

**SUPPLEMENTAL
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT
TO THE
DRAFT GREATER BELLPORT LAND USE PLAN**



Town of Brookhaven

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Date Written Comments Due:

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1.0 EXECUTIVE SUMMARY

1.1 Description of the Action

The Town of Brookhaven, in cooperation with the Greater Bellport Coalition, completed a nomination for an approximately 800-acre area with approximately 41 potential brownfield sites that are located within the Greater Bellport area. This action advances the Greater Bellport Land Use Plan. The primary community revitalization objectives to be achieved by this project include an analysis of individual underutilized sites with perceived contamination, a redevelopment vision, an understanding of existing conditions through an area-wide analysis, analysis of economic & housing conditions that supports the redevelopment vision and the review of strategic sites for investment that will serve as catalysts for area-wide improvement.

The preparation of a Revitalization Plan and Supplemental Generic Environmental Impact Statement (SGEIS) will provide an opportunity to collect this information and present it for public participation, while providing clear and predictable development guidance for residents, stakeholders, developers, local regulators and policy makers. The SGEIS shall be prepared to address any potential environmental impacts not sufficiently addressed in the EIS for the Greater Bellport Land Use Plan. Anticipated community benefits resulting from this project include an analysis of transportation, traffic, and parking impacts from proposed redevelopment, recommendations for mitigation of impacts from proposed redevelopment, protecting and enhancing surrounding property values, eliminating threats to groundwater and drinking water, and preparing properties for investment and redevelopment.

The Revitalization Plan will provide an in-depth and thorough description and analysis of existing conditions, opportunities, and redevelopment potential for properties located in the proposed BOA with an emphasis on the identification and redevelopment potential of strategic sites that are catalysts for revitalization. Key project objectives include:

- Identifying and providing a clear description and justification of a manageable study area and associated boundaries.
- Establishing a community participation process, including a clear description of a community vision and associated goals and objectives for the study area, and techniques to enlist partners.
- Completing a comprehensive land use assessment and analysis of existing conditions in the study area, including an economic and housing market trends analysis, to determine the range of realistic future uses and types of redevelopment projects to revitalize the study area.
- Identifying strategic sites that represent key redevelopment opportunities and fully examining their redevelopment potential.

- Completing a traffic mitigation and parking plan for the downtown area to be redeveloped.
- Based on the analysis, a description of key findings and recommendations for future uses and other actions for redevelopment and community revitalization.
- Analysis of all auto-related business uses in the area for compliance with all local, county, state and federal regulations.
- Providing a series of key recommendations to serve as the basis for the Implementation Strategy scope of work.

1.2 Significant Beneficial and Adverse Impacts

The previously adopted Land Use Plan contained recommendations to proactively address current issues in the Greater Bellport area so that reactive planning can be avoided as much as possible. The subject Revitalization Plan is site specific for parcels identified previously as “Opportunity Areas” and is expected to have the following beneficial impacts:

- The effectuation of new development within previously designated **Hamlet Centers** which would focus and concentrate similar retail uses and mixed uses in defined areas along Montauk Highway to benefit the surrounding community and create a sense of place.
- The effectuation of new development within the previously designated **Transition Areas** which would exist between hamlet centers and other commercially developed regions throughout the Montauk Highway corridor. These Transition Areas will be a compliment to the defined Hamlet Centers.
- **Revitalization of existing retail** and new, site appropriate development at long-vacant or under-developed parcels, particularly along Montauk Highway.
- **Planning for the future connection** of a portion of opportunity area parcels to an existing sewage treatment plant. This connection will allow for mixed-use development, including (potentially), high-density housing near the train station which would allow for transit-oriented development for parcels which fit specific criteria. Extension of the sewage treatment plant would also improve water quality for the area as a well-field exists where the sewage connection is proposed.
- The proposed Revitalization Plan strives for greater consistency with the goals and applicable recommendations set forth in the following plans: 1992 Long Island Comprehensive Special Groundwater Protection Area Plan (Long Island Regional Planning Board, 1992), 1996 Final Comprehensive Land Use Plan and the 2014 Sewer Study. Additionally, this plan will dovetail with the previously

approved Land Use Plan and result in comprehensive and cohesive re-development.

Adverse impacts are expected to be minimal and mitigated. The most significant potential for negative impacts are associated with the connection of the area to a sewage treatment plant (as was referenced in the original DGEIS) as this will allow for increased development and greater residential and commercial density. However, it should be noted that while a sewer connection could result in increased density, significant positive impacts would occur to groundwater quality from the reduction of individual sanitary systems.

This DSGEIS addresses potential benefits and adverse impacts in the following specific topic areas:

Land Use and Zoning – The Revitalization Plan will aid in attracting developers to specific parcels within the study area, particularly with respect to Montauk Highway where the majority of properties exist and which is envisioned as a “Hamlet Center” and “Transition Area” by the original plan. Re-zonings of properties have created a template for active re-development with uses compatible with the surrounding area and business environment.

Geology and Hydrogeology – No impacts to the physical underlying existing natural features within the corridor are expected, with little to no measurable effect on groundwater anticipated.

Surface Water and Wetlands – No impacts are expected on these resources. Increased buffers for several existing wetlands adjacent to BOA properties is expected as a result of future site plans.

Natural Resources – None of the parcels in the BOA study is located adjacent to and/or contain significant natural resources. As such, no impacts are expected.

Economic Conditions – Without the implementation of the recommendations contained in the Revitalization Plan, it is anticipated that commercial development would continue as represented on existing zoning maps. It is expected that the results of the study will encourage re-development of many parcels that have long remained vacant or underutilized. These redevelopments will help phase out existing non-compatible uses and high vacancy rates.

Community Services and Facilities – The types or levels of usage of the area’s services or facilities are not anticipated to be impacted by this Action. However, traffic and patterns may change because of the implementation of recommendations contained herein. Additionally, the increased use of the existing train station which may occur as a result of changes to the Montauk

Highway and Station Road corridors may result in an increased localized population and an increased transient population (from day-trippers). This could result in a greater need for specific community services and facilities. It should be noted that the Town is currently reviewing plans for a new facility for the South Country Ambulance (just south of the train station) which anticipates increases in local population and traffic.

Transportation – The proposed re-zonings will focus commercial development in (previously defined) hamlet centers which will encourage pedestrian and bicycle traffic within these areas and reduce the need to make vehicular trips. Public transportation – most noticeably train usage – is expected to increase for residents, employees and visitors within the study area. An increase in train usage will decrease air pollutants by removing some vehicles from the road. Changes occurring on parcels along the Montauk Highway Corridor may alter existing traffic patterns but it will likely encourage additional usage of public transportation options (trains and busses).

Noise – The recommendations of the BOA plan should result in a significant reduction in noise, particularly along the Montauk Highway corridor. Many uses which currently exist are not permitted under existing zoning and/or do not benefit from required Brookhaven Town approvals. Non-permitted or outdated uses, particularly those related to auto-centric businesses often generate significant noise due to the nature of work. By requiring these uses to be legalized and operated in accordance with Town Code requirements and/or eliminating these uses from the corridor, unwanted noise is expected to be reduced.

Community Character – The Redevelopment Plan builds off the previously adopted Land Use Plan that resulted in significant re-zonings. This plan, combined with enforcement of illegal and unauthorized commercial and industrial uses throughout the corridor will advance a sense of Community. Additionally, current uses are dominated by auto-centric businesses. It is the goal of this plan to create a variety of uses which suit the needs of residents and community members.

Historic and Cultural Resources – No impacts are expected on these resources.

Energy – Little to no impact is expected. Recent code amendments regarding the siting of accessory solar energy generation may be implemented for several larger development sites studied. Additionally, green building codes and standards are expected to be utilized to the maximum extent practicable for any new development or re-development.

As the proposed *Revitalization Plan* largely involves recommendations based on site specific analysis for future development, environmental impacts are minimal. Those impacts which do exist are mitigated through a variety of efforts, discussed in detail throughout this document. However, some environmental impacts cannot be avoided nor mitigated and can be found in their own section within this document.

1.3 Proposed Mitigation Measures

Land Use and Zoning – All parcels that received changes of zones and which are subject to development recommendations are still be obligated to meet the requirements of the Suffolk County Department of Health Services. No further mitigating measures are required.

Geology and Hydrogeology – No mitigation measures are proposed, as the Action will not have any adverse impacts.

Natural Resources – No mitigation measures are proposed, as no adverse impacts are expected to existing freshwater wetlands in the Greater Bellport Area.

Economic Conditions – No mitigation measures are proposed, as no adverse impacts were identified relating to demographics, socio-economics, economic vitality, or housing as the plan is specifically designed to improve economic conditions.

Community Services and Facilities – Re-development in conjunction with revised zoning may result in an increase in localized traffic and/or demands on public services such as fire/ems/police. However, increases in development will result in equivalent increases in taxes for said services.

Transportation – Discussions with the LIRR are on-going with respect to traffic safety and pedestrian/vehicle crossings over LIRR tracks, which may increase as a result.

Noise – No mitigation measures are required as adverse noise impacts are not expected based on the proposed Revitalization Plan. Site specific development will require planning applications and compliance with all Town of Brookhaven regulations.

Community Character – No mitigation measures are necessary, as the proposed action is not anticipated to have any adverse impacts on community character along the Greater Bellport Study Area.

Historic and Cultural Resources – No mitigation measures are necessary, as the proposed action is not anticipated to have any adverse impacts on scenic, historic or archaeological resources located in the Greater Bellport Study Area.

Energy – No mitigation measures will be required as no significant increases in energy usage are expected to occur as a result of the proposed Plan.

1.4 Alternatives Considered

This DSGEIS considers two alternatives to the proposed Land Use Plan and analyzes these alternatives. The alternatives explored are as follows:

Alternative 1: No Action – This alternative assumes that the Revitalization plan for the BOA project would not be adopted and implemented and that no incentives would be included for the studied properties.

Alternative 2: No North/South Commercial Connector Road – This alternative assumes that the Revitalization Plan would be adopted; however, the connector road from Sunrise Highway Service Road to Montauk Highway would not be constructed.

1.5 Matters to be Decided

As the Land Use Plan is a Town of Brookhaven action and does not propose the alteration of any lands or wetlands, nor does it propose the construction of specific facilities, there are no associated permits required for the Re-development Plan. Future development of each parcel, or cluster of parcels, will be subject to Town of Brookhaven planning requirements as well as all applicable requirements from other regulatory agencies.

2.0 PREFACE

First and foremost, it should be understood that this Draft Supplemental Generic Environmental Impact Statement (DSGEIS) is not a document separate from the *Revitalization Plan*. Instead, the *Revitalization Plan* is an integral part of the DSGEIS and these two documents taken together should be considered as the complete DSGEIS.

More specifically, the *Revitalization Plan* contains a detailed discussion of the Brownfield Opportunity Area (BOA) parcels existing conditions, natural resources, environmental constraints and environmental history as well as the Plan's purpose and goals. These aspects of the Plan represent the typical State Environmental Quality Review Act (SEQRA) Environmental Impact Statement sections "Description of the Action" and "Environmental Setting". The DSGEIS document contained herein builds upon that information by adding the mandatory SEQRA sections of "Executive Summary," "Significant Adverse Environmental Impacts," "Mitigation Measures," and "No Action Alternative." Therefore, taken together, these two documents represent the complete DSGEIS.

3.0 DESCRIPTION OF THE PROPOSED ACTION

3.1 Introduction

The *Revitalization Plan* is the next step in a community planning process that began over ten years ago with the study, *Working Together for a Brighter Future in Greater North Bellport* and the formation of the Greater Bellport Coalition, a group of community members from local housing, religious, recreational, and educational institutions that would direct and oversee the planning process. At that time, the community identified two major issues facing the area: the negative image of the community, and crime plaguing residents and businesses. The coalition decided to refer to the area as “Greater Bellport” instead of “North Bellport,” as a way to address the area’s negative image and to reflect the desire to unite North Bellport and surrounding communities.

The coalition, together with Sustainable Long Island, was instrumental in mobilizing community participation through intensive outreach efforts, ensuring a large community representation in the development of a cohesive vision for the future of Greater Bellport. The Town of Brookhaven, in developing the recommendations contained in this plan, maintains the spirit of collaboration and community participation that has marked this community-based planning process since its inception. As the Town of Brookhaven has now adopted and begun to implement the Greater Bellport Land Use Plan, one of the next steps was to complete the work on parcels identified as “opportunity areas” within the Plan and to prepare a secondary document – the “Revitalization Plan”.

3.1.1 Project Location and Area Description

The Greater Bellport area is in the Town of Brookhaven in Suffolk County, New York, approximately 60 miles east of New York City. It encompasses several hamlets, including North Bellport, East Patchogue, and Hagerman, but not the Incorporated Village of Bellport.

The Study Area for the *Greater Bellport Land Use Plan* encompasses sections of postal codes 11713, 11772 and 11719 and includes the following boundaries: Woodside Avenue to the north, Patchogue-Yaphank Road (County Road 101) to the west, South Country Road to the south, and Southaven Drive to the east (see Figure 2.1 – Greater Bellport Study Area). Six U.S. Census Tracts—1591.02, 1591.03, 1591.06, 1592.04, 1592.01, and 1592.03—correspond with the Study Area, though only 1591.03 is entirely within the boundaries (See *Appendix A- Greater Bellport Study Area*).

The Brownfield Opportunity Area study covered a collection of 41 “parcels” (some are individual tax lots while others are clusters of lots related through ownership, geography, or use) which are spread out through the entire study area (though only one [1] parcel is located south of Montauk Highway. A full list of the parcels is in Appendix B.

3.1.2 State Environmental Quality Review Act (SEQRA) Overview

The action is the preparation by the Town of Brookhaven and adoption by the Brookhaven Town Board of the Greater Bellport Land Use Plan. This is a Type I Action per Chapter 80 of the Town Code and 6 NYCRR Part 617.4, (b), (1) [the adoption of a land use plan]. The action is subject to SEQRA, and the Town Board of the Town of Brookhaven assumed lead agency status and adopted a positive declaration on December 15, 2016, which requires the preparation of a Draft Supplemental Generic Environmental Impact Statement (DSGEIS) (*See Appendix C: Long Environmental Assessment Form and Appendix D: Positive Declaration of Environmental Significance*).

As set forth in 6 NYCRR Part 617.9(a) (7) [Supplemental Environmental Impact Statements], a DSGEIS is appropriate when:

- (i) The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:
 - (a) changes proposed for the project;
 - (b) newly discovered information; or
 - (c) a change in circumstances related to the project.
- (ii) The decision to require preparation of a supplemental EIS, in the case of newly discovered information, must be based upon the following criteria:
 - (a) the importance and relevance of the information; and
 - (b) the present state of the information in the EIS.
- (iii) If a supplement is required, it will be subject to the full procedures of this Part.

As set forth in 6 NYCRR Part 617.10(d), when a Final Generic EIS has been filed:

- “(1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the Generic EIS or its findings statement;
- (2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the Generic EIS but was not addressed or was not adequately addressed in the findings statement for the Generic EIS;
- (3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the Generic EIS and the subsequent action will not result in any significant environmental impacts;
- (4) A supplement to the final Generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the Generic EIS and the subsequent action may have one or more significant adverse environmental impacts.”

Future stages of this review include: lead agency review and acceptance of this DSGEIS with respect to contents and adequacy; Coordinated Review with involved agencies; a

public hearing on the DSGEIS; preparation of a Final GEIS (FSGEIS), which responds to agency and public comments received during the DSGEIS review period; preparation and acceptance of a Findings Statement by the Lead Agency (including issues addressed by involved agencies), and the Town Board decision on the proposal, after their review of the FSGEIS and in consideration of the contents of the Findings Statement.

3.1.3 Background of Land Use Plan and Community Outreach

The land use plan was the next major step in a community planning process that began over ten years ago, with the study *Working Together for a Brighter Future in Greater North Bellport*. At that time, community leaders from the Central Bellport Civic Association and local businesses evaluated the need for a community revitalization project. Sustainable Long Island, a nonprofit planning consultant, was chosen to assist with a community visioning following a selection process headed by community leaders and Councilwoman Kepert.

Community groups, clergy and businesses throughout the South Country School District were invited to join a coalition—later named the Greater Bellport Coalition—that would direct and oversee the community planning process. The coalition represents the connections between Bellport and adjoining communities that are linked by the major commercial corridor between Montauk Highway and Station Road and reflects local sentiment to unite these neighboring communities¹.

Phase I – Building Local Capacity

In gaining organizational capacity, a group has the ability to ultimately effect real community-wide improvements without reliance on public officials or external organizations. A goal of the Greater Bellport community planning process was for the Greater Bellport Coalition to become a self-sustaining organization with the capacity to facilitate the visioning process and manage its implementation. In achieving this, the coalition can truly represent the community's vision and guide future actions and implementation, leading to changes that will improve the Greater Bellport area's quality of life. Sustainable Long Island and the Greater Bellport Coalition were able to secure support for this community planning project from elected officials at the state, county and town levels.

Phase II – Community Vision

Original goals for this community planning process were formed early on at monthly coalition meetings. These goals were further developed as the process went on, and nine goals for the Greater Bellport Community were articulated following the Vision Weekend held in August 2007.

Community Outreach

¹ Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. January 22, 2009.

The Greater Bellport Coalition and Sustainable Long Island embarked on intensive community outreach and mobilization efforts through a “Seven Points of Contact” approach, whereby attempts were made to reach every community member in at least seven different ways. These methods included: presentations to groups in the community; magnets mailed to every home; town website and bulletins; relevant community and municipal newsletters; advertisements in local newspapers; door hangers; coalition website and links from other sites; flyers posted at significant events and businesses and sent home from school; posters in businesses; placemats at a local diner; VMS “digital” road signs; “robo-calls”; public service announcements on local radio stations; lawn signs; and save-the-date postcards mailed to every home.² Outreach efforts spanned the entire visioning phase of the planning process, continuing through the last community presentation, to garner as much community interest and participation as possible.

Sustainable Long Island conducted three community education workshops in July and August 2007 to provide residents with information on the planning process and concepts, as well as ways to address the issues facing Greater Bellport. Planning professionals from the town and other organizations and agencies participated in these workshops as well.

Community Vision Weekend

The vision weekend was held August 10-12, 2007, culminating with the Community Vision Design Day that was attended by over 150 residents. Overall, more than 500 people participated in the weekend’s events, which included focus groups, field condition inventories, goal setting meetings, and design sessions, as well as a community celebration. This relatively large attendance is a testament to the success of the intensive outreach efforts and the interest of community members in shaping the future of Greater Bellport.

Focus groups were held in the days just prior to the vision weekend, in order to collect input from specific groups that play a significant role in providing services to Greater Bellport; this included civic and environmental groups, housing organizations, government officials, business and property owners, emergency responders and law enforcement, youth-related professionals (i.e. from the school district and sport leagues), religious leaders, and senior-related professionals. The strengths, weaknesses, and opportunities identified in these groups were used in developing sessions in the vision weekend and in formulating the recommendations of the *Sustainable Community Plan*. At the start of the vision weekend, the Sustainable Long Island design team facilitated a discussion with over 200 community members to identify central issues and goals; these goals became the framework for the remainder of the planning process and will be discussed in section 5.0 below.

² Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. January 22, 2009. Pages 46-47.

Community vision design day incorporated traditional design sessions and charettes with a unique “experiential learning sessions,” in which participants took a bus tour and were asked to look at different elements at the community (good and bad) and imagine experiencing them as a different person—a child, a senior citizen, a person in a wheelchair, a blind person, or a tourist—in order to create a more comprehensive context in which to evaluate positive and negatives of the area’s physical environment. Following this exercise, participants were involved in design sessions at eight different tables, where they had the opportunity to discuss ways to solve issues of concern and what their “perfect community” would look like.

A preliminary vision, based on community input received at the vision weekend and previously articulated goals, was presented at a public celebration in late August 2007. In addition, proposed designs for town centers in Greater Bellport were presented, and the community accepted the vision as presented and approved moving forward with the writing of a formal plan and implementation strategy, which were developed in the *Greater Bellport Sustainable Community Plan* and form the basis for this land use plan.

As stated in the *Greater Bellport Sustainable Community Plan*, the community’s initial goals, in order of priority from highest to lowest as voted on by participants during the vision weekend, are as follows:

1. Address the crime issue and create a safe community.
2. Improve government responsiveness to issues in the community.
3. Create a beautiful, well-maintained community.
4. Enhance public transit options, safety, and street connections.
5. Develop a range of housing options in undeveloped parts of the community.
6. Attract commercial businesses to a hamlet center.
7. Enhance the ability to walk everywhere within the community.
8. Create a range of recreational opportunities in the community.
9. Develop pride in Greater Bellport and provide supportive programs.

These goals were supported by implementation strategies and an action plan developed in the *Greater Bellport Sustainable Community Plan* and formed the basis and backbone of the adopted Greater Bellport Land Use Plan.

3.2 Purpose, Need and Benefits of the Proposed Action

The existing physical and aesthetic condition along the Montauk Highway corridor in the Greater Bellport area has been characterized as poor. A common architectural theme doesn’t exist among buildings throughout the corridor and there are few or no street trees along Montauk Highway, little or no on-site vegetation or landscaping, excessive and inappropriately located signage, inadequate off-street parking areas and few areas with continuous curbs and sidewalks. While over time zoning and code amendments can rectify some of these issues, the parcels identified as “brownfields” in the project may take significantly longer to be improved and may impede the improvement of other,

nearby properties. By identifying the brownfield sites and studying the individual parcels, the Town can inform the public (including prospective developers) that sites suspected as “contaminated” or a being a “problem” are in fact suitable for new or re-development and are eligible for an expedited process.

Commercial sprawl in this area has been of great concern as it is particularly ubiquitous. This can be seen in the many sprawling automobile businesses along Montauk Highway, the chaotic and disorderly assemblage of land uses, and the lack of investment in improvements. Front yard parking is the dominant feature and consistent with characteristics of commercial sprawl with the focus on the automobile and not the pedestrian. Over the last 50 years, the Greater Bellport area has lacked an overall vision and as a result, planning has been reactionary rather than proactive in solving the area’s problems. In recent years, the character of the area has deteriorated due to the chaotic expansion of pre-existing land uses, conflicts between industrial and residential traffic, a lack of investment in improvements, and a zoning pattern that encourages continued commercial sprawl over the entire Montauk Highway corridor. County Road 80, AKA Montauk Highway, is a major east-west corridor for Long Island and Brookhaven, as it exists today there are excessive curb cuts, unorganized parking on contributing streets and poorly maintained sidewalks.

The corridors current condition discourages pedestrian activity. The lack of continuous sidewalks and the state of disrepair of those existing segments have created a difficult and unsafe walking environment. There are no bike lanes or suitable shoulders along the corridor creating the potential for motor vehicle accidents with cyclists as cyclists are forced to share the road with motor vehicles. As a result, the majority of recreational cyclists choose to travel South Country Road and bypass the Greater Bellport corridor. These issues are further compounded by the checkboard development which exists along Montauk Highway resulting in some parcels having well-kept sidewalks and adjacent sites having limited pedestrian accessibility.

In 2006, the community prepared a vision of how they wanted the area to be re-developed. The vision sets forth the many goals of the community including addressing crime and improving government response times, enhancing public transit options, creating a mixed use hamlet center, providing for a range of housing types and overall fostering a sense of pride in the community. The LUP provided a basis by which future development and redevelopment along segments of Montauk highway and Station Road can achieve a traditional neighborhood development containing a mix of retail, commercial, civic and public services combined with residential uses. Transportation improvements recommended in the LUP will provide for the means to safely and efficiently handle vehicle volumes, industrial truck traffic and bicycle and pedestrian mobility.

By conducting this study and spending the time to identify the history of many parcels, developers and business owners will be encouraged to operate within the study area and

will be more apt to develop or re-develop parcels knowing that there will not be surprise environmental concerns or lengthy planning delays.

3.3 Objectives of the Town

The Brownfield Opportunity Area Plan is designed to address a number of objectives that have been identified by the Town of Brookhaven, specifically within the adopted Greater Bellport Area Land Use Plan for properties identified as “opportunity areas”. The Land Use Plan originally considered the following items:

- Address the Crime Issue and Create a Safe Community;
- Improve Government Responsiveness to Issues in the Community;
- Create a Beautiful Community that is Well Maintained;
- Enhance Public Transit Options, Safety, and Street Connections;
- Develop a Range of Housing Options in Undeveloped Parts of the Community;
- Attract Commercial Businesses to a Hamlet Center;
- Enhance the Ability to Walk Everywhere within the Community;
- Create a Range of Recreational Opportunities in the Community;
- Develop Pride in Greater Bellport and Provide Supportive Programs.

The above community goals resulted in the following objectives incorporated into the Land Use Plan:

- Establish future land use and zoning trends that clearly provide for appropriate commercial and residential development in a traditional neighborhood fashion to reduce commercial sprawl by implementing the following:
 - develop hamlet centers that are controlled and compact to create traditional downtowns and increase utilization of the district while fostering a greater sense of community;
 - develop defined transitional business and residential districts between the general commercial and hamlet centers;
 - offer a mix of housing types and styles within walking distance of the hamlet centers;
 - identify and redevelop blighted parcels;
 - define and revitalize existing hamlet centers with appropriate zoning;
 - create strong economic activity to provide jobs and an adequate tax base;
 - develop incentive techniques to accomplish these goals.
- Support and encourage appropriate roadway improvements to adequately serve the adjacent land uses while providing alternate means of access and travel ways and enhancing all transportation modes by implementing the following:
 - introduce traffic calming measures to enhance routing of both local traffic and vehicular through traffic;

- ensure that improved roadways are functional for all users and aesthetically pleasing;
 - coordinate capital improvement expenditures with public transit;
 - promote pedestrian activity within the hamlet centers;
 - address the confluence of industrial and local traffic;
 - provide clear and predictable land use planning guidance for state and regional transportation improvements;
 - provide commercial developments with convenient parking that will reduce vehicle usage, as residents will no longer need to drive from one store to the next; and;
 - reduce conflict points by combining site access points, sharing parking lots and eliminating curb cuts wherever possible.
- Provide for well-placed and centrally located public spaces in addition to the preservation of environmentally sensitive lands by implementing the following:
 - protect, preserve and remediate freshwater wetlands and stream corridors with appropriate development standards and zoning districts;
 - create pedestrian friendly public parks and plazas with attractive landscaping and street furniture within the hamlet centers and designated commercial districts;
 - ensure community amenities are installed with new developments; and
 - develop staging areas for community events and festivals that increase civic identity and encourage participation and civic activity.
 - Enhance the aesthetic appeal of the area with attention to the building architecture and streetscape by implementing the following:
 - establish architectural cohesion within each community to promote a sense of place and identity; and
 - improve the overall streetscape by providing additional landscaping treatments along the roadway, installing street furniture for pedestrians and increasing landscaping.
 - Maximize citizen participation by providing many opportunities for public meetings and input.

The Brownfield Opportunity Area Plan for the Greater Bellport Area seeks to focus in on many of the above objectives, particularly for the “opportunity area” parcels. In the time that has passed since the adoption of the Land Use Plan and the preparation of these documents, the Town (and private property owners, along with other partners) have made considerable progress toward many of these goals.

Through enforcement, the Town has ensured the “clean-up” of many properties along the Montauk Highway corridor, vacating many non-conforming and non-permitted uses as well as legalizing many long-established businesses. The Town has also identified key

parcels for acquisition, worked to have potentially contaminated soils tested and removed, demolished abandoned structures and encouraged new business growth. These efforts are further detailed throughout the document.

3.4 Approvals required

The following permits, approvals, or reviews by involved agencies are required to undertake the subject action:

- Suffolk County Planning Commission (SCPC) review;
- Town Board completion of the SEQR process;
- Town Board approval and adoption of the Revitalization Plan

Suffolk County Planning Commission (SCPC) review is required pursuant to General Municipal Law. The SCPC will review for any adverse impacts on the state, county, or adjoining municipality (i.e., the region), and will adopt a resolution containing its findings and issue a written recommendation to the Town Board. If the SCPC recommends denial, or submits to the Town its conditional approval of the action, the Town must accept the decision or achieve a supermajority vote of the Town Board, including documentation of its findings to override the recommendation for denial or condition(s) of approval and go forward with the action. Following the adoption of the Revitalization Plan, the Town Board can implement specific recommendations within the plan that may require Town Board approval.

3.5 Consistency with Applicable Plans and Laws

The Town of Brookhaven Town Board, through its legislative powers and lead agency status, is responsible for ensuring that the proposed action complies with applicable laws such as SEQR and previously adopted plans. Therefore, the proposed action has been reviewed for consistency with the following plans:

1. Long Island Comprehensive Waste Treatment Management Plan (208 Study)
2. Suffolk County Comprehensive Plan 2035
3. Town of Brookhaven 1996 Comprehensive Land Use Plan
4. Draft Town of Brookhaven 2030 Comprehensive Land Use Plan
5. North Bellport Taxpayers Association Report (1964)
6. Comprehensive Plan for the Revitalization of North Bellport (1990)
7. Bellport Station- First Phase of “Learning by Doing” (2002)
8. South Country School District Hamlet Study (2003)
9. North Bellport Retail Study (2008)
10. Greater Bellport Sustainable Community Plan (2009)
11. Greater Bellport Community Niche Market and Branding Plan (2011)

3.5.1 Long Island Comprehensive Waste Treatment Management Plan (208 Study)

In 1978, The Long Island Comprehensive Waste Treatment Management Plan was prepared by the Long Island Regional Planning Board (LIRPB) pursuant to Section 208, the Federal Water Pollution Control Act (thereby referred to as “the 208 Study”), in an effort to protect Long Island’s sole-source aquifer. Long Island was divided into eight different Hydrogeologic zones, and specific residential densities for zones that have critical areas of deep recharge were suggested. The zones were formally established and codified in Article 6 of the Suffolk County Sanitary Code to protect Suffolk’s underground aquifers through strict minimum lot sizes and density standards for development.

The study area is located within Hydrogeological Zone VI of the Suffolk County Department of Health Services (SCDHS) Groundwater Management Zones. Hydrogeological Zone VI is characterized as a shallow flow system and is thus designated as a surface water impact area. Groundwater and surface water inputs impact the water quality in Bellport Bay and the eastern portion of Great South Bay. In order to protect the water quality and resources of the bays, groundwater and stream concentrations of nitrogen must be controlled and minimized.

The Hamlet Centers and Transition Areas proposed by the Greater Bellport Land Use Plan merely added additional layers of regulations to such areas, without changing the underlying zoning or permissible densities. The stream corridor preservation techniques implemented through the Land Use Plan support and enhance groundwater protection measures in this area of shallow groundwater, which is near the Great South Bay.

The proposed Bellport and Hagerman Main Street District J-Business-6 re-zonings may have, in some cases, increased permissible density within these downtown hamlet centers. The re-zonings largely recognized pre-existing conditions (small downtown lots) in this area, and compliance with SCDHS regulations (or variances there from) will continue to be required. It is also noted that both the predominantly J-Business-2 existing zoning and the re-zonings are for parcels which have minimum lot areas below the SCDHS minimum 40,000 SF lot size and that any re-development would require SCDHS approval.

The Suffolk County Water Authority provides drinking water for the revitalization parcels. The SCDHS must issue both water and sewer permits before any construction is able to commence. Articles 7 and 12 of the Suffolk County Sanitary Code carefully regulate toxic and hazardous materials storage and handling with the goal of further protecting the aquifers. All proposed re-development of parcels identified in the Revitalization Plan area must conform to these standards.

With respect to the parcels studies in the Revitalization Plan, areas identified as being possibly contaminated will analyzed thoroughly and subject to multiple agency review to

ensure compliance. Any contamination identified must be remediated prior to re-development occurring.

3.5.2 Suffolk County Comprehensive Plan 2035

Suffolk County is updating its Comprehensive Plan. Phase one “examines existing and proposed land uses, existing and future needs for housing, commercial and industrial facilities, the adequacy and needs of transportation and other infrastructure, the protection of the environment as well as the needs for open space and parkland. The plan will consider population, demographic and socio-economic trends and future projections.”³ The Inventory will be the basis for the development of phase two, in which the information collected during phase one will be analyzed and recommendations developed.

Based on 2010 U.S. Census data, the Suffolk County Planning Department projects that the Town of Brookhaven will increase by 108,000 people by 2035, a 22% change from its current population of over 486,000 and the largest numerical increase in the County. The County as a whole continues to be more diverse (with growth in Hispanic, black and Asian populations) and older, as residents “age in place.” Volume one of the Comprehensive Plan notes that “[t]he changing face of the suburbs will have housing, infrastructure, education, environmental, economic and healthcare implications.”⁴ The draft Revitalization Plan deals almost exclusively with commercial and industrial properties and will not add to existing housing stocks.

3.5.3 Town of Brookhaven 1996 Comprehensive Plan

The Town Comprehensive Plan is a blue print for the immediate and long-range protection, enhancement, growth and development of the town. It was enacted to regulate land use to protect the public health, safety and general welfare of its residents. The 1996 Comprehensive Plan maintained the 1937 strip commercial zoning along Montauk Highway, specified the industrial zoning represented in the field today and provided for the two, north and south, commercial centers along the Sunrise Highway. The Revitalization Plan is intended, after public hearings and Town Board adoption, to amend the 1996 Comprehensive Plan to compliment and support the changes made in the Greater Bellport Land Use Plan, which was in line with the 1996 Comprehensive Plan.

3.5.4 North Bellport Taxpayers Association Report

(Edwin S. Voorhis & Son, Inc., 1964)

This study recommended that the Town apply for federal assistance for an urban renewal program, which ultimately was never realized. The report found that “[m]any of the causes of the housing problems which exist in the area today can be traced to...easy money and mortgage terms...high unemployment rates caused by layoffs in local defense industries, and high commuting costs and transportation difficulties,” issues that persist

³ <http://www.suffolkcountyny.gov/Departments/Planning/SpecialProjects/ComprehensivePlan/Overview.aspx>

⁴ Ibid. Page 1-6.

in the community almost 50 years later. The draft Revitalization Plan provides recommendations to address blighted properties as well as vacant properties. Rehabilitation or re-development of said properties would be expected to raise property values in the area and improve the overall economic situation.

3.5.5 Comprehensive Plan for the Revitalization of North Bellport (Enterprise Foundation, 1990)

In 1990, under a contract with Suffolk County, a study done by the Enterprise Foundation concluded that North Bellport was “isolated geographically, socially, culturally, racially, politically and economically.” Major issues facing the community included high rates of crime and arrests, a high percentage of high school dropouts, high unemployment, and high rates of public assistance. Recommendations included increased home ownership opportunities and rehabilitation of rental units, increased code enforcement, enhanced community involvement, beautification measures, and revitalization of commercial areas. The draft Revitalization Plan provides recommendations to address blighted properties and to improve vacant and under-developed parcels, which will result in an improved economic situation with respect to property values, tax rolls and new lending.

3.5.6 Bellport Station – First Phase of “Learning by Doing” – A Grassroots Community- Building Initiative (New Directions Community-based Research Institute, 2002)

In 2001, The New Directions Community-Based Research Institute completed a North Bellport-commissioned study to assess existing conditions and prepare a grassroots master plan for the area surrounding the Bellport Train Station. The study recommended creating a dense mixed-use town center surrounding the railroad station, redeveloping vacant properties, increasing code enforcement, improving pedestrian access, improving boundaries to create a sense of community, and turning Atlantic Avenue into a Main Street with a library and park, surrounded by mixed-use residential. The study was initiated and completed by architectural faculty and students from the New York Institute of Technology and a sociologist from Stony Brook University. The Revitalization Plan proposed to improve parcels within the main corridors of the study area and may result in improvements to defined hamlet centers, transition areas and provide needed pedestrian amenities.

3.5.7 South Country School District Hamlet Study

(New Directions Community-based Research Institute, 2003)

In 2003, New Directions partnered with the South Country School District to create a hamlet study, wherein the study area boundaries were expanded to include the entire school district. The study presented the results of a series of community surveys that assessed residents’ hopes and concerns for the area. Most respondents indicated that quiet and safe neighborhoods, improvements to public transportation, utilization of vacant properties, access to the waterfront, and creation of a community center and recreational activities were important to them. A housing survey that documented the

condition of more than 300 housing units in North Bellport was also conducted; most housing units were deemed to be in average condition. The draft Revitalization Plan provides recommendations to blighted, vacant or under-developed parcels within the study area. The return of these parcels to the tax rolls as well as general improvements in the community is expected to benefit the entire study area.

3.5.8 North Bellport Retail Study (Saratoga Associates & Sustainable Long Island, 2008)

This study focused on existing retail conditions and opportunities along the Station Road corridor between Sunrise and Montauk highways and at various radii from the intersections of Station Road with Sunrise and Montauk Highways. The study also examined existing business mix and spending trends from identified trade areas, as well as recommended areas suited for retail development.

The study revealed an oversupply of automotive uses in the study area; 30 parcels (about 15% of all parcels in the study area) contained auto repair shops, used car lots, or junkyards. Analyses indicated a large opportunity for all types of food services -- including full service restaurants, limited-service eating places, special food services, and drinking places (bars and taverns) – in the study area. The study also recommended developing the North Bellport area as a “dining mecca,” or clustering dining establishments with entertainment or specialty retail shops as a way to distinguish it from other shopping areas.⁵ The draft Revitalization Plan proposes focuses on the overabundance of auto-centric businesses as well as the lack of restaurants and similar community amenities.

3.5.9 Greater Bellport Sustainable Community Plan (Sustainable Long Island)

The *Bellport Sustainable Community Plan* resulted from a community planning effort guided by Sustainable Long Island, the Greater Bellport Coalition, and local government officials. Following significant community outreach and mobilization, community members took part in a Vision Weekend, which included a series of focus groups, field condition inventories, goal setting meetings, and design sessions. Through these activities, residents identified issues of concern and developed recommendations for addressing them. The weekend culminated with a celebration and acceptance of the community’s vision, which was garnered from community input received over the Vision Weekend; the vision includes nine articulated goals, implementation recommendations, and preliminary designs for town centers in Greater Bellport. This *Greater Bellport Land Use Plan* is the next step in transforming the community’s vision into an adopted document that will guide the future of Greater Bellport. A more detailed discussion of the community’s vision and community planning process can be found in Section 4.0, “Community Building and Vision Process.” The vision was accepted by the Brookhaven Town Board in April 2009 to serve as a guide for stakeholders and decision makers. The

⁵ Saratoga Associates and Sustainable Long Island. *North Bellport Retail Study – Final Report*. October 22, 2008. Page 7.3.

draft Greater Bellport Land use Plan was developed on the recommendations from the Vision, thus the Revitalization Plan will follow the guidelines of said plan.

3.5.10 Greater Bellport Community Niche Market and Branding Plan

(Nelson, Pope & Voorhis LLC, 2011)

This plan provides recommendations for creating “a sense of place, community pride and positive perceptions through a more niche-oriented position in the local market.”⁶ This study focused on an area centered on the intersection of Montauk Highway and Station Road and recommends focusing on the area’s cultural and ethnic diversity in developing a market niche, which could be centered on food, music, and the arts. This is in keeping with the findings of the *North Bellport Retail Study* as outlined above. The plan states that “Cafes and restaurants, events, festivals and business opportunities should complement this niche, while supporting the strong presence of the youth in the community, in addition to sports and recreational opportunities.”⁷ The plan further recommends involving the local faith-based and community organizations, two of Greater Bellport’s major assets, in implementation of the niche plan. Another asset, the Bellport LIRR station, should be considered in the development of the market niche, as the unique cultural and culinary experience that the area would offer has the potential to attract people from other parts of Long Island.

The plan details ten recommendations for implementing a niche market in Greater Bellport, including promoting Greater Bellport’s existing assets; launching a community-wide logo and slogan contest; hosting an annual clean-up day and other community-wide events that foster cultural and ethnic diversity and community pride; beautification measures such as street art, commercial façade improvement programs, and streetscape and design improvements along Station Road and Montauk Highway; conducting a business inventory and needs survey; and working with the Bellport Chamber of Commerce, community organizations and local government to promote events and recognize successful local businesses and innovative initiatives.

4.0 ENVIRONMENTAL SETTING, ANTICIPATED IMPACTS AND MITIGATION MEASURES

4.1 Land Use and Zoning

4.1.1 Setting

Brookhaven Town first implemented zoning in 1937 and established Bellport’s existing commercial zoning pattern when the Montauk Highway corridor from Dunton Avenue, east to New Jersey Avenue was designated as a commercial corridor. This zoning pattern

⁶ Nelson, Pope & Voorhis LLC. *Greater Bellport Community Niche Market and Branding Plan*. March 2011. Page 1.

⁷ *Ibid.* Page 15.

was perpetuated by the adoption of the 1964 zoning map which included only two land use districts, commercial and industrial. Over time this simple zoning pattern evolved into one that is much more complex in order to regulate the town's extensive growth and development (*See Appendix F: Study Area Zoning Map*). The zoning regulations govern the way in which land is used and developed. The goal of zoning is to implement the Town's, the taxing districts', and the residents' long range land use objectives.

The Greater Bellport area is located in the Town of Brookhaven in Suffolk County, New York, approximately 60 miles east of New York City. It encompasses several hamlets, including North Bellport, East Patchogue, and Hagerman, but not the Incorporated Village of Bellport.

The Study Area encompasses sections of postal codes 11713, 11772 and 11719 and includes the following boundaries: Woodside Avenue to the north, Patchogue-Yaphank Road (County Road 101) to the west, South Country Road to the south, and Southaven Drive to the east (see Figure 2.1 – Greater Bellport Study Area). Six U.S. Census Tracts—1591.02, 1591.03, 1591.06, 1592.04, 1592.01, and 1592.03—correspond with the Study Area, though only 1591.03 is entirely within the boundaries.

The adoption and subsequent implementation of the Revitalization Plan is expected to achieve the following goals:

- Limit and replace incompatible mixed land uses and strip commercial development along the Montauk Highway Corridor in the study area.
- Promote more concise and cohesive land development that will create areas with distinctly similar land uses.
- Remove existing non-permitted uses that are considered either inappropriate for the area or inappropriate for the subject parcel.
- Establish appropriate buffer and setback requirements and architectural review procedures for new construction and re-development, thus improving aesthetics.
- Protect open space, improve aesthetic conditions, and cluster development away from waterways and environmentally sensitive systems.
- Remove stigmas associated with parcels due to historic development and or unique conditions.

4.1.2 Future Conditions without the Proposed Action

Without the adoption of the Revitalization Plan, incentives for site specific redevelopment will be implemented, commercial zoning and vacancies will likely remain sprawled along Montauk Highway and Station Road, and redundant low value development without design standards will continue. In addition, beneficial transportation improvements will not occur including the potential development for a commercial corridor within the eastern portion of the study area. Furthermore, without providing appropriate incentives as conducting baseline environmental considerations for

vacant and under-developed parcels, businesses will have little to no incentive to move into the area and invest time and money.

4.1.3 Future Conditions with the Proposed Action

Future development actions would be required to conform to the mandates and specifications of SEQR, and as such, those actions determined to be Type 1 or Unlisted would be subject to additional environmental review. However, for parcels studied within this Plan, the vast majority of base environmental review will have completed, allowing for a more streamlined approach. This additional review will provide further opportunity to focus impact analysis on site specific conditions and the specifics of individual development proposals from which anticipated impacts can be evaluate, on a site and project specific basis.

The use of this Brownfield Opportunity Area (BOA) Revitalization Plan as a tool to advance the previously conducted “Visions” and the Town’s land use planning goals and objectives is indispensable and well established under both law and practice. However, in cases where individuals feel aggrieved by a particular building or zoning regulation, they would be entitled to petition for relief under the Zoning Board of Appeals variance process, thereby providing an additional means of mitigation possible impacts to such individuals on a site by site basis.

4.1.4 Mitigation Measures

No mitigation measures are necessary for the implementation of the Greater Bellport Revitalization Plan. Once completed and adopted by the Town Board, the Revitalization Plan will become a component of the Town’s previously adopted Greater Bellport Land Use Plan and the Town’s Comprehensive Plan and will serve to advise all Town development and planning actions within the designated area defined as Greater Bellport.

4.2 Geology and Hydrogeology

4.2.1 Environmental Setting

The Greater Bellport Area is situated atop a sole source aquifer, which is where all Long Island’s drinking water is derived from. Groundwater on Long Island comes entirely from precipitation that is recharged into the Upper Glacial aquifer (or the two deeper aquifers) where it is then extracted by the Suffolk County Water Authority (or similar) via wells. There are areas of deep recharge on the Island, namely in the central portions, which recharge water vertically to deeper aquifers instead of horizontally to the Upper Glacial, however these deep water recharge areas are not located within the Greater Bellport area.

East Patchogue, Hagerman and Northern Bellport are characterized by relatively flat topography with an overall gentle slope from the northeast to the southwest. This shallow and consistent slope is the result of the glaciers that once covered the area

retreating and creating an outwash plain. Topography in the northern portion of the study area is approximately 60 to 70 feet above mean sea level (MSL) while the southernmost portion (South Country Road / Head of the Neck Road) are approximately 20-25 feet above MSL (See Appendix E: Topographic Map).

The entire study area is located within Suffolk County Groundwater Management Zone VI⁸ which covers the southernmost portion of Brookhaven Township south of the Long Island Expressway from Nicolls Road to William Floyd Parkway, then moving southeast to Sunrise highway and all areas south (Fire Island inclusive). This geographic area is generally consistent with the areas identified geologically as being outwash plain. Groundwater in this management zone flows south into the Upper Glacial Aquifer or enters surface water streams and rivers that empty into the Great South Bay. Due to these conditions, the potential for contamination of surface waters is greatest in this groundwater management zone (See Appendix H: Suffolk County Groundwater Management Zones Map).

4.2.1.1 Geology and Soils

The geology of the Greater Bellport area was created approximately 21,000 years ago when glaciers covering Long Island receded to the North. As the glaciers melted and moved northward, the Ronkonkoma Moraine was created, leaving an outwash plain to the south which drained into the Atlantic Ocean. The Ronkonkoma Moraine is essentially the spine of Long Island with the Long Island Expressway running along it, meaning areas south of the LIE are mostly considered outwash plain (though the Moraine dips south of the LIE in Manorville as it extends toward the South Fork). Being an area of outwash plain, the study area has no glacial erratics (large boulders deposited by the retreating glaciers), cliffs, steep slopes or other unique geological features found in other areas of the Township. The study area (and the south shore in general in Brookhaven) is characterized by numerous dry creek beds and surface water areas leading to the Great South Bay. The study area consists of approximately three (3) of these dry creek beds, with one of them containing surface waters in the study area.

The outwash plain consists mostly of sandy soils and some areas of gravel and the study area has consistent soils throughout. The predominant soils (which extend like fingers in a southwest direction in accordance with the topography) are Riverhead and Haven loams with some extensive areas of Plymouth loam in the eastern portion of the study area. There are some significant areas characterized as CuB (cut and fill) associated with dense development along Montauk Highway and unincorporated Bellport. Additionally, the areas which are most densely developed residentially consist almost exclusively of RhB (Riverhead Haven Loams) that have a 0-8% slope. The soils are all consistent with areas of outwash plain and are well drained. There are four (4) agricultural operations within the study area, one of which consisting almost entirely greenhouses (Patchogue-Yaphank Road and Bridgeport Avenue). All three (3) farms have underlying RdA (Riverhead

⁸ <http://www.suffolkcountyny.gov/Portals/0/planning/Cartography/NewLayout/Article6.pdf>

Sandy Loam 0-3% slope) which is well suited to all crops commonly grown in the county and used extensively for that purpose⁹ (See Appendix G: Soil Types).

There are some specific sites within the study area where the Town has obtained additional information on imported or on-site soils. These sites are outlined below:

- “Provenzano Parcels” (Parcel 5) – located on the west side of Hagerman Avenue which is currently in the process of removing the large soil berms from the site and will include extensive soil testing. Any impacted soils will be remediated to appropriate standards and disposed of in accordance with State regulations. The parcel located on the corner of Hagerman Avenue and Montauk Highway, which the Town is in the process of purchasing for a recharge basin, was discovered to have had historic soil impacts due to an illegal dumping operation in the mid 1970’s. A Phase II environmental assessment form is currently being prepared to determine the extent of the dumping and if proper cleanup occurred.
- Grucci Fireworks site, AKA NY Pyrotechnics Product Co. (Parcel 22) – located on the south side of Association Road. After the catastrophic explosion in 1983, a significant cleanup occurred to ensure that soils impacted by the explosion were removed from the site. The primary contaminants included arsenic, barium, cadmium, chromium and other heavy metals. The clean-up was completed in 1990, however an additional “hot-spot” of arsenic was found and removed in 2008. Additional soil testing is expected to occur in the immediate future due to the discovery of “vegetated piles of debris” on-site which were never previously assessed after the explosion or in the follow-up 2008 cleanup.
- Polymag (Parcel 6) – This site is located on the corner of Station Road and Brookhaven. The property has had a number of uses in the past including the manufacturing of magnets. Due to this and other uses, there were concerns regarding contamination from heavy metals and / or other chemicals used in the manufacturing process. The property owner submitted a Phase I and Phase II Subsurface Investigation (2006) to the Town to help provide a clearer understanding of site conditions. After reviewing the associated documents and conferring with the Suffolk County Department of Pollution Control (who oversaw the preparation of the original documents), all of the subsurface issues have been mitigated.
- Former Morga Property (Parcel 25) – Located on the north side of Montauk Highway, this collection of parcels has an old house and construction trailer along with a number of piles of fill material. In 2006, the Town issued a stop work order to the then property owner who was bringing in material on the site without any approvals or authorization. The NYSDEC was brought in on the matter, however they did not have specific issues with the materials. Several test pits

⁹ Suffolk County Soil Survey, 1975.

were dug but no significant contamination was found. Some material was removed from the site, though many piles still exist and are now vegetated. These piles will have to be tested / reviewed before the material can be spread about the site or removed from the site.

4.2.1.2 Topography and Drainage

Because the study area is in the outwash plain and located near the south shore of Long Island with topography that gently slopes toward the southwest and because soils in this area are typically loams with low slopes, drainage in this area is characterized as excellent. However, there is one (1) existing creek in the western portion of the study area, Mud Creek, which has poorly draining soils and sits lower topographically than areas, which immediately surround it thus resulting in direct drainage into the surface waters.

Groundwater can be found relatively close to the surface in the southern portions of the study area (particularly near the creek beds); though separation between the ground and underlying groundwater increases the further north one travels within the study area. Topography, as previously mentioned, has a consistent slope from the northeast to the southwest with the highest point being along Woodside Avenue (approximately 70 feet above MSL) and the lowest point being Robinson's Pond (along South Country Road) which is at 10 feet MSL (*See Appendix E: Topographic Map*)

4.2.1.3 Groundwater

Depth to groundwater varies within the study area with less separation in the southern portions of the study area and greater separation in the northern areas that corresponds with the topography of the area. Groundwater is represented as surface water in Robinson's Pond and points north via Mud Creek. The headwaters of Mud Creek are located in open space owned by Suffolk County, generally north of the western terminus of Patchogue Avenue and south of Brookwood Lane (Patchogue Senior Apartments). It is assumed that all parcels within the study area are connected to Suffolk County Water Authority services, though some parcels may have wells (or in the case of agricultural parcels may utilize supplemental wells) which would draw from the underlying aquifer.

The Suffolk County Water Authority provides water to the study area via Distribution Area 1 (*See Appendix H: Public Water Distribution Map*) This distribution area has the highest number of wells out of all the distribution areas for the SCWA with a total of 121. As described below, the study area contains two (2) of these wells (or less than 2%). Groundwater quality within the study area is generally good. Through extensive research, the Town of Brookhaven has not found any indication that groundwater has been significantly contaminated by any of the study parcels. There was one (1) parcel with an "open file" from the NYSDEC regarding groundwater contamination during the Land Use Plan phase. This parcel had a gasoline spill event in 1992 and has subsequently been cleaned up – however the DEC has since closed this case as no further

remediation work is required. Various other spills within the study area were researched and determined to have been rectified to state and standards.

There is a Suffolk County Source Water Area located slightly west of Station Road (though it crosses Station Road at Patchogue Avenue / Montauk Highway), which runs southeast and terminates at the southeastern boundary of the study area (Station Road and Head of the Neck Road). On the south side of Head of the Neck Road a Suffolk County Water Authority property is sited which contains a well that pulls water from the corresponding source water area. (See Appendix I: SCWA SWAP map) The area the well draws from was identified in the 2003 Long Island Source Water Assessment Program (LISWAP) prepared by CDM for the New York State Department of Health¹⁰. This source water area is particularly sensitive to contamination as the SCWA pulls water directly from it (before treatment). Any additional contamination in this area corresponds with increased treatment costs and potential for health impacts to local residents if the contaminants were to circumvent the treatment measures that exist. If significant contamination occurred within this area, the well would have to be closed, again resulting in a significant economic cost to the water authority and their customers.

Another SCWA property containing a well (and a holding tank) exists within the study area, though this property is in the northeastern extreme of plan's boundary. The property (SCTM # 0200 89900 0300 001000) pulls water from a source water area extending from Woodside Avenue northwest, under Patchogue-Yaphank Road and ending at the intersection of Manor Road and Jamaica Avenue, well outside the bounds of the study area.

4.2.2 Future Conditions without the Proposed Action

Without the Proposed Plan there would be little to no measurable effect on groundwater quality, topography, drainage and soils. However, as the proposed Plan is designed to promote re-development and elimination of inappropriate land uses, groundwater and surface water quality conditions could suffer and continue to decline without the proposed action. Of utmost importance is the quality of the groundwater associated with the well the SCWA operates on the south side of Head of the Neck Road east of Station Road (just outside the study area). Without the implementation of the plan and the possible connection to an STP for some properties sited directly over the source water area, groundwater quality could eventually be compromised due to high levels of nitrogen, thus resulting in the well being removed and increasing costs to the SCWA and rate payers.

Additionally, historically there have been uses that lacked appropriate safeguards and resulted in spills or contamination of groundwater and soils. The implementation of the proposed Revitalization Plan will help the Town bring these properties into compliance

¹⁰ LISWAP, 2003. Camp Dresser & McKee, Inc.
<http://www.townofriverheadny.gov/files/documents/2003.SWAP.Summary.Report.pdf>

and site appropriate uses where applicable. No impacts would be expected to the underlying physical features due to the proposed scope of the plan. The northern well-field will be unaffected by the proposed plan as the source water area is outside the study area.

With respect to soils, without the proposed action – the Town may not be able to obtain additional information about specific privately-owned parcels and underlying soil conditions. This may result in the distribution of misinformation by private and public individuals and the potential contamination of groundwater and surface waters.

4.2.3 Future Conditions with the Proposed Action

Future conditions are not expected to be impacted with respect to topography, drainage or soils. However, groundwater quality would be expected to improve if a sewage treatment plant connection were to be made to portions of the study area and with the siting or appropriate uses on specific parcels. By connecting to a sewage treatment plant, some existing septic systems could be eliminated thus reducing the amount of nitrogen leaching into underlying groundwater. Additionally, the area that would be connected to a sewage treatment plan is located directly above a source water area for the SCWA. Connecting this area to a sewage treatment plant as outlined in the Plan would remove existing nitrogen loading to groundwater and prevent increases in nitrogen loading, thus improving the quality of the groundwater, which is extracted by the SCWA for human consumption. The northern well field will be unaffected by the proposed plan as the source water area is outside the study area. With respect to the specifics of the Revitalization Plan, inappropriate land uses could potentially be eliminated in an expedited manner and replaced with appropriate new uses that take advantage of best management practices and which are subject to the most recent and strictest standards.

The proposed connection to an STP is thoroughly analyzed in a March 5, 2014 document titled Greater Bellport STP Siting Options Feasibility Study which is an appendix to the previously adopted Land Use Plan. This document was prepared by Cashin Associates, PC and Dvirka and Bartilucci Consulting Engineers for the Town of Brookhaven.

With the re-development of specific BOA parcels, additional information will be gathered regarding soil conditions for specific parcels. This information can be used by potential developers / buyers to weigh the risks with respect to development and will also assure the public that soils are safe (or in the converse, result in the cleaning up of contaminated soils). The Town has implemented a number of actions over the past few years as a direct result of the adopted Land Use Plan which have resulted in discovering potential contaminants as well as providing evidence that certain parcels are not contaminated. This work is expected to continue with the adoption of this plan.

4.2.4 Mitigation Measures

No mitigation measures are required as the proposed action will not have any adverse impacts on the topics discussed in this section.

4.3 Surface Water and Wetlands

4.3.1 Environmental Setting

The Greater Bellport Land Use Plan study area contains limited areas of wetlands and surface waters as these areas are exclusively located in the southwest portion of the study area and represent the headwaters of Mud Creek and Abet's Creek. Additionally, the surface waters and wetlands associated with these creeks are almost entirely located on publicly owned land (Suffolk County or Town of Brookhaven). Robinson's Pond (an impoundment of Mud Creek) is in the southwestern extreme of the study area, with the headwaters extending northwest represented as a series of ponds, streams and wet woods, flowing beneath Sipp Avenue and originating approximately 800' north of the intersection of Patchogue Avenue and Joe Roe Smith Avenue on property owned by Suffolk County. Mud Creek empties into the Great South Bay and becomes tidal (brackish) on the south side of South Country Road where the water from Robinson's Pond enters a spillway. The wetlands and surface waters associated with Mud Creek are mapped and therefore regulated by the NYSDEC and the Town of Brookhaven (*See Appendix J: Freshwater Wetlands Map*).

The only other surface water body and associated wetlands is located approximately one-quarter mile east of Robinson's Pond and consists of a small creek (Abet's Creek) and surrounding wet woods. This creek is not impounded like Mud Creek and as such there is no pond. The creek flows through a culvert beneath South Country Road where it becomes tidal as it eventually flows into Great South Bay. Almost all the properties containing the creek and surrounding wetlands have been purchased and preserved by the Town of Brookhaven, however there is one privately held parcel which contains wetlands associated with the creek (SCTM # 0200 97960 0100 004003) however since the wetlands are regulated by NYSDEC and the Town of Brookhaven, significant buffers will be maintained even with future changes to the existing development.

The extreme southeastern portion of the study area represents the headwaters for Mott's Brook. There are no surface waters for this Brook within the study area as they lie just south of the boundary, however the lands in this portion of the study area do contribute surface water runoff and groundwater flow to this Brook which is tidal south of South Country Road (as it empties into the Great South Bay). There are no public lands within the study area that are associated with this Brook, though there are two (2) parcels which are undeveloped and identified in the Plan as "open space" indicating they are worthy of preservation, or if they were to apply for development that the project be designed to best protect the associated resources (headwaters of the creek in this instance).

4.3.2 Future Conditions without the Proposed Action

Without the proposed adoption and implementation of the BOA plan, the existing wetlands and surface waters will be unaffected as they are virtually all within areas of open space (Brookhaven Town / Suffolk County) or are protected by covenanted buffers (individual residential properties). There are two (2) split zoned parcels (with commercial uses) that encompass portions of Mud Creek north of Montauk Highway. These parcels are SCTM # 0200 97780 0100 003000 and 0200 97780 0100 005001. The wetlands are under the jurisdiction of the NYSDEC and Town of Brookhaven and as such will be protected (buffered) when the property owners seek any future changes or improvements to their properties which are being designated for transition land uses. Without the proposed action, the existing zoning could allow for residential structures to be constructed in close proximity to the wetlands. Additionally, the land owners could seek property splits (land divisions) benefiting from the underlying “split” zoning designation and have commercial and residential uses within close proximity to the wetlands.

There are two (2) parcels zoned Light-Industrial-1 on the north side of Strong’s Road, just south of the LIRR which are within the Town’s wetlands jurisdiction. SCTM # 0200 97780 0200 012000 has a pending site plan for a mini-storage use and the wetland boundary on Town controlled open-space on the southside of Strong’s Road were recently delineated by Town Staff. The proposed development is not expected to have any impact on this wetland as there is a large elevation change between the subject property and the wetlands and as there is a paved road separating these parcels. As part of the site plan, a recharge basin will be constructed on-site to handle runoff from severe storm events and prevent erosion of the slope and the transmittal of pollutants into the wetland area.

4.3.3 Future Conditions with the Proposed Action

With the proposed adoption and implementation of the Revitalization Plan, no physical changes are expected to the existing wetlands or surface waters. However, it is expected that as future development comes into the area, the Town would be able to create significant buffers and possibly obtain additional holdings on parcels that are environmentally sensitive or which feed into the creeksheds. Additionally, if the sewer expansion is completed, there will be a significant and immediate benefit to the aquifer and the surface waters which are impacted by shallow groundwater properties within the study area that could be connected to the STP.

Additionally, there are a number of properties in the study area which may be leaching harmful chemicals into groundwater and related creeksheds due to past activities. Currently, work is occurring at the Provenzano parcels to reduce the size of existing berms and to test the soil within these berms to ensure that no harmful materials are in the

dirt. Another collection of parcels, the former Grucci fireworks parcel off Association Road, is subject to soil testing due to past dumping and activities. There is significant evidence of buried materials on-site which are to be removed and any soil remediation that would be required will be implemented by the property owner in accordance with state standards.

4.3.4 Mitigation Measures

As no adverse impacts to surface waters and wetlands within the study area as a result of the plan, no mitigation measures are needed.

4.4 Natural Resources

4.4.1 Environmental Setting

The study area is located outside of any designated environmental areas, except for a small triangular area that constitutes the headwaters of Mud Creek and surrounding areas. This triangular area is part of the (Central) South Shore Critical Environmental Area (SSCEA); a Town of Brookhaven designated CEA. The basis for this designation is the potential for development within this region to negatively impact the Great South Bay due to the presence of many rivers, creeks and ponds, the close proximity to groundwater and the potential for runoff to enter the associated wetland systems. The portion of the SSCEA within the study area consists largely of Suffolk County and Town of Brookhaven open space holdings, (*See Appendix K: Public Lands Map*), though commercial, residential and agricultural uses exist on either side of the creek and within the boundaries of the CEA.

Because much of the study area is developed (residentially, commercially and industrially); there are few areas which contain notable concentrations of wildlife and undisturbed habitats. The most substantial area is within the Mud Creek watershed, featuring extensive land holdings by Suffolk County due to the acquisition of the former Gallo Duck farm and surrounding properties. The entire corridor (from South Country Road, extending northeast to North Dunton Avenue) consists of approximately 200 acres of undeveloped land (with the majority being in public holdings). These 200 acres are dominated by the pitch pine-oak forest habitat, the most abundant habitat within Central and Eastern Suffolk County. The former Gallo duck farm comprises over 20 acres (or 10%) of this area and is represented by early successional habitat (grasses, shrubs and eastern red cedar trees) while surface waters and wetlands equal approximately 42 acres (or nearly 25%) of the corridor.

There are four (4) other large blocks of land which are undeveloped (or have little residential development) within the study area. These areas run north to south and are all located south of Sunrise Highway but north of Montauk Highway. Going from west to east, the areas are as follow (*See Appendix L: Natural Resources Map*):

- 75 acres (with several scattered homes) between Narragansett Avenue and Scherger Avenue and bounded by Patchogue Avenue on the South.
- 100 acres (with several scattered homes) directly south of the BOCES complex and the new BJ's site, bounded on the south by Atlantic Avenue, on the east by Hoffman Avenue and on the west by Bourdois Avenue.¹¹
- 175 acres (including the Martha Avenue park complex, the ballfields at Frank P. Long Middle School and the Suffolk County HELP center) bounded by Bellport Avenue to the west, Patchogue Avenue to the South and Long Island Auto, LLC (CoPart) to the east.
- 200 acres (inclusive of the cemetery) bounded by Long Island Auto, LLC (CoPart) to the west, Montauk Highway to the south and Southaven Drive to the east.¹²

The predominant vegetation in all four (4) of these areas is pitch pine-oak forest which is a fire dependent habitat (meaning it needs periodic wildfires to proliferate). As such, there is potential for wildfires in this area (particularly during the summer months) that could threaten surrounding development.

4.4.1.1 Rare, Threatened and Endangered Species

As there are five (5) significant undeveloped and wooded corridors within the study area, the potential for the presence of rare, threatened and endangered species of plant and animal is high. Historically, there was a population of *Agalinis acuta* (Sandplain Gerardia), within the study area. This plant was listed as Federally Endangered in 1987 on public lands due to the disappearance of grassland habitats within its range.¹³ The population of this plant was located between the southern side of Montauk Highway and the LIRR near Stiriz Road.

Despite efforts to protect this area, disturbance due to storms, plowing, paving and traffic created conditions not suitable for *Agalinis* and the plant has not been found within the study area in many years. However, as of 2018, a population of *Agalinis acuta* has been found on privately owned property just north of the BOA study area. Specifically, this plant was found to exist between Woodside Avenue and Sunrise Highway Service Road North. As such, it is possible that the plant may exist on select privately owned parcels within the BOA study area, however the only way of determining this would be with permission and a detailed site inspection during the growing season with qualified personnel and the permission of the property owner.

¹¹ Note that all areas south of Hampton Avenue are owned by a mix of private parties, municipalities (Brookhaven Town and Suffolk County) or not-for-profits (Habitat for Humanity). It is likely the vast majority of this area will be residentially developed.

¹² Note that this "open space corridor" continues to the east (north of Southaven Drive) and includes an additional 150 acres of undeveloped and protected land; however this area falls outside of the study area. The eastern extreme of this bloc represents the headwaters of Beaver Dam Creek, also outside the scope of the Plan.

¹³ United States Fish and Wildlife Service, 1988. http://ecos.fws.gov/docs/federal_register/fr1467.pdf

Robinson's Pond and the surrounding Mud Creek watershed as well as Abet's Creek Watershed likely hold the greatest diversity of plants and animals within the study area. The pond is habitat for the following species, which are listed as Threatened by New York State:

Bald Eagle	<i>Haliaeetus leucocephalus</i>
Pied-billed Grebe	<i>Podilymbus podiceps</i>
Least Tern	<i>Sterna antillarum</i>
Common Tern	<i>Sterna hirundo</i>

All the birds aside from the Bald Eagle have been observed feeding at Robinson's Pond (Pied-billed Grebes during the winter, Terns during the summer). There are no recent records of Bald Eagles utilizing the site, however due to the presence of nesting Bald Eagles along Little Neck Run (Carmans River) approximately 4.5 miles to the east and the significant increase in the Long Island population of Bald Eagles, it is plausible that the pond could provide foraging habitat as the eagle population expands in the near future.¹⁴

The following species are listed as Special Concern by the State of New York and have been observed in the Mud Creek area or are expected to be present:

Eastern Box Turtle	<i>Terrapene carolina</i>
Osprey	<i>Pandion haliaetus</i>
Common Loon	<i>Gavia immer</i>

Ospreys have been observed feeding at Robinson's Pond and within the Mud Creek Watershed with several nesting pairs living in the region (South of South Country Road to the east and west). The wooded acreage surrounding Robinson's Pond (on private land) provides prime nesting habitat for Ospreys, which prefer to locate near food sources and away from predators. Preservation of the existing woods within this area is vital to the localized expansion of breeding Osprey pairs. The Common Loon is a bird that overwinters on Long Island and is likely to utilize Robinson's Pond, particularly if other water bodies are frozen.

The Eastern Box Turtle is likely to be found in strong numbers in the wooded areas associated with Mud Creek and Abet's Creek. This terrestrial turtle has seen marked declines in population throughout its range, largely due to habitat loss and accidental death caused by collisions with vehicles, lawn mowers and other manmade objects. The International Union for the Conservation of Nature (IUCN) recently changed the category

¹⁴ Wertheim National Wildlife Refuge, 2014.
http://www.fws.gov/uploadedFiles/2014_Little%20Neck%20Run%20Closure%20for%20Bald%20Eagles.pdf

of the Eastern Box Turtle from “Near Threatened” (NT) to “Vulnerable” (VU) which means that it is at “High risk of endangerment in the wild”¹⁵. Additionally, eastern box turtles are extremely long lived, slow to sexually mature and have few offspring each year. These factors combined with their susceptibility to anthropogenic mortality make it vitally important to preserve and protect their habitat within the State of New York to prevent further decline.

The Common Loon is a winter visitor to Long Island and while it often prefers open water areas (Great South Bay, Atlantic Ocean, and Long Island Sound) it will spend time in interior bodies of water including rivers and lakes, especially if other water bodies are iced over or if there is severe weather impacting these areas. The Common Loon feeds on fish and thus requires clean waterways to sustain its food source while on wintering grounds.

With the proposed up-zonings around Robinson’s Pond and Abet’s Creek and as well as the plan to rehabilitate the Gallo Duck Farm property, it is expected that habitat for the above referenced species will be preserved or improved.

The parcels that were studied under the BOA grant provide little to no suitable habitat for the above referenced species, with the exception of one parcel in the eastern section of the study area. This parcel has a monopole (cellular communications tower) that has had an active Osprey nest atop for several years.

4.4.1.2 Aesthetic Qualities and Scenic Vistas

The Greater Bellport Area has several public spaces which are aesthetically pleasing to residents and which provide scenic vistas. Robinson’s Pond, Mud Creek (North of Montuak Highway) and Abet’s Creek are the most recognizable areas providing scenic vistas of open water and creeks. While the vast majority of the study area consists of developed residential, commercial and industrial areas, there are several large blocks of woodland that exist south of Sunrise Highway that provide aesthetic quality and scenic vistas to local residents, park users and commuters.

These areas are not expected to be negatively impacted by the Revitalization Plan. Additionally, the areas around Abet’s Creek, Robinson’s Pond and Mud Creek may benefit from the previously adopted up-zonings of surrounding privately owned parcels.

4.4.2 Future Conditions without the Proposed Plan

Without the proposed plan, the proposed up-zonings around stream corridors would not take place. This could result in increased residential density in close proximity to the respective watersheds that likely would increase nitrogen loading and reduce areas of existing native vegetation. Degradation of surface water quality and removal of existing woody vegetative cover would likely impact several species listed as Threatened of

¹⁵IUCN, 2010. <http://www.iucnredlist.org/details/21641/0>

Special Concern by New York State which would exacerbate the problem these species are facing. Additionally, views and aesthetic resources which are important to the local community could be reduced by the increased development of these areas under existing zoning conditions.

4.4.3 Future Conditions with the Proposed Plan

If the proposed plan were to become effective, removal of blighted sites and related changes would have a direct benefit on species living in these corridors as it would sustain their existing habitat and maintain or improve water quality. Additionally, scenic vistas and aesthetic qualities in these areas (as well as other natural areas within the Study Area) would be maintained. With respect to scenic vistas from a “site-specific” viewpoint, new development and re-development of parcels, particularly along the major roadways, will result in improved vistas and aesthetic qualities as non-conforming uses are eliminated (such as the storage of junk vehicles in required front yards or above the allowable height) and landscape buffers are improved. A specific example of an expected improvement as a result of plan adoption is reducing the pavement area along a section of Hagerman Avenue. Currently, there are sections that are nearly 100’ wide (paved). By implementing recommendations within the plan, road-width could be reduced, sidewalks installed and appropriate street plantings could be implemented.

4.4.4 Mitigation Measures

No mitigation measures are required as the proposed Revitalization Plan proposes to up-zone areas around sensitive watersheds and wetlands that will protect the animals living in these areas and the aesthetic and scenic resources.

4.5 Economic Conditions

4.5.1 Economic Setting

In 2008, Saratoga Associates and Sustainable Long Island prepared the *North Bellport Retail Study*, which inventoried existing land use and businesses in Bellport, analyzed market potential, identified spending trends, and made recommendations for appropriate types of and locations for commercial development. The study focused on two main areas: along Station Road, from Sunrise Highway to the north and Montauk Highway to the south, and along Montauk Highway between Sills Road/Patchogue-Yaphank Road (CR 101)/Lowe’s to the west to Station Road to the east. At the time of the study, there were a total of 43 shopping centers occupying almost 5.9 million square feet of retail space within an 8-mile radius of the intersection of Montauk Highway and Station Road; there were a total of 50 shopping centers occupying almost 6.9 million square feet of retail space within an 8-mile radius of the intersection of Sunrise Highway and Station Road.

Most of the commercial businesses along Montauk Highway are service-oriented, including gas stations, convenience stores, and hair salons/barber shops. Approximately

30 parcels (15% of all parcels in the study area) contained automotive-related uses, such as repair shops, used car dealerships, or junkyards.¹⁶ The study noted that “considerable opportunity” existed for additional retail establishments in the area, particularly businesses that will serve the basic, everyday needs of Bellport residents who typically must travel out of the area for such services. As there were only five restaurants in the area as of 2008, the study also concluded that there were opportunities for additional eating establishments with expanded variety. The analysis revealed an oversupply of motor vehicle and parts dealers within a 5-mile radius of Montauk Highway and Station Road but opportunities for several types of retailers, including nursery and garden, home furnishings, electronics, clothing, sporting goods, books and music, department and general merchandise, and office supply stores. Opportunities also existed for small specialty food stores, health and personal service shops (nail and hair salons, barber shops, dry cleaners) as well as all types of food service. The study acknowledged an opportunity for warehouse clubs and super stores.¹⁷ The majority of parcels in the study area were vacant at the time of the study and the authors noted that this presented “a major opportunity for catalytic development along the major corridors that traverse the hamlet of North Bellport.”¹⁸

Brownfield sites are abandoned or underused industrial or commercial properties available for re-use. Redevelopment of such properties may be complicated by real or perceived environmental contamination. The property may have been abandoned and derelict for a number of years or may have a history of contamination that has been remedied but the stigma has remained.

In the original Land Use Plan for the study area, the Town identified 24 possible brownfield and applied to the New York State Brownfield Opportunity Area for grant funding in September of 2012 and received notice of funding approval in March of 2014. By identifying these properties for redevelopment and dispelling perceived concerns of pollution, the Town can assist the owners in attracting purchasers who would remediate any contamination, if warranted, and develop the properties to their highest and best use (*See Appendix M: Proposed Brownfield Sites*).

As part of the BOA project, the Town commissioned two (2) reports prepared by the Weitzman Group, Inc. to aid in understanding the economic conditions. These reports are both addendums to this document and are entitled as follow:

Demand Analysis for Commercial Uses and Site Marketability Services for the Hamlets of Bellport and East Patchogue (January 13, 2017, Revised June 20, 2017)

and

¹⁶ Saratoga Associates & Sustainable Long Island, *North Bellport Retail Study*. October 22, 2008. Page 4.1.

¹⁷ *Ibid.* Page 5.4.

¹⁸ *Ibid.* Page 4.1.

Financial Feasibility Analysis of the Proposed Retail & Commercial Development at Two Development Sites in the hamlet of North Bellport (April 1, 2017)

The first document assessed three (3) opportunity sites located along Station Road in North Bellport. The first site is on the northeast corner of Station Road and Sunrise Highway service road (15.2 acres), the second site is known as “Polymag” and is located on Station Road and Brookhaven Avenue and the third site is located on the southeast corner of Station Road and Montauk Highway. The purpose of this study was to analyze the potential for these sites to host office, retail or mixed-uses in the immediate future.

The second study looked at two (2) specific parcels (sites one and three) which were recommended in first report. The two (2) parcels it focused on were the parcel on Station and Sunrise Highway and the other at Station Road and Montauk highway.

4.5.2 Future Conditions without the Proposed Action

Without the implementation of the BOA study, there will be less focus placed on the revitalization and redevelopment of the Greater Bellport area suspected brownfield properties may go undeveloped longer. Additionally, the area may not qualify for grant funds and capital funds to complete infrastructure improvements, such as sidewalks, curbs, road improvements and possibly sewer line extensions. Property values will remain stagnant, chaotic and non-compatible land uses will come and go and redundant low value commercial development will continue in a strip pattern over the entire corridor.

4.5.3 Future Conditions with the Proposed Action

It is difficult and impractical to quantitatively determine with any degree of certainty what the potential economic effects of a zoning revision or amendment will be on the community as a whole. However, the adoption of the Land Use Plan has allowed the Main Street Business District re-zonings to be implemented. Designating and zoning for the central business districts with the corresponding transitional areas is expected to stimulate investment and redevelopment which will create construction and commercial jobs while increasing the tax base to fund all the taxing districts and additional infrastructure improvements. In fact, in the past year a significant improvement has been underway at the strip retail center near the corner of Station Road and Montauk Highway along with several businesses beginning the legalization process with the Planning Department. These improvements are expected to have a domino effect which will further encourage development of parcels identified in this plan.

A capture rate analysis, which compared actual sales with the trade area’s spending ability, showed that retailers captured sales from consumers outside the studied areas. Analysis of the total estimated capture rate of 143.6% within the 3-mile radius from the intersection of Montauk Highway and Station Road (spending power of approximately \$677 million in the study area), an estimated capture rate of 152.2% within the 5-mile radius (spending power of \$1.91 billion, with total sales of \$2.91 billion), and an

estimated capture rate of 96.3% within an 8-mile radius (spending power of \$4.76 billion, with \$4.6 billion in actual sales).

Based on results of the leakage and capture rate analyses, the study provided recommendations to “position North Bellport as a shopping district”. The adoption of the Land Use Plan has permitted zoning changes and marketing efforts to realize the areas potential as a transit-centered mixed use district. More cohesive and compatible development is expected to prove a benefit to the community’s property values and general economic vitality.

More specifically, the outcome of the BOA plan, once finalized are expected to result in improved economic conditions as follows:

- Uses which detract from the viability of the main street business district will be phased out and eventually replaced with more compatible uses with design standards for new development (this is occurring now through the enforcement process)
- There should be a positive impact on the workforce with more jobs created in various sectors, including construction, real estate development, maintenance, sales, and office positions. An increase in job opportunities is expected as most of the plan implementation involves new and redistributed land uses and seeks to address contemporary commercial needs.
- There is expected to be an increase to future tax revenue streams to fund additional community services and capital improvements.
- Higher density commercial and residential uses would be permitted in the Main Street Business Districts rather than along the entire Montauk Highway Corridor, thereby providing greater control, design and more suitable siting of these uses. This will preserve or increase property values in areas where such uses are not as suited and assists in averting potential nuisance conditions (this is largely dependent upon connection to a sewage treatment plant).
- Site design standards will be improved and more stringent site plan reviews will be required. Better design standards will enhance quality of life for residents, stakeholders and investors and support the desirability of the Greater Bellport Area.

With respect to the two (2) commissioned studies referenced in Section 4.5.1, the results indicate that both sites could be profitable with the proper-sized development projects. These projects would require significant investment from the property owner and/or the lessee, however the document provides the ground-work for would-be investors.

4.5.4 Mitigation Measures

As no adverse impacts on the economics of the study area are anticipated, no mitigation is necessary or proposed.

4.6 Community Services and Facilities

4.6.1 Environmental Setting

Greater Bellport is home to several prominent local civic and religious organizations, which provide a sturdy base for community activities and events. These include the Greater Bellport Coalition, Community Land Trust, Central Bellport Civic Association, housing groups and several houses of worship (five within the study area and several more nearby), including the religious school at Victory Church of God. The Boys and Girls Club of Bellport provides counseling, computer classes and other activities. The Caithness Host Community Benefit Agreement, which was created upon approval of the new Caithness power plant, provided \$1 million to the Boys and Girls Club of Bellport to construct a new building, which includes an indoor basketball court, classrooms for tutoring, a computer center, conference room, play area, and indoor and outdoor theaters. The building will have pedestrian connections to the adjacent Robert Rowley Park.

The study area is served by the Hagerman, Brookhaven, and Patchogue Fire/EMS Districts. Brookhaven Memorial Hospital and a medical office complex on County Road 101 are located adjacent to the western portion of the study area. There are other medical offices located outside the study area that are not easily accessible by individuals who do not own a car. Brookhaven Hospital has recently constructed a new family medical center at the corner of Atlantic Avenue and Bellport Avenue. Both the Bellport Post Office and South Country Library are located on Station Road in Bellport Village outside of the Study area.

The study area is located entirely within the boundaries of the South Country School District, which operates Bellport High School, Bellport Middle School, Frank P. Long Intermediate School, and three elementary schools—Brookhaven, Kreamer Street and Verne W. Critz. Total enrollment in the district in the 2011-2012 school year was 4,438. Out of 268 graduates in 2012, 91% received a Regent's diploma and the drop out rate for 2011-2012 was 3%; these figures are on par with overall New York State rates (91% and 3.5%, respectively). In 2010-2011, the district had a general education instructional budget of \$48,987,611 and total expenditures per student were \$23,335 (instructional expenditures per pupil were \$11,098). Eastern Suffolk BOCES operates the Bellport Academic Center at a facility on Martha Avenue; the center offers a departmentalized academic program in partnership with local school districts to students aged 14-21 years old with learning disabilities, counseling concerns and/or psychiatric needs. The closest college, St. Joseph's in Patchogue, is located approximately 4 miles to the west of the study area. According to the New York State Office of Child and Family Services, there

are eight licensed child care centers in zip code 11713 (family, school age child, and group family day care).

4.6.2 Future Conditions without the Proposed Action

Future conditions without the proposed action are not expected to have a significant impact on community services and facilities as there would be no change to existing conditions.

4.6.3 Future Conditions with the Proposed Action

Future Conditions with the Proposed Action would likely have little impact on these resources, however if a sewer line were extended to portions of the study area (particularly near the train station) an increase in businesses could occur, thus generating increased tax revenue for the associated districts (school, fire, ambulance) which would be a benefit for the receiving entity. An increase in existing housing units may also occur in this area, however the number of units built would not likely have a significant impact on the local school district and would also generate additional tax revenue.

Additionally, traffic and pedestrian improvements that are proposed as part of this Action may grant residents easier access to community services, facilities and recreational opportunities within the study area.

4.6.4 Mitigation Measures

No mitigation measures are necessary as the proposed action is not anticipated to have any adverse impacts on community services or facilities serving the Greater Bellport Area.

4.7 Transportation

4.7.1 Environmental Setting

The primary connector in the hamlet of North Bellport between Sunrise Highway (State Route 27) and Montauk Highway (County Route 80) is Station Road. After crossing Montauk Highway, Station Road, continues south to Head of the Neck Road and then enters the Village of Bellport. The road is configured as a two-lane town connector of variable width with variable right of way. Station Road is under the jurisdiction and control of the Town of Brookhaven. At present, Station Road largely functions to ferry people and trucks through unincorporated Bellport from points south, including the Village of Bellport and industrial uses located around Montauk Highway and Beaver Dam Road, to Sunrise Highway.

To the east of Station Road, the nearest road with access to Sunrise Highway is Horseblock Road, which requires an approximately 2.75 mile long drive along Montauk Highway. To the west of Station Road, the nearest road with access to Sunrise Highway is County Route 101 (CR 101) and is located approximately 2.3 miles away. Truck

restrictions on Dunton Ave and Gazzola Drive prevent trucks from using these streets to shorten the commute to CR 101. Station Rd. has become the default north-south connector in the study area, particularly for industrial truck traffic.

The area between the two major thruways (CR 80 and NYS Route 27) is primarily residential, consisting largely of single family homes between Sunrise Highway and Atlantic Avenue. A small commercial area exists north of the Bellport Long Island Railroad Station between Atlantic Avenue and Montauk Highway. Within the residential area north of Montauk, there are two schools: Eastern Suffolk BOCES on Martha Avenue w/o Station Road and Frank P. Long Intermediate School on Brookhaven Avenue e/o Station Road. Additionally, HELP Suffolk has a facility that houses homeless families at the end of Brookhaven Avenue E/o Station Road.

Roughly in the center of the study area, Station Road intersects Montauk Highway, the primary east-west route within the hamlet of North Bellport. A traffic signal regulates the junction of the two roads. To the west of Station Road along Montauk Highway, there is a hodgepodge of commercial uses, as well as several industrial junkyards. To the east of Station Road along the north and south side of Montauk Highway, there are two large industrial uses, a concrete manufacturer and an auto salvage business. To the immediate south of Montauk Highway, there are the LIRR tracks and the Bellport station of the LIRR and the forthcoming headquarters for the South Country Ambulance District.

To the south of Montauk Highway and to the north of Head of the Neck Road, at which the Village of Bellport begins on the south side, Station Road passes through a largely residential area after crossing over the tracks of the Montauk Branch of the Long Island Railroad. On these tracks, to the immediate south of Montauk Highway is the Bellport LIRR station. Station Road crosses Beaver Dam Road, off of which there are industrial entities such as Long Island Precast, Lydel Asphalt, and Global Land Materials. Off of Beaver Dam Road, there are also two nursing homes: Bellhaven Nursing Home and New Brookhaven Townhouse. A used truck parts business off of Association Road and Steiger Craft (boat manufacturer) on Bellport Avenue also exist within the environs of Station Road south of Montauk Highway.

Along Station Road, the shoulder has an inconsistent width, ranging from being widest in front of the former Polymag site to being only wide enough for pedestrian and bicycle traffic accommodations along various portions of the road.

4.7.2 Future Conditions without the Proposed Action

Without implementation of the BOA project, negligible impact will occur to current traffic conditions. Vacant lots will likely remain so for the foreseeable future and new development and re-development are expected to occur slowly, if at all. The BOA project does not contain traffic specific recommendations or requirements, though it does encourage restrictions of industrial traffic along station.

4.7.3 Future Conditions with the Proposed Action

Once the BOA project is approved, implementation will slowly start to address outstanding traffic related issues that cannot be resolved directly from the previously adopted Land Use Plan. By eliminating and restricting inappropriate uses along Montauk highway and encouraging new businesses to come to the area on vacant lots or re-developed lots, several benefits are expected to occur. These benefits are outlined below:

- A new mix of compatible, pedestrian accessible mixed-use facilities will generate fewer automobile trips, which will help curb congestion on local roadways caused by future development, as compared to conditions that could occur under the current Town Code.
- The continued development of a cohesive “main street” as encouraged by the proposed changes, would contribute to efforts in minimizing future sprawl.
- If fully implemented, new projects and the extension of the sewer district could make construction of a new north-south connection between Montauk Highway and the Sunrise Highway Service Road for industrial traffic a more economical proposal. If this new roadway were constructed, a significant decrease in industrial traffic along station would occur.
- The elimination of multiple, uncontrolled curb cuts will increase pedestrian and vehicular safety by decreasing point of conflict along the corridor.
- It is anticipated that traffic along Montauk Highway will be calmed and safety increased by reduced vehicle speeds in recognition of the hamlet center and pedestrian activity.
- Coordinated parking fields along Montauk Highway will mitigate traffic congestion by alleviating illegally parked cars. Additionally, removing illegally parked vehicles from the road shoulders and preventing auto-repair from occurring in the road shoulders would vastly improve traffic and pedestrian safety.

4.7.4 Mitigation Measures

It is expected that the potential for significant adverse impacts on the operation of Montauk Highway, Station Road and other roadways in the study area will be minimized and improved. As a result, no additional mitigation is necessary or proposed.

4.8 Noise

4.8.1 Environmental Setting

Noise levels within the Revitalization Study Area can be broken into three (3) categories:

1. Typical suburban noise
2. General business noise
3. Industrial business noise

The areas which are residentially developed within the study area are subject to typical suburban noise from vehicular traffic, residents maintaining their properties (i.e. lawn mowing) and residents enjoying the outdoors on their properties or within park facilities.

The majority of Montauk Highway and portions of Station Road are dominated by commercial development, which results in typical business noise during standard hours of operation (generally 9-5, M-F). The noise generated by these businesses includes traffic, garbage removal, deliveries of goods and similar.

The southeastern portion of the study area consists of several industrial businesses, which operate largely in an open-air environment and frequently utilize heavy equipment. These businesses include a concrete pre-cast manufacturer, an asphalt manufacturer and a material sorting and wholesale facility (mulch, topsoil, stone, firewood, etc.). Additionally, CoPart (LI Auto) which is located on the north side of Montauk Highway in the eastern section of the study area has frequent truck traffic as cars are constantly moved in and out of the facility. Noises generated at these sites may occur on weekends and stem from traffic, deliveries, moving of materials and heavy equipment/manufacturing equipment.

4.8.2 Future Conditions without the Proposed Action

Future conditions without the adoption of the Revitalization Plan will likely remain the same as existing conditions or improve slightly due to the implementation of the Greater Bellport Land Use Plan, which may reduce some illicit uses, and thus noise. However, with no changes to status quo and no changes to existing traffic patterns, noise generated from vehicles (particularly in the southeastern portion of the study area) could increase and have a negative impact on the area.

4.8.3 Future Conditions with the Proposed Action

The proposed revitalization plan and subsequent site-specific recommendations are not expected to have an adverse impact on the existing noise levels throughout the study area. Many parcels subject to the study are currently or have recently operated unauthorized land uses that contributed greatly to noise pollution. Many of these uses, particularly auto-centric uses resulted in significant noise levels during the work week and often times on weekends. By recommending and steering appropriate uses and development to specific parcels within the study area, as well as enforcing existing code requirements

on existing uses, it is expected that noise levels will decrease overall and will be largely in compliant with Town authorized noise levels (as per the Town Code).

4.8.4 Mitigation Measures

Any site plans for properties within the study area will be subject to all regulations within the Town of Brookhaven code with relation to hours of operation and allowable decibels of noise created. Additionally, site plans reviewed by the Planning Board will require applicants to adhere to buffers and visual screening, which often reduces noises emanating from developed parcels. It is not expected that mitigation measures beyond what exists in the code, would need to be made in order to deal with any increased noise levels as a result of re-development.

4.9 Community Character

4.9.1 Environmental Setting

During the initial stages of the community planning process, two major issues facing the community were identified: the negative stigma associated with the community (colloquially referred to as “North Bellport”) and crime plaguing residents and businesses throughout the area. The coalition then decided to spearhead an effort to have the community referred to as “Greater Bellport” instead of “North Bellport” in an effort to address the area’s negative image and to reflect the desire to unite unincorporated Bellport and the surrounding communities of Hagerman and East Patchogue.

Crime in the community has been problematic to both individual residents and businesses and further perpetuates stereotypes about the area to the greater Long Island region. The Town of Brookhaven has made efforts to update park facilities within the community to provide safe havens for residents to enjoy and the Suffolk County Police Department has installed ShotSpotter® monitoring systems in several neighborhoods which have been historically plagued by crime and gun violence. While budgetary constraints have put the use of ShotSpotter® monitoring systems at jeopardy, community support for use of the system is strong and funding was made available for 2017.¹⁹

During the BOA project, it has become clear that another issue in the community relates to the proliferation of illegal, unauthorized or otherwise non-permitted commercial and industrial activities in the area, particularly along the major thoroughfares of Montauk Highway and Station road. The BOA project is designed to alleviate these issues by identifying problem sites, taking enforcement action and creating clear paths for property owners to move toward.

¹⁹ <https://www.longislandadvance.net/3857/ShotSpotter-continues-in-North-Bellport>

4.9.2 Future Conditions without the Proposed Action

Without the adoption of the proposed Land Use Plan, it is not expected that the stigma associated with the colloquial name for the area (North Bellport) will change. Additionally, it may continue to be difficult for the area to attract new businesses and people who want to move into the community, particularly with a history of crime and violence.

Additionally, with non-conforming, illegal and/or unauthorized businesses proliferating and controlling properties in the area, attractive new businesses (particularly franchise or national brands) remains a significant problem.

4.9.3 Future Conditions with the Proposed Action

The zone changes, design parameters, plans for redevelopment along Main Street near the train station and efforts to rename the area as “Greater Bellport” are expected to aid in ridding the area of negative stereotypes associated with the area and potentially will decrease crime and violence in the area. New development (including the construction of a new headquarters for the South Country Ambulance) will provide an area for the Suffolk County Police Department to change shifts and provide a predictable presence in the community. By creating areas within the community which are pedestrian and bicycle friendly and focusing on parklands and mixed-use businesses it is expected that crime will decrease as the community gains a more defined identity.

Lastly, with significant amounts of code enforcement already underway by the Town of Brookhaven in conjunction with the New York State DEC (when applicable) coupled with stipulations of settlement and other agreements between the Town and various property owners within the study area, a “level playing field” atmosphere is being created for new and re-development of the area.

4.9.4 Mitigation Measures

No mitigation measures are necessary as the proposed action is not anticipated to have any adverse impacts on the community character within the study area.

4.10 Scenic, Historic, and Archaeological Resources

4.10.1 Environmental Setting

A small portion of the extreme southeastern section of the Greater Bellport Study Area lies within the Fireplace (Brookhaven Hamlet) Historic District Transition Area; where land use, Board of Zoning Appeals, and building permit applications properties require review by the Town of Brookhaven Historic District Advisory Committee. A historic district is an area containing buildings, structures or places which have a special character and ambiance based on historical value, notable architectural features representing one or more periods or styles of architecture of an era of history or the cultural and aesthetic

heritage of the community and which area constitutes a distinct physical section of the Town of such significance as to warrant its conservation, preservation and protection from adverse influences.

4.10.1.1 Scenic Resources / Scenic Vistas

The eastern portion of the study area is characterized by strip centers and predominately a hodgepodge of small businesses rather than chain stores. Many of the businesses along Montauk Highway are auto related (car repair, tire shops, used car sales, etc.) and the architecture in the area generally lacks a unifying element. Signage along Montauk Highway is cluttered and largely out of compliance with existing adopted codes. Station Road is mostly residential with a smattering of commercial and industrial uses throughout the study area.

Between South Country Road and Sills Road (C.R. 101), in the extreme southwestern portion of the study area is the Mud Creek watershed which includes Robinson's Pond. The pond, woodlands and creek (along with nearby Abet's Creek) are the most obvious scenic resources and vistas within the Greater Bellport Land Use Plan study area. Robinson's Pond is a particularly scenic public space with a sidewalk along the southern boundary which provides views for pedestrians, cyclists and motorists as they pass the site. The Pond is a popular place for bird watchers to observe wintering waterfowl and in the summer months it is a place where children can be seen feeding the ducks and swans which reside there.

To the north of Montauk Highway and spanning both sides of Sipp Avenue (AKA Gazzola Drive) is the headwaters of Mud Creek which provides a scenic vista for those travelling these areas by road. Additionally, Suffolk County has purchased the defunct Gallo Duck Farm (west side of Sipp Avenue) and plans to restore this area into a County Park that will be a scenic resource in the area for those who wish to hike through the trails or otherwise enjoy the park. Except for the aforementioned specific areas there are few scenic resources or vistas within the study area save for a few wooded areas which can be seen from Montauk Highway, Sunrise Highway or other roadways.

4.10.1.2 Historic and Cultural Resources

There are no formally designated properties in the study area (i.e. Town-designated landmarks or State or National Register of Historic Places listings), though some have been documented on Historic Building-Structure Inventory Forms by the Society for the Preservation of Long Island Antiquities (SPLIA); these properties are listed in Table 11 below. There is one property, the "Smith Rourke House," which is located just outside the study area on the south side of South Country Road in East Patchogue (SCTM 0200-97950-03.00-030.000). The locations of SPLIA-inventoried historic structures in the Greater Bellport area are shown in Table 1.

TABLE 1 – SPLIA-inventoried Historic Structures			
Building Name	Address	Hamlet	SCTM #
Avery-Demarre House	44 Strong’s Lane	East Patchogue	0200-97960-01.00-001.000
Residence	411 South Country Road	East Patchogue	0200-97960-01.00-004.002
Residence	N/S South Country Road	East Patchogue	0200-97950-01.00-009.000
Orchard Road District	Orchard Road	East Patchogue	Area near 0200-97780-03.00-007.000
Hagerman Fire Department	N/E/C Dunton Avenue & Montauk Highway	East Patchogue	0200-97580-02.00-010.000
St. Joseph’s Church	N/E/C Amsterdam Avenue & Montauk Highway	East Patchogue	0200-97580-03.00-014.000
Former Church of God	S/S Montauk Highway	East Patchogue	0200-97580-02.00-040.002
First Chapel and Hagerman Hall	S/S Oakdale Avenue	East Patchogue	0200-97580-03.00-040.001
Residence	232 South Country Road	East Patchogue	0200-97950-04.00-013.000 (Just outside Study Area)

There are a number of cemeteries in the study area, most of which are private and located on former estates. Woodland Cemetery, located on the west side of Station Road by Head of the Neck Road at the southern boundary of the study area, dates its first burial to 1869 and has a Civil War monument in the center of the cemetery. Oaklawn Cemetery, located on Arthur Avenue north of Montauk Highway in Brookhaven hamlet, has many old headstones relocated from Methodist Episcopal Cemetery and family graveyards. The Colonel William Howell Cemetery, located on the west side of North Howell’s Point Road in Bellport, is on private property and is maintained by the owner.

The Shinnecock-Sewanaka Society had planned on developing a museum and cultural center on Station Road. However, due to funding and other concerns, the building that was to be used was demolished by the Town in 2016, with funding partially coming from the Caithness Community Benefit Fund grants. Currently, plans are to have a native garden and community park in the area, with future plans for a physical museum. Fundraising is ongoing to cover associated costs which are estimated to be approximately \$500,000.²⁰

4.10.1.3 Archaeological Resources

According to the New York State Historic Preservation Office Public Access GIS, there is one (1) identified archaeologically sensitive area within the Greater Bellport study area. This area is in the extreme eastern portion of the study area between Beaver Damn Road and Sunrise Highway in the general area of Cemetery Road (north) and Arthur Avenue (south). This area is a mix of heavily developed/disturbed (largely Long Island Auto [CoPart], Global Materials, Laser Industries, etc.) and undisturbed (County land,

²⁰ <http://www.greaterpatchogue.com/2016/01/7506-building-cleared-from-shinnecock-sewanaka-land-in-bellport/>

Town land, Cemetery Property) with some disturbance occurring in the past fifteen (15) years.

Due to the nature of the development in the area and the pre-existing uses, little is known about the resources which are contained in this area, however much of the acreage is owned by local municipalities (Suffolk County and the Town of Brookhaven) and it is expected that the area will remain largely undisturbed. The portions which are currently developed are all limited with respect to future development acreage. Any projects disturbing the ground within this defined area will be subject a Phase I archaeological study to evaluated potential resources that could be disturbed.

The Revitalization Plan and the suggestions within it do not deal with the expansion of any of these developed areas or the excavation of materials in any of these developed areas, which could disturb resources.

4.10.2 Future Conditions without the Proposed Action

Concerns related to archeologically sensitive areas were addressed in the previously adopted Greater Bellport Land Use Plan as described: Without the proposed adoption and implementation of the Greater Bellport Land Use Plan, the Oaklawn Cemetery could be adversely affected if Cemetery Road were improved for connections to the Sunrise Highway South Service Road. The Land Use Plan proposes routing future north-south traffic adjacent to the existing Long Island Auto property that extends from Montauk Highway to the Sunrise Highway right of way. The Land Use Plan also proposes to rezone the existing Shinnecock-Sewanaka Society property to permit the development and operation of a museum and cultural center on Station Road. If the Plan is not implemented, the property would not be zoned correctly to permit the museum use which would be a beneficial cultural component within the study area.

4.10.3 Future Conditions with the Proposed Action

The implementation of the Revitalization plan should have little to no impact on these resources. However, the study has provided a better understanding of existing land use and development patterns within areas defined as archeologically sensitive and may aid in future development of said lots, through coordination with New York State.

4.10.4 Mitigation Measures

No impacts to cultural or archaeological resources as a result of the implementation of the Revitalization Plan have been identified, and therefore no mitigation is required or proposed.

4.11 Energy

4.11.1 Environmental Setting

The Long Island Power Authority (LIPA) via Public Service Energy Group (PSEG) service the Greater Bellport Area (for electricity), and National Grid provides natural gas to the area. Most of the study area is densely developed with some commercial and industrial uses; however, there are no specific entities that place a heavy burden on either utility provider compared to other areas within the Town of Brookhaven. Additionally, the study area has benefited financially from the existence of the Caithness power plant, located outside of the study area (to the northeast) through the granting of approximately \$1,000,000 in funds for public use.

4.11.2 Future Conditions without the Proposed Action

Future conditions without the adoption of the Land Use Plan are not expected to have a significant impact on energy use.

4.11.3 Future Conditions with the Proposed Action

Future conditions with the adoption of the proposed Land Use Plan are not likely to be significantly different than current conditions. However, the proposed Land Use Plan could lead to increased energy dependent development (retail businesses) as there are many uses within the corridor that consist of predominately-outdoor storage uses (and related). There are some larger parcels identified within the Plan that could accommodate large scale solar panels on rooftops and/or parking lots. This would reduce net energy consumption from new development projects and offset greenhouse gas emissions from traditional gas-fired plants. Additionally, there are several parcels that have outdated buildings, structures and related systems that are energy in-efficient. Re-development of these parcels with updated technologies could lead to reduced energy use, even when taking into consideration the additional “demands” from increased lighting and HVAC.

4.11.4 Mitigation Measures

No mitigation measures will be required as no significant increases in energy usage are expected to occur because of the proposed plan.

5.0 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

As the proposed Revitalization Plan consists of recommendations for re-development of vacant (previously disturbed) parcels and bringing developed parcels into compliance with zoning regulations and recommending new uses, the environmental impacts associated with these changes are expected to be largely minimal. Impacts which do exist are mitigated through a variety of efforts, discussed in detail throughout this

document. However, some environmental impacts cannot be avoided nor mitigated and are as follow:

- Density increase for some properties based on zoning changes
- Intensification of land use along portions of Montauk Highway, balanced with a decreased intensification (from the previously adopted Land Use Plan)
- Increase in local traffic along Montauk Highway, Station Road and related
- Increased hardscape surfaces (paved areas) from re-development

6.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The primary goals of the Revitalization Plan include an analysis of individual, underutilized sites with perceived contamination, to gain an understanding of existing conditions through an area-wide analysis of economic & housing conditions, identification of strategic sites that will serve as catalysts for area-wide investments and a redevelopment plan for stakeholders and investors.

As such, these recommendations and changes put forth in the plan are not designed to result in any significant increase in resources used; including water, electricity, and natural gas or petroleum products.

New or increased development, particularly new high-density housing projects and mixed-use projects will always cause an increase in the use of resources; however, the areas of opportunity identified within the plan consist largely of developed or previously developed parcels all of which are connected to public utilities. Furthermore, the Revitalization Plan does not call for any significant construction or development projects (i.e. high-density housing or large retail centers). Rather, the plan considers what uses are best for currently developed or previously developed parcels. The type of uses identified as compatible consist of light-industrial uses (with an emphasis on outdoor storage) as well as typical transition area retail uses – both of which do not require heavy resources.

While areas of increased development and re-development will require more resources, the existing power grid, and the increase of solar energy projects in the Town of Brookhaven, ample energy exists for any demands which result from the plan. With respect to water resources, the Greater Bellport Land Use Plan recommends the connection of an area near the train station to an existing sewage treatment plant. The area of connection (station road) is directly in line with a public supply well and thus this connection will improve groundwater quality and reduce resources needed for treating groundwater before it is ready for public consumption. Additionally, Suffolk County has

committed to upgrades to the sewage treatment plant that would be utilized for a connection regardless of the adoption of the plan and as such it is not expected that an extension of this STP would result in a negative impact, though it could be considered an irreversible and irretrievable commitment to resources due to the amount of public funds and materials required for the connection. Overall, no significant adverse impact is anticipated with respect to the usage of resources within the area.

7.0 GROWTH INDUCEMENT

Generally, land use plans are designed to control growth inducing impacts such as large scale residential sprawl or unchecked commercial development. Alterations to existing transportation corridors or changes to existing zoning are tools used to control these elements and to prevent incompatible land uses. The Revitalization Plan is designed to facilitate new development and re-development along Montauk Highway, Station Road and other key areas while not having a significant adverse environmental impact. The Plan also looks at specific areas of opportunity which include vacant sites or pre-existing, non-conforming uses and determines the best uses that would blend well with the existing community and surrounding land uses and resources available.

The study area is one of three (3) densely residentially and commercially developed areas south of Sunrise Highway within the Town of Brookhaven (Patchogue Village and Mastic/Shirley being the others). Agriculture or rural areas (dominated by large residential properties) do not characterize the area like Manorville or Wading River and as such, the impacts from growth within the existing community are expected to have less of an impact on existing conditions. The Revitalization Plan contains no specific recommendations for new development on large areas of vacant land. Thus, new development is designed to largely replace outdated uses, unauthorized uses or vacant uses.

The plan calls for the re-development of parcels in the below corridors:

1. *Montauk Highway*
2. *Station Road*
3. *Beaverdam Road (north-side)*

While there are some parcels that are not within these “corridors”, the focus of the plan is largely on these major throughways. The first two Hamlet Centers have been created by re-zoning parcels along Montauk Highway from their existing designations which is predominately J-Business-2 or split zoned A-Residential-1 and J-Business-2 (there is one parcel within the Hagerman Hamlet Center zoned J-5) to J-Business-6 (J-6). The new zoning designation of J-6 will allow for mixed-use development of sites where the first floor could be a storefront and the second floor and third floors could be housing or office space.

While both the J-Business-2 and J-Business-6 zoning categories involve commercial uses, there are a few important distinguishing characteristics of the J-Business-6 zoning category which may lead to growth inducing impacts. These include the greater percentage of permitted Floor Area Ratio (FAR) and the allowance of residential dwelling units above the primary commercial use in J-Business-6.

In J-Business-2, the maximum allowable FAR is 20%, whereas in J-Business-6 the maximum allowable FAR is 65%. This allows for denser development on smaller parcels in the J-Business-6 zone – making it a useful planning tool in concentrated hamlet centers, especially in areas near public transportation such as the Bellport Train Station.

In J-Business-6, the potential for second and third story residential units promotes use of downtown areas and hamlet centers, encourages walking, bicycling and the use of public transportation and reduces the pressures of suburban sprawl. However, the associated growth inducing impacts must be recognized. Under the proposed Greater Bellport Land Use Plan, if the proposed 45 parcels (totaling 16.7035 acres) of J-Business-6 zoning is created, under a maximum potential scenario of six (6) units per acre (the maximum density allowed by Town Code), 100 new residential units could potentially be created in the two new Hamlet Centers. Additionally, the extension of a sewer connection to the Bellport area would result in growth impacts (offset by water quality improvements from a reduction of outdated individual septic and cesspool systems).

It is, however, unlikely that the maximum potential residential density would ever be achieved – as some property owners may choose not to utilize this feature of the new zoning category or may opt for a reduced residential density. Additionally, supply and demand will play a key role in the need for downtown housing above commercial buildings, as will various Town Code restrictions and SCDHS sanitary regulations. While the potential introduction of some residential units may result in some growth in the two (2) Hamlet Centers, it is not anticipated to trigger significant growth throughout the entire Greater Bellport Land Use study area. The hamlet center areas are already commercially developed, and this area of Brookhaven Town has been densely residentially developed for decades. Therefore, any increases to the population via the proposed re-zonings will reflect only a fractional increase to the existing overall local population.

In addition to potential increased residential density via the proposed J-Business-6 re-zonings, development and re-development within the Hamlet Centers and the Bellport Train Station via revitalization efforts represent potential growth inducing aspects as they will support and encourage commercial development as well as associated uses required to support such commercial establishments (such as potential increased demand for public transportation). The Land Use Plan advocates revitalizing the hamlet centers and encouraging existing businesses to expand and new businesses to become established and will result in an increase in local jobs. As these hamlet centers (as well as the transitional

areas) are already established and served with public utilities and infrastructure, the proposed Land Use Plan does not represent a significant increase in growth in the Greater Bellport study area.

8.0 ALTERNATIVES CONSIDERED

8.1 Alternative 1 – No Action

Under this scenario, the proposed Revitalization Plan would not be adopted and implemented. As such, incentives could not be offered for qualifying properties, changes to traffic patterns would likely not take place and a comprehensive revitalization of vacant and derelict properties would not be fast-tracked. While the Town has spent considerable efforts bringing legal action against properties which are not in compliance with Town regulations, rectifying these violations is much more difficult without the implementation of the plan. Without providing incentive for property owners to rehabilitate their properties and without providing incentive for new development to occur within the corridor, the status quo will likely remain, with progress from enforcement actions remaining slow. Not only does this put significant strain on Town resources, it does little to encourage property owners who conduct their businesses within the confines of Town Code.

With the no action alternative, development within the Greater Bellport study area would continue as it has historically. Continued development within this area without the benefit of the Revitalization Plan would likely result in continued sprawl, particularly with respect to businesses along Montauk Highway; many of which are currently pre-existing and non-conforming. Disjointed commercial and industrial development (which occurs when there is a lack of cohesive zoning) would likely continue – though to a lesser extent due to the re-zonings from the previously adopted Plan. Additionally, there are many properties along Montauk Highway and Station Road that are vacant and have been neglected. Without a comprehensive and coordinated effort as a result of this Revitalization Plan, there is little incentive for these derelict properties to be redeveloped.

One of the key components to the land use plan is the identification and infrastructure improvements for parcels or collections of parcels identified as “areas of opportunity”. A group of vacant parcels just south of the train station (some of which are owned by the Town) are one of these opportunity areas. With the no action plan, a connection to an STP will likely not occur meaning any high-density housing or mixed-use development would have to have on-site sewage treatment (taking up valuable land area). Additionally, the surrounding area would not benefit from re-zonings and be developed with uses consistent with transit-oriented development and high-density housing resulting in either incompatible uses, a continuation of vacant land or development of single-family homes.

8.2 Alternative 2 – No North/South Commercial Connector Road

This alternative would implement everything within the proposed Revitalization Plan; however, it would not facilitate the connection of Montauk Highway to an extended Sunrise Service Road. While this alternative would have clear benefits over the “no action”, it would do nothing to alleviate the problems associated with heavy commercial traffic along Station Road and sections of Montauk Highway.

While certain mitigation measures could still be implemented, such as banning commercial trucks from Station Road, thus diverting traffic to C.R. 101 or Horseblock Road, there would still be a significant impact from commercial vehicles traversing local roads and long stretches of Montauk Highway. Negative impacts associated with heavy commercial traffic along Station and Montauk include damage to roadways, increased traffic, increased risks to pedestrians, bicyclists and other motorists as well as noise and air pollution to nearby residential parcels.

Constructing a North/South road is expected to involve considerable effort from government entities and have significant costs. However, the Revitalization Plan is expected to be fully effective with the construction of this connector road due to the multitude of associated benefits. A more direct commercial traffic route would be expected to attract new businesses to the area and streamline existing operations as well as reduce traffic related impacts through residential neighborhoods such as Station Road. As such, while implementing the plan without the Roadway would still be beneficial, this alternative is not the ideal option.

9.0 FUTURE ENVIRONMENTAL REVIEW

The *Revitalization Plan* and this DSGEIS will aid in assessing impacts. The DSGEIS is intended to consider, in a generic way, the environmental impacts that may be associated with implementation of the Revitalization Plan and does not exclude implementation actions from further SEQRA review.

Recommended actions for the defined parcels analyzed by the Revitalization Plan and through the BOA Grant, including applications for site development and changes of zone, will need to demonstrate compliance with SEQR. The site-specific impacts will be assessed individually and mitigation measures identified and required.

Pursuant to 6 NYRCC Part 617.10(d), “when a final generic EIS has been filed under this part:

- 1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its Findings statement;

- 2) An amended Findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the Findings statement for the generic EIS;
- 3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;
- 4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts.”

Additionally, pursuant to 6 NYCRR Part 617.9(a)7 Supplemental EISs:

- (i) The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:
 - (a) changes proposed for the project;
 - (b) newly discovered information; or
 - (c) a change in circumstances related to the project.

**Greater Bellport Opportunity Area
Supplemental
Draft Generic Environmental
Impact Statement (SDGEIS)**

Greater Bellport SDGEIS Appendices

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Appendix A

Greater Bellport Study Area

Greater Bellport Study Area & Land Uses

Legend

BellportLUP

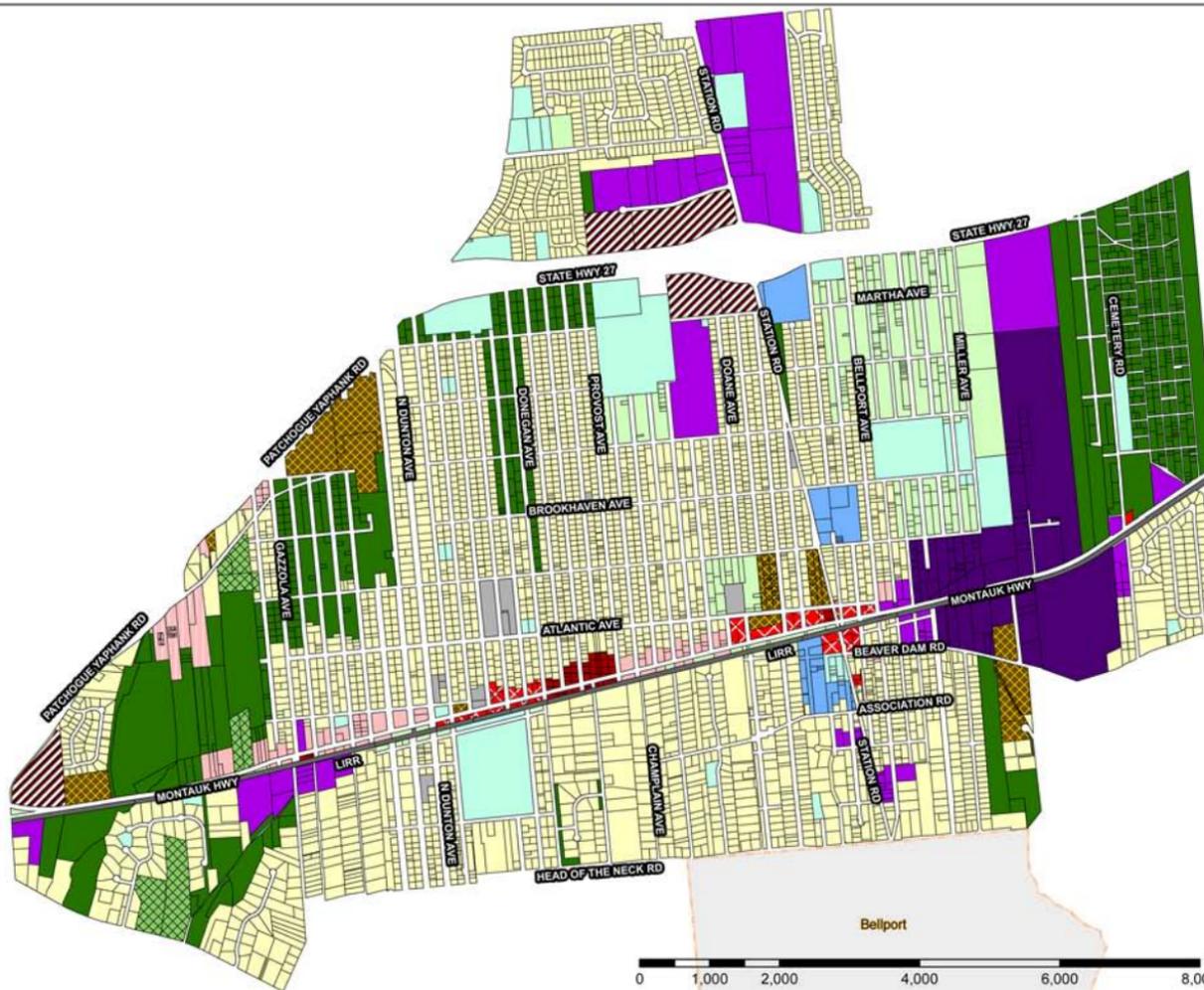
-  Opportunity
-  Agricultural
-  Medium_Density_Residential
-  High_Density_Residential
-  Transition
-  Office
-  General_Commercial
-  Main_Street_Mixed_Use
-  Commercial_Center
-  Heavy_Commercial
-  Light_Industrial
-  Heavy_Industrial
-  Public_Assembly
-  Institutional
-  Park
-  Open_Space
-  LIRR
-  Villages83

This map should be used in conjunction with the Greater Bellport Land Use Plan. The map itself does not constitute the land use plan, nor should the map be utilized on its own to determine proposed land use for a specific location.

BELLPORT,
NEW YORK

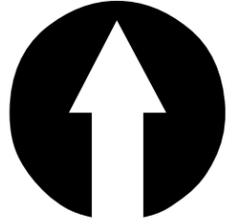


JS September 2014

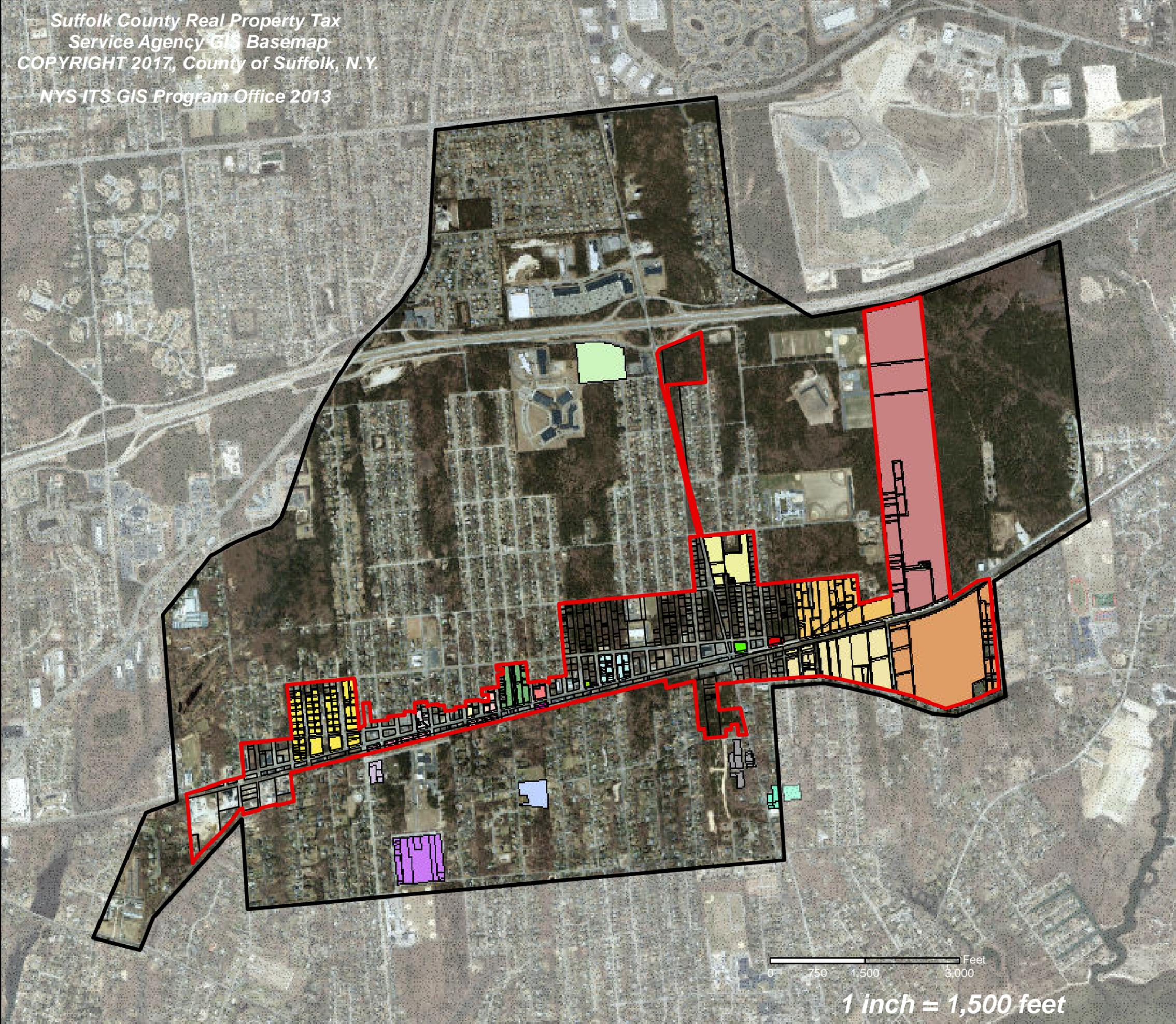


Appendix B

Greater Bellport Study Area Existing Land Use Map



Greater Bellport BOA Study Area Brownfield Parcels



Legend

- Proposed_BOA_Outline
- Bellport Study Area Boundary
- Proposed_BOA_Parcels
- Parcel 1
- Parcel 2
- Parcel 3
- Parcel 4
- Parcel 5
- Parcel 6
- Parcel 7
- Parcel 8
- Parcel 9
- Parcel 10
- Parcel 11
- Parcel 12
- Parcel 13
- Parcel 14
- Parcel 15
- Parcel 16
- Parcel 17
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- Parcel 29
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- Parcel 31
- Parcel 32
- Parcel 33
- Parcel 34
- Parcel 35
- Parcel 36
- Parcel 37
- Parcel 38
- Parcel 39
- Parcel 40
- Parcel 41

0 750 1,500 3,000 Feet

1 inch = 1,500 feet

This map is intended for general reference only and is not to be used for surveying, legal interpretation of jurisdictional boundaries, or other precise purposes.
 No warranties are made, expressed or implied, concerning the accuracy, completeness, reliability or suitability for any other purposes of the data or information contained or furnished in connection herewith

Appendix C

Full Environmental Assessment Form

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: Greater Bellport BOA Revitalization Plan		
Project Location (describe, and attach a general location map): Sills Road (CR 101) in East Patchogue to Cemetery Road in Bellport, North to SR 27 and South to S. Country Road		
Brief Description of Proposed Action (include purpose or need): The Town of Brookhaven previously adopted a Land Use Plan for the Greater Bellport Area. This plan identified specific parcels as "opportunity areas" which are subject to a Brownfield Opportunity Area (BOA) grant. The Town of Brookhaven has prepared a follow-up plan (dubbed the "Revitalization Plan") to consider the existing conditions of these parcels. Existing conditions include improvements, authorized and permitted uses, known environmental hazards and development history. The Revitalization Plan is designed to identify the best uses for the subject parcels and guide future development and/or re-development of the subject parcels, while adhering to the previously adopted Land Use Plan for the Greater Bellport Area.		
Name of Applicant/Sponsor: Town of Brookhaven Town Board	Telephone: 631-451-4901	E-Mail: lormand@brookhaven.org
Address: One Independence Hill		
City/PO: Farmingville	State: NY	Zip Code: 11763
Project Contact (if not same as sponsor; give name and title/role): Luke Ormand, Environmental Analyst	Telephone: 631-451-6455	E-Mail: lormand@brookhaven.org
Address: One Independence Hill		
City/PO: Farmingville	State:	Zip Code:
Property Owner (if not same as sponsor):	Telephone:	E-Mail:
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals Funding, or Sponsorship. (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No or Village Board of Trustees	Town of Brookhaven Town Board Approval	May, 2017
b. City, Town or Village Planning Board or Commission <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
c. City Council, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
e. County agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
f. Regional agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
g. State agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The project is being paid for with funds from a NYS Grant	N/A
h. Federal agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
i. Coastal Resources. i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? Yes No

- **If Yes**, complete sections C, F and G.
- **If No**, proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? Yes No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? Yes No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) Yes No

If Yes, identify the plan(s):

The proposed project is being undertaken as part of a "Brownfield Opportunity Area" (BOA) Grant. _____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? Yes No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. Yes No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Various zoning categories including residential, commercial and industrial.

b. Is the use permitted or allowed by a special or conditional use permit? Yes No

c. Is a zoning change requested as part of the proposed action? Yes No
If Yes,
i. What is the proposed new zoning for the site? Re-zonings were considered under the previous LUP and are being actively implemented

C.4. Existing community services.

a. In what school district is the project site located? South Country

b. What police or other public protection forces serve the project site?
Suffolk County Police 5h precinct

c. Which fire protection and emergency medical services serve the project site?
Hagerman / Bellport

d. What parks serve the project site?
N/A

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

b. a. Total acreage of the site of the proposed action? _____ acres
b. Total acreage to be physically disturbed? _____ acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

c. Is the proposed action an expansion of an existing project or use? Yes No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? Yes No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? Yes No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will proposed action be constructed in multiple phases? Yes No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
• Total number of phases anticipated _____
• Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
• Anticipated completion date of final phase _____ month _____ year
• Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? Yes No
 If Yes, show numbers of units proposed.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion	_____	_____	_____	_____
of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? Yes No
 If Yes,

i. Total number of structures _____
 ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length
 iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? Yes No
 If Yes,

i. Purpose of the impoundment: _____
 ii. If a water impoundment, the principal source of the water: Ground water Surface water streams Other specify: _____
 iii. If other than water, identify the type of impounded/contained liquids and their source. _____
 iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres
 v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length
 vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? Yes No
 (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)
 If Yes:

i. What is the purpose of the excavation or dredging? _____
 ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
 • Volume (specify tons or cubic yards): _____
 • Over what duration of time? _____
 iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

 iv. Will there be onsite dewatering or processing of excavated materials? Yes No
 If yes, describe. _____

 v. What is the total area to be dredged or excavated? _____ acres
 vi. What is the maximum area to be worked at any one time? _____ acres
 vii. What would be the maximum depth of excavation or dredging? _____ feet
 viii. Will the excavation require blasting? Yes No
 ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? Yes No
 If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will proposed action cause or result in disturbance to bottom sediments? Yes No
If Yes, describe: _____

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation? Yes No
If Yes:

- acres of aquatic vegetation proposed to be removed _____
- expected acreage of aquatic vegetation proposed to be removed _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? Yes No
If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? Yes No
If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No
- Do existing lines serve the project site? Yes No

iii. Will line extension within an existing district be necessary to supply the project? Yes No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? Yes No
If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? Yes No
If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

iii. Will the proposed action use any existing public wastewater treatment facilities? Yes No
If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No

- Do existing sewer lines serve the project site? Yes No
- Will line extension within an existing district be necessary to serve the project? Yes No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? Yes No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? Yes No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

- If to surface waters, identify receiving water bodies or wetlands: _____

- Will stormwater runoff flow to adjacent properties? Yes No

iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? Yes No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? Yes No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? Yes No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) Yes No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____ Tons/year (short tons) of Carbon Dioxide (CO₂)
- _____ Tons/year (short tons) of Nitrous Oxide (N₂O)
- _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)
- _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)
- _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? Yes No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? Yes No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? Yes No

If Yes:

i. When is the peak traffic expected (Check all that apply): Morning Evening Weekend
 Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? Yes No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____

vi. Are public/private transportation service(s) or facilities available within 1/2 mile of the proposed site? Yes No

vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? Yes No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? Yes No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? Yes No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____

iii. Will the proposed action require a new, or an upgrade to, an existing substation? Yes No

l. Hours of operation. Answer all items which apply.

<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____
--	---

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? Yes No
 If yes:
 i. Provide details including sources, time of day and duration:

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes No
 Describe: _____

n.. Will the proposed action have outdoor lighting? Yes No
 If yes:
 i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? Yes No
 Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? Yes No
 If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products (185 gallons in above ground storage or an amount in underground storage)? Yes No
 If Yes:
 i. Product(s) to be stored _____
 ii. Volume(s) _____ per unit time _____ (e.g., month, year)
 iii. Generally describe proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? Yes No
 If Yes:
 i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? Yes No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? Yes No
 If Yes:
 i. Describe any solid waste(s) to be generated during construction or operation of the facility:
 • Construction: _____ tons per _____ (unit of time)
 • Operation : _____ tons per _____ (unit of time)
 ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:
 • Construction: _____

 • Operation: _____

iii. Proposed disposal methods/facilities for solid waste generated on-site:
 • Construction: _____

 • Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? Yes No

If Yes:

- i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____
- ii. Anticipated rate of disposal/processing:
 - _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
 - _____ Tons/hour, if combustion or thermal treatment
- iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? Yes No

If Yes:

- i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____
- ii. Generally describe processes or activities involving hazardous wastes or constituents: _____
- iii. Specify amount to be handled or generated _____ tons/month
- iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____
- v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? Yes No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

- Urban Industrial Commercial Residential (suburban) Rural (non-farm)
- Forest Agriculture Aquatic Other (specify): _____

ii. If mix of uses, generally describe: _____

b. Land uses and coverytypes on the project site.

Land use or Coverytype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? Yes No
i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? Yes No
If Yes,
i. Identify Facilities:

e. Does the project site contain an existing dam? Yes No
If Yes:
i. Dimensions of the dam and impoundment:
• Dam height: _____ feet
• Dam length: _____ feet
• Surface area: _____ acres
• Volume impounded: _____ gallons OR acre-feet
ii. Dam's existing hazard classification: _____
iii. Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? Yes No
If Yes:
i. Has the facility been formally closed? Yes No
• If yes, cite sources/documentation: _____
ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? Yes No
If Yes:
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? Yes No
If Yes:
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes No
 Yes – Spills Incidents database Provide DEC ID number(s): _____
 Yes – Environmental Site Remediation database Provide DEC ID number(s): _____
 Neither database
ii. If site has been subject of RCRA corrective activities, describe control measures: _____
iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? Yes No
If yes, provide DEC ID number(s): _____
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): _____

v. Is the project site subject to an institutional control limiting property uses? Yes No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? Yes No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ feet

b. Are there bedrock outcroppings on the project site? Yes No
 If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %

c. Predominant soil type(s) present on project site: _____ %
 _____ %
 _____ %

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils: Well Drained: _____ % of site
 Moderately Well Drained: _____ % of site
 Poorly Drained _____ % of site

f. Approximate proportion of proposed action site with slopes: 0-10%: _____ % of site
 10-15%: _____ % of site
 15% or greater: _____ % of site

g. Are there any unique geologic features on the project site? Yes No
 If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? Yes No

ii. Do any wetlands or other waterbodies adjoin the project site? Yes No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? Yes No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? Yes No
 If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? Yes No

j. Is the project site in the 100 year Floodplain? Yes No

k. Is the project site in the 500 year Floodplain? Yes No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? Yes No
 If Yes:
 i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____ _____ _____	
n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. Describe the habitat/community (composition, function, and basis for designation): _____ _____ ii. Source(s) of description or evaluation: _____ iii. Extent of community/habitat: <ul style="list-style-type: none"> • Currently: _____ acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres 	
o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input type="checkbox"/> Yes <input type="checkbox"/> No	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input type="checkbox"/> No	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, give a brief description of how the proposed action may affect that use: _____ _____	
E.3. Designated Public Resources On or Near Project Site	
a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input type="checkbox"/> No i. If Yes: acreage(s) on project site? _____ ii. Source(s) of soil rating(s): _____	
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____ _____	
d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: i. CEA name: _____ ii. Basis for designation: _____ iii. Designating agency and date: _____	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes: <i>i.</i> Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District <i>ii.</i> Name: _____ <i>iii.</i> Brief description of attributes on which listing is based: _____	
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input type="checkbox"/> Yes <input type="checkbox"/> No
g. Have additional archaeological or historic site(s) or resources been identified on the project site? If Yes: <i>i.</i> Describe possible resource(s): _____ <i>ii.</i> Basis for identification: _____	
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes: <i>i.</i> Identify resource: _____ <i>ii.</i> Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____ <i>iii.</i> Distance between project and resource: _____ miles.	
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes: <i>i.</i> Identify the name of the river and its designation: _____ <i>ii.</i> Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Luke Ormand Date 11/3/16

Signature _____ Title Environmental Analyst

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: Type 1 Unlisted

Identify portions of EAF completed for this Project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
Specifically, the review of 41 collection of parcels in the Greater Bellport area, the environmental findings associated with said parcels and the proposed plan for said parcels in relation to the previously adopted Greater Bellport Area Land use Plan

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
Town of Brookhaven Town Board as lead agency that:

A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.d).

C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Greater Bellport BOA Revitalization Plan & SGEIS

Name of Lead Agency: Town of Brookhaven Town Board

Name of Responsible Officer in Lead Agency: Donna Lent

Title of Responsible Officer: Town Clerk

Signature of Responsible Officer in Lead Agency:

Date:

Signature of Preparer (if different from Responsible Officer)

Date:

8/31/16

For Further Information:

Contact Person: Luke Ormand, Environmental Analyst

Address: One Independence Hill, Farmingville NY 11738

Telephone Number: 631-451-9101

E-mail: lormand@brookhaven.org

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)

Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

Appendix D

Adopted Positive Declaration

RESOLUTION SUBMISSION

MEETING OF: December 15, 2016

RESOLUTION NO.

MOVED BY COUNCILMEMBER: Michael Loguercio, Jr.

REVISION:

SHORT TITLE: DESIGNATING BROOKHAVEN TOWN BOARD AS LEAD AGENCY
AND ADOPTING POSITIVE DECLARATION FOR THE GREATER
BELLPORT BOA REVITALIZATION PLAN

DEPARTMENT:

REASON: To complete the statutory requirements to adopt the SEQRA Positive Declaration of Environmental Significance for the Bellport BOA Revitalization Plan as per the State Environmental Quality Review Act and require the preparation of the SDGEIS.

PUBLIC HEARING REQUIRED: No

DEPARTMENT OF FINANCE APPROVAL: YES NO

DOLLARS INVOLVED: No fiscal impact – not reviewed by the Commissioner of Finance

SEQRA REQUIRED: no

DETERMINATION MADE: POSITIVE NEGATIVE

FEIS/FINDINGS FILED:

EXECUTION OF DOCUMENT REQUIRED:

BAR:dlm

Present	Absent		Motion	Aye	No	Abstain	Not Voting
		Councilmember Cartright					
		Councilmember Bonner					
		Councilmember LaValle					
		Councilmember Loguercio					
		Councilmember Foley					
		Councilmember Panico					
		Supervisor Romaine					

RESOLUTION NO.
MEETING OF: December 15, 2016

DESIGNATING BROOKHAVEN TOWN
BOARD AS LEAD AGENCY AND
ADOPTING POSITIVE DECLARATION
FOR THE GREATER BELLPORT BOA
REVITALIZATION PLAN

WHEREAS, the Town Board of the Town of Brookhaven is presently considering the Greater Bellport BOA Revitalization Plan; and

WHEREAS, the Town Board of the Town of Brookhaven, pursuant to the State Environmental Quality Review Act (SEQRA), is the Lead Agency for the proposed Action; and

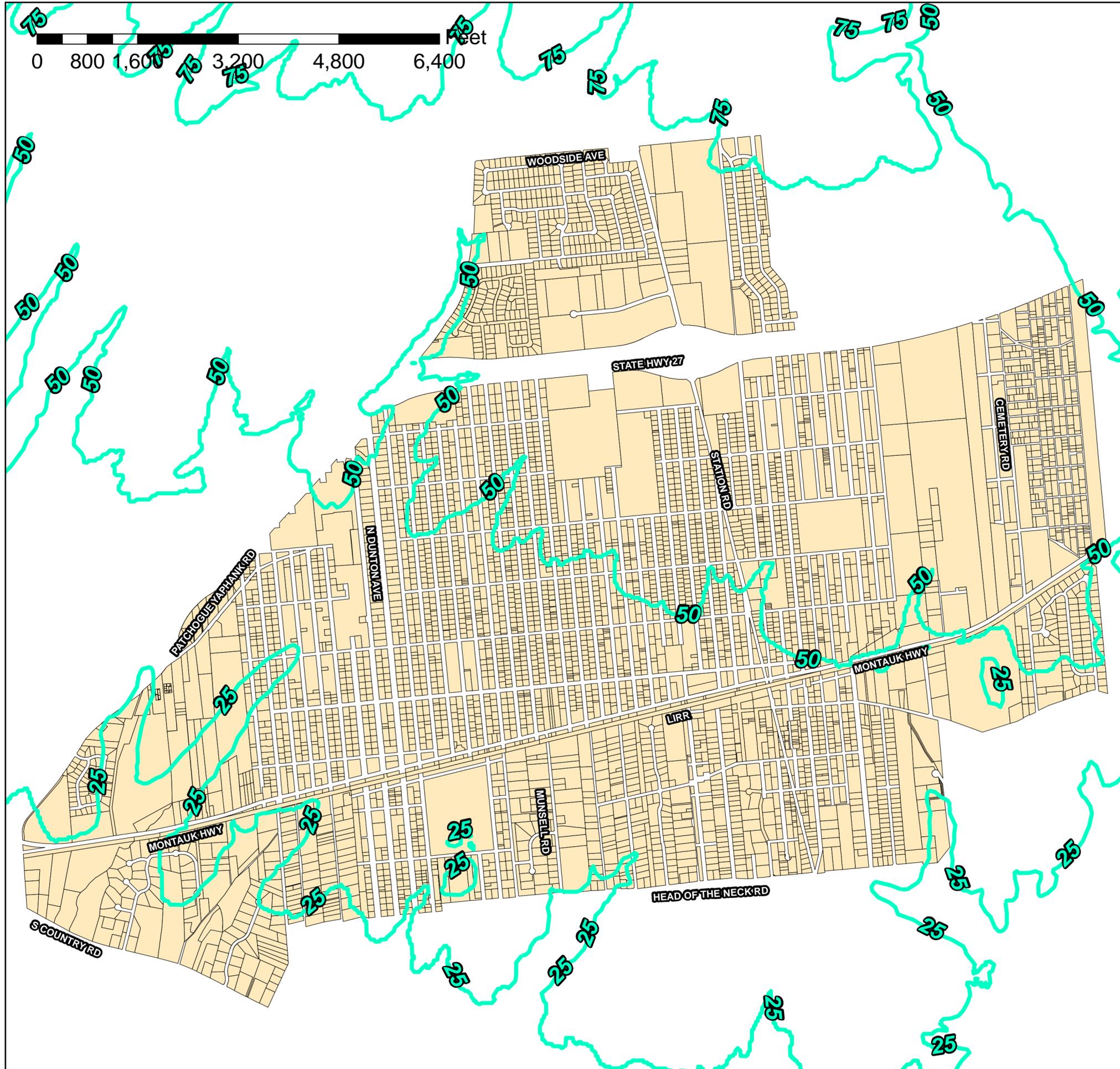
WHEREAS, as set forth in NYCRR Part 617.4 and Part 617.7, the proposed action is a Type I Action and is more likely to have a potentially significant adverse impact on the environment and, therefore, more likely to require the preparation of a Generic Environmental Impact Statement (GEIS) and therefore a Supplemental Draft Generic Environmental Impact Statement (SDGEIS) is required;

NOW, THEREFORE, BE IT RESOLVED that the Town Board of the Town of Brookhaven is hereby designated as Lead Agency; and be it further

RESOLVED that the Town Board of the Town of Brookhaven hereby adopts the Positive Declaration for the Greater Bellport BOA Revitalization Plan, attached hereto, which requires the preparation of a Supplemental Draft Generic Environmental Impact Statement (SDGEIS) to address all relevant environmental issues.

Appendix E

Topographic Map

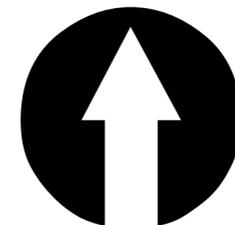


TOPOGRAPHY

Legend

-  5' Major Contour
-  BellportLUP

BELLPORT, NEW YORK

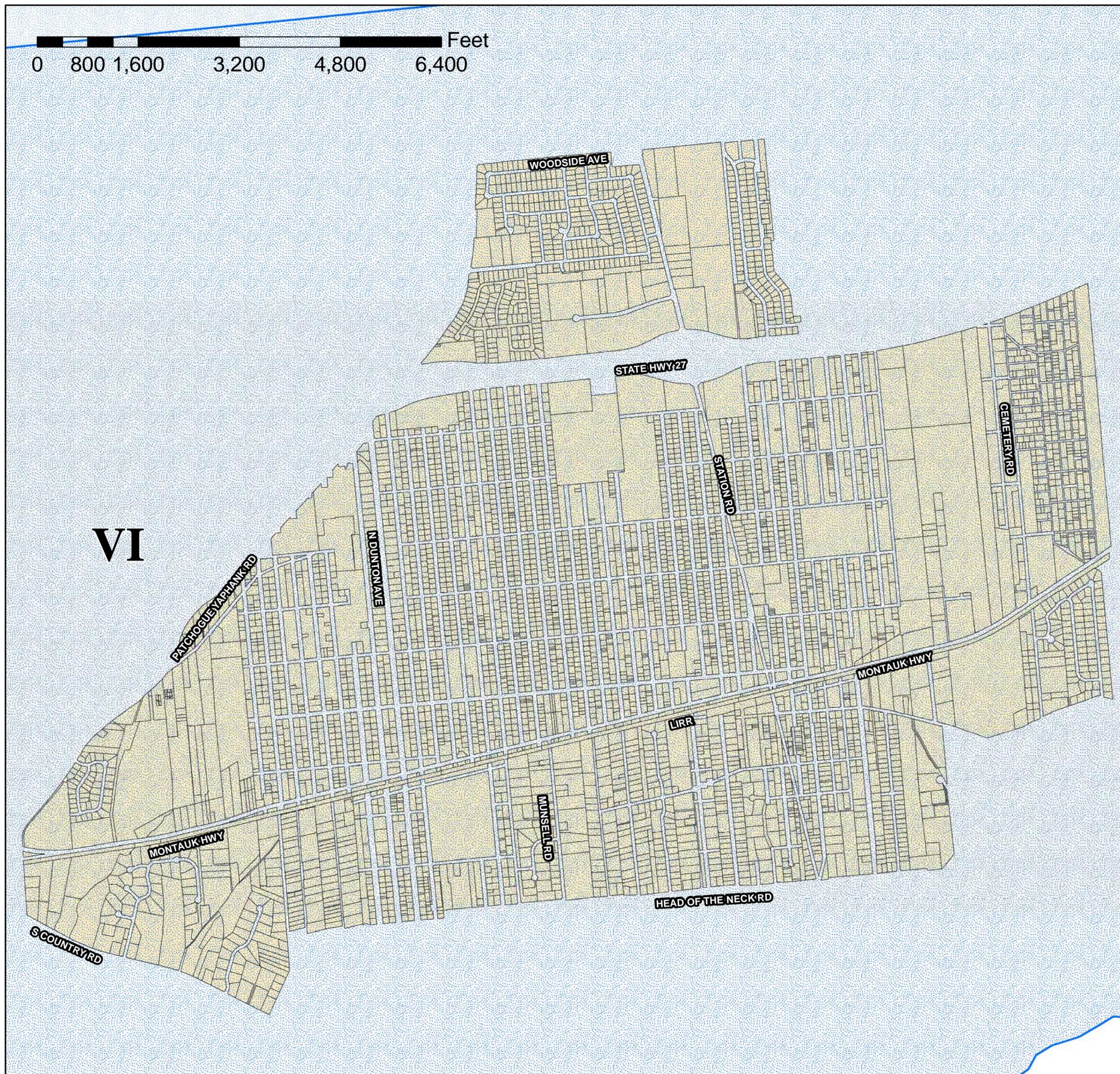


LO June 2014

Appendix F

Greater Bellport Study Area Zoning Map

0 800 1,600 3,200 4,800 6,400 Feet



GROUNDWATER MANAGEMENT ZONE VI

Legend

 BellportLUP

SC Groundwater Management Zones

ZONE

 I

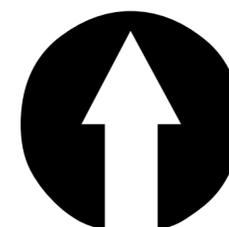
 III

 VI

 VII

 VIII

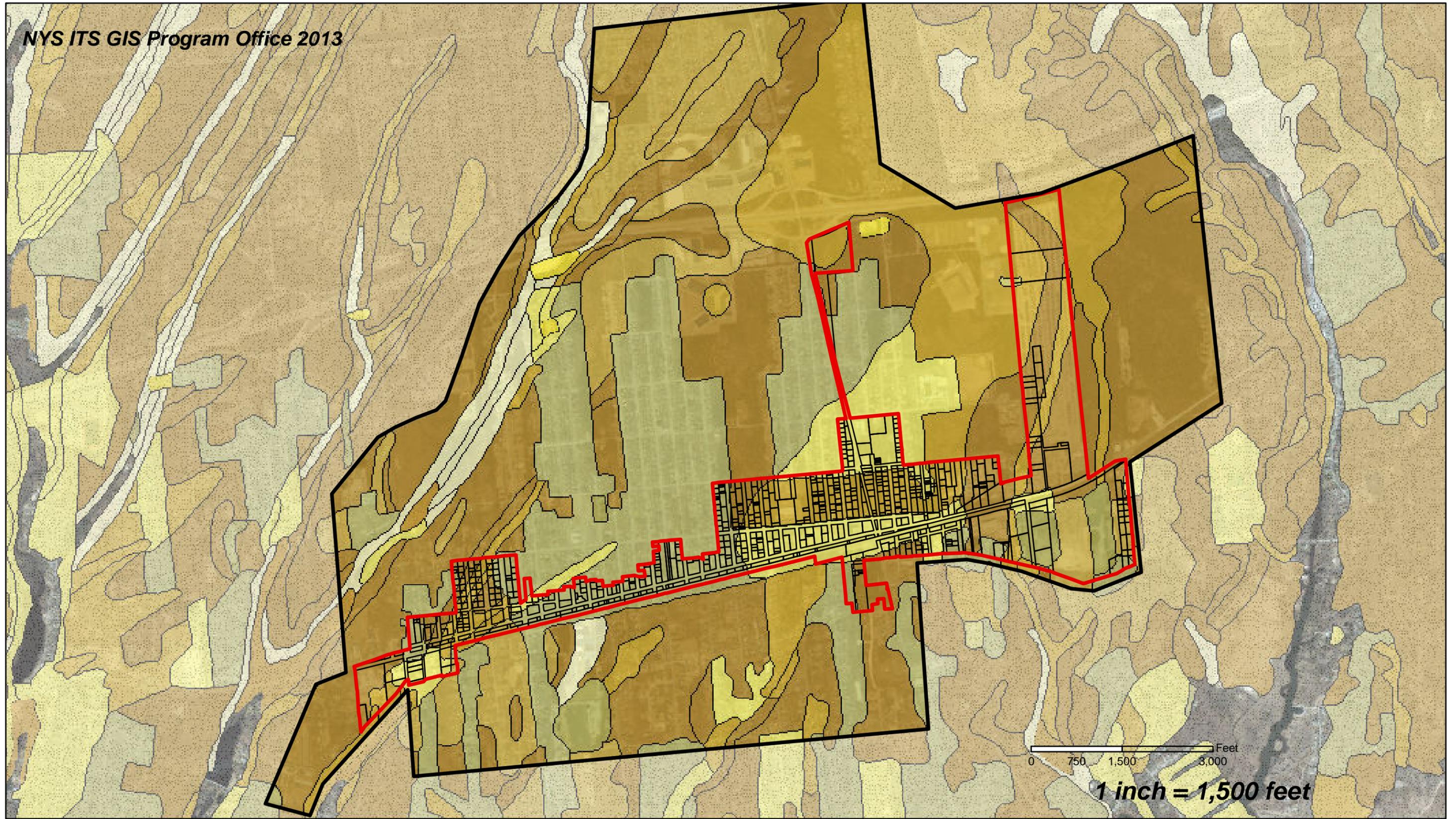
BELLPORT, NEW YORK



LO June 2014

Appendix G

Soil Types



April 2017
Prepared by Ryan Wolf

Greater Bellport BOA Study Area Soil Types

Legend

Bellport Study Area Boundary	Bc	Haven	Riverhead
Proposed_BOA_Outline	Carver/Plymouth	Made Land	Riverhead/Haven
Proposed_BOA_Parcels	Cut/Fill	Plymouth	
At	Gravel Pits	Rc	

This map is intended for general reference only and is not to be used for surveying, legal interpretation of jurisdictional boundaries, or other precise purposes. No warranties are made, expressed or implied, concerning the accuracy, completeness, reliability or suitability for any other purposes of the data or information contained or furnished in connection herewith

Appendix H

Suffolk County Public Water Distribution Map

SCWA DISTRIBUTION AREAS

Suffolk County is not flat. In fact, the ground surface elevation across the county varies from sea level to more than 300 feet above sea level. Elevation is the key factor in determining water pressure - the lower the ground elevation, the higher the pressure. A single water system could not provide reasonable water pressure to every home. Some homes would have too much pressure and some would have no pressure at all. Therefore, the Water Authority has divided the system into 45 pressure zones. Distribution areas may encompass more than one pressure zone. There are 28 distribution areas.

Each pressure zone is made up of pump stations, storage tanks, and/or booster stations which are designed to provide adequate water pressure to the elevations they serve. These facilities are connected by underground water pipes of various sizes. This piping network is called a distribution system. A pump station consists of at least one well and associated treatment facilities. The well provides access to the underground aquifer. We use a submersible pump powered by an electric motor to bring the water out of the ground, through the treatment facility and into the distribution system. The water can then be delivered to homes, fire hydrants, schools and wherever else it is needed. Any excess water goes into the storage tank where it is stored for later use. The water storage tank provides a stable operating pressure and can supply a lot of water in a short time in the event of an emergency. The wells are turned on and off as required to satisfy the water demand in the distribution system.

If you look at the distribution area map shown below, you will see the size of the areas range from very small, serving a few homes, to very large, serving tens of thousands of homes. The distribution areas are interconnected with booster pumps and/or automatic control valves. In the event of very high demands for water during peak summer usage or an emergency, such as a fire or main break, the booster pumps or automatic valves will operate and supply additional water to the impacted area. This operation helps ensure that adequate water is available at all times. It also means that if your home is near the boundary of a distribution area, it may receive water from the adjacent distribution area on occasion. In a few areas, booster pumps routinely pump water from one zone to another. Please see the notes on the map for more information.

NOTE: 34 percent of the total water provided the Huntington Manor area came from Distribution Area 9 in 2011.

NOTE: 5 percent of the total water provided in Distribution Area 10 came from Distribution Area 8 in 2011.

NOTE: 4 percent of the total water provided in Distribution Area 14 came from Distribution Area 15 in 2011.

NOTE: This part of Farmingdale received 46 percent of its water from Distribution Area 12 and 54 percent from Distribution Area 13 in 2011.

NOTE: 6 percent of the total water provided in Distribution Area 9 came from Distribution Area 8 in 2011.

NOTE: In 2011, less than 1 percent of the total water provided in the Southold area came from the Riverhead Water District.

NOTE: 60 percent of the total water provided in the Mattuck area during 2011 came from Distribution Area 23.

NOTE: 4 percent of the total water provided in this portion of the Westhampton area in 2011 came from Distribution Area 32.



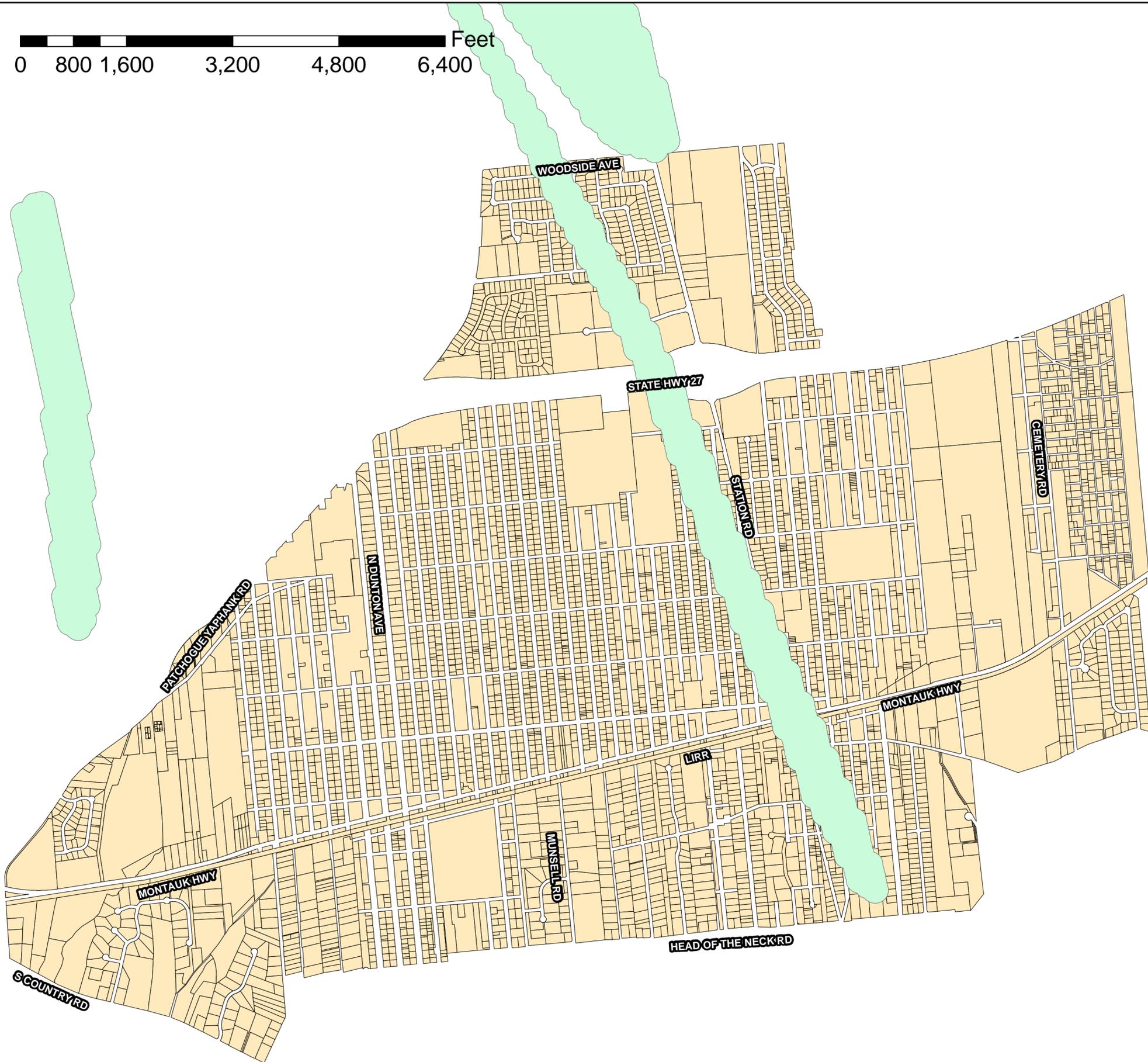
SCWA WATER DISTRICTS	ACTIVE WELLS
Blenwood Water District	0 (Part of Dist. Area 13)
Fair Harbor Water District	2 (Part of Dist. Area 53)
Stony Brook Water District	0 (Part of Dist. Areas 14 & 15)
Riverside Water District	0 (Part of Dist. Areas 21 & 30)
East Farmingdale Water District	3

SCWA DISTRIBUTION AREAS	ACTIVE WELLS
Not Served by SCWA	121
Distribution Area 1	3
Distribution Area 4	4
Distribution Area 5	20
Distribution Area 6	1
Distribution Area 7	3
Distribution Area 8	7
Distribution Area 9	17
Distribution Area 10	22
Distribution Area 11	91
Distribution Area 12	5
Distribution Area 13	78
Distribution Area 14	21
Distribution Area 15	35
Distribution Area 16	3
Distribution Area 17	48
Distribution Area 18	16
Distribution Area 19	49
Distribution Area 20	2
Distribution Area 21	2
Distribution Area 22	1
Distribution Area 23	35
Distribution Area 24	2
Distribution Area 25	7
Distribution Area 26	7
Distribution Area 27	4

Appendix I

SCWA SWAP Map

0 800 1,600 3,200 4,800 6,400 Feet

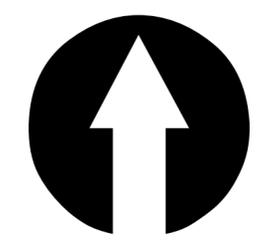


SCWA SWAP MAP

Legend

-  Bellport LUP
-  SCWA SWAP

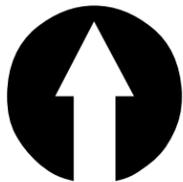
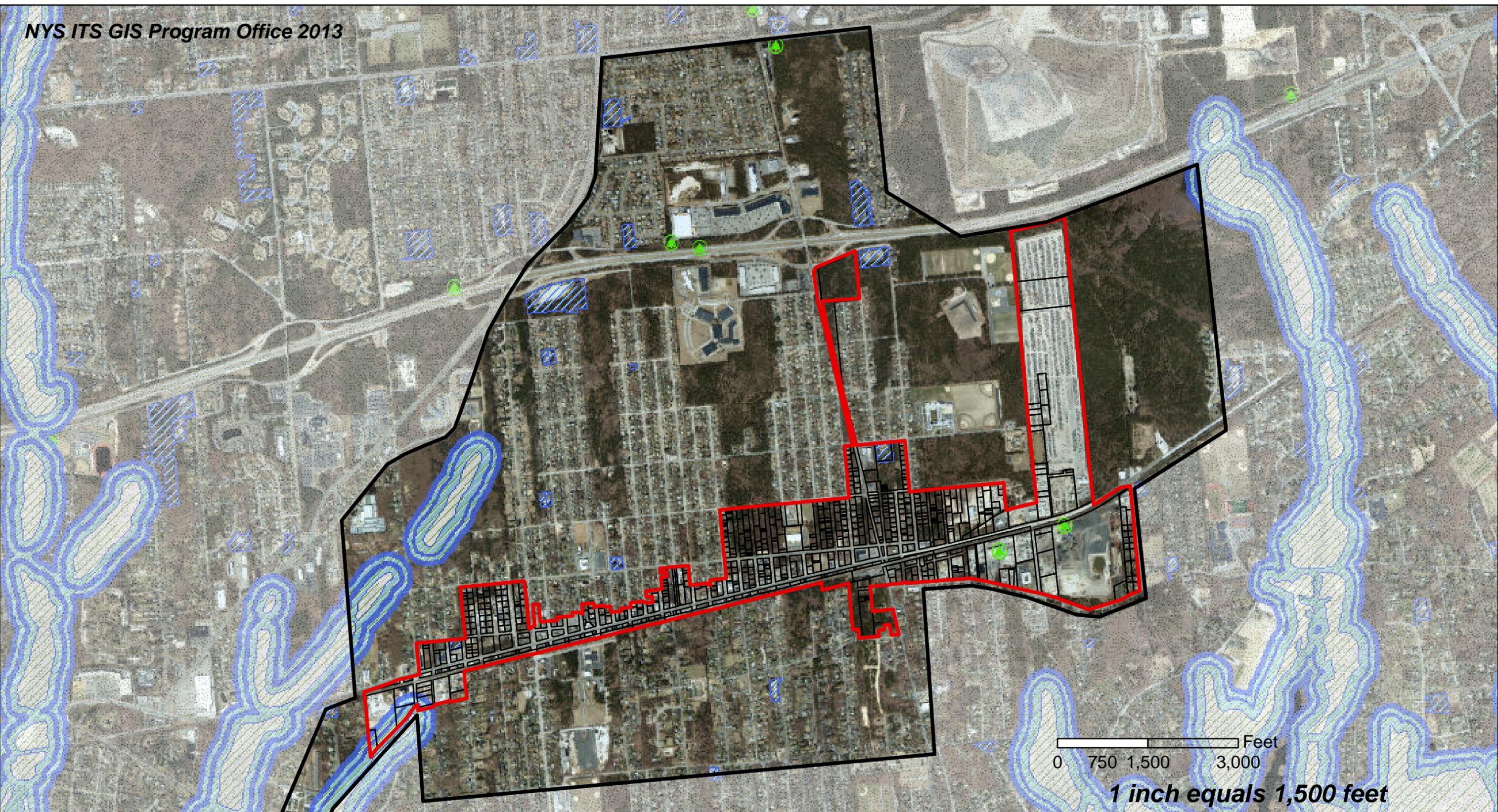
BELLPORT, NEW YORK



LO June 2014

Appendix J

Freshwater Wetlands Map



Greater Bellport BOA

Study Area

Natural Resources

April 2017
Prepared by Ryan Wolf

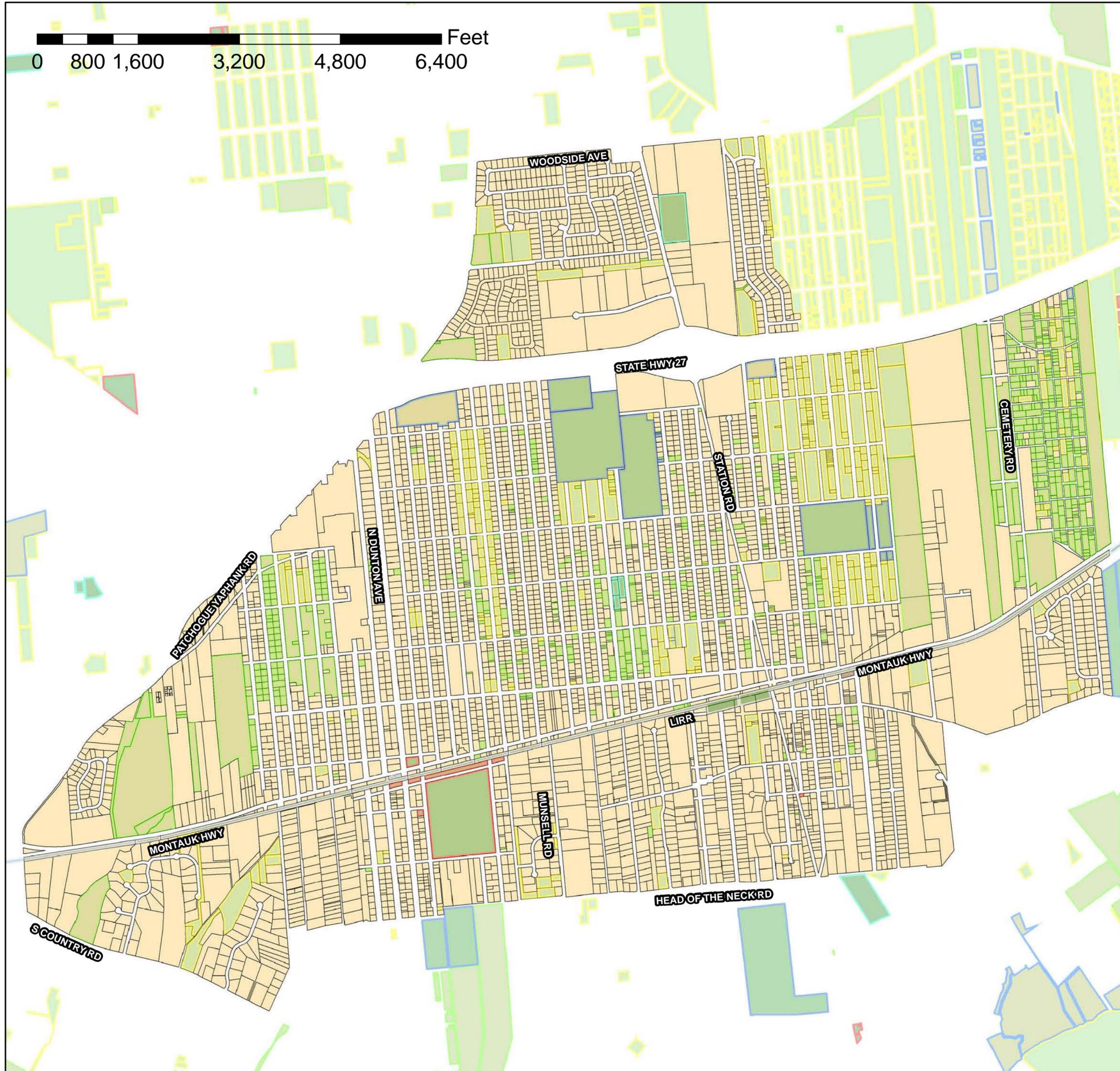
-  Bellport Study Area Boundary
-  Proposed_BOA_Outline
-  Proposed_BOA_Parcel
-  WETLANDS
-  150' BUFFER
-  300' BUFFER
-  Recharge Basins
-  Natural Heritage

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This map is intended for general reference only and is not to be used for surveying, legal interpretation of jurisdictional boundaries, or other precise purposes.

Appendix K

Public Lands Map

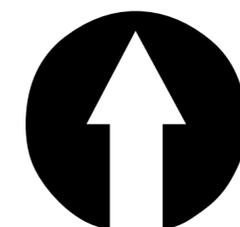


PUBLIC LANDS

Legend

-  Bellport LUP
- Public Lands**
-  Brookhaven Town
-  Suffolk County
-  New York State
-  LIRR
-  LIPA
-  SCWA
-  Fire District
-  School District

BELLPORT, NEW YORK

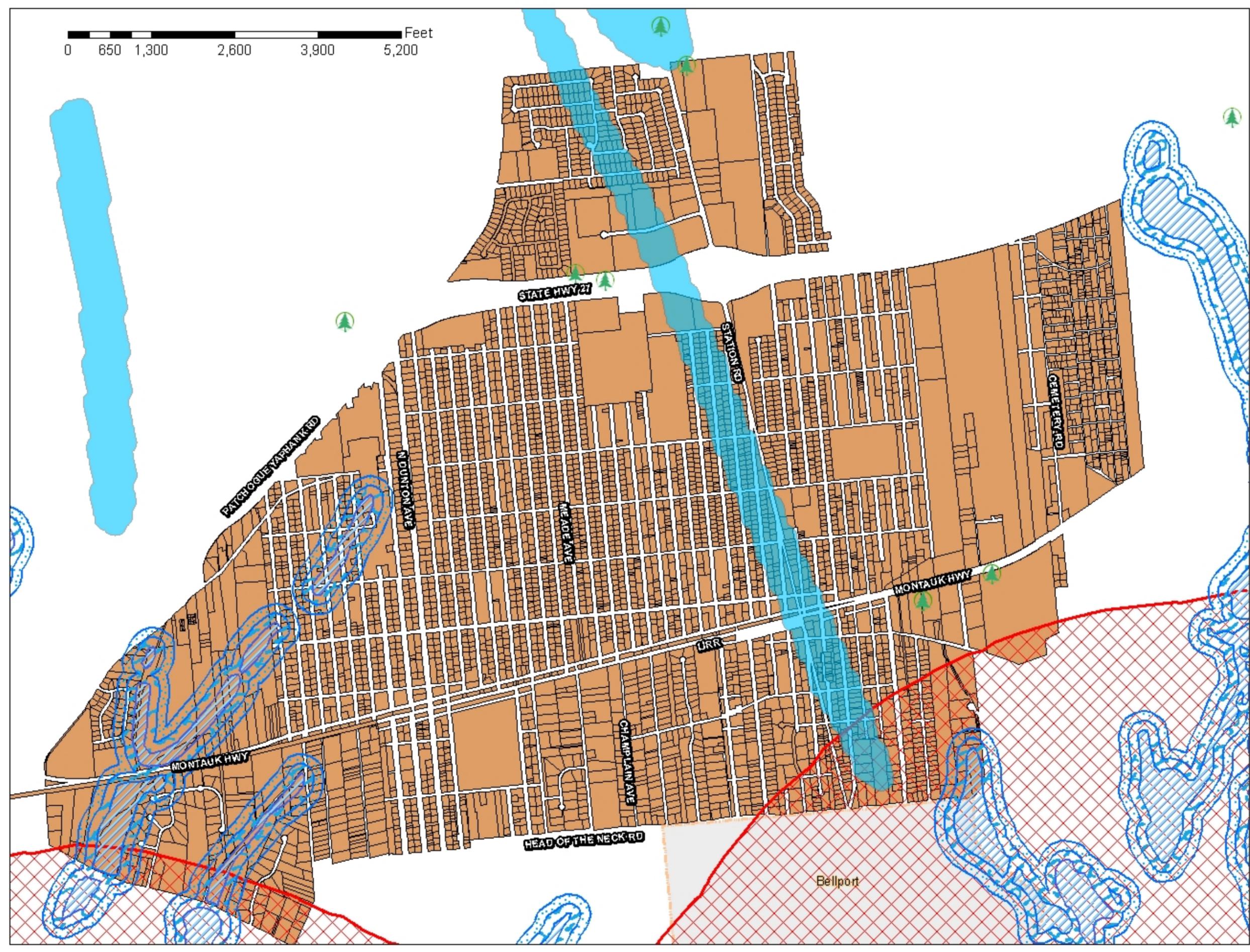


LO June 2014

Appendix L

Natural Resources Map

0 650 1,300 2,600 3,900 5,200 Feet



NATURAL RESOURCES

Legend

-  NATURAL_HERITAGE
-  SWAP
-  wind borne debris region
-  Villages83
-  BellportStudyArea
-  WETLANDS
-  150' BUFFER
-  300' BUFFER

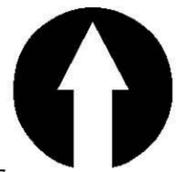
BELLPORT,
NEW YORK



JS August 2012

Appendix M

Proposed Brownfield Sites



April 2017
Prepared by Ryan Wolf

Greater Bellport BOA Study Area Opportunity Areas

Designated by the Greater Bellport Land Use Plan

Legend

-  Bellport Study Area Boundary
-  Proposed_BOA_Outline
-  Proposed_BOA_Parcels
-  Opportunity Areas

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