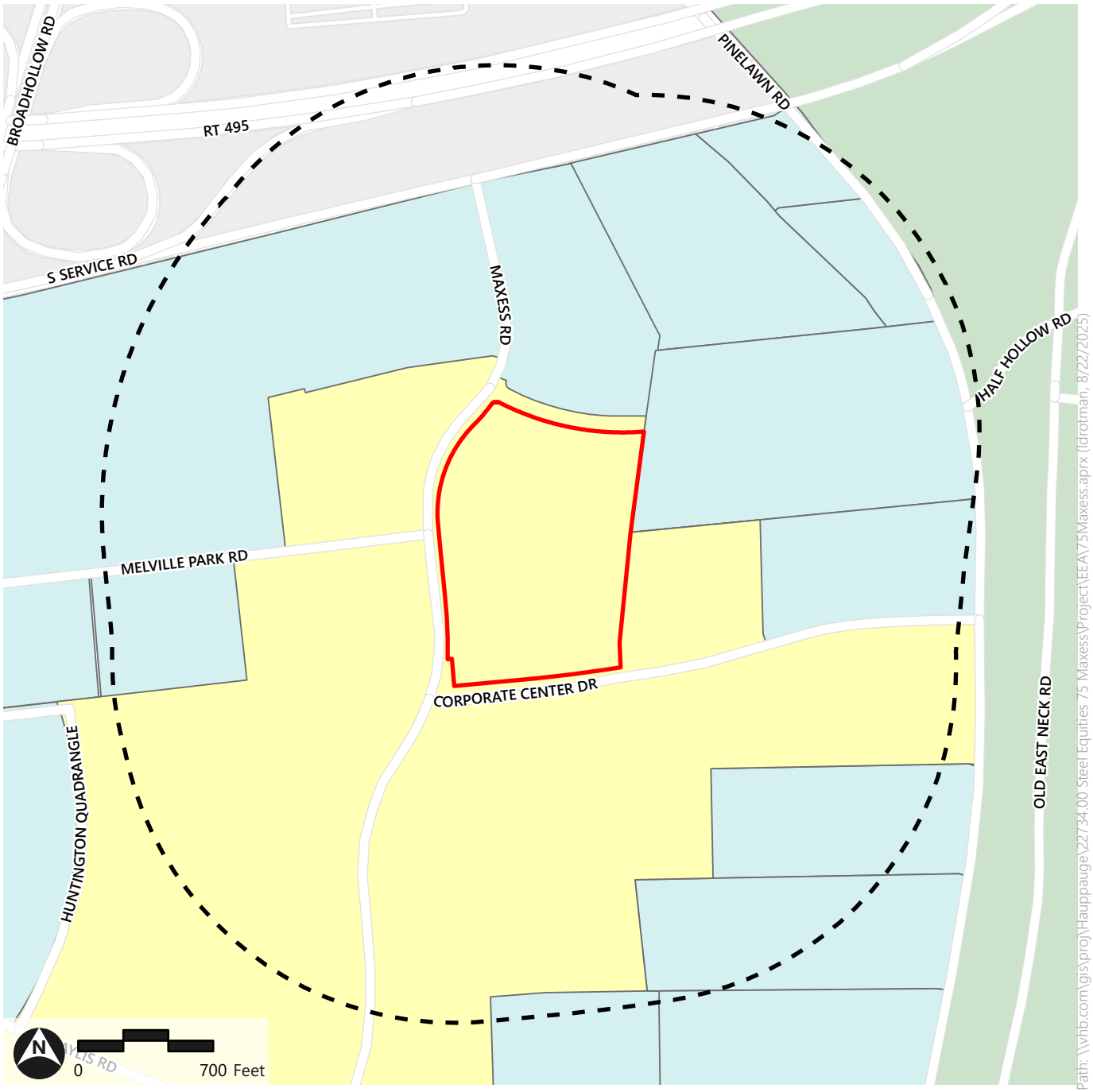
As shown in **Figure 4** and **Figure 5**, the surrounding land uses and zoning districts within a one-quarter mile radius of the Subject Property include:

- **North:** The area directly north is primarily zoned I-1 Light Industry, with a portion to the northwest falling within the MTCOD. This area includes warehouses, manufacturing and research facilities associated with the Estee Lauder Research Park, located off Maxess Road, Pinelawn Road and the South Service Road of the Long Island Expressway. Further north, there are professional offices and a utility contractor facility along Maxess Road.
- **East:** To the east, the area is zoned as I-1 Light Industry, with the R-40 Residence District located beyond the quarter-mile study area. The property adjacent to the southeast portion of the site is within the MTCOD. Adjacent to the Subject Property is a solar farm and additional facilities associated with the Estee Lauder Research Park off Pinelawn Road and Corporate Center Drive. An assisted living, hospice and rehabilitation center are located east of Pinelawn Road, beyond the quarter-mile study area. Further east, beyond Old East Neck Road are Middle Earth Park, single-family residences, agricultural uses, a school, and vacant land.
- **South:** Immediately south, the area is zoned as I-1 Light Industry within the MTCOD, although some parcels to the southeast are zoned solely as I-1 Light Industry. This area includes offices and commercial buildings located between Corporate Center Drive and Baylis Road, with vacant parcels and residential areas further south. To the southwest, along Maxess Road, is the Huntington Quadrangle, which contains numerous office spaces and business centers.
- **West:** Directly west of the Subject Property, the area is zoned I-1 Light Industry within the MTCOD and further west the area remains I-1 Light Industry, but outside the overlay. Adjacent uses along Maxess Road include a rock-climbing gym, appliance repair facility and professional office space. Further west, along Melville Park Road, the area is predominantly occupied by office space, light manufacturing and warehouse facilities.

Figure 4: Zoning

Melville Crossing

75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York



Subject Property

One-Quarter-Mile Study Area

*Boundaries are approximate

Town of Huntington Zoning Districts

I-1 Light Industry District

MTCOD Melville Town Center Overlay District (within I-1 Light Industry District)

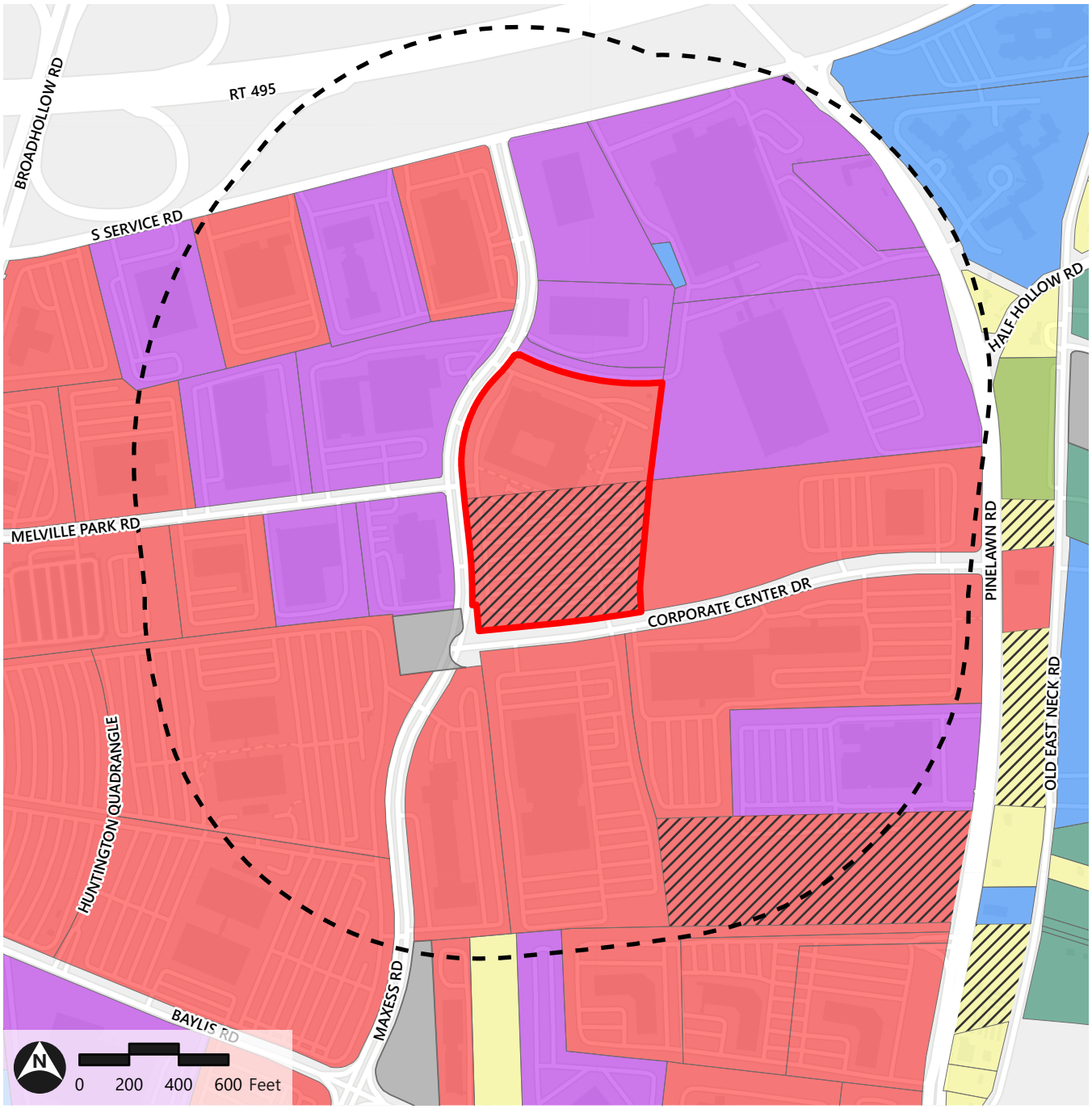
R-40 Residence District

Source: ESRI; Town of Huntington GIS

Figure 5: Land Use

Melville Crossing

75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York



One-Quarter-Mile Study Area

Subject Property

Land Use

- Industrial
- Office
- Office (Vacant)
- Community Services
- Agriculture
- Public Park and Recreation
- Single Family Residential
- Single Family Residential (Vacant)
- Utilities

Source: Town of Huntington GIS; Suffolk County GIS; ESRI

Implementation of the Proposed Action would change the current land use into a new mixed-use development, comprising residential rental apartments and for-sale condominium units, live-work units, commercial/retail spaces, and public areas. A more detailed description of the proposed mixed-use development is included in **Section 2** of this Expanded EA. The Town's Comprehensive Plan, *Horizons 2020,* recommends developing small, pedestrian-oriented, mixed-use "town centers" within the Melville Employment Center to enhance pedestrian accessibility, thereby reducing the needs for employees to drive during the workday. The redevelopment of the Subject Property will support the goals of *Horizons 2020* and the overlay district by replacing the existing vacant office building with a lively mixed-use development featuring residential and commercial buildings, resident amenities, and public recreation space. Melville Crossing will provide diverse housing options, offering both rental and ownership opportunities. The Proposed Action will encourage land use patterns that reduce automobile usage by creating a compact, walkable mixed-use hub. Additionally, the introduction of retail and dining options will minimize the need for workers in the Melville Employment Center to drive during lunch hours. Melville Crossing will help revitalize the surrounding area, enhance its visual appeal, and increase local activity.

As noted above, the Subject Property is located within the Town's I-1 Light Industry District as well as the MTCOD. Permitted uses within the I-1 Light Industry District, as enumerated in §198-34(A) of the Town Code, include, among others, farming, research laboratories, office and banking institutions, cold storage and processing plants, warehousing, light industrial manufacturing, municipal uses, accessory uses, day-care centers, trade schools, media production studios, and cultural institutions.

Along with the underlying zoning, the Subject Property is also situated within the MTCOD, an overlay district which was established to encourage the revitalization of Melville into a more vibrant, walkable downtown community. The MTCOD encourages the redevelopment of vacant and obsolete office and industrial properties into mixed-use centers that integrate residential, commercial and public spaces. Section 198-34.1(C) of the MTCOD specifies, in addition to those uses permitted in the underlying I-1 Light Industry zoning district, "Special Use Permitted Uses" that would achieve the Legislative Intent of the MCTOD. The previously mentioned section of the Huntington Town Code specifically states:

(C) Special Use Permitted Uses

> *(1) Mixed use buildings or sites shall consist of up to seventy-five (75) percent residential use and at least twenty-five (25) percent but no more than forty (40) percent professional office use or commercial uses such as retail, personal service shops, food shops, bistros, bars, restaurants and day care. The first floor of buildings fronting on Maxess Road, Baylis Road, Melville Park Road or Corporate Center Drive are limited to retail, commercial or office use, residential uses are expressly prohibited. In the event a building contains residential equity ownership units such as condominiums or cooperatives, then these units are excluded from the mixed-use building calculation. Limited equity cooperatives are considered rental units and will not be excluded from the mixed-use building calculation. Multiple buildings may be permitted on a single lot. Vape/cannabis stores, drive-through windows, self-storage facilities, manufacturing and warehousing facilities (except as set forth in (C)(2) below) are expressly prohibited.*

(2) Breweries, brewpubs, wineries, and distilleries where the products are manufactured, warehoused, and/or served on premises, and commercial athletic, recreation, and training/educational facilities may also serve as commercial uses in building.

(3) Required parking may be provided in basements, underground, or in structured parking. All structured parking garages shall be located, designed, and/or screened in order to improve their appearance and minimize their visibility from neighboring streets.

The Proposed Action is compatible with the above permitted use provisions of the MTCOD as the mix of residential and non-residential uses is within the permitted range of proportions (see criteria [B][2] below). No structured parking garages are proposed, and all proposed garage spaces (tuck-under, free-standing garages, etc.) are centrally located within the site and oriented away from surrounding views.

Section 198-34.1(B) of the MTCOD sets forth specific parameters that a proposed use must conform to. These parameters are listed below in **bold italics**, and the Proposed Action's consistency with each criterion follows in standard text:

(B) Uses of Property. Notwithstanding any provision of the law to the contrary, in addition to those uses permitted as of right in the I-1 Light Industry zone where the MTCOD is located, the following additional uses will be allowed as presented in (C) Permitted Uses and subject to a special use permit and a site plan review, provided they conform to the following parameters:

(1) [The proposed use] is of high quality and visually appealing from adjacent streets and surrounding areas, with an emphasis on building placement and orientation that complements adjoining properties.

Melville Crossing will revitalize a deteriorated and underutilized site into a vibrant, active mixed-use development. The site layout orients the retail and live-work components of the mixed-used development toward the Maxess Road frontage of the site, creating an attractive, activated environment along the corridor. The four-story residential buildings are situated towards the interior of the site, away from Maxess Road. This design aligns with the MTCOD, which requires buildings fronting Maxess Road and Corporate Center Drive to be limited to retail, commercial or office use, and prohibiting residential uses at street level. The mixed-use and retail components of the project are designed to promote local businesses by integrating shops, services, and homes, fostering an active, connected neighborhood.

(2) [The proposed use] Has an appropriate mix of uses as defined in the Permitted Uses Schedule (C) of this Chapter.

Section 198-34.1(C)(3) of the Town Code states the following:

"*Mixed use buildings or sites shall consist of up to seventy-five (75) percent residential use and at least twenty-five (25) percent but no more than forty (40) percent professional office use or commercial uses such as retail, personal service shops, food shops, bistros, bars, restaurants and day care. The first floor of buildings fronting on Maxess Road, Baylis Road, Melville Park Road or Corporate Center Drive are limited to retail, commercial or office use, residential uses are expressly prohibited. In the event a building contains residential equity ownership units such as condominiums or cooperatives, then these units are excluded from the mixed-use building calculation.*

Limited equity cooperatives are considered rental units and will not be excluded from the mixed-use building calculation."

The Proposed Action is designed to have a balanced mix of residential and commercial uses, consistent with the up to 75 percent residential use and a minimum of 25 percent commercial use requirements. As shown in Table 1, the total gross floor area of residential and commercial spaces is 323,600 sf, thus requiring a minimum of 80,900 sf of commercial space. This requirement is met through several components of the project. Live/work units are designed to integrate residential and commercial functions and contribute 40,000 sf toward the commercial total. The 6,300-sf clubhouse provides commercial-oriented services and is also included. Free standing retail buildings and ground floor retail spaces within mixed-use buildings contribute 37,300 square feet of fully commercial space. In contrast, condominiums and residential rental units are counted exclusively as residential. All together the Proposed Action provides 83,600 sf of commercial spaces, exceeding the minimum requirement by 2,700 sf, achieving 25.8 percent of the total gross floor area as commercial use.

Table 8 Building Space Allocation

Building Type	Gross Floor Area
Residential Rental*	240,000 sf
Residential Condo	148,500 sf
Live/Work Units	40,000 sf
Retail within Mixed-Use Buildings	29,000 sf
Freestanding Retail	8,300 sf
Clubhouse Amenity	6,300 sf
Total GFA of Mixed-Use Site**	323,600 sf
Minimum Commercial GFA Required (25%)	80,900 sf
Total Commercial GFA Provided	83,600 sf

*Does not include tuck-in parking or 40,000 sf live/work units

**The proposed residential condos will be located on a separate lot and are excluded from the calculation of total GFA for purposes of determining the required commercial floor area in accordance with §198-34.1(C)(1): "In the event a building contains residential equity ownership units such as condominiums or cooperatives, then these units are excluded from the mixed-use building calculation."

Additionally, §198-34.1(C)(3) of the Town Code states "*Required parking may be provided in basements, underground, or in structured parking. All structured parking garages shall be located, designed, and/or screened in order to improve their appearance and minimize their visibility from neighboring streets.*"

The Proposed Action is designed to align with this requirement by incorporating a combination of structured parking garages, under building parking and surface parking. The structured parking garages are single-story and are set back from public streets. To further minimize visual impact and enhance integration with the surrounding environment, the garages are screened using a combination of newly planted evergreen trees, shade trees, and shrubs, along with the preservation of existing vegetation along the eastern fence line and throughout the interior of the site as shown in the *Schematic Planting Plan* (**Appendix J**). In addition to structured parking, the site design includes

surface parking with angled and parallel on-street spaces, as well as standard on-site parking areas to accommodate both residents and visitors. These surface parking areas will be thoughtfully landscaped to soften the appearance of paved surfaces and contribute positively to the streetscape, further supporting the intent of the Town Code to improve the visual quality of parking facilities.

(3) [The proposed use] Has open spaces, parking areas, pedestrian walks, signs, lighting, landscaping and utilities that are well related to the site and arranged to achieve a safe, efficient and contextually sensitive development.

The Proposed Action will provide approximately three acres of publicly accessible open space, including a 0.6±-mile walking trail loop, primarily oriented toward the site's perimeter. The design promotes pedestrian activity, enhances interconnectivity between uses, and integration with surrounding areas. Lighting will be provided for site security and safety consistent with the Town Code. Utilities will be located underground to minimize visual and safety impacts. Ample sidewalks and landscaping are proposed within the front yards of the buildings, creating pedestrian-friendly spaces that enhance connectivity, and providing a buffer between the retail and residential areas and the travel lanes of Maxess Road. Landscaping for the Proposed Action will feature a mix of newly planted trees and shrubs integrated with existing vegetation to create a greener, more inviting streetscape. These enhancements will be implemented around the perimeter of site, including Maxess Road and Corporate Center Drive, and throughout the site's driveways and parking areas, contributing to a more cohesive and visually appealing environment. The site will contain surface parking, one-story (above-ground) parking garages and under-building parking for a total of 709 off-street spaces and 72 on-street spaces along Corporate Center Drive and Maxess Road, for a total of 781 parking spaces. Due to the building configuration, ground-level parking is largely concealed from the surrounding roadways, while the garage spaces are positioned at the rear of the site with minimal visibility from the surrounding area. Improvements within the roadway rights-of-way are intended to transform the respective streetscapes from the current condition to be welcoming and accommodate pedestrians, bicycles and vehicles. Parking areas will be enhanced with landscaping to provide convenient access to the retail plaza and promenade spaces. The site allows easy access through two entrances on Maxess Road and one on Corporate Center Drive, providing seamless connections to the surrounding community.

(4) [The proposed use] When appropriate, contributes to a central public gathering space that may be used for community events.

The Proposed Action includes a promenade and retail plaza that serve as central public gathering spaces. These areas are intended to be accessible and inviting, offering opportunities for informal gatherings and outdoor dining. Located along Maxess Road and Corporate Center Drive, these spaces are integrated with pedestrian walkways, landscaping, and seating areas to encourage public use and enhance social interaction.

(5) [The proposed use] Shows high inter-connectivity between proposed uses and adjacent areas to the rear and all sides.

The Proposed Action demonstrates a high level of inter-connectivity between internal uses and adjacent areas on the west and south sides of the site. It has been designed to

encourage interaction between the residential, commercial, and civic spaces through a network of pedestrian walkways, sidewalks, and open space corridors linking buildings and public areas. The 0.6±-mile walking trail loop and perimeter-oriented civic space offer continuous pedestrian access around the site, encouraging interaction with neighboring properties. Additionally, improvements within the roadway rights-of-way are intended to transform the respective streetscapes from the current condition to be welcoming and accommodate pedestrians, bicycles and vehicles. These improvements include landscaping elements and convenient excess parking to support the retail plaza and promenade spaces.

(6) **[The proposed use] Promotes walkability, pedestrian scale lighting and ground floor activity among business and residential uses.**

The Proposed Action has been designed to promote walkability and active ground-floor engagement throughout the site. Mixed-use buildings fronting Maxess Road and Corporate Center Drive feature retail and commercial uses at the ground level, encouraging pedestrian activity and creating a vibrant streetscape. The integration of public gathering spaces, including the retail plaza and promenade supports walkability by providing destinations for social interaction and community engagement. Residential buildings are positioned to maintain proximity to these active areas, fostering a sense of connection and accessibility between living spaces and commercial amenities. The redevelopment features pedestrian-scale lighting, landscape buffers, and sidewalks to enhance the walking experience and create safe, attractive routes between residential, commercial, and civic spaces.

In addition to the above parameters, applications within the MCTOD "shall apply to the Town Board by filing a joint application for a Special Use Permit pursuant to §198-66 this chapter and Site Plan Approval in the MTCOD" (§198-34.1[D]). Each special use criterion set forth in §198-66(A) is listed below in ***bold italics***, and the Proposed Action's consistency with each criterion follows in standard text.

(1) **[The proposed use] Will be properly located in regard to transportation, water supply, waste disposal, fire protection and other facilities.**

The Subject Property is properly located and is serviced by existing infrastructure and public services. As detailed in **Section 5**, *Community Facilities and Utilities*, the site is currently served by the South Huntington Water District, which will continue to supply potable water to the site upon implementation of the Proposed Action. Sewage disposal is managed through the Suffolk County Southwest Sewer District, with treatment provided by Bergen Point Wastewater Treatment Plant. Fire protection and emergency medical services will be provided by the Melville Fire Department, while the Suffolk County Police Department 2nd Precinct will provide police protection. The site is conveniently located near major transportation routes including Route 110, the Long Island Expressway, Northern State Parkway, and Southern State Parkway. The Subject Property is within three quarters of a mile of three Suffolk County bus routes: NYS Route 110, Route 1, and Route 12. An existing bus stop is situated at the South Side of Melville Park Road, east of NYS Route 110. The Suffolk County Transit Route 110 Suffolk Clipper provides service to this stop. Service availability letters will be submitted to the South Huntington Water District, Suffolk County Department of Public Works, LIPA/PSEG LI, and National Grid to confirm availability. Additionally

correspondence letters were sent to the Suffolk County Police 2nd Precinct and Melville Fire District to obtain relevant data or comments and responses are pending (**Appendix K**).

(2) [The proposed use] Will not create undue traffic congestion or traffic hazard.

The Proposed Action seeks to improve the walkability of the surrounding area by incorporating pedestrian walkways throughout the site along with sidewalks and landscaped buffers along Maxess Road and Corporate Center Drive. This will create attractive routes between residential, commercial, and public spaces. Site access is provided through two entrances on Maxess Road and one on Corporate Center Drive, creating connections to the surrounding community. As stated in the Traffic Impact Study (**Appendix N**), Melville Crossing is anticipated to generate new vehicle trips. To mitigate potential traffic impacts, the Proposed Action includes installing a traffic signal at the intersection of Maxess Road and Melville Park Road/Site Access, as well as making signal timing adjustments at existing signalized intersections in the area. Overall, the internal circulation system supports efficient vehicular movement through the site as well as pedestrian access between the residential buildings, on-site amenities and retail buildings.

(3) [The proposed use] Will not adversely affect the value of property, character of the neighborhood or the pattern of development.

The Proposed Action is not anticipated to have an adverse effect on property values, neighborhood character, and the overall development pattern within the MTCOD. By redeveloping a deteriorated and visually unappealing site with a vibrant mixed-use development, Melville Crossing will revitalize an underutilized property in the core of the MTCOD. The introduction of a mixed-use development, featuring residential units, restaurants, retail, and publicly accessible open space will improve the site's functionality, visual appeal, and contribution to the area's economic vitality.

The Subject Property is surrounded by aging office and warehouse buildings that face high vacancies and lack public amenities. Melville Crossing is ideally positioned to catalyze reinvestment and revitalization in the area. As the first development within the newly adopted MTCOD, it is designed to complement the surrounding properties by providing retail, restaurants, and gathering spaces for employees in nearby businesses, while also attracting new residents and visitors to the area.

(4) [The proposed use] Will encourage an appropriate use of land consistent with the needs of the Town.

The redevelopment of the site promotes appropriate and sustainable use of land as it aligns with the development objectives of the MTCOD. Melville Crossing is consistent with the Town's goals stated in *Horizons 2020* by addressing housing needs, improving community character, and supporting economic longevity. Melville Crossing will help set the standard for future revitalization projects in the MTCOD, without imposing adverse impacts on neighboring properties. Overall, the Proposed Action will improve the visual landscape and community character of the site by introducing modern architecture, active ground-floor uses, and public gathering spaces, contributing to a vibrant and attractive streetscape.

(5) [The proposed use] Will not impair the public health or safety and will be reasonably necessary for the public health or general welfare and interest.

The Proposed Action will adhere to all relevant codes and regulations, and is not expected to impair public health or safety. In its current condition, the vacant site and other similar

unoccupied properties within the area present potential public safety and health concerns by serving as attractive nuisances that may invite unauthorized access or unsafe activities. Redevelopment of the site as an attractive mixed-use development consistent with the goals of the MTCOD, will lower these risks and contribute positively to the community. Melville Crossing will replace vacant property, offer additional housing options, and enhance economic development opportunities. Various measures have been incorporated into the Proposed Action that would, minimize impacts to public health and safety. For example, during construction, erosion and sedimentation control measures will be implemented, and the developed site will capture and recharge stormwater runoff on-site through an integrated system of catch basins that will convey runoff into on-site underground leaching structures designed to exceed the required storage volume, as explained in more detail in **Section 3.2** *Stormwater*. Such measures would minimize the potential for erosion or flooding-related impacts upon the surrounding area. As discussed in the TIS (**Appendix N**), and summarized in **Section 6**, no significant adverse traffic impacts are expected. As part of the proposed action, a traffic signal is proposed to be installed at the intersection of Maxess Road and Melville Park Road/Site Access, and signal timing adjustments are recommended at other existing signalized intersections in the area to improve traffic conditions. Sanitary sewage would be directed to the Suffolk County sewer system and solid waste would be collected and disposed of by a private carter at a licensed facility, such that no significant health hazards associated with waste disposal would result. The Proposed Action conforms to the prevailing zoning, the purpose of which is to, among other things, protect public health, safety, and welfare. With respect to the specific zoning of the Subject Property, the Proposed Action directly supports the Town's stated goals for the MTCOD by promoting the revitalization of underutilized sites, encouraging a balanced mix of residential and commercial uses, and fostering a more walkable, vibrant, and economically sustainable community. Based upon the foregoing analysis, the Proposed Action will not impair public health or safety and is consistent with, and advances the intent of, the applicable special permit criteria.

4.1.1 MTCOD Height, Area and Bulk Regulations

The *Preliminary Site Plan* (**Appendix C**) for the Proposed Action is designed to comply with the MTCOD's height, area and bulk zoning requirements set forth in the §198-34.1(E) of the Town Code, as shown in **Table 9.**

Table 9 Consistency with Bulk and Dimensional Regulations of the MTCOD

Zoning Regulation Requirements	Required*	Provided
Maximum Building Height (Feet/Stories)	50 Feet / 4 Stories	50 Feet
Minimum Building Height (Feet/Stories)	25 Feet / 2 Stories	>25 Feet
Maximum Building Coverage	90%	26.21%
Minimum Percent of Useable Civic, Recreational, and/or Open Space	15%	17%
Maximum Floor Area Ratio	3.6	0.8
Minimum Front Yard Setback	30 Feet	30 Feet
Minimum Side Yard Setback	0 Feet	10.94 Feet
Minimum Residential Unit Sizes		
Studio	600 SF	631 SF
1-BR	700 SF	775 SF
2-BR	800 SF	1,105 SF
Maximum Commercial Tenant Space**	20,000 SF	<20,000 SF
Parking Spaces	708	781

* Zoning regulation requirements as specified in the Town of Huntington Code §198-34.1.

** Any individual commercial business or tenant occupying space within the MTCOD cannot have an operational area larger than 20,000 sf.

As shown in **Table 9**, Proposed Action is consistent with the height, area and bulk requirements of the MTCOD.

Implementation of the Proposed Action will positively impact land use, zoning, and community character in the surrounding area. By revitalizing a vacant site into a vibrant mixed-use development, the Proposed Action aligns with the objectives of the MTCOD zoning requirements and recommendations in *Horizons 2020*, achieving a balanced integration of residential, commercial, and public spaces. The redevelopment positions mixed-use and retail buildings to enhance street-level activity, promoting walkability and activity in the surrounding area. The inclusion of public spaces such as the walking trail, retail plaza, and promenade encourages social interaction and strengthens community engagement. As outlined previously, the Proposed Action complies with the special permit criteria and meets the height, area and bulk requirements of the MTCOD. As the first development within the MTCOD, Melville Crossing will serve as a catalyst for economic growth and revitalization, setting the standard for future developments. Overall, the Proposed Action aims to enhance community character by improving the physical appearance of the site, providing desirable mixed-use amenities and promoting economic activity and interaction among residents, businesses, and visitors within a vibrant neighborhood.

5

Community Facilities and Utilities

5.1 Educational Facilities

The Subject Property is situated within the Half Hollow Hills Central School District (HHH CSD). The HHH CSD consists of nine schools, including Vanderbilt Elementary School, Sunquam Elementary School, Signal Hill Elementary School, Paumanok Elementary School, Otsego Elementary School (kindergarten through fifth grade); West Hollow Middle School and Candlewood Middle School (grades 6 through 8); and High School West and High School East (grades 9 through 12).

Based on publicly available data obtained from the New York State Education Department (NYSED)[31], the total district K-12 enrollment for the HHH CSD for the 2024-2025 school year was 7,202. According to enrollment data for the past decade (2015-16 through 2024-25), enrollment within the district has consistently declined between 74 to 359 students year-over-year, with only the 2024-2025 school year having an increase in enrollment (+55 students, or 0.77 percent). Over the ten-year study period, enrollment declined by 1,289 students, or 15.2 percent, from 8,491 to 7,202 students.

[31] New York State Education Department. Half Hollows Hills CSD Enrollment (2015 - 2024). Available at: 2024 | HALF HOLLOW HILLS CSD - Enrollment Data | NYSED Data Site. Enrollment for 2024-2025 school year from NYSED Information and Reporting Services. Public School Enrollment, Final District Level Data. Available at: https://www.p12.nysed.gov/irs/statistics/enroll-n-staff/home.html.

Table 10 Half Hollow Hills CSD Enrollment by Year

School Year	Enrollment	Change from Previous Year	Percent Change
2024-2025	7,202	+55	+0.77%
2023-2024	7,147	-74	-1.02%
2022-2023	7,221	-81	-1.11%
2021-2022	7,302	-218	-2.90%
2020-2021	7,520	-156	-2.03%
2019-2020	7,676	-160	-2.04%
2018-2019	7,836	-181	-2.26%
2017-2018	8,017	-249	-3.01%
2016-2017	8,266	-225	-2.65%
2015-2016	8,491	-359	-4.06%

5.1.1 School Aged Children

The Environmental Assessment conducted for the MTCOD[32] identified a potential for new mixed-use developments within the district to increase the number of school aged children that attend schools in the HHH CSD. To estimate the number of public school-aged children (PSAC) that could potentially be generated by the MTCOD, the Environmental Assessment evaluated four demographic studies that analyzed school-aged children generation rates associated with residential development. These studies were used to estimate the approximate number of school-aged children that could be generated by the first 400 units developed within the MTCOD. These studies include:

- *Residential Demographic Multipliers – Estimates of the Occupants of New Housing* ("Rutgers Study"), published in 2006 by Rutgers University Cener for Urban Policy and Research.
- *School-Age Children in Rental Units in New Jersey: Results from a Survey of Developers and Property Managers* ("New Rutgers Study"), published in 2018 by Rutgers University Cener for Urban Policy and Research.
- *Portland Public Schools Enrollment Forecasts 2014-15 to 2028-2029* ("Portland Study"), published in August 2014 by Portland State University Population Research Center
- *Market Rate Apartment School-Aged Children Study* ("REI at Stony Brook Study"), published in April 2019 by the Real Estate Institute (REI) at Stony Brook University College of Business.

Based on the demographic multipliers derived from these studies, the Environmental Assessment projected that the first 400 units developed within the MTCOD would generate approximately 12-to-28 students.

This Expanded EA reviewed the methodologies behind the aforementioned studies and applied the PSAC multipliers to estimate the number of school-aged children that could be generated by the Proposed Action. In addition, this Expanded EA reviewed enrollment and housing data from comparable multi-family developments in Suffolk County to derive an additional multiplier for

[32] Town of Huntington. Melville Town Center – SEQRA Review (August 30, 2024). Available at: Melville-Town-Center-SEQRA-Review-Aug-30.pdf.

estimating PSAC generation under the Proposed Action. The methodologies and multipliers derived from each study, together with a comparative analysis of multi-family developments in Suffolk County used to establish an additional multiplier for estimating PSAC generation associated with the Proposed Action, are discussed below.

5.1.1.1 School-Aged Children Generation Studies

Rutgers Study (2006)

The Rutgers Study used Census data for New York State to calculate residential unit occupancy based on building size, style, ownership, and cost. The following table presents the applicable Rutgers Study PSAC multipliers for the proposed unit mix at Melville Crossing.

Table 11 PSAC Generation (Rutgers Study, 2006)

Unit Type	# of Units	Multiplier	PSAC
5+ Units-Rent, 1-BR	275	0.07	19.25
5+Units-Rent, 2-BR	15	0.16	2.40
5+ Units-Own, 1-BR	33	0.10	3.30
5+ Units-Own, 2-BR	77	0.05	3.85
Total	400	0.07 (weighted average)	**28.8 (rounded to 29)**

Based on these multipliers, the Rutgers Study estimates 29 PSAC generated from the proposed 400 units.

New Rutgers Study (2018)

The New Rutgers Study investigated the difference between apartment types based on age of construction with the idea that apartments built in the modern era have a different intended market than apartments built in the last century. It also looked at the effects of building height on student generation. The New Rutgers Study noted the following variables are essential to accurately predict the number of school-age children arising from new development: (i) the distribution of the number of bedrooms, separately for affordable and market-rate units, (ii) the product type of the development – High-rise (10+ floors), Mid-rise (4-9 floors) or Low-rise (1-3 floors), and (iii) the expected household income of market-rate residents. The table below presents the applicable multipliers from Table 1: School-Age Children per 100 Units from the New Rutgers Study for the proposed unit mix at Melville Crossing. However, it is noted that the New Rutgers Study only included data from rental apartments in New Jersey and did not distinguish between public and private school enrollment. The analysis herein presents the closest applicable multipliers for the proposed ownership units and assumes that all units would be occupied by households in the highest income bracket from the New Rutgers Study (i.e., greater than $100,000 household income).

Table 12 PSAC Generation (New Rutgers Study, 2018)

Unit Type	# of Units	Multiplier	PSAC
Studio or 1-BR, Low-rise	95	0.019	1.8
Studio or 1-BR, Mid-rise	213	0.013	2.8
2-BR, Low-rise	5	0.282	1.4
2-BR, Mid-rise	87	0.089	7.7
Total	400	0.034 (weighted average)	**13.7 (rounded to 14)**

Based on these multipliers, the New Rutgers Study estimates 14 PSAC generated from the proposed 400 units.

Portland Study

The Portland State University Population Research Center, Portland (Oregon) Public Schools (PPS) Enrollment Forecast report, conducted a demographic study including an analysis of population, housing, and enrollment trends affecting the PPS in past years, along with estimates of the number PPS students by housing type, and annual forecasts of enrollment for a 15-year time period, from 2014-15 to 2028-2029. The Portland Study looks at different variables to determine the number of public school students generated from a development, including affordability, housing type, housing age, proximity to schools, number of bedrooms, and the presence or absence of child-friendly amenities within the development or in the surrounding area. The Portland Study found that overall, there was an average of 0.09 PSAC per rental unit and 0.05 PSAC per condominium, not accounting for the number of bedrooms. The Portland Study also notably found that new apartment units generated fewer students, as many of the newer apartment units contained only one bedroom or studios. From a sample of 1,007 apartment units built in 2012-2013, the Portland Study found that those units generated only 0.02 PSAC per unit. The table below presents the multipliers for rental units and condominiums included in the Portland Study as applied to the proposed 400 units at Melville Crossing.

Table 13 PSAC Generation (Portland Study)

Type	# of Units	Multiplier	PSAC
Apartment	290	0.09	26.1
Condo	110	0.05	5.5
Total	400	0.06 (weighted average)	**31.6 (rounded to 32)**

Based on these multipliers, the Portland Study estimates 32 PSAC generated from the proposed 400 units.

REI at Stony Brook Study

The REI at Stony Brook Study examined public school enrollment data for 14 market rate multi-family apartment complexes containing 200 or more dwelling units, constructed between 2004 and 2016 throughout Long Island. These apartment complexes are distributed throughout 10 school districts on Long Island. The REI at Stony Brook Study found that overall, there was an average of 0.09 students per unit among the approximately 4,000 apartment units examined. Applying this multiplier, the proposed 400 units would result in 36 PSAC. However, the Town's

Environmental Assessment for the MTCOD notes that there are different multipliers for different building types within the REI at Stony Brook, resulting in a multiplier of 0.07 PSAC per unit for mid-rise buildings in walkable downtown neighborhoods. Taking that subset of developments within the REI at Stony Brook Study, as was done in the Town's Environmental Assessment for the MTCOD, the proposed 400 units would result in 28 PSAC.

Using the multipliers for the REI at Stony Brook Study, it is estimated that Melville Crossing would generate between 28 and 36 PSAC.

Based on the PSAC multipliers derived from the four studies evaluated in the Environmental Assessment for the MTCOD, the Proposed Action is projected to generate approximately 14-to-36 students. This projection aligns closely with the previously estimated range of 12-to-28 students identified in the Environmental Assessment for the MTCOD. Although district enrollment increased by 55 students in the 2024–25 school year, the first increase after a decade of steady decline, the district has otherwise experienced year-to-year reductions ranging from 74 to 359 students. In this context, the potential addition of up to 36 students from the Proposed Action would be minor and within normal annual fluctuation, producing no discernible impact on the district's long-term downward enrollment trend.

5.1.1.2 Local School District Data

As part of the assessment of potential school-aged children generation, VHB researched various publicly available sources to identify multi-family rental and condominium residential developments within the HHH Central School District (HHH CSD). Utilizing data from an inventory maintained by Suffolk County, a total of seven multi-family housing developments within the HHH CSD (including one within an adjacent school district within the Town of Huntington) were initially identified as potential candidates for analysis of school-aged children generation, as further discussed below.

VHB submitted Freedom of Information requests to the HHH CSD and South Huntington Union Free School District (SH UFSD) to obtain data on the number of school-aged children enrolled in public and private schools residing in each of the seven multi-family housing developments. The districts responded to provide data for the seven potential candidate sites identified by VHB, as well as several other developments (see **Appendix L**). **Table 14**, below, presents this data for each of the developments, along with relevant housing characteristic data (i.e., housing type and approximate number of bedrooms).

Table 14 Local School District Data

Development Name	School District	Type	Number of Units	Approx. Bedroom Mix*	Number of Students
Avalon Court / Avalon Court North**	HHH CSD	Rental	494	1-to-3 BR	90[a]
Country Pointe at Melville	HHH CSD	Condo	193	2-to-5 BR	39[a]
Highland Green	HHH CSD	Co-op	117	1-to-3 BR	40[a]
Lindbergh Park	SH UFSD	Condo	34	2-to-3 BR	7[b]
Millennium Hills	HHH CSD	Rental/ Condo	84	2-to-3 BR	28[a]
Villages at Huntington	HHH CSD	Condo	248	3-to-5 BR	54[a]
Villages West	HHH CSD	Condo	259	2-to-4 BR	88[a]
Country Pointe at Dix Hills	HHH CSD	SFR***	72	4-to-6 BR	41[a]
Maplecrest Apartments	HHH CSD	Rental	242	1-to-2 BR	14[a]
Melville Garden Apartments	HHH CSD	Rental	22	1-to-2 BR	1[a]
Northgate Circle	HHH CSD	Condo	135	2-to-3 BR	7[a]
The Villas at West Hills	HHH CSD	Condo	68	2-to-4 BR	28[a]
Wheatly Heights Gardens (55+ community)	HHH CSD	Rental	73	1+ BR	7[a]

Note: (a) Data provided by HHH CSD in a FOIL response dated October 20, 2025.
(b) Data provided by the SH UFSD in a FOIL response dated September 15, 2025.

* Approximate bedroom mix reflects best available estimate upon review of publicly accessible data from:

- Town of Huntington GIS – Avalon Court, Avalon Court North, Highland Green
- Long Island Condos – Country Pointe Melville, Villages Huntington, Villages West, Northgate Circle, & Villages at West Hills.
- Apartments.com – Maplecrest, Melville Garden, and Wheatly Heights Gardens
- Long Island Luxury Homes – Country Pointe at Dix Hills
- Town of Huntington Housing Authority – Millennium Hills
- Zillow – Lindbergh Park

** FOIL response from HHH CSD combined the student population for both developments.

*** SFR = Single-Family Residence.

It is important to note that the number of PSAC that can be expected to reside in a particular residential development is dependent on several variables including, the number of bedrooms, housing type and ownership type, age of the development, rent and/or sales prices, and location, among others, with bedroom mix being one of the most significant. As shown in Table 11 and Table 12 above, both the Rutgers Study and the New Rutgers Study differentiate potential generation factors by bedroom size. As expressed throughout this analysis, the proposed Melville Crossing development would consist predominantly of studio and one-bedroom units (77 percent), with the remaining 23 percent consisting of two-bedroom units; there are no three-bedroom units proposed within the Melville Crossing development, such that any projection of PSAC that includes units with three or more bedrooms would overestimate the number of PSAC that may reside in Melville Crossing – possibly substantially so.

A review of the various potential candidate developments identified in VHB's data request and in the responses from HHH CSD and SH UFSD indicates that nearly all of these developments consist of housing types that are not comparable to the types of housing being proposed at Melville Crossing. For example, one of the developments identified by HHH CSD (i.e., Country

Pointe at Dix Hills) consists entirely of single-family residential homes having approximately four-to-six bedrooms in each home. Clearly, the homes in such a development would not generate school-aged children at a similar rate to a studio, one-bedroom or two-bedroom apartment. The Villages at Huntington and Villages West developments consist of detached and semi-attached single-family homes with as many as four or five bedrooms in each home, which are not comparable to the Melville Crossing development. As described on the Huntington Housing Authority's website, the Millenium Hills development "is a tree-lined community of two-and three-bedroom units" with "private yard space" for each attached residential unit, which is also not comparable to the types of apartments that are planned at Melville Crossing. Accordingly, data regarding the number of school-aged children residing in these existing developments cannot reasonably be expected to be representative of the number of children that would reside at Melville Crossing, and therefore is not relevant to the proposed action.

Among the developments identified in **Table 14**, above, none immediately stand out as being clearly representative of the Melville Crossing development, as this type of development does not already exist within the HHH CSD. Two stand out as being most similar from among the table, because of their bedroom mix (i.e., apartment style units with fewer than three bedrooms). They include the Maplecrest Apartments and the Melville Garden apartments, which consist of one and two-bedroom units (whereas the Melville Crossing development is proposed to consist primarily of studio and one-bedroom units, with a minority of two-bedroom units). Using the data supplied by HHH CSD, the Maplecrest Apartments house 14 school-aged children among 242 apartments, and the Melville Gardens apartments house one school-aged children among 22 apartments. Taken together, this calculates to 0.06 school-aged children per unit. Applied to the 400 proposed units, that would indicate an estimate of approximately 28 students, which is consistent with the predicted range using the multiple published studies discussed in Section **5.1.1.1**, above.

As discussed in **Section 5.1**, the total K-12 enrollment in the HHH CSD has declined each year by between 72 and 359 students over the past decade, with only one school year (2024-25) showing a modest increase of 55 students. Overall, the district has lost 1,289 students, approximately 15.2 percent of its total enrollment from 2015-16 to the 2024-25 school years. The estimate of 14-to-36 SAC utilizing the relevant data from the HHH CSD and various studies presented above represents approximately 0.2-to-0.5 percent of the district's 2024-25 school year enrollment. This increase falls well within the typical year-to-year variation and would therefore constitute only a minor change relative to the district's long-term pattern of declining enrollment. The projected student yield also aligns with the ranges forecasted by the Town's Environmental Assessment for the MTCOD, and other demographic analyses reviewed in Section **5.1.1.1**, above.

5.1.2 Fiscal Impact

Based upon the factors described above, Melville Crossing is expected to generate between 14 and 36 SAC. As noted above, enrollment in the HHH CSD has declined approximately 15.2 percent in the last decade from an enrollment of 8,491 students during the 2015-2016 school year to 7,202 students during the 2024-2025 school year. The estimated 14-to-36 SAC would represent a 0.2-to-0.5 percent increase from current enrollment, which is well within the district's typical year-to-year fluctuations and, thus, would not result in a significant constraint or impact on the district. This modest change falls within the longstanding pattern of substantial enrollment declines observed over the past decade Therefore, implementation of the Proposed Action would not have a significant adverse impact on the student enrollment of the HHH CSD.

The following is a summary of the adopted 2024-25 budget for the HHH CSD:[33]

- Tax levy: $230,235,146 (77.02% of revenue)
- Administrative expenditures: $24,681,553 (8.26%)
- Program expenditures: $238,292,625 (79.71%)
- Capital expenditures: $35,937,830 (12.03%)
- Total budget: $298,912,008

The tax levy (i.e., the portion of the school district budget funded through property taxes, excluding state aid and other sources) supports 79.71 percent of the total budget. Dividing the total budget by the 2024-25 enrollment of 7,202 students results in a per-pupil average expenditure of $41,504. Program (instructional) expenditures in the 2024-25 school year were $238,292,625, or an average of $33,087 per student (of which approximately 77 percent, or $25,485, is paid by the local property tax levy).

It should be noted that these figures are mathematical averages and not the actual expenditures for each pupil. The average cost includes administrative and capital expenditures (e.g., salaries for administrators, facility maintenance, etc.) which would generally not be affected by the introduction of a relatively small number of additional students. Program expenditures provide a more accurate assessment of the marginal costs of educating additional students.

Using the average per student program cost funded through property taxes of $25,485, the cost to educate the estimated 14-to-36 PSAC that would be generated by the Proposed Action would be approximately $356,790-to-$917,460 per year.

According to the 2024-25 Town of Huntington Property Tax Record for the two parcels on the Subject Property (**Appendix M**), the Subject Property currently generates $384,797 in property taxes to the HHH CSD. According to property tax projections prepared by Forchelli Deegan Terrana LLP, the Proposed Action is expected to generate approximately $636,424 in PILOT revenue to the HHH CSD in FY 2028-29 (i.e., the first year the proposed development is expected to be occupied), an increase of $211,673 compared to the projected revenue without redevelopment. This includes payments generated by both the residential and commercial components of the development. A comparison of this projection to the results of the above expenditure analysis for the estimated 14-to-36 PSAC indicates that the PILOT payment from the Proposed Action to the HHH CSD would fully offset the instructional costs if 24 or fewer PSAC are generated, but if more than 24 PSAC enroll, the PILOT revenue may not entirely cover the district's instructional expenses.

Although the PILOT payment in the first year of operations may not fully offset the instructional costs of the additional students if enrollment reaches the higher end of the estimated 14-to-36 PSAC range, there are several factors that support that there would not be an adverse impact on the school district. Melville Crossing is expected to open in late 2028, and it is expected that there will be a gradual lease-up period for the residential units, such that the full estimate of 14-to-36 students would not occur all at once. In subsequent years, as more residents occupy the development, PILOT payments to the HHH CSD would increase at a rate of approximately nine percent in 2029-30, and between approximately six and nine percent every year until the PILOT is phased out. Based on the property tax analysis, detailed in **Section 2.1.1**, the difference between

[33] Half Hollow Hills Central School District 2024/25 Adopted Budget. Available at: ADOPTED 2024-25 BUDGET.xlsx

the cost of educating the additional 14-to-36 students and incoming PILOT payments is expected to narrow quickly. Depending on actual enrollment, PILOT payments could exceed marginal district costs as early as the first year of occupancy (i.e., 2028-29) if student enrollment falls within the lower end of the estimated range (i.e., 24 or fewer PSAC), while at the higher end of the projected enrollment range (i.e., 36 students), PILOT payments would be expected to exceed marginal district costs in 2033-34. Upon expiration of the PILOT agreement, the Subject Property would be fully assessed, generating approximately $2,029,348 in revenue to the HHH CSD, which is expected to far exceed the costs to the district resulting from residential occupancy of Melville Crossing.

Overall, the Proposed Action is anticipated to provide housing for a range of approximately 14-to-36 PSAC, which is well within the range of annual enrollment fluctuations experienced by the HHH CSD over the past decade, during which time the district has seen a substantial decline in student enrollment. The new enrollment would represent a nominal percentage of the total district enrollment (i.e., a 0.2-to-0.5 percent increase from current enrollment). The Proposed Action would benefit the HHH CSD tax base by significantly increasing the taxable value of the Subject Property. Even with the implementation of a PILOT, it is expected that the Proposed Action will generate long-term revenues to the HHH CSD that far exceed the marginal cost of educating the additional students who may reside at the proposed Melville Crossing. The PILOT revenue would increase every year of the agreement, and beyond the expiration of the PILOT, the property tax revenues generated by the proposed Melville Crossing would be significantly greater than if the Subject Property were to remain in its current state.

5.2 Population

The Subject Property is currently unoccupied and does not contribute to the local residential population, as it was previously utilized for office and warehouse space. Melville Crossing will include 400 residential units, consisting primarily of studio and one-bedroom units (i.e., 308 units or 77 percent), with the remainder (i.e., 92 units or 23 percent) consisting of two-bedroom units. None of the rental or condominium ownership units will contain more than two bedrooms. Thus, the development has been designed to primarily attract smaller households than a development of typical detached single-family homes consisting of three or more bedrooms.

To estimate the number of future residents, data from the *Residential Demographic Multipliers – Estimates of the Occupants of New Housing* ("Rutgers Study"), published in 2006 by Rutgers University Cener for Urban Policy Research was utilized. The table below presents the relevant demographic multipliers from the Rutgers Study as applied to the proposed Melville Crossing.

Table 15 Population Projection

Residential Unit Type	# of Units	Demographic Multiplier	Projected Population
1-BR Rental	275	1.67	459.25
2-BR Rental	15	2.31	34.65
1-BR Condominium	33	1.77	58.41
2-BR Condominium	77	1.88	144.76
Total	400	(weighted average)	697.07 (rounded to 698)

Source: Rutgers University Cener for Urban Policy Research (2006). *Residential Demographic Multipliers – Estimates of the Occupants of New Housing.*

As shown above, approximately 698 residents are expected to live at the proposed Melville Crossing.

Melville Crossing will feature both rental and ownership options for units with one and two bedrooms. In the rental category, the estimated occupancy is 1.67 individuals per one-bedroom unit and 2.31 individuals per two-bedroom unit. For condominiums, the estimates are 1.77 individuals per one-bedroom unit and 1.88 individuals per two-bedroom unit. Utilizing these multipliers, the Rutgers Study projects that the 400 units will generate approximately 697 residents. According to the 2023 American Community Survey 5-year estimates, Melville's population is currently approximately 19,187, and the Town of Huntington's population is currently approximately 203,264. Therefore, the anticipated 697 residents represents 3.6± percent of Melville's population and 0.3± percent of the Town's population.

5.3 Property Tax Revenues

As of the 2024-2025 tax roll, the Subject Property consists of two tax parcels within the HHH CSD and designated as Class 729 (Other) and 330 (Commercial) properties.[34] Overall, the Subject Property currently contributes a total of approximately $591,422.41 in taxes to the various taxing jurisdictions (as shown in **Table 16**), including $384,796.50 to the HHH CSD, without contributing any school-aged children.

[34] Town of Huntington GIS. *Tax Receiver Report* (2024-2025). Available at: Town of Huntington Property Tax Record.

Table 16 2024-2025 Property Taxes for Existing Use

Taxing District	Subject Property Current Taxes	Total Levy for the District	Subject Property Percentage of Total Levy
Suffolk County			
County General Fund	$4,621.50	$9,516,389.83	0.05%
SC Community College	$324.00	$667,453.88	0.05%
NYS Real Property Tax Law	$6,801.00	$14,006,578.46	0.05%
New York State MTA Tax	$226.50	$208,188.60	0.11%
County Police	$73,609.50	$136,386,936.96	0.05%
Town of Huntington			
Out of County Tuition	$1,585.50	$3,265,549.48	0.05%
Town/Pt. Town	$28,387.51	$52,655,060.86	0.05%
Half Hollow Hills School and Library			
HHH CSD	$384,796.50	$199,287,504.23	0.19%
HHH Library	$16,014.00	$8,293,700.34	0.19%
Special District			
Highway	$19,887.00	$36,888,054.47	0.05%
Light District	$1,956.00	$3,704,054.06	0.05%
Open Space	$727.51	$1,500,196.50	0.05%
Fire District	$33,664.50	$3,930,098.76	0.86%
Water District	$9,112.51	$4,263,776.14	0.21%
Sewer District	$9,708.88	$4,916,437.09	0.20%
Total Taxes	$591,422.41	$479,489,979.66	0.12%

The property taxes paid to the local taxing districts help fund the services they provide, including public education and libraries, police and fire protection, Town and County highway maintenance, and the Town and County parks and governments, among other services. Based on the net amount levied on the Town of Huntington 2024-2025 Tax Rate Sheet, the property taxes paid by the Subject Property under existing conditions represent approximately 0.12 percent of the total tax levy for the local taxing districts, including 0.19 percent of the HHH CSD levy.

Each taxing district has a budget for the services they provide to the public. The services used by any particular property depend on the type of use. Under existing conditions, the Subject Property is vacant and its past use as office space created a small demand for public services. The services provided by the various tax districts are at large scale, such that the marginal demand from any individual property is not significant when compared to the total population served. Based on these factors, the expected cost of providing services by the various taxing districts to the Subject Property is expected to be lower than the amount of taxes paid by the Subject Property to the districts.

As part of the Proposed Action, the Applicant intends to enter into a PILOT agreement with the Suffolk County IDA, which would establish a schedule of annual payments in place of standard

property taxes. According to property tax projections prepared by Forchelli Deegan Terrana LLP, the Proposed Action is expected to generate increased PILOT revenues to all local taxing districts, relative to the existing taxes currently generated at the Subject Property (**Table 17**). Using the estimated PILOT payments for the projected build year (FY 2028/29), revenues would rise by approximately 50 percent compared with what would be produced if the Subject Property were to remain in its current condition in that same year. The HHH CSD is projected to experience the largest increase in receipts, receiving $636,424 in PILOT revenue if the site is redeveloped as compared to $424,751 if existing conditions remain in FY 2028/29.

Table 17 Projected PILOT Payments to Local Taxing Districts

District	Projected Taxes with No Action (FY 2028/29)	Projected PILOT Payment (FY 2028/29)
School District	$424,751.41	$636,423.95
Police	$81,226.08	$121,704.66
Fire Dept.	$37,177.79	$55,705.14
Town	$31,334.65	$46,950.10
Highway Dept.	$21,959.94	$32,903.55
Library District	$17,657.84	$26,457.53
Water	$10,081.02	$15,104.85
Other	$17,914.69	$26,842.37
Total	**$642,103.42**	**$962,092.14**

According to the property tax analysis presented in **Section 2.1.1**, over time as the development becomes more established, PILOT payments generated by the proposed development will continue to increase year-over-year throughout the life of the agreement, benefiting the local taxing districts. At the conclusion of the PILOT schedule, total revenues to these taxing districts are projected to reach approximately $3,067,798. Collectively, these projections indicate that the redevelopment of the Subject Property under the projected PILOT schedule would strengthen long-term public revenues and have an economic benefit to the community.

5.4 Emergency Services

5.4.1 Fire Protection and Emergency Medical Services

The Subject Property is located within the service area of the Melville Fire Department (FD), which provides fire protection and emergency medical services to the Melville area. According to the Melville FD website,[35] the fire district covers 15 square miles and includes over 7,100 homes and 1,100 businesses. The Melville FD responds to over 2,400 calls each year. The Melville FD headquarters, which is closest fire station to the Subject Property, is located at 531 Sweet Hollow Road, 0.85± miles northwest of the Subject Property. It is noted that, while the Subject Property is currently unoccupied, it is developed with a large building in a developed area. Thus, the Melville FD currently protects it.

[35] Melville Fire Department. *About the Melville Fire Department*. Available at: About the Melville Fire Department - Melville Fire Department.

Melville Crossing would be constructed to meet the latest New York State Uniform Fire Prevention and Building Code and would be equipped with sprinklers and fire alarms. Additionally, the Proposed Action has been designed to accommodate access for firefighting equipment and emergency service vehicles. Although the mixed-use development itself would be larger than other facilities in the surrounding areas, the proposed residential and mixed-use buildings would not represent a unique height for the fire department. The preliminary site plan for Melville Crossing has been submitted to the Melville Fire Department Fire Chief on September 16, 2025 and a response letter was received on October 7, 2025 which indicated that the mixed-use development will have an increase in both fire protection and EMS demand. (**Appendix K**). Additionally, the fire district recommended continued coordination during final design phases, particularly concerning hydrant placement, fire lane access, and building fire suppression systems. Accordingly, it is anticipated that the fire department would continue to provide fire protection services to the Subject Property following construction of the proposed mixed-use development, and that same would not impose an undue burden on the Melville Fire Department.

While the Proposed Action would introduce a new residential population and businesses to the Subject Property, the development is not anticipated to have a significant adverse impact on fire protection and emergency medical services. The Subject Property, while currently unoccupied, was formerly occupied with a 170,000±-sf office and warehouse building, and is situated within an established developed area that is already served by the Melville FD. The Subject Property would generate more tax revenue for the Melville FD upon redevelopment than it does in its current vacant condition, helping to offset the potential increase in costs due to the new population at the site.

5.4.2 Police Protection

The Subject Property is within the jurisdiction of the Suffolk County Police Department (SCPD) 2nd Precinct, which is located at 1071 Park Avenue in Huntington, 4.7± miles northeast of the Subject Property. The SCPD 2nd Precinct provides police protection service throughout the Town of Huntington. The preliminary site plan for Melville Crossing has been submitted to the SCPD 2nd Precinct on September 16, 2025 along with a letter of review in the evaluation of the impact of the project (**Appendix K**). As necessary, comments provided by the Inspector will be incorporated into the final plans. It is noted that, while the Subject Property is currently unoccupied, it is developed with a large building in a developed area. Thus, it is currently protected by the SCPD.

The Proposed Action would revitalize the Subject Property, and would bring residents to the area providing a 24-hour presence and "eyes on the street" that would help maintain the safety and security of the neighborhood. Furthermore, exterior site lighting and other private security measures would deter crime at the Subject Property. All facets of the development will be equipped with 24/7 security surveillance cameras, as well as an anticipated motorized security access gate for the condominium section of the community. In addition, each building entrance will include security access control systems for residents and guests.

While the Proposed Action would introduce a new residential population and businesses to the Subject Property, the development is not anticipated to have a significant adverse impact on police protection services. The Subject Property, while currently unoccupied, was formerly occupied with a 170,000±-sf office and warehouse building, and is situated within an established developed area that is already served by the SCPD. The Subject Property would generate more tax revenue to the SCPD upon redevelopment than it does in its current vacant condition, helping to offset the potential increase in costs due to the new population at the site.

6

Traffic and Parking

VHB prepared a Traffic Impact Study (TIS) to evaluate the potential traffic impacts associated with implementation of the Proposed Action. A copy of the complete TIS is included in **Appendix N** of this Expanded EA, and a summary of salient analyses and findings are summarized below.

Based on an examination of the study area and discussions with representatives of the Town of Huntington, the following intersections were evaluated for traffic impacts during the weekday a.m., weekday p.m., and Saturday Midday peak hours:

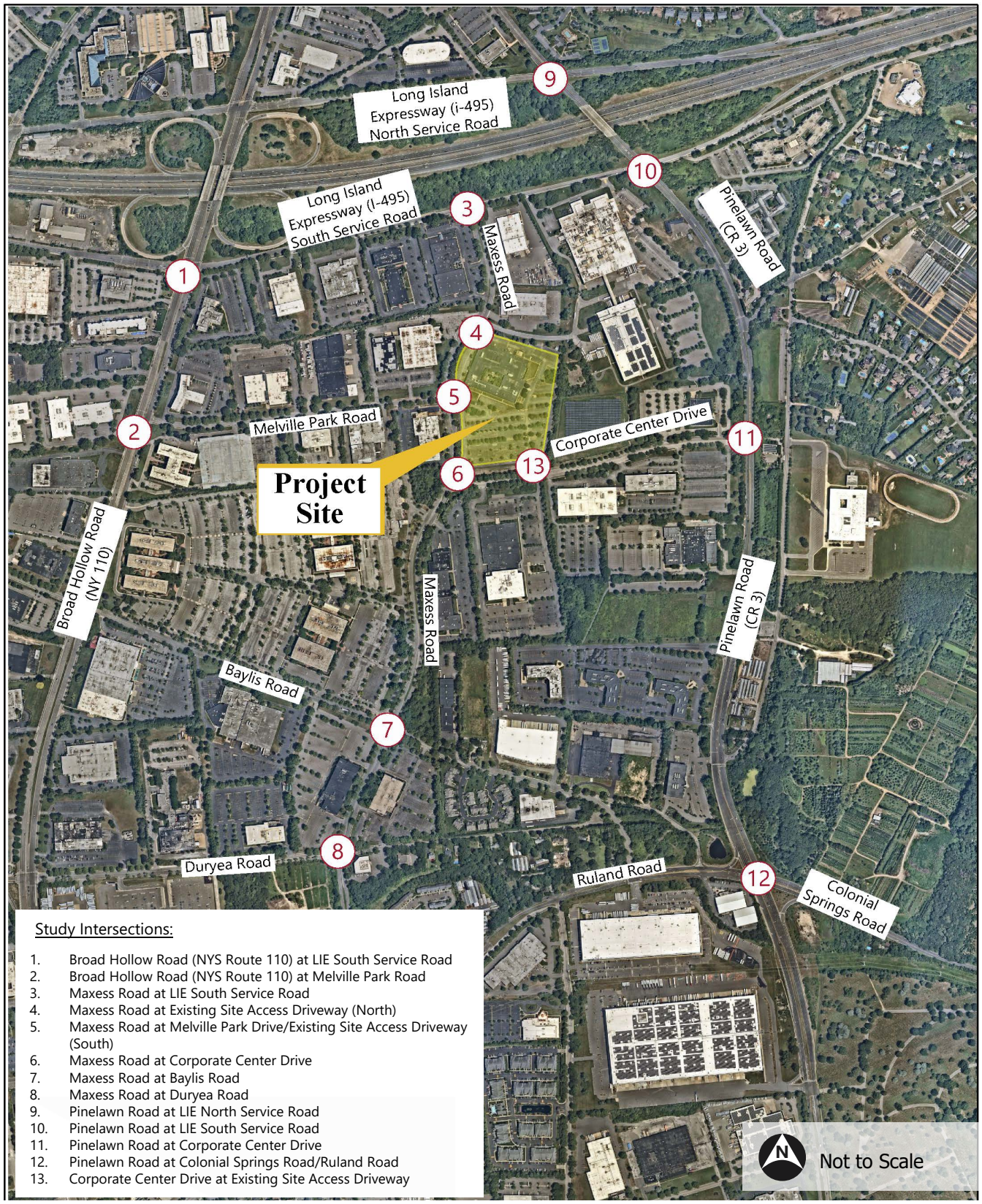
1. Broad Hollow Road (NYS Route 110) at LIE South Service Road (Signalized)
2. Broad Hollow Road (NYS Route 110) at Melville Park Road (Signalized)
3. Maxess Road at LIE South Service Road (Unsignalized)
4. Maxess Road at Existing North Site Access Driveway (Unsignalized)
5. Maxess Road at Melville Park Drive/Existing South Site Access Driveway (Unsignalized)
6. Maxess Road at Corporate Center Drive (Signalized)
7. Maxess Road at Baylis Road (Signalized)
8. Maxess Road at Duryea Road (Unsignalized)
9. Pinelawn Road (CR 3) at LIE North Service Road (Signalized)
10. Pinelawn Road (CR 3) at LIE South Service Road (Signalized)
11. Pinelawn Road (CR 3) at Corporate Center Drive (Signalized)
12. Pinelawn Road (CR 3) at Colonial Springs Road/Ruland Road (CR 5, Signalized)
13. Corporate Center Drive at Existing Site Access Driveway/Driveway (Unsignalized)

The study area intersections are shown in **Figure 6.**

Figure 6: 2025 Study Intersections Map

Melville Crossing

75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York



Study Intersections:

1. Broad Hollow Road (NYS Route 110) at LIE South Service Road
2. Broad Hollow Road (NYS Route 110) at Melville Park Road
3. Maxess Road at LIE South Service Road
4. Maxess Road at Existing Site Access Driveway (North)
5. Maxess Road at Melville Park Drive/Existing Site Access Driveway (South)
6. Maxess Road at Corporate Center Drive
7. Maxess Road at Baylis Road
8. Maxess Road at Duryea Road
9. Pinelawn Road at LIE North Service Road
10. Pinelawn Road at LIE South Service Road
11. Pinelawn Road at Corporate Center Drive
12. Pinelawn Road at Colonial Springs Road/Ruland Road
13. Corporate Center Drive at Existing Site Access Driveway

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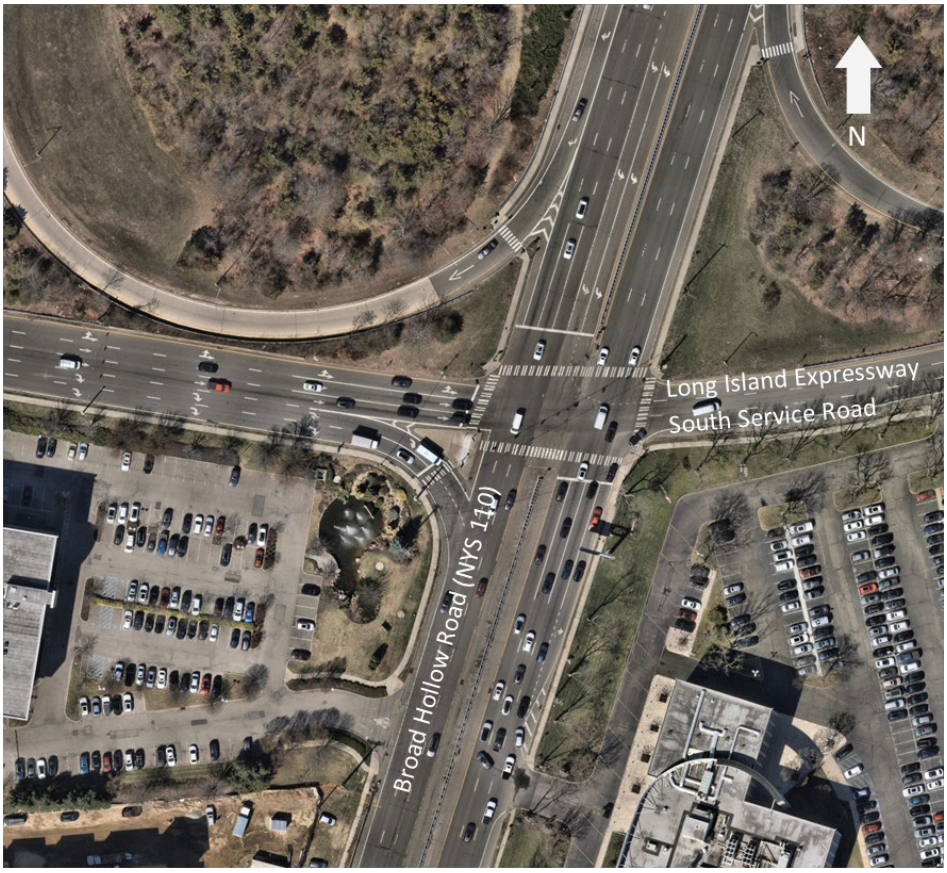
6.1 Study Intersections

To determine the potential traffic impacts of the proposed project, the study intersections referenced under the study methodology were identified for analysis under the Existing, No-Build and future Build conditions. Aerial views of the intersections and descriptions of same are included below.

Broad Hollow Road (NYS Route 110) at LIE South Service Road



The Broad Hollow Road at LIE at the South Service Road (SSR) intersection is a four-legged signalized intersection with three active approaches. The SSR is a one-way roadway that permits only eastbound travel. The eastbound SSR approach provides a shared left-turn/through lane, two through lanes, and two dedicated, channelized right-turn lanes. The northbound Broad Hollow Road approach provides three through lanes and a dedicated right-turn lane while the southbound Broad Hollow Road approach provides three through lanes and two dedicated left-turn lanes. Eastbound right-turns on red are restricted at this location. The intersection is controlled by a multi-phase traffic signal. The phasing is as follows:

- North-south through movements
- Lagging protected southbound left-turns and southbound through movement
- Eastbound movements.

Broad Hollow Road (NYS Route 110) at Melville Park Road

The Broad Hollow Road at Melville Park Road intersection is a three-legged signalized intersection. The northbound Broad Hollow Road approach provides one dedicated left-turn lane for U-turns, two through lanes, and one shared through/right-turn lane. The southbound Broad Hollow Road approach provides a dedicated left-turn lane and three dedicated through lanes. The westbound Melville Park Road approach provides a dedicated left-turn lane and an dedicated right-turn lane. The intersection is controlled by a multi-phase traffic signal. The phasing is as follows:

- Leading protected southbound left-turn movements with northbound u-turns
- North-south through movements
- Westbound movements.

Maxess Road at LIE South Service Road

The SSR at Maxess Road intersection is a three-legged unsignalized intersection with two active approaches. The SSR Road is a one-way roadway and permits eastbound travel only. The eastbound SSR approach provides a through lane and a shared through/right-turn lane. The northbound Maxess Road approach is stop-controlled and provides two dedicated right-turn lanes.

Maxess Road at Existing South Site Access Driveway

The Maxess Road at Melville Park Drive/Existing South Site Access Driveway intersection is a four-legged unsignalized intersection. The northbound and southbound Maxess Road approaches provide a dedicated left-turn lane, a through lane, and a shared through/right-turn lane. The eastbound Melville Park Drive is a stop-controlled approach that was observed to function as a shared left-turn/through lane and a dedicated right-turn lane. The existing South Site Access driveway westbound approach provides a single shared through/right-turn lane. No left-turn movements exiting this site driveway are permitted.

Maxess Road at Corporate Center Drive

The Maxess Road at Corporate Center Drive intersection is a three-legged signalized intersection. The northbound Maxess Road approach provides a through lane and a shared through/right-turn lane. The southbound Maxess Road approach provides an dedicated left-turn lane and two through lanes. The westbound Corporate Center Drive approach provides an dedicated left-turn lane and a dedicated right-turn lane. The intersection is controlled by a two-phase traffic signal. Crosswalks are provided across the southern and eastern legs of the intersection, with pedestrian call buttons provided for the Maxess Road crossing.

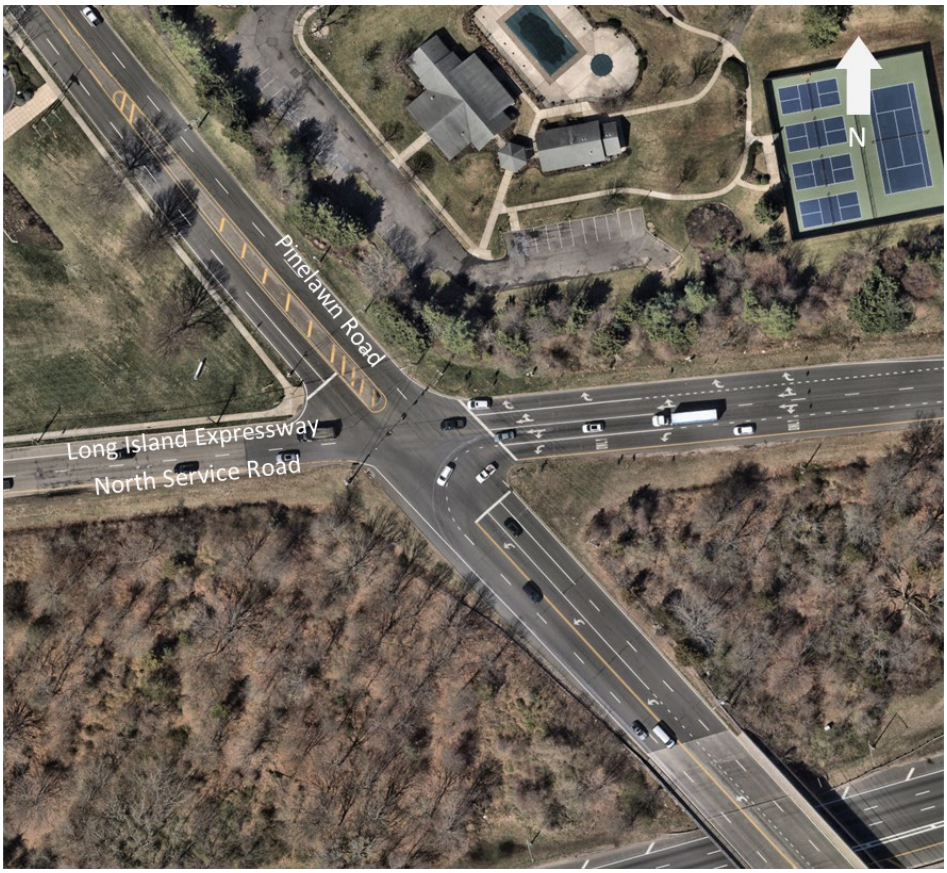
Maxess Road at Baylis Road

The Maxess Road at Corporate Center Drive intersection is a three-legged signalized intersection. The northbound Maxess Road approach provides a through lane and a shared through/right-turn lane. The southbound Maxess Road approach provides a dedicated left-turn lane and two through lanes. The westbound Corporate Center Drive approach provides a dedicated left-turn lane and a dedicated right-turn lane. The intersection is controlled by a two-phase traffic signal.

Maxess Road at Duryea Road

The Maxess Road at Duryea Road intersection is a four-legged, two-way stop-controlled intersection. The northbound and southbound Maxess Road approaches provide a dedicated left-turn lane, a through lane, and a shared through/right-turn lane. The eastbound stop-controlled Duryea Road approach has no visible pavement markings, but the approach was observed to accommodate simultaneous left turning and through traffic due to its width. The eastbound approach includes a channelized right-turn lane with yield control. The westbound, stop-controlled Duryea Road approach also has no visible pavement markings, but is wide enough and was observed to accommodate simultaneous left turning and through/right turning vehicles.

Pinelawn Road (CR 3) at LIE North Service Road



The intersection of Pinelawn Road (CR 3) at the North Service Road (NSR) is a four-legged signalized intersection with three active approaches. The NSR is a one-way roadway that permits only westbound travel. The westbound NSR approach provides a dedicated left-turn lane, a shared left-turn/through lane, a shared through/right-turn lane, and a dedicated right-turn lane. The northbound Pinelawn Road approach provides a dedicated left-turn lane and two through lanes. The southbound Pinelawn Road approach provides a through lane and a shared through/right-turn lane. No pedestrian crosswalks or pedestrian signal equipment is provided at this intersection. The intersection is controlled by a multi-phase traffic signal which is coordinated with the SSR intersection. The phasing is as follows:

- North-south movements with permitted northbound left-turns
- Lagging northbound movements with protected left-turns
- Westbound movements.

Pinelawn Road (CR 3) at LIE South Service Road

The Pinelawn Road at SSR intersection is a four-legged signalized intersection with three active approaches. The SSR is a one-way roadway that permits only eastbound travel. The eastbound SSR approach provides a shared left-turn/through lane, a through lane, and a dedicated right-turn lane. The northbound Pinelawn Road approach provides two through lanes and a channelized right-turn lane. The southbound Pinelawn Road approach provides a dedicated left-turn lane and two through lanes. Eastbound right-turns on red are restricted at this location. No pedestrian crosswalks or pedestrian signal equipment is provided at this intersection. The intersection is controlled by a multi-phase traffic signal which is coordinated with the LIE North Service Road intersection. The phasing is as follows:

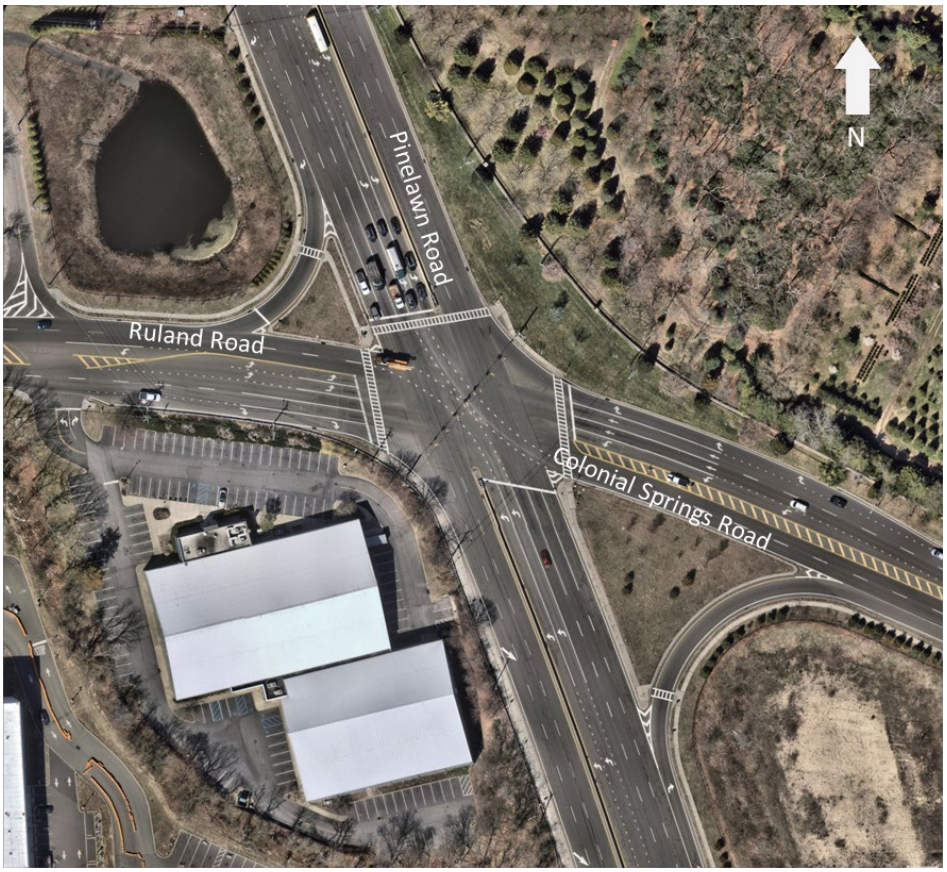
- North-south movements with permitted southbound left-turns
- Lagging southbound movements with protected left-turns
- Eastbound movements.

Pinelawn Road (CR 3) at Corporate Center Drive

The Pinelawn Road at Corporate Center Drive intersection is a three-legged signalized intersection. The northbound Pinelawn Road approach provides a dedicated left-turn lane and two through lanes. The southbound Pinelawn Road approach provides a through lane and a shared through/right-turn lane. The eastbound Corporate Center Drive approach provides two dedicated left-turn lanes and a dedicated right-turn lane. A crosswalk with pedestrian call buttons and pedestrian signals are provided across the southern leg of the intersection. The intersection is controlled by a multi-phase traffic signal and the phasing is as follows:

- Northbound movements with protected left-turns and an eastbound right-turn overlap
- North-south Movements with permitted left-turns
- Eastbound movements.

Pinelawn Road (CR 3) at Colonial Springs Road/Ruland Road (CR 5)



The Pinelawn Road at Colonial Springs Road/Ruland Road intersection is a four-legged signalized intersection. The northbound and southbound Pinelawn Road approaches provide two dedicated left-turn lanes, three through lanes, and a yield-controlled, channelized right-turn lane. The eastbound Ruland Road approach provides two dedicated left-turn lanes, two through lanes, and a dedicated right-turn lane. The westbound Colonial Springs Road approach provides a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane. Pedestrian crosswalks with call buttons are provided across the northern, eastern, and western legs of the intersection. The intersection is controlled by a multi-phase traffic signal and the phasing is as follows:

- Protected east-west left-turns with
- East-west movements with restricted left-turns
- Protected north-south left-turns
- North-south movements with restricted left-turns.

Corporate Center Drive at Existing Site Access Driveway/Driveway

The intersection of Corporate Center Drive and Existing Site Access Driveway/Driveway is a four-legged unsignalized intersection. The northbound Driveway approach is stop-controlled and provides a shared left-turn/right-turn lane. The southbound existing Site Access driveway is stop-controlled and provides a dedicated left-turn lane and a dedicated right-turn lane. The eastbound Corporate Center Drive approach provides a through lane and a shared through/right-turn lane. The westbound Corporate Center Drive approach provides two through lanes and a dedicated right-turn lane. A center two-way left-turn lane accommodates left turns from Corporate Center Drive in both directions.

6.2 Existing Traffic Volume Data

Intersection turning movement counts (TMCs) were collected on Wednesday, May 28, 2025, during the weekday a.m. peak period from 7:00 a.m. to 9:00 a.m., the weekday p.m. peak period from 4:00 p.m. to 6:00 p.m., and during the Saturday midday peak period on May 31, 2025 from 11:00 a.m. to 2:00 p.m. at the following locations:

- Broad Hollow Road (NYS Route 110) at SSR
- Broad Hollow Road (NYS Route 110) at Melville Park Road
- Maxess Road at SSR
- Maxess Road at Existing North Site Access Driveway
- Maxess Road at Melville Park Drive/Existing South Site Access Driveway
- Maxess Road at Corporate Center Drive
- Maxess Road at Baylis Road
- Pinelawn Road (CR 3) at NSR
- Pinelawn Road (CR 3) at SSR
- Pinelawn Road (CR 3) at Corporate Center Drive
- Corporate Center Drive at Existing Site Access Driveway/Driveway.

In response to comments from the Town of Huntington to expand the study to include additional locations, turning movement counts were conducted during the same time periods identified above on Tuesday, September 9, 2025, for the weekday periods, and Saturday, September 6, 2025, for the Saturday period at the following intersections

- Maxess Road at Duryea Road
- Pinelawn Road at Ruland Road/Colonial Springs Road.

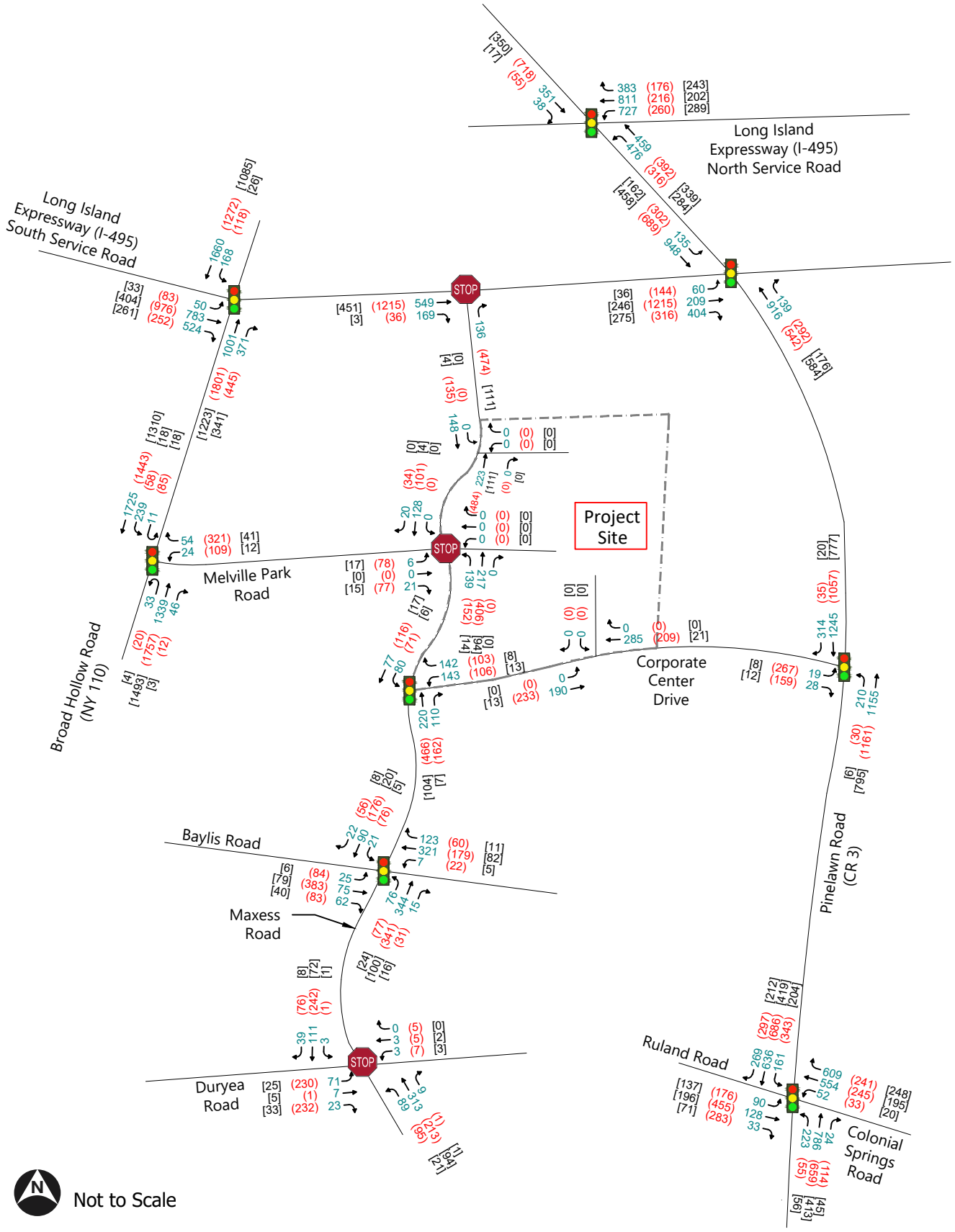
The peak period traffic volume data is included in Appendix B of the TIS (see **Appendix N**).

The 2025 Existing peak one-hour traffic volumes for the weekday a.m., weekday p.m., and Saturday midday peak hours are illustrated on **Figure 7.** Based on the data, the weekday a.m. peak hour occurs from 8:00 a.m. to 9:00 a.m., the weekday p.m. peak hour occurs from 5:00 p.m. to 6:00 p.m., and the Saturday midday peak hour occurs from 1:00 p.m. to 2:00 p.m.

Figure 7: 2025 Existing Traffic Volumes

Melville Crossing

75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York



Key: AM Peak (PM Peak) [Saturday Midday Peak]

6.3 Future Conditions

The analysis of future conditions, with and without the proposed development, was performed to evaluate its effect on future conditions in the study area. Background traffic volumes in the study area were projected to the year 2028, reflecting the year when the development is expected to be completed and fully occupied. The No-Build condition represents the future traffic conditions without construction of the proposed development and the Build condition represents future traffic conditions with construction of the proposed development.

6.3.1 No-Build Condition

No-Build traffic volumes include existing traffic and new traffic due to general traffic growth and other planned developments (OPDs) near the Subject Property as identified by the local municipality and review agencies.

6.3.1.1 Other Planned Developments and Background Traffic Growth

The Town of Huntington was contacted for information relating to OPDs that may affect traffic volumes in the Study Area. In response to this request, one project was identified:

- 115 Baylis Road – A mixed use development consisting of 200 apartment units (50 Studio, 96 1-bedroom, and 54 2-bedroom) and 50,000 sf of office/retail space. Traffic for this development was generated using ITE Trip Gen 11th edition, specifically ITE LUC #221 – Multi-family Housing (Mid-Rise) and ITE LUC #822 – Strip Retail Plaza (<40k). Based on this, the project would generate 218 trips during the weekday a.m. peak period, 408 trips during the weekday p.m. peak period, and 410 trips during the Saturday midday peak period. The volumes were then distributed through the network using a similar distribution developed for the Proposed Melville Crossing Development.

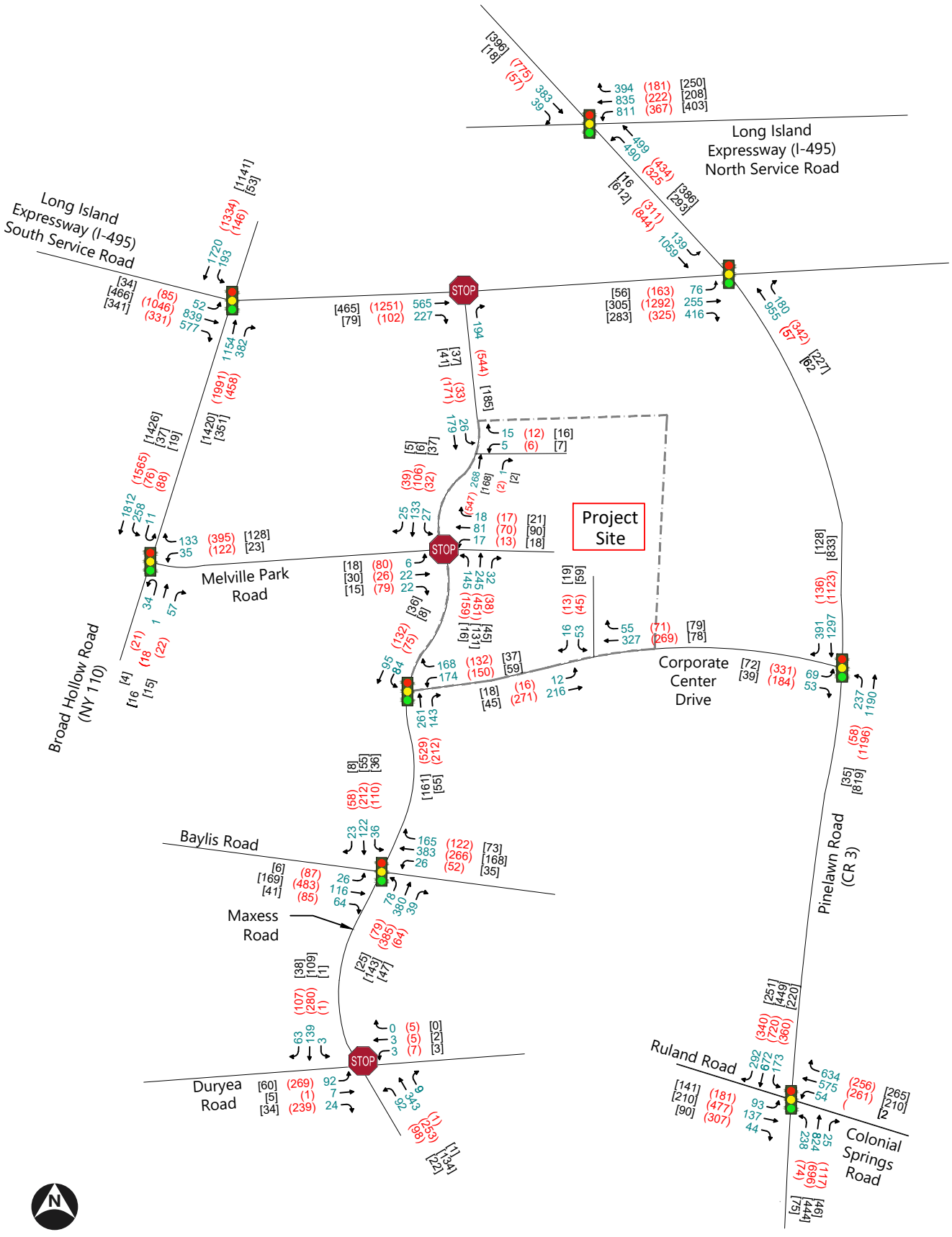
To account for increases in general population and background growth not related to the Proposed Project, an annual growth factor was applied to the existing traffic volumes. Based on a review of background growth rates developed by the New York State Department of Transportation (NYSDOT) and other local municipalities, the anticipated growth rate for the Town of Huntington is one percent per year. The growth rate was applied to the existing traffic volumes for three years to represent the future condition.

The No-Build 2028 traffic volumes for the weekday a.m., weekday p.m., and Saturday midday peak hours are shown in **Figure 8**.

Figure 8: 2028 Build Traffic Volumes

Melville Crossing

75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York



Key: AM Peak (PM Peak) [Saturday Midday Peak]

6.4 Build Condition

6.4.1 Project Generated Traffic Volumes

To estimate the site-generated traffic anticipated at the Subject Property, the Institute of Transportation Engineers' (ITE) publication *Trip Generation,11th Edition*[36] was utilized. The number of vehicle trips generated by the Proposed Project was estimated based on the following ITE land use codes (LUC).

- ITE LUC 221 – Multifamily Housing (Mid-Rise) – 400 units
- ITE LUC 822 – Retail Plaza (<40k) – 15,000 sf
- ITE LUC 720 – Medical-Dental Office Building – 7,000 sf
- ITE LUC 932- High Turnover Sit-Down Restaurant – 5,000 sf
- ITE LUC 930 – Fast Casual Restaurant – 5,000 sf
- ITE LUC 933 – Fast Food Restaurant Without Drive Through -5,000 sf

In reviewing the trip generation estimates for the project, it can be expected that some of the trips to the site, associated with the retail and restaurant components, will originate from traffic that is already on the adjacent roadway network. These trips, known as pass-by or diverted link trips, contribute to the site driveway volumes, but do not add traffic volume on the adjacent roadway network. Based on the ITE data, pass-by credits of between 25-35 percent could be applied for the retail uses, and pass-by credits of upwards of 50 percent could be applied to the restaurant units. To be conservative, pass-by credits of 25 percent for the weekday AM and weekday PM peak hour were applied to the site-generated traffic for these components. Due to the nature of the study area, no pass by credits were taken during the Saturday midday peak hour.

The evaluation of the proposed development with restaurant and retail space results in some multi-use or "internal" vehicle trips at the site, meaning that trips between land uses on the site are generated internally and do not add an additional trip to the adjacent roadway network. For example, a resident may stop at the retail store when leaving their home before exiting the site or when arriving at the site prior to entering their home. To maintain a conservative analysis, internal capture rates were capped at 10% for the interaction between any two uses. The internal trip credit was estimated using the procedures outlined in the ITE publication *Trip Generation Handbook, 3rd Edition*[37]. The resulting overall internal trip credit is nine percent during the weekday a.m. peak hour, 14 percent during the weekday p.m. peak hour, and 14 percent during the Saturday midday peak hour. The internal capture worksheets are included in Appendix E of the TIS (**Appendix N**).

The trip generation estimate is summarized in **Table 18.**

36 Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021
37 Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, Washington D.C., September 2017

Table 18 Peak Hour Site Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Sat Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Residential [a]	38	126	164	95	61	156	80	76	156
Strip Retail Plaza [b]	21	14	35	52	52	104	50	49	99
Medical-Dental Office Building [c]	17	5	22	8	17	25	12	9	21
Combined Restaurant Uses [d]	155	116	271	140	123	263	142	132	274
Retail Pass-By [e]	4	4	8	10	11	21	0	0	0
Combined Restaurant Pass-By [e]	32	32	64	30	30	60	0	0	0
Total Pass-By Trips	36	36	72	40	41	81	0	0	0
Internal Capture	-20	-20	-40	-36	-36	-72	-36	-36	-72
Total New Trips	175	205	380	219	176	395	248	230	478

a Trip generation estimate based on ITE LUC 221 – Multifamily Housing (Mid-Rise) with 400 units

b Trip generation estimate based on ITE LUC 822 – Strip Retail Plaza (<40k sf) with 15,000 sf

c Trip generation estimate based on ITE LUC 720 – Medical-Dental Office Building with 7,000 sf

d Trip generation estimate based on 5,000 sf of ITE LUC 932 – High Turnover Sit-Down Restaurant, 5,000 sf of ITE LUC 9320 – Fast Casual Restaurant, and 5,000 sf of ITE LUC 933 – Fast Food Restaurant without Drive Through

e Pass-By credit of 25% a.m. and p.m., 0% for Saturday

Based on the projections outlined above, the proposed Melville Crossing is expected to generate 380 new vehicle trips during the weekday a.m. peak hour (175 entering and 205 exiting), 395 new vehicle trips during the weekday p.m. peak hour (219 entering and 176 exiting), and 478 new vehicle trips during the Saturday midday peak hour (248 entering and 230 exiting).

6.4.2 Trip Distribution and Assignment

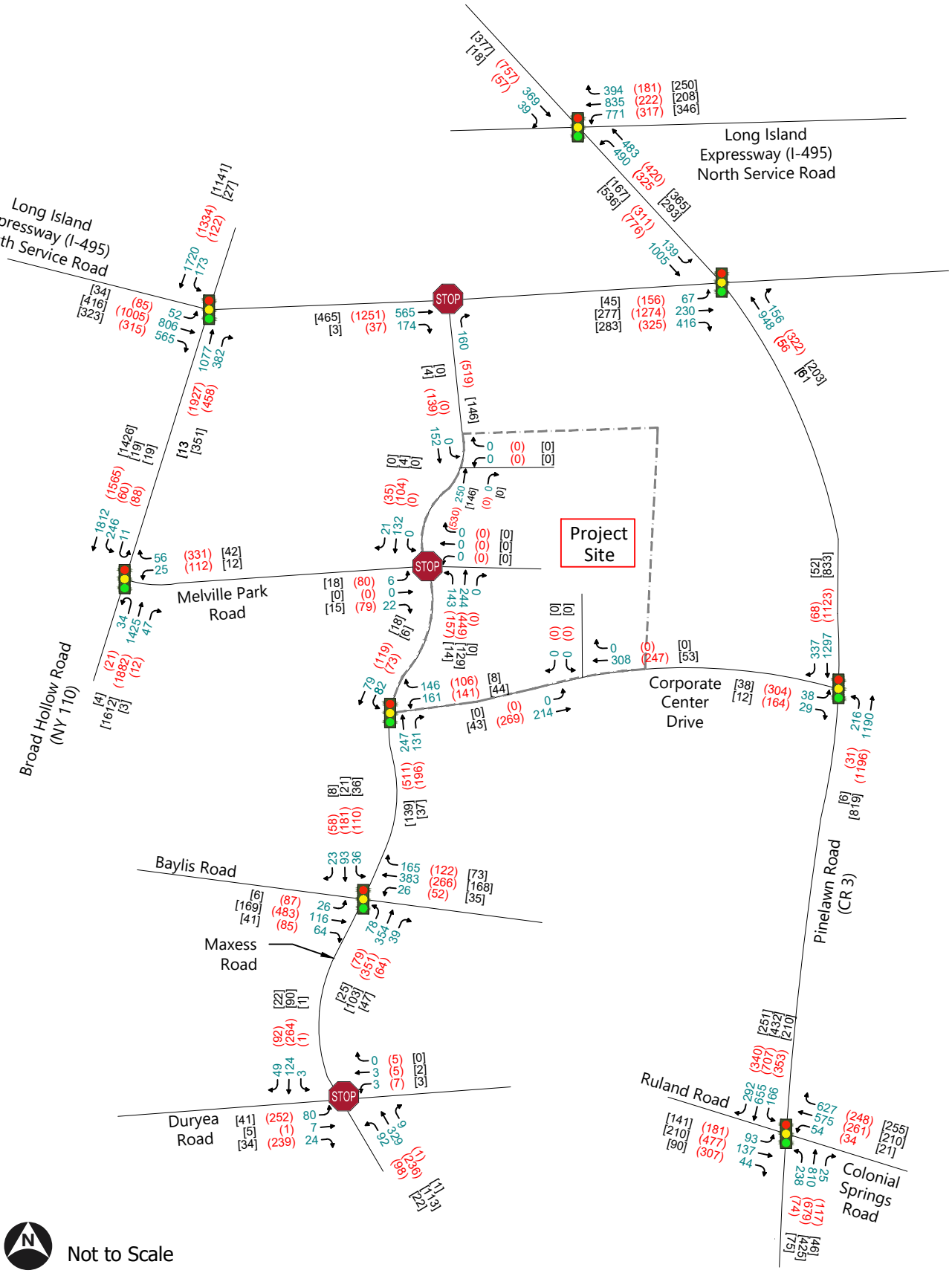
The directional distribution of traffic approaching and departing the site is a function of several variables including population densities, existing travel patterns, and the efficiency of the roadways leading to and from the site. Based on a review of the overall existing travel patterns and population centers in the area it is estimated that approximately 60 percent of the site-generated traffic will travel to and from the north of the site and 40 percent will travel to and from the south of the site. Due to the location of the proposed development, it is anticipated that 40 percent of the pass-by trips will come from Corporate Center Drive while 60 percent will come from Maxess Road.

The primary trip assignment and pass-by volumes were added to the 2028 No-Build volumes to create the 2028 Build traffic volumes, which are summarized on **Figure 9.**

Figure 9: 2028 No-Build Traffic Volumes

Melville Crossing

75 Maxess Road, Hamlet of Melville, Town of Huntington, Suffolk County, New York



Key: AM Peak (PM Peak) [Saturday Midday Peak]

6.5 Traffic Operations Analysis

6.5.1 Level-of-Service and Delay Criteria

To assess quality of flow, intersection capacity analyses were conducted for 2025 Existing, 2028 No-Build, and 2028 Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels-of-service (LOS).

The evaluation criteria used to analyze the study area intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual (HCM)*[38]. Given the geometry and phasing of the study area intersection, the Synchro methodology was used. LOS is a measure that considers many factors including roadway geometry, speed, and travel delay. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. The level of service designations, which are based on delay and capacity, are reported differently for signalized and unsignalized intersections. The LOS definitions are included in Appendix F of the TIS (**Appendix N**).

6.5.2 Improvements to Area Roadways and Site Access

In keeping with the goals outlined in the MTCOD, the reconfiguration of Maxess Road and Corporate Center Drive is proposed along the site frontage, which will result in a significant change in the roadway's character and operations. Both aforementioned roadways currently provide two travel lanes in each direction separated by a two-way left-turn lane and/or grass median. Under the Build scenario, one travel lane is proposed in each direction, separated by a two-way left-turn lane. Along the east side of Maxess Road, parallel parking stalls are proposed to support the project and angle parking stalls are proposed on the north side of Corporate Center Drive for a similar purpose. These parking stalls will provide short-term parking for patrons of the site's commercial components (retail and restaurant) and will eliminate the need for many patrons to enter the site to park, which will lessen the traffic burden at the site access points and provide smoother overall operation.

A new traffic signal is also proposed at the intersection of Maxess Road and Melville Park Road/Site Access to provide controlled ingress/egress to the proposed project. The traffic signal will mirror the operation of the nearby signal at the intersection of Maxess Road and Corporate Center Drive, and a traffic signal warrant study has been performed in for this intersection in the TIS, which demonstrates that this proposed signal meets necessary warrants (**see Appendix N**).

6.5.3 Intersection Capacity Analysis

Levels-of-service analyses were conducted for the 2025 Existing, 2028 No-Build, and 2028 Build conditions for the Study Area intersections. Tables 19 through 24 summarize the capacity analysis results.

[38] Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016

6.5.3.1 Signalized Intersections

Table 19 Weekday AM Peak Hour LOS Summary – Signalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Broad Hollow Road (NYS Route 110) at LIE South Service Road	EB	LT	36.4	D	36.5	D	37.0	D
		R	41.8	D	44.1	D	44.9	D
		Approach	38.5	D	39.5	D	40.1	D
	NB	T	25.0	C	26.2	C	27.4	C
		R	22.9	C	24.0	C	24.1	C
		Approach	24.4	C	25.6	C	26.5	C
	SB	L	75.7	E	78.7	E	94.1	F
		T	17.8	B	18.6	B	18.7	B
		Approach	23.1	C	24.1	C	26.3	C
	Overall		**28.1**	**C**	**29.2**	**C**	**30.5**	**C**
Broad Hollow Road (NYS Route 110) at Melville Park Road	WB	L	43.2	D	43.4	D	43.7	D
		R	15.1	B	15.0	B	13.4	B
		Approach	23.7	C	23.6	C	19.6	B
	NB	U-Turn	55.4	E	55.9	E	55.9	E
		TR	19.6	B	20.9	C	24.3	C
		Approach	20.4	C	21.7	C	25.0	C
	SB	L	52.1	D	52.0	D	51.6	D
		T	8.1	A	8.4	A	9.6	A
		Approach	13.7	B	13.8	B	15.0	B
	Overall		**16.7**	**B**	**17.3**	**B**	**19.2**	**B**
Maxess Road at Corporate Center Drive	WB	L	13.9	B	14.2	B	14.4	B
		R	4.3	A	4.2	A	4.2	A
		Approach	9.1	A	9.5	A	9.4	A
	NB	TR	4.6	A	4.8	A	N/A	N/A
		T	N/A	N/A	N/A	N/A	8.9	A
		R	N/A	N/A	N/A	N/A	2.5	A
		Approach	4.6	A	4.8	A	6.6	A
	SB	L	7.7	A	8.2	A	8.0	A
		T	6.0	A	6.2	A	7.0	A
		Approach	6.9	A	7.2	A	7.5	A
	Overall		**6.7**	**A**	**6.9**	**A**	**7.8**	**A**

Table 19 Weekday AM Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at Baylis Road	EB	LTR	4.5	A	5.0	A	5.1	A
		Approach	4.5	A	5.0	A	5.1	A
	WB	LTR	6.4	A	7.6	A	7.7	A
		Approach	6.4	A	7.6	A	7.7	A
	NB	L	12.1	B	12.2	B	12.3	B
		TR	11.6	B	11.6	B	11.9	B
		Approach	11.7	B	11.7	B	11.9	B
	SB	L	10.6	B	11.7	B	11.8	B
		TR	8.3	A	8.3	A	8.6	A
		Approach	8.7	A	9.1	A	9.3	A
	Overall		**8.3**	**A**	**8.7**	**A**	**8.9**	**A**
Pinelawn Road at LIE North Service Road	WB	L	78.5	E	93.6	F	101.9	F
		T	68.0	E	83.4	F	94.7	F
		R	31.8	C	33.1	C	33.1	C
		Approach	64.3	E	77.2	E	85.9	F
	NB	L	46.3	D	59.1	E	63.9	E
		T	4.2	A	4.4	A	4.6	A
		Approach	25.7	C	32.0	C	34.0	C
	SB	TR	38.0	D	39.8	D	41.5	D
		Approach	38.0	D	39.8	D	41.5	D
	Overall		**50.0**	**D**	**59.7**	**E**	**65.6**	**E**
Pinelawn Road at LIE South Service Road	EB	LT	21.5	C	22.0	C	22.4	C
		R	67.7	E	78.8	E	79.3	E
		Approach	49.2	D	55.1	E	54.1	D
	NB	L	30.8	C	31.8	C	32.1	C
		T	4.7	A	4.9	A	5.0	A
		Approach	27.3	C	28.0	C	27.8	C
	SB	T	18.8	B	19.6	B	18.0	B
		R	9.1	A	9.3	A	9.5	A
		Approach	10.3	B	10.6	B	10.5	B
	Overall		**26.0**	**C**	**27.8**	**C**	**27.4**	**C**
Pinelawn Road at Corporate Center Drive	EB	L	50.8	D	51.9	D	53.3	D
		R	10.7	B	10.1	B	11.1	B
		Approach	27.1	C	34.0	C	35.0	D
	NB	L	22.9	C	31.0	C	40.0	D
		T	1.6	A	2.3	A	3.1	A
		Approach	4.9	A	6.7	A	9.2	A
	SB	TR	14.5	B	18.8	B	26.6	C
		Approach	14.5	B	18.8	B	26.6	C
	Overall		**10.3**	**B**	**13.7**	**B**	**19.2**	**B**

Table 19 Weekday AM Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Pinelawn Road at Ruland Road/Colonial Springs Road	EB	LL	54.8	D	54.8	D	54.8	D
		TT	36.3	D	35.4	D	35.4	D
		R	0.2	A	0.2	A	0.2	A
		Approach	38.3	D	36.3	D	36.3	D
	WB	L	59.7	E	59.9	E	59.9	E
		TT	50.8	D	51.2	D	51.3	D
		R	35.8	D	34.2	C	34.6	C
		Approach	43.7	D	43.1	D	43.3	D
	NB	LL	59.2	E	59.3	E	59.3	E
		TTT	34.6	C	39.3	D	40.0	D
		R	0.1	A	0.2	A	0.2	A
		Approach	39.1	D	42.8	D	43.3	D
	SB	LL	43.9	D	42.7	D	42.8	D
		TTT	28.2	C	30.3	C	30.5	C
		R	5.2	A	5.5	A	5.5	A
		Approach	24.8	C	25.7	C	25.9	C
	Overall		**36.3**	**D**	**37.3**	**D**	**37.5**	**D**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Table 20 Weekday PM Peak Hour LOS Summary - Signalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Broad Hollow Road (NYS Route 110) at LIE South Service Road	EB	LT	36.1	D	35.9	D	36.1	D
		R	29.7	C	30.6	C	30.6	C
		Approach	34.9	C	34.7	C	34.9	C
	NB	T	19.9	B	24.0	C	27.7	C
		R	9.9	A	10.5	B	10.3	B
		Approach	17.9	B	21.4	C	24.5	C
	SB	L	67.4	E	68.6	E	79.3	E
		T	16.6	B	17.3	B	17.5	B
		Approach	20.9	C	21.6	C	23.7	C
	Overall		**23.2**	**C**	**25.0**	**C**	**27.1**	**C**
Broad Hollow Road (NYS Route 110) at Melville Park Road	WB	L	40.0	D	40.3	D	39.3	D
		R	56.2	E	58.6	E	71.4	E
		Approach	52.1	D	54.0	D	63.9	E
	NB	U-Turn	59.6	E	60.1	E	60.1	E
		TR	25.3	C	28.0	C	31.8	C
		Approach	25.7	C	28.4	C	32.1	C
	SB	L	64.8	E	66.4	E	71.3	E
		T	9.5	A	10.1	B	11.0	B
		Approach	14.5	B	15.0	B	16.7	B
	Overall		**24.0**	**C**	**25.5**	**C**	**29.6**	**C**
Maxess Road at Corporate Center Drive	WB	L	15.4	B	18.7	B	25.0	C
		R	4.8	A	5.7	A	9.3	A
		Approach	10.2	B	13.1	B	17.6	B
	NB	TR	7.8	A	8.6	A	N/A	N/A
		T	N/A	N/A	N/A	N/A	13.6	B
		R	N/A	N/A	N/A	N/A	1.9	A
		Approach	7.8	A	8.6	A	10.3	B
	SB	L	11.8	B	15.5	B	12.8	B
		T	6.1	A	6.2	A	6.3	A
		Approach	8.3	A	9.7	A	8.7	A
	Overall		**8.3**	**A**	**9.7**	**A**	**11.7**	**A**

Table 20 Weekday PM Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at Baylis Road	EB	LTR	9.5	A	12.8	B	13.4	B
		Approach	9.5	A	12.8	B	13.4	B
	WB	LTR	6.1	A	8.6	A	9.0	A
		Approach	6.1	A	8.6	A	9.0	A
	NB	L	13.6	B	15.1	B	15.1	B
		TR	12.0	B	13.1	B	13.3	B
		Approach	12.2	B	13.4	B	13.6	B
	SB	L	15.4	B	22.2	C	23.8	C
		TR	8.4	A	9.5	A	10.2	B
		Approach	10.2	B	13.5	B	14.1	B
	Overall		**9.9**	**A**	**12.1**	**B**	**12.6**	**B**
Pinelawn Road at LIE North Service Road	WB	L	55.4	E	59.7	E	64.5	E
		T	48.7	D	51.3	D	55.0	E
		R	52.7	D	55.7	E	55.7	E
		Approach	51.3	D	54.4	D	57.6	E
	NB	L	19.2	B	20.9	C	21.5	C
		T	2.6	A	2.7	A	2.7	A
		Approach	10.0	B	10.6	B	10.8	B
	SB	TR	33.6	C	34.7	C	35.3	D
		Approach	33.6	C	34.7	C	35.3	D
	Overall		**31.2**	**C**	**33.0**	**C**	**34.7**	**C**
Pinelawn Road at LIE South Service Road	EB	LT	39.1	D	58.3	E	65.6	E
		R	18.7	B	19.7	B	19.7	B
		Approach	35.3	D	51.2	D	57.2	E
	NB	L	60.0	E	62.2	E	63.3	E
		T	48.4	D	58.6	E	68.7	E
		Approach	55.9	E	60.9	E	65.3	E
	SB	T	41.7	D	45.9	D	46.8	D
		R	7.4	A	8.3	A	9.6	A
		Approach	17.9	B	19.1	B	19.6	B
	Overall		**35.3**	**D**	**44.1**	**D**	**47.9**	**D**
Pinelawn Road at Corporate Center Drive	EB	L	59.6	E	59.0	E	58.6	E
		R	34.7	C	35.5	D	35.0	D
		Approach	50.3	D	50.8	D	50.2	D
	NB	L	5.4	A	6.5	A	10.1	B
		T	6.6	A	7.5	A	8.1	A
		Approach	6.6	A	7.5	A	8.2	A
	SB	TR	12.9	B	15.3	B	18.4	B
		Approach	12.9	B	15.3	B	18.4	B
	Overall		**16.0**	**B**	**17.7**	**B**	**19.6**	**B**

Table 20 Weekday PM Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Pinelawn Road at Ruland Road/Colonial Springs Road	EB	LL	60.8	E	60.8	E	60.8	E
		TT	48.4	D	48.7	D	48.1	D
		R	19.1	B	20.9	C	20.9	C
		Approach	41.7	D	42.1	D	41.8	D
	WB	L	63.9	E	64.0	E	64.0	E
		TT	52.4	D	51.0	D	52.1	D
		R	18.2	B	18.7	B	19.0	B
		Approach	37.2	D	36.2	D	37.4	D
	NB	LL	59.2	E	59.9	E	59.9	E
		TTT	31.6	C	32.1	C	32.7	C
		R	2.3	A	2.5	A	2.5	A
		Approach	29.4	C	30.5	C	31.0	C
	SB	LL	56.2	E	57.4	E	56.8	E
		TTT	22.6	C	23.7	C	24.0	C
		R	4.0	A	4.2	A	4.2	A
		Approach	27.1	C	27.5	C	27.6	C
	Overall		**32.8**	**C**	**33.1**	**C**	**33.4**	**C**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Table 21 Saturday Midday Peak Hour LOS Summary - Signalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Broad Hollow Road (NYS Route 110) at LIE South Service Road	EB	LT	34.9	C	32.6	C	32.4	C
		R	36.9	D	36.2	D	35.7	D
		Approach	35.6	D	34.1	C	33.7	C
	NB	T	10.2	B	12.1	B	11.2	B
		R	1.9	A	2.5	A	3.2	A
		Approach	8.4	A	10.1	B	9.7	A
	SB	L	45.3	D	45.4	D	47.3	D
		T	8.9	A	10.4	B	10.9	B
		Approach	9.7	A	11.2	B	12.5	B
	Overall		**14.5**	**B**	**15.6**	**B**	**15.9**	**B**
Broad Hollow Road (NYS Route 110) at Melville Park Road	WB	L	41.9	D	41.9	D	43.3	D
		R	15.5	B	15.6	B	13.4	B
		Approach	21.3	C	21.3	C	18.0	B
	NB	U-Turn	46.2	D	46.2	D	46.2	D
		TR	9.1	A	9.6	A	13.3	B
		Approach	9.2	A	9.6	A	13.4	B
	SB	L	45.1	D	44.5	D	47.4	D
		T	2.9	A	2.9	A	4.0	A
		Approach	4.1	A	4.0	A	5.7	A
	Overall		**7.0**	**A**	**7.2**	**A**	**10.1**	**B**
Maxess Road at Corporate Center Drive	WB	L	12.5	B	11.7	B	11.5	B
		R	8.5	A	7.1	A	5.1	A
		Approach	11.0	B	11.0	B	9.0	A
	NB	TR	2.0	A	3.4	A	N/A	N/A
		T	N/A	N/A	N/A	N/A	5.9	A
		R	N/A	N/A	N/A	N/A	2.5	A
		Approach	2.0	A	3.4	A	5.0	A
	SB	L	2.8	A	5.0	A	5.9	A
		T	2.5	A	4.7	A	5.8	A
		Approach	2.6	A	4.8	A	5.8	A
	Overall		**3.3**	**A**	**5.1**	**A**	**6.2**	**A**

Table 21 Saturday Midday Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at Baylis Road	EB	LTR	4.4	A	5.3	A	5.3	A
		Approach	4.4	A	5.3	A	5.3	A
	WB	LTR	5.1	A	5.0	A	5.0	A
		Approach	5.1	A	5.0	A	5.0	A
	NB	L	9.4	A	9.6	A	9.8	A
		TR	7.8	A	7.2	A	7.9	A
		Approach	8.1	A	7.6	A	8.1	A
	SB	L	9.2	A	10.0	B	10.3	B
		TR	7.8	A	7.8	A	8.5	A
		Approach	8.0	A	9.0	A	9.2	A
	Overall		**6.2**	**A**	**6.0**	**A**	**6.4**	**A**
Pinelawn Road at LIE North Service Road	WB	L	28.7	C	29.9	C	24.3	C
		T	26.6	C	27.3	C	25.6	C
		R	28.1	C	28.9	C	26.8	C
		Approach	27.5	C	28.3	C	25.7	C
	NB	L	6.8	A	7.3	A	7.6	A
		T	1.3	A	1.5	A	1.7	A
		Approach	3.8	A	4.1	A	4.3	A
	SB	TR	24.3	C	24.7	C	25.0	C
		Approach	24.3	C	24.7	C	25.0	C
	Overall		**18.2**	**B**	**19.0**	**B**	**16.7**	**B**
Pinelawn Road at LIE South Service Road	EB	LT	16.1	B	16.4	B	16.4	B
		R	21.1	C	21.5	C	21.2	C
		Approach	18.5	B	18.8	B	18.5	B
	NB	L	36.3	D	37.7	D	38.3	D
		T	6.4	A	6.4	A	6.4	A
		Approach	29.4	C	29.9	C	29.7	C
	SB	T	13.2	B	14.2	B	16.7	B
		R	6.5	A	6.9	A	9.7	A
		Approach	8.3	A	8.6	A	11.2	B
	Overall		**19.5**	**B**	**19.7**	**B**	**20.2**	**C**
Pinelawn Road at Corporate Center Drive	EB	L	44.9	D	46.4	D	47.7	D
		R	20.9	C	18.2	B	12.1	B
		Approach	30.5	C	39.8	D	35.2	D
	NB	L	1.2	A	1.8	A	2.4	A
		T	0.8	A	1.8	A	2.1	A
		Approach	0.8	A	1.8	A	2.1	A
	SB	TR	2.3	A	3.9	A	1.1	A
		Approach	2.3	A	3.9	A	1.1	A
	Overall		**1.9**	**A**	**3.9**	**A**	**4.0**	**A**

Table 21 Saturday Midday Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Pinelawn Road at Ruland Road/Colonial Springs Road	EB	LL	49.3	D	49.4	D	49.4	D
		TT	35.0	D	34.7	C	34.7	C
		R	1.5	A	2.8	A	2.8	A
		Approach	34.0	C	32.9	C	32.9	C
	WB	L	49.2	D	49.3	D	49.3	D
		TT	47.9	D	47.8	D	47.8	D
		R	8.5	A	9.7	A	11.3	B
		Approach	26.8	C	27.9	C	28.4	C
	NB	LL	47.7	D	48.5	D	48.5	D
		TTT	21.4	C	21.9	C	22.3	C
		R	0.2	A	0.2	A	0.2	A
		Approach	22.4	C	23.8	C	24.0	C
	SB	LL	49.3	D	49.4	D	49.4	D
		TTT	17.4	B	19.1	B	19.1	B
		R	3.7	A	4.0	A	4.0	A
		Approach	21.8	C	21.9	C	22.2	C
	Overall		**25.2**	**C**	**25.6**	**C**	**25.8**	**C**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

The above tables show that the signalized intersections generally operate at the same overall intersection levels of service during the Build condition as in the No-Build condition. There are two instances where the overall LOS changes from the No-Build to the Build Conditions, but in both cases the No-Build LOS was close to a LOS threshold and in both cases the Build condition still provides a good LOS. There are some individual movements or approaches that experience increases in delay that cause a change in LOS. However, those changes are generally minor and/or are due to very small increases in delay for movements near the threshold between different levels of service. The exceptions are as follows:

Broad Hollow Road (NYS Route 110) at LIE South Service Road

The southbound left-turn movement degrades from LOS E (No-Build) to LOS F (Build) during the weekday a.m. peak hour due to an increase in delay of 15.4 seconds. Recommended mitigation for this condition is a signal timing adjustment during the AM Peak period.

Broad Hollow Road (NYS Route 110) at Melville Park Road

The westbound approach degrades from LOS D (No-Build) to LOS E (Build) during the weekday p.m. peak hour due to an increase in delay of 9.9 seconds. Recommended mitigation for this condition is a signal timing adjustment in the PM Peak period.

Pinelawn Road at LIE North Service Road

The westbound approach degrades from LOS E (No-Build) to LOS F (Build) during the weekday a.m. peak hour due to an increase in delay of 8.7 seconds. At the same time, the westbound through movement and approach degrade from LOS D (No-Build) to LOS E (Build) during the weekday p.m. peak hour due to an increase in delay of 3.7 seconds and 3.2 seconds, respectively. Recommended mitigation consists of signal timing adjustments in the AM and PM Peak periods.

Pinelawn Road at LIE South Service Road

The eastbound approach degrades from LOS D (No-Build) to LOS E (Build) during the weekday p.m. peak hour due to an increase in delay of 6 seconds. Recommended mitigation consists of signal timing adjustments in the AM and PM Peak periods.

Pinelawn Road at Corporate Center Drive

The eastbound approach and northbound left-turn movement degrade from LOS C (No-Build) to LOS D (Build) during the a.m. peak hour due to an increase in delay of 1.0 second and 9.0 seconds, respectively. This location was reviewed for potential mitigation; however, it was found that the individual movements were not responsive to timing mitigation. Additionally, any more significant changes to phasing and/or geometry to target these movements would potentially impact the mainline of Pinelawn Road resulting in greater overall levels of delay. Due to this, and because the location does not experience an overall change in LOS based on the site generated traffic, no mitigation is recommended for this location.

6.5.4 Unsignalized Intersections

Table 22 Weekday AM Peak Hour LOS Summary – Unsignalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at LIE South Service Road	NB	R	11.9	B	12.2	B	12.8	B
Maxess Road at Melville Park Road/ Site Access Driveway	EB	LTR	10.3	B	10.4	B	13.2	B
	WB	LTR	n/a	n/a	n/a	n/a	16.4	C
	NB	L	7.8	A	7.8	A	7.8	A
	SB	L	n/a	n/a	n/a	n/a	7.9	A
Maxess Road at Duryea Road	EB	L	15.2	C	16.2	C	17.5	C
		TR	10.4	B	10.6	B	10.8	B
	WB	LTR	16.2	C	17.0	C	17.6	C
	NB	L	7.7	A	7.8	A	7.9	A
	SB	L	7.9	A	8.0	A	8.0	A
Maxess Road at North Site Access Driveway	WB	LR	n/a	n/a	n/a	n/a	10.1	B
	SB	L	n/a	n/a	n/a	n/a	7.9	A
Corporate Center Drive at East Site Access Driveway/ Driveway	EB	L	n/a	n/a	n/a	n/a	8.2	A
	SB	LR	n/a	n/a	n/a	n/a	11.5	B

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Table 23 Weekday PM Peak Hour LOS Summary – Unsignalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at LIE South Service Road	NB	R	29.5	D	36.3	E	46.1	E
Maxess Road at Melville Park Road/ Site Access Driveway	EB	LTR	30.2	D	36.3	E	795.6	F
	WB	LTR	n/a	n/a	n/a	n/a	46.9	E
	NB	L	8.0	A	2.1	A	8.1	A
	SB	L	n/a	n/a	n/a	n/a	9.3	A
Maxess Road at Duryea Road	EB	L	45.8	E	75.9	F	111.1	F
		TR	11.2	B	11.6	B	11.8	B
	WB	LTR	16.5	C	17.8	C	18.7	C
	NB	L	8.3	A	8.4	A	8.5	A
	SB	L	7.7	A	7.7	A	7.8	A
Maxess Road at North Site Access Driveway	WB	LR	n/a	n/a	n/a	n/a	12.4	B
	SB	L	n/a	n/a	n/a	n/a	8.8	A
Corporate Center Drive at East Site Access Driveway/ Driveway	EB	L	n/a	n/a	n/a	n/a	8.0	A
	SB	LR	n/a	n/a	n/a	n/a	11.3	B

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Table 24 Saturday Midday Peak Hour LOS Summary – Unsignalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at LIE South Service Road	NB	R	10.2	B	10.5	B	11.1	B
Maxess Road at Melville Park Road/ Site Access Driveway	EB	LTR	8.9	A	9.0	A	11.2	B
	WB	LTR	n/a	n/a	n/a	n/a	11.8	B
	NB	L	7.2	A	7.2	A	7.3	A
	SB	L	n/a	n/a	n/a	n/a	7.7	A
Maxess Road at Duryea Road	EB	L	10.1	B	10.6	B	11.3	B
		TR	9.0	A	9.2	A	9.3	A
	WB	LTR	10.2	B	10.5	B	10.8	B
	NB	L	7.5	A	7.6	A	7.7	A
	SB	L	7.4	A	7.4	A	7.5	A
Maxess Road at North Site Access Driveway	WB	LR	n/a	n/a	n/a	n/a	9.4	A
	SB	L	n/a	n/a	n/a	n/a	7.6	A
Corporate Center Drive at East Site Access Driveway/ Driveway	EB	L	n/a	n/a	n/a	n/a	7.6	A
	SB	LR	n/a	n/a	n/a	n/a	9.6	A

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Review of the above tables shows that the unsignalized intersections generally operate at the same level during the Build condition as the No-Build condition, with the following exceptions:

Maxess Road at Melville Park Road/Site Access Driveway

The westbound approach (site driveway) operates at LOS E during the weekday p.m. period. The eastbound approach degrades from LOS E (No-Build) to LOS F (Build) due to an increase in delay of 759.3 seconds. It is proposed to provide a traffic signal at this location, which meets signal warrants per the analysis included in the TIS (**Appendix N** of this Expanded EA).

Maxess Road at Duryea Road

The eastbound left-turn operates at LOS F during the weekday p.m. period for both the No Build and Build conditions with a 35.2 second increase in delay. However, further review indicates that this is due primarily to conservative factors calculated by the Synchro software. In reality, this approach operates with considerably less delay, which is supported by the turning movement count video, which shows that the average delay for the existing turning condition is less than the 45.8 seconds the Synchro software calculates. During this time period, the proposed project only projects 17 new trips to perform this movement during the peak hour. Thus, no mitigation is proposed.

Table 25 and **Table 26** below provide the capacity analysis results for the weekday a.m. peak hour and weekday p.m. peak hour with the proposed mitigation measures identified above.

Table 25 AM Peak Hour LOS Summary – Signalized With Mitigation

Intersection	Approach	Lane Group	No Build 2028		Build 2028		Build with Mitigation 2028	
			Delay	LOS	Delay	LOS	Delay	LOS
Broad Hollow Road (NYS Route 110) at LIE South Service Road	EB	LT	36.5	D	37.0	D	37.0	D
		R	44.1	D	44.9	D	44.9	D
		Approach	39.5	D	40.1	D	40.1	D
	NB	T	26.2	C	27.4	C	28.4	C
		R	24.0	C	24.1	C	25.1	C
		Approach	25.6	C	26.5	C	27.5	C
	SB	L	78.7	E	94.1	F	73.9	E
		T	18.6	B	18.7	B	18.7	B
		Approach	24.1	C	26.3	C	24.3	C
	Overall		**29.2**	**C**	**30.5**	**C**	**30.0**	**C**
Maxess Road at Melville Park Rd/ Site Access	EB	LTR	N/A				8.1	A
		Approach					8.1	A
	WB	LTR					10.5	B
		Approach					10.5	B
	NB	L					7.2	A
		TR					6.5	A
		Approach					6.7	A
	SB	L					6.4	A
		TR					5.7	A
		Approach					5.8	A
	Overall						**7.2**	**A**
Pinelawn Road at LIE North Service Road	WB	L	93.6	F	101.9	F	88.6	F
		T	83.4	F	94.7	F	79.6	E
		R	33.1	C	33.1	C	30.7	C
		Approach	77.2	E	85.9	F	73.5	E
	NB	L	59.1	E	63.9	E	72.4	E
		T	4.4	A	4.6	A	3.6	A
		Approach	32.0	C	34.0	C	37.7	D
	SB	TR	39.8	D	41.5	D	47.2	D
		Approach	39.8	D	41.5	D	47.2	D
	Overall		**59.7**	**E**	**65.6**	**E**	**60.0**	**E**
Pinelawn Road at LIE South Service Road	EB	LT	22.0	C	22.4	C	22.4	C
		R	78.8	E	79.3	E	79.3	E
		Approach	55.1	E	54.1	D	54.1	D
	NB	T	31.8	C	32.1	C	32.1	C
		R	4.9	A	5.0	A	5.0	A
		Approach	28.0	C	27.8	C	27.8	C
	SB	L	19.6	B	18.0	B	15.6	B
		T	9.3	A	9.5	A	7.7	A
		Approach	10.6	B	10.5	B	8.6	A
	Overall		**27.8**	**C**	**27.4**	**C**	**26.7**	**C**

Table 26 PM Peak Hour LOS Summary – Signalized With Mitigation

Intersection	Approach	Lane Group	No Build 2028		Build 2028		Build with Mitigation 2028	
			Delay	LOS	Delay	LOS	Delay	LOS
Broad Hollow Road (NYS Route 110) at Melville Park Road	WB	L	40.3	D	39.3	D	36.9	D
		R	58.6	E	71.4	E	60.6	E
		Approach	54.0	D	63.9	E	55.0	E
	NB	U-Turn	60.1	E	60.1	E	60.1	E
		TR	28.0	C	31.8	C	34.5	C
		Approach	28.4	C	32.1	C	34.8	C
	SB	L	66.4	E	71.3	E	72.2	E
		T	10.1	B	11.0	B	11.9	B
		Approach	15.0	B	16.7	B	17.6	B
	Overall		**25.5**	**C**	**29.6**	**C**	**30.2**	**C**
Maxess Road at Melville Park Rd/ Site Access	EB	LTR	N/A				19.2	B
		Approach					19.2	B
	WB	LTR					15.2	B
		Approach					15.2	B
	NB	L					10.9	B
		TR					16.7	B
		Approach					15.3	B
	SB	L					10.4	B
		TR					6.9	A
		Approach					7.5	A
	Overall						**14.7**	**B**
Pinelawn Road at LIE North Service Road	WB	L	59.7	E	64.5	E	53.9	D
		T	51.3	D	55.0	E	47.8	D
		R	55.7	E	55.7	E	48.7	D
		Approach	54.4	D	57.6	E	49.6	D
	NB	L	20.9	C	21.5	C	23.7	C
		T	2.7	A	2.7	A	3.1	A
		Approach	10.6	B	10.8	B	11.9	B
	SB	TR	34.7	C	35.3	D	34.0	C
		Approach	34.7	C	35.3	D	34.0	C
	Overall		**33.0**	**C**	**34.7**	**C**	**32.0**	**C**
Pinelawn Road at LIE South Service Road	EB	LT	58.3	E	65.6	E	60.7	E
		R	19.7	B	19.7	B	19.1	B
		Approach	51.2	D	57.2	E	53.1	D
	NB	T	62.2	E	63.3	E	63.3	E
		R	58.6	E	68.7	E	68.7	E
		Approach	60.9	E	65.3	E	65.3	E
	SB	L	45.9	D	46.8	D	52.1	D
		T	8.3	A	9.6	A	10.1	B
		Approach	19.1	B	19.6	B	21.4	C
	Overall		**44.1**	**D**	**47.9**	**D**	**46.5**	**D**

Table 27 Saturday Midday Peak Hour LOS Summary – Signalized With Mitigation

Intersection	Approach	Lane Group	No Build 2028		Build 2028		Build with Mitigation 2028	
			Delay	LOS	Delay	LOS	Delay	LOS
Maxess Road at Melville Park Rd/ Site Access	EB	LTR	N/A				8.2	A
		Approach					8.2	A
	WB	LTR					9.9	A
		Approach					9.9	A
	NB	L					7.0	A
		TR					7.0	A
		Approach					7.0	A
	SB	L					7.4	A
		TR					5.6	A
		Approach					7.0	A
	Overall						**8.1**	**A**

The above tables indicate that the proposed signalized site access functions well and eliminates the delays anticipated with the unsignalized configuration. Timing adjustments performed at the other impacted signalized intersections result in all LOS returning to No Build conditions, with some minor exceptions, but allowing for the overall operation to remain acceptable. Timing adjustments were only necessary at the signalized study intersections during the a.m. and p.m. peak periods.

6.6 Conclusion of Traffic Analysis

Based upon the analyses conducted in the TIS (**Appendix N**) with the mitigation proposed (i.e., installation of a traffic signal at Maxess Road at Melville Park Road/Site Access and signal timing adjustments at several of the existing signalized intersections in the area), the development of Melville Crossing would not result in significant adverse impacts on the study intersections or the roadway network.