



ROUTE 25A - Mount Sinai to Wading River Land Use Plan

Town of Brookhaven, New York
September 2012

Route 25A – Mount Sinai to Wading River Land Use Plan

Town of Brookhaven
Suffolk County, NY

September 2012

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Executive Summary

The *Route 25A Mount Sinai to Wading River Land Use Plan* presents existing conditions and land use strategies for the 10.5-mile long portion of the Route 25A corridor in the hamlets of Mount Sinai, Miller Place, Rocky Point, Sound Beach, Shoreham, and Wading River. The Route 25A Corridor study area encompasses approximately 1,600 acres and 515 tax parcels and is bounded by Crystal Brook Hollow Road to the west and by the Town of Riverhead line on the east.

The Plan was developed as a result of community visionings and extensive public outreach and participation efforts. Five Community Planning Forums were held during the visioning phase of the project to bring residents, business owners, community organizations, and local leaders together to address the corridor's issues and opportunities. The *Final Route 25A Visioning Report*, containing recommendations generated through the visioning process, was accepted by the Town Board in October 2010. Recommendations from the Report are discussed in the Plan in relation to current conditions and land use recommendations for each hamlet in the study area.

The Plan details land use strategies, zoning recommendations, and Town Code amendments that will guide future growth while preserving and enhancing the individual character of each hamlet and addressing elements common to the corridor as a whole. The Plan also contains an analysis of current commercial market conditions and a gaps analysis by commercial center. The overall land use strategy is to support compact retail nodes separated by definitive transitional areas;

re-zonings and the implementation of proposed Hamlet Center and Transition Overlay Districts are proposed in order to accomplish the desired improvements. These Overlay Districts will direct future growth to designated hamlet centers, where future large-scale commercial retail uses would be limited in size, and will provide for transition areas between hamlet centers to prevent future commercial sprawl and allow for the free flow of traffic between the centers. The proposed Overlay Districts will also help improve the appearance of the built environment through commercial and mixed-use development design standards. An amendment to the J-Business-2 (Neighborhood Business) Code is proposed to limit the maximum permitted size of a commercial structure to between 60,000 and 75,000 square feet within the Hamlet Centers; structures in this size range would not be permitted in the transition areas. A proposed change to the J6 Main Street Business code would allow for second story residential use by Town Board Special Permit in the Rocky Point Main Street Business District.

The proposed Planned Conservation Overlay District (PCOD) addresses concerns expressed by participants in the Visioning phase of this project regarding preservation of the corridor's existing farms, scenic vistas, and recreational resources. The PCOD will "float" over the entire corridor and "land" on all vacant contiguous parcels of at least 35-acres. It seeks to preserve as much existing farmland and recreational resources as possible while also providing for as-of-right development that is more ecologically sensitive, meets the changing demographic and market needs of the corridor, and mitigates negative tax impacts to local school districts.

1.0 Introduction

1.1 Background

During the last 40 years, the Route 25A corridor has lacked an overall vision. As a result, planning has been reactionary rather than proactive in solving the corridor's problems. In recent years, the character of the corridor has changed, due to increases in population and development. This can be seen in the many strip centers along Route 25A, discontinuity in land uses, and demand for remaining vacant open space. These changes have led to accompanying increases in traffic congestion, as well as adverse impacts on local businesses, the environment, and overall corridor aesthetics.



Increased traffic and development pressure have negatively impacted the Route 25A corridor.

Hamlets along the corridor have long recognized the need to find the right balance between economic development and preservation of the area's suburban and semi-rural character,

and especially its environmental resources. The Town of Brookhaven has addressed these issues through past hamlet studies along the corridor; however, most of these studies are now outdated and while some issues continue, new issues have arisen.

In fall 2009, the Town of Brookhaven initiated the first phase of the Route 25A Corridor Study with a community visioning component. The visioning component helped to identify current issues and opportunities and develop visions for each of the five hamlets located within the Route 25A study area, including Mount Sinai, Miller Place, Rocky Point, Shoreham, and Wading River.

Town residents, business owners, civic associations, New York State Department of Transportation (NYSDOT) representatives, Town Planning staff, elected officials, and other hamlet stakeholders contributed to the overall visioning process through a series of five (5) community planning forums. Sound Beach residents chose to participate in either the Miller Place and/or Rocky Point forums. Past hamlet studies served as a point of reference and were integrated and utilized as a foundation for the community visioning phase. Feedback from forum participants provided a schematic for land use, design, and development recommendations for the Route 25A corridor.

The Final Visioning Report is an expression of the consensus reached during the visioning process: the desired preservation of community resources, careful guidance of future development and redevelopment, and enhancement of

community character for current and future generations. The Report was accepted by the Town Board on October 19, 2010.



Route 25A Final Visioning Report

The land use plan phase of the Route 25A Corridor Study was initiated in fall 2010. Utilizing the visioning report as a point of reference, the Town compiled an implementation plan to address many of the critical issues identified by the community. The Land Use Plan details a range of land use strategies, zoning recommendations and Town Code amendments that will responsibly guide future growth while seeking to retain the qualities that have attracted residents and businesses to the corridor over the years. The Land Use Plan also contains an analysis of economic development conditions, specifically an analysis of current commercial market conditions and a gaps analysis by commercial center.

1.2 Regional Context

The Town of Brookhaven, founded in 1655, is located in Suffolk County, New York. It is the second largest town in population in New York State and its boundaries extend from the north shore to the south shore of Long Island. The 10.5-mile long study area includes the five hamlets of Mount Sinai, Miller Place, Rocky Point, Shoreham and Wading River. It is located along the North Shore approximately 50 miles east of Manhattan. Sound Beach, although not directly located on the corridor, is contiguous to Miller Place to the west and Rocky Point to the east. (See *Figure 1-1: Regional Context* and *Figure 1-2: Route 25A Corridor Study Area*.) The study area is bounded by Crystal Brook Hollow Road to the west and by the Town of Riverhead to the east.

1.3 Existing Zoning and Land Use – Route 25A Corridor

The Route 25A Corridor study area contains approximately 1,600 acres and 515 tax parcels. Zoning is predominantly single family residential (A Residential 1, A Residential 10, and B Residential 1) with predominantly J Business 2 along the Route 25A corridor. Remaining zoning districts represented include commercial zones (such as J Business 4, J Business 5 and J Business 6), light industrial zones (L Industrial 1), Planned Development District zoning (PDD) and split-zones (A-1/J-2, B-1/J-2 and A-10/J-2). (See *Figure 1-3: Route 25A Corridor Zoning and Appendix 17 for maps of existing land uses*.)





ROUTE 25A CORRIDOR STUDY – DRAFT LAND USE PLAN

FIGURE 1-2: ROUTE 25A CORRIDOR STUDY AREA

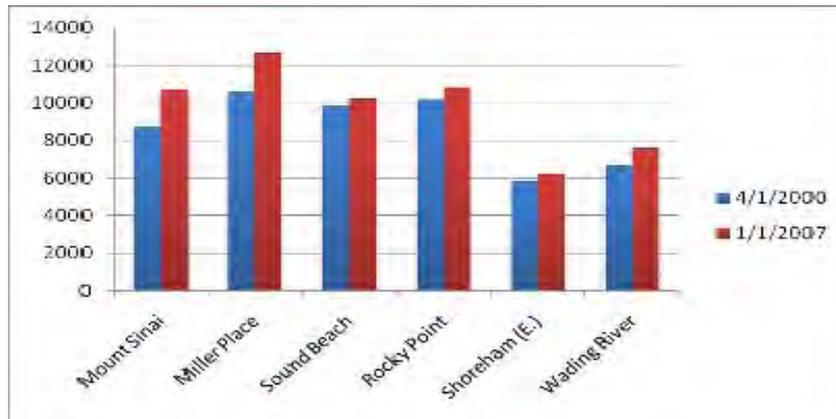


Section 10 provides more information on existing conditions and current land uses and zoning in each hamlet.

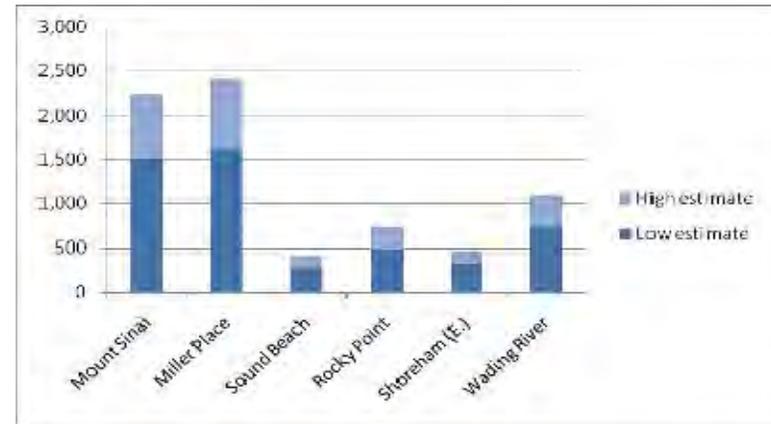
1.4 Route 25A Corridor Population Growth

Since 2000, there has been significant population growth in the Town’s northeast corridor. This area has experienced a 13% increase (6,411 people) vs. a 9% increase town-wide (41,007 people) during the same period. Mount Sinai and Miller Place were the fastest growing hamlets with 22% and 20% growth respectively. These two hamlets accounted for 70% of the

corridor’s population increase during this period and had a rate of increase more than double the town-wide rate-of-increase for the same period. The other three hamlets in the corridor experienced rates of increase comparable to the rest of Brookhaven.



Source: US Census/Town of Brookhaven



Source: US Census/Town of Brookhaven

Note: 2.28 (National) – 3.4 (Long Island) automobiles per household

The combined population increases around the corridor have resulted in an estimated 2,166 new households. The increase in households has a related increase in automobile ownership of between 4,938 and 7,365 automobiles. Total automobile ownership in the corridor as of 2007 is estimated to be between 36,994 and 55,166.

1.5 Description - Route 25A

NYS Route 25A is a major east-west corridor for Long Island and Brookhaven. The entire road is approximately 73 miles in length and runs from the Queensboro Bridge in Queens County to Riverhead in Suffolk County. In 1997, a widening of NYS Route 25A was completed in Mount Sinai, Miller Place and Rocky Point. Route 25A is at its widest point in these three hamlets, as the road consists of two travel lanes in each direction, a two-way left turn lane and a shoulder on each side (*see Figure 1-4: Route 25A Typical R.O.W. Dimensions*). At the eastern end of the study area, the road narrows to one lane in each direction with shoulders. In addition to the road widening, a 1.4 mile by-pass was constructed south of the Rocky Point Business District to Shoreham. The traffic improvements, together with substantial population growth in the area, have resulted in a marked increase in corridor traffic, peak hour congestion, vehicular accidents, and decreased pedestrian safety.

There is an On-Road State Bicycle Route (Class 3) in both the east and west shoulders of Route 25A from Fairway Drive in Rocky Point to the Brookhaven town line in Wading River. Though these non-buffered lanes do exist, many stakeholders have expressed concern that the current high traffic speeds along the corridor make biking unsafe for leisure or commuting.

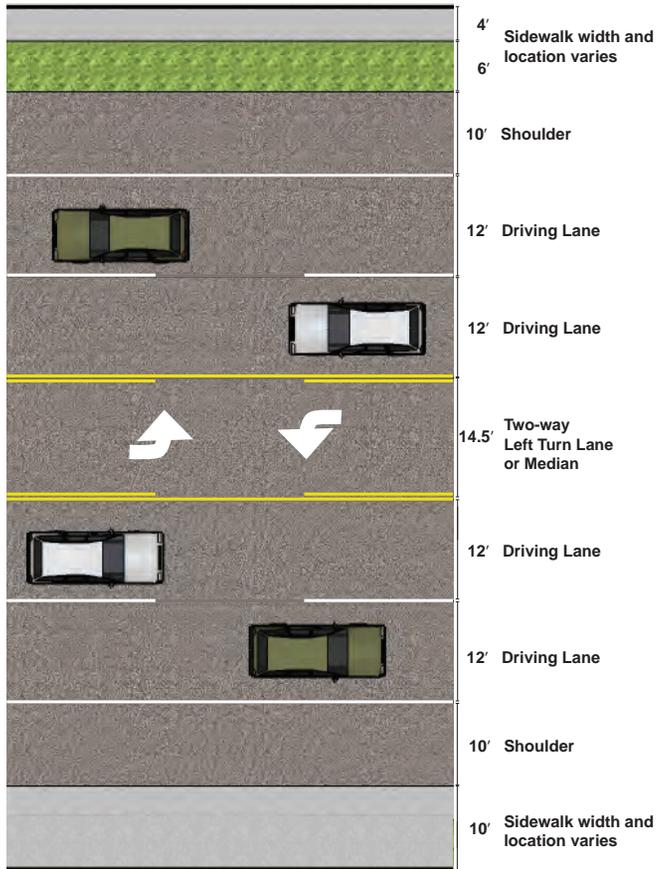
Traffic congestion, speeding, automobile fatalities, pedestrian safety, pollution and negative impacts upon local businesses and the environment are major transportation related concerns in the corridor. Data from the New York State Department of Transportation (NYS DOT) show that traffic tapers west to east from approximately 50,000 Average Annual Daily Traffic (AADT) in Mount Sinai immediately east of County Road 83 down to 24,000 AADT in Shoreham east of Randall Road and continuing through to the Town line in Wading River (*see Figure 1-5: Route 25A Corridor Traffic Volumes*).

Although the crash rate is less than nearby comparable stretches of road on Route 25 and Route 347, crash incidents are still high. On average, there are 12 crashes per mile per year that result in injuries (*see Figure 1-6: Route 25A Corridor Crash Summary*).

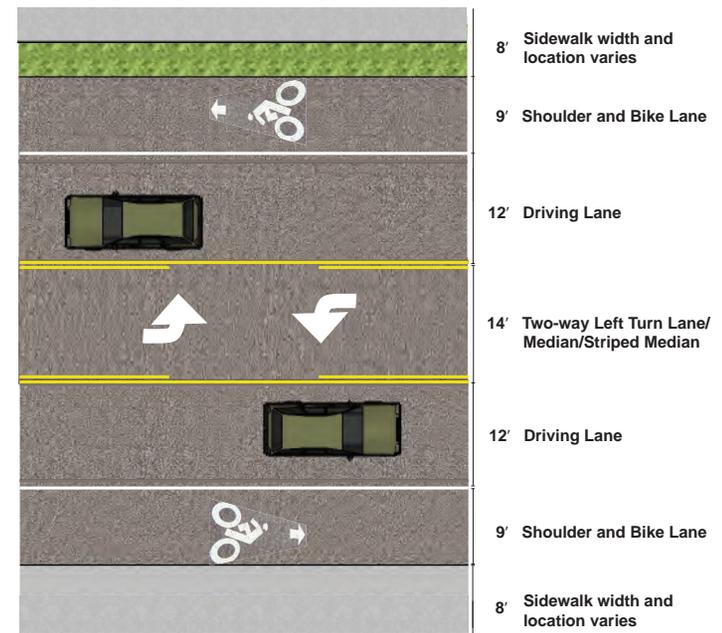
2.0 State Environmental Quality Review Act (SEQRA)

The action is the preparation by the Town of Brookhaven and adoption by the Brookhaven Town Board of the *Route 25A Land Use Plan*. This is a Type I Action per Part 617.4, (b), (1) [the adoption of a land use plan] and (2) [changes in uses affecting 25 or more acres are anticipated]. The action is subject to SEQRA, and the Town Board of the Town of Brookhaven intends to assume lead agency status and will

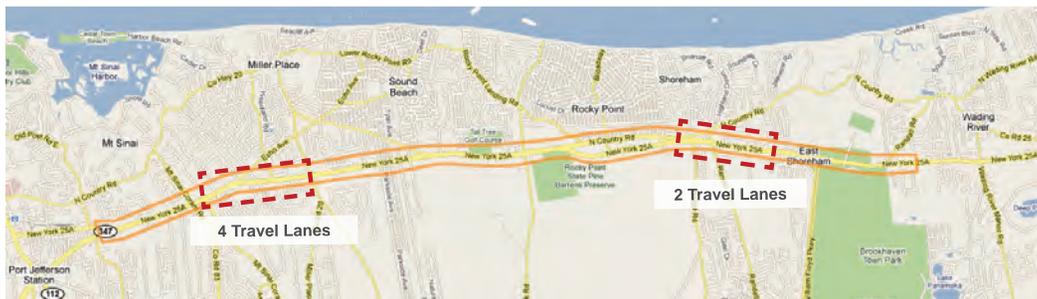
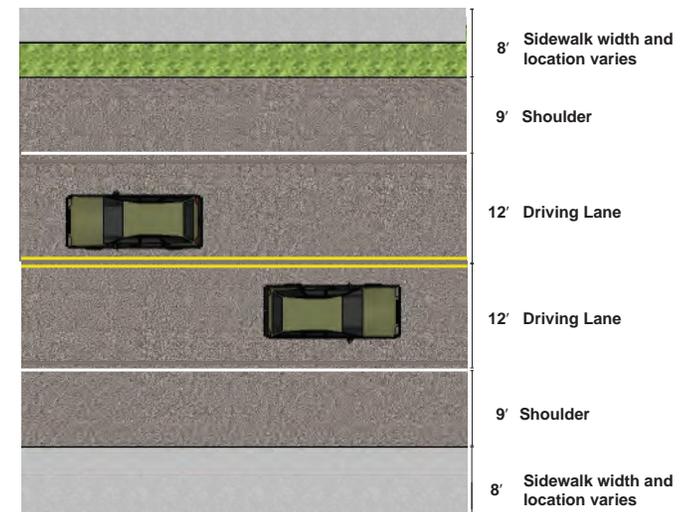
Typical Route 25A 4 Lane Street in Mount Sinai & Miller Place



Typical Route 25A Street in Rocky Point and Shoreham



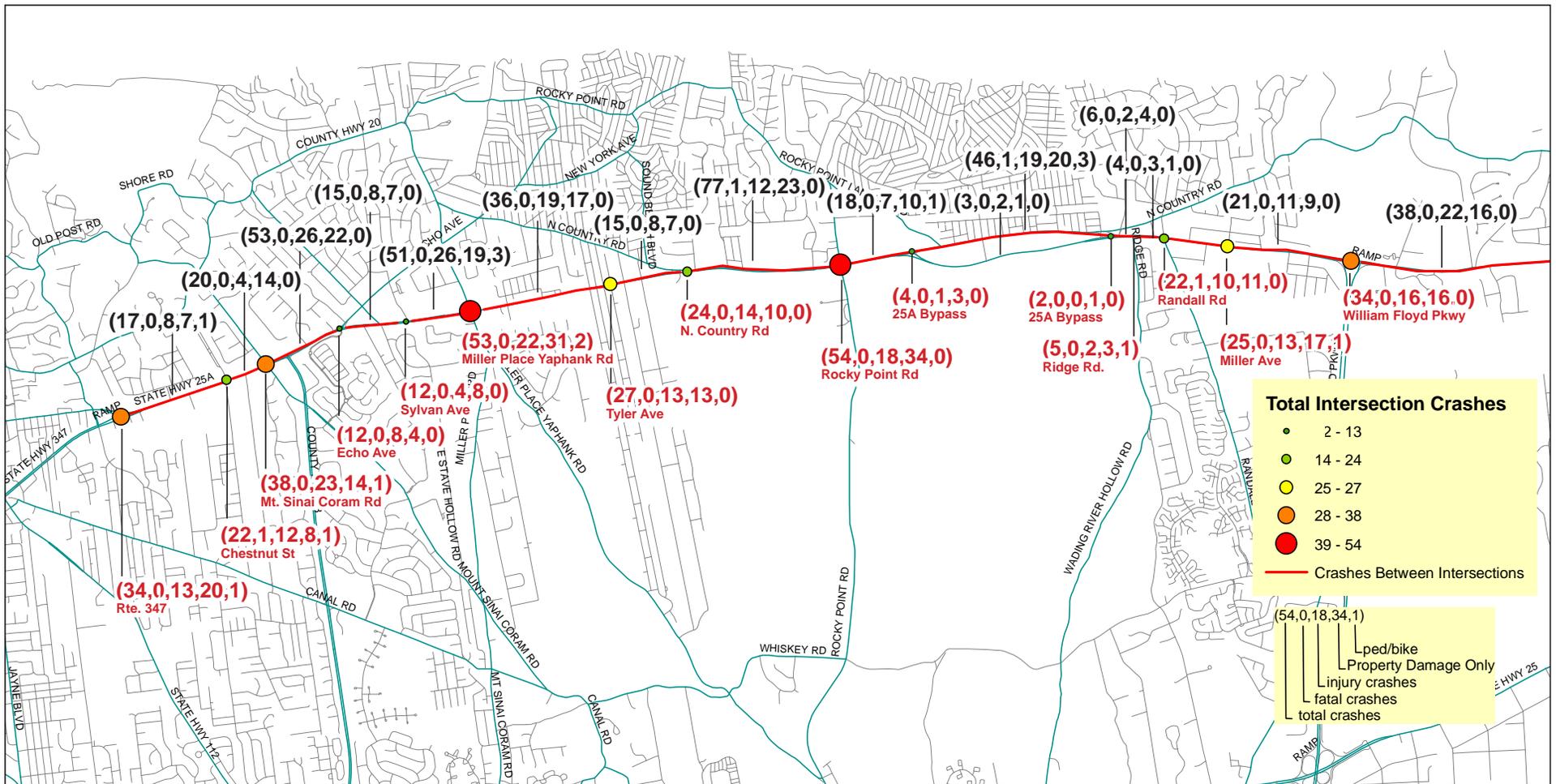
Typical Route 25A 2 Lane Street in Wading River





Average Annual Daily Traffic (AADT)
Average Total Volume of Vehicle Traffic per 24-hour period





Crash Rates (Per 100 Million Vehicle Miles Traveled)

Corridor	Total Crashes	Injuries/Fatalities	Property Damage Only
Route 25A	258	128	130
Route 25	350	200	150
Route 347	377	142	230

Figure 1-6: Route 25A Corridor Crash Summary (August 01, 2006 - July 31, 2009)

notify all involved and interested agencies that a positive declaration is planned. A full Environmental Impact Statement (EIS) will be prepared. A public scoping is not anticipated.

2.1 Environmental Impact Statement

Once the final Environmental Impact Statement (EIS) is prepared, it will be transmitted to all involved and interested agencies, including the Regional and State Offices of the NYS Department of Environmental Conservation (DEC), the NYS Department of Transportation, the Suffolk County Planning Commission, the Suffolk County Department of Health Services, the Suffolk County Department of Public Works, the Central Pine Barrens Joint Planning And Policy Commission, and the Long Island Pine Barrens Society. The final EIS will also be posted on the Town Of Brookhaven's web site (www.brookhaven.org), and copies of the EIS will be provided to public libraries along the corridor in Port Jefferson and Port Jefferson Station (serving Mount Sinai and Miller Place), and Shoreham (serving Rocky Point, Shoreham and Wading River).

3.0 Initial Study Goals & Objectives

The below initial study goals were included in the Town's Request for Proposals process and served as a springboard to focus consultant and community input in the visioning phase of the project. Feedback received at the community visionings helped in the creation of hamlet-specific visions with emphasis on selected goals, depending upon local conditions.

Goals

1. Improve vehicular and pedestrian safety.
2. Coordinate town land use and hamlet planning with county and state transportation planning, and county and state economic development opportunities.
3. Identify and redevelop blighted parcels.
4. Revitalize existing hamlets and preserve unique attributes.
5. Strengthen neighborhood businesses and encourage walkable/green areas.
6. Assess development pressure/ensure open space and community amenities.
7. Maximize citizen participation and chambers of commerce/civic involvement.
8. Integrate and update past hamlet studies/coordinate the Corridor Study with the *Brookhaven 2030 Comprehensive Plan*.

Some reordering and adjustment to the goals was necessary based upon consultant and citizen input. There was universal agreement across all hamlets that improved vehicular and pedestrian safety was of the highest priority, with excessive vehicle speeds, inadequate pedestrian amenities, and lack of enforcement thought to be major contributing factors. With the assistance of NYSDOT, high accident locations along the corridor were pinpointed by the study's consultants. Consensus was also reached on the need to calm traffic, but not at the expense of roadway capacity, which needed to be

maintained to prevent stacking and diversion of traffic to community streets. The Plan contains a series of recommendations to help achieve these goals. (*See Appendix I - Traffic and Pedestrian Safety Recommendations, Route 25A Corridor Land Use Plan.*)

Equally important was the desire to revitalize and support exiting hamlet centers and to preserve the unique characteristics and identity of each hamlet. In Mount Sinai and Downtown Rocky Point, there was a strong preference for traffic calming, the preservation of neighborhood businesses, and improved walkability and pedestrian amenities. In Miller Place, the emphasis was upon limiting future impacts of undeveloped land, securing compatible ratables if possible, and protecting the Historic District from future development impacts. In Shoreham, the emphasis was upon preserving the rural character and scale of the hamlet and, similar to Miller Place, limiting future impacts of undeveloped land upon the school district, property taxes and the environment. All participants welcomed the active and supportive participation of NYS DOT in both phases of the project, and the DOT's willingness to participate with the community and the Town as a partner in the planning process to improve the Corridor.

A common thread in both phases of the project was the community's strong desire to protect and preserve the natural environment of the corridor, including existing farmland, open

space, and the rural farming heritage. The community preferred to preserve existing farmland in both Miller Place and Shoreham, but in the event preservation was not feasible, the community sought to minimize impacts to the school districts and to the environment. Both the old Rocky Point Drive-In Theater and the Tesla site in Shoreham were identified by the community as blighted sites, with strong community opposition to the redevelopment of the former as large format retail, and strong support for the latter to be redeveloped as a museum, pending appropriate clearance by the NYS DEC due to its status as a former superfund site.

The following initial objectives were established at the onset of the study. They helped to focus citizen and consultant efforts in both the visioning and land use plan phases of the corridor study to ensure that implementation strategies were developed to achieve the overall goals of the study.

Objectives

1. To develop strategies and plans to increase vehicular and pedestrian safety along the corridor.
2. To closely coordinate Town planning and economic development efforts in the corridor with NYS DOT and SC DPW transportation planning efforts.
3. To develop strategies and plans to encourage redevelopment of blighted, vacant, underutilized, mismatched, illegal and/or non-conforming uses along the corridor.

4. To develop strategies and plans that support the strengths/unique attributes of each hamlet while encouraging revitalization and strengthening of existing small businesses.
5. To assess development pressure in the corridor, and develop plans and recommendations that preserve community character, protect open space, and provide for needed community amenities (recreation, etc.)
6. To assess the effects of big box store development in the corridor upon local businesses and the economy and make recommendations to neutralize or ameliorate negative impacts documented.
7. To establish a Citizens' Advisory Committee to ensure meaningful participation of local citizens, businesses and community organizations in the corridor study.
8. To develop recommendations for possible Code and zone changes to support the objectives of the corridor study.
9. To utilize and integrate the results and lessons learned in past/current hamlet studies and the 2030 Comprehensive Plan in the corridor study. Where applicable, portions of existing hamlet studies relating to the corridor will be updated.

Like the initial goals, the above objectives served as a point of departure to devise specific strategies and actions to achieve them. Not all objectives applied equally to all hamlets, although there was consensus that large format retail (so called "big box stores") were out of character with the corridor's existing scale, and restrictions needed to be developed to limit their size and mitigate harmful impacts to the community. There was also a concern about the impact of these large scale

stores upon existing local businesses. In response to these concerns, the Land Use Plan includes an independent retail and commercial gaps analysis to determine how much additional retail the corridor could absorb in the future. The results are included in the Plan by hamlet and type of business, and for the corridor as a whole (*see Appendix 9*). In addition, the Plan adopted a strategy to utilize transition zones between centers to limit future development and redevelopment to less intensive, non-retail uses.

An entire section of the Land Use Plan (*see Appendix 1*) is devoted to a series of specific recommendations at forty-one locations to improve vehicular and pedestrian safety along the corridor. Some of the recommendations are as simple as ensuring a continuous, uninterrupted bicycle lane throughout the corridor or filling in gaps in existing sidewalks and crosswalks, while other recommendations--such as additional raised medians and dedicated turning lanes in Mount Sinai, Miller Place, Rocky Point and Shoreham--require substantial capital expenditures and amendments to existing State improvement plans.

In addition, there is a section of the Plan that describes the rails-to-trails multi-use pathway which will traverse the entire 10.5-mile study area along the LIPA right-of-way just north of Route 25A. Included are a series of recommendations for nineteen locations to link the pathway with each hamlet center

and existing Town and State recreational resources along the corridor. There were some concerns expressed during the early visioning phase by citizens living immediately adjacent to the project, but overall the rails-to-trails multi-use path was embraced as an important future community asset that will provide recreational opportunities for families and economic development benefits to the commercial centers.

Lastly, the objective to maximize resident and stakeholder participation in the Corridor Study's planning process was successful, with hundreds of participants taking part in a wide variety of activities in both the visioning and land use plan phases of the project. Included were: the formation of an initial broad-based Citizens' Advisory Committee, citizen/stakeholder working groups in each hamlet, four hamlet-specific community planning forums, an all-hamlet community planning forum, and two community forums to gather input and feedback on the initial draft of the land use plan.

4.0 Relationship of Route 25A Land Use Plan to Suffolk County and Town of Brookhaven Comprehensive Plans

4.1 Suffolk County Comprehensive Plan 2035

The Suffolk County Comprehensive Plan highlights the demographic, economic, and quality of life changes that have

occurred in the County over the last 40 years. While the explosive growth of the 1960s and 1970s has slowed to modest annual growth, the nature and structure of the population has changed significantly. Today's population is older, and the nature of families has changed, with singles, empty nesters and households headed by single parents dominating. The size of families has shrunk to 2.93 people, down from 3.74 at its peak in 1967. The percentage of married households with children under 18 has dropped from 43% in 1980 to 27% in 2010. The



Suffolk County Comprehensive Plan

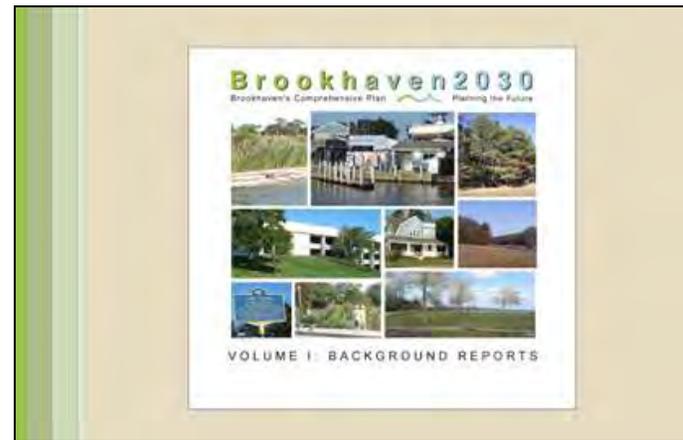
number of one-person households has grown during the same period to 102,900, a 95% increase with nearly half 65 years old or older. At the same time, the Long Island Index has reported

that Long Island has lost 15% of its 25-34 year olds, the so-called “Brain Drain,” compared to a 5% increase nationwide. Lastly, the County’s ethnic diversity has increased, with substantial increases in the Hispanic and Asian populations. The Plan acknowledges that Brookhaven, which contains both suburban and exurban areas, is poised to receive the largest proportion of the county’s growth over the next twenty years, perhaps as many as 108,000 persons or nearly 20% of all the projected growth in the County.

4.2 Brookhaven Comprehensive Plan

The Town is currently engaged in the development of a new Comprehensive Plan that will guide future land use through the year 2030. Brookhaven’s current Comprehensive Plan, compiled under NYS Town law §272-a, was adopted in 1996. The new Plan is an update of the Town’s 1996 Plan, which provided for linear development along the Town’s major arterials, an undesirable result of which was additional suburban sprawl and loss of open space and natural habitat. The new Comprehensive Plan represents a fundamental departure from this insofar as it seeks to encourage development and redevelopment in existing centers, traffic nodes and transportation hubs. It concurrently encourages less intensive uses between centers and preservation of open space, both of which help to preserve and reinforce the identity of existing centers and nodes.

The new Draft Brookhaven Comprehensive Plan acknowledges that county-wide development pressure is directed toward Brookhaven. The Plan sets out a strategy to accommodate growth, protect the environment, and preserve open space by directing growth to existing centers, traffic nodes, and transportation hubs.



Draft Brookhaven Comprehensive Plan

The Plan’s Housing Chapter acknowledges the significant demographic shifts which have occurred and recommends that a more diverse range of housing options be developed to accommodate smaller families and single person households, and to ensure that future labor is locally available to fuel economic growth.

4.3 The Route 25A Land Use Plan

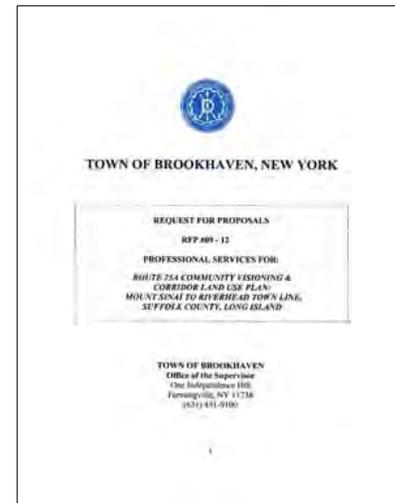
The Route 25A Land Use Plan has adopted a strategy to conserve large portions of remaining farmland and open space along the corridor through the application of strict conservation zoning and the utilization of tight clustering techniques. It recommends that the Tallgrass Golf course use be continued, and that commercial recreation zoning be maintained on the site of the old Rocky Point Drive-In. For the first time in the Town's history, the Plan seeks to set limits on future retail expansion along the corridor by limiting the size of large format retail to between 60 – 75,000 square feet and restricting their location to three (3) existing commercial centers. The continuation of less intensive uses in transition areas between centers is encouraged, thereby preventing additional commercial sprawl. The Plan seeks to revitalize the Rocky Point Main Street area on Broadway through rezonings, and recommends the creation of a museum on the Tesla site in Shoreham. A series of traffic and pedestrian safety improvements are recommended for each hamlet and the Route 25A corridor as a whole including, but not limited to: additional raised medians, dedicated turning lanes, crosswalks, improved signage, striping and enforcement of traffic laws. Lastly, additional sidewalks and dedicated bicycle lanes are recommended to improve the safety and walkability of the corridor and linkages with recreational facilities, the planned

rails-to-trails multi-use path, existing centers, and Town and State recreational resources.

Once completed and adopted by the Town Board, the Route 25A Land Use Plan will become a component of the Town's Comprehensive Plan and will serve to advise all town development and planning actions along the 10.5-mile corridor.

5.0 Community Planning Process

Citizen involvement in the Route 25A project began with the inclusion of corridor residents on a 13-member Consultant



Request for Proposals, Route 25A Land Use Plan

Selection Committee charged with reviewing the eight proposals received from private consultants in response to a Request for Proposals issued by the Town in August 2009. The Committee met three times in the late summer and fall 2009 and recommended to the Town Board that BFJ Planning, the low bidder with the most closely aligned experience, be hired to undertake the study. The Town Board accepted the recommendation and funded the first phase of the study, the visioning phase, with general Town revenues.

5.1 Visioning Phase

A 20-member Citizens' Advisory Committee, representing major corridor institutions and civics, was formed in November 2009 to help initiate the study, identify preliminary issues to be addressed, and begin to make plans for the community visioning forums to be held in each community. It was also decided that Working Groups would be established for each hamlet and that separate meetings would be held to plan each of the Community Planning Forums. The role of the Working Groups would be to ensure that each forum was designed in such a way to highlight issues of particular concern or interest to the individual communities. The consultants established a project website and posted all project materials, meeting summaries, and reports on it. A total of 59 residents and stakeholders participated in separate working group meetings

held in each community as follows: Mount Sinai (1/11/10), Miller Place (2/1/10), Rocky Point (3/1/10), and Shoreham-Wading River (3/22/10).



All Hamlet Community Planning Forum

Five Community Planning Forums were held along the corridor in the visioning phase of the project to bring residents, business owners, community organizations and local leaders together to address the corridor's issues and opportunities. Separate Forums were held in Mount Sinai (1/30/10), Miller Place (4/17/10), and Rocky Point (3/1/10), and a joint forum was held for Shoreham and Wading River (4/10/10). Residents of Sound Beach were encouraged to attend either the Miller Place or Rocky Point Community Planning Forums.

Table 3-1: Mailing Summary – Visioning Phase

Hamlet	Total Number of Household Mailings
Mount Sinai	3,511
Miller Place/Sound Beach	4,258
Rocky Point/Sound Beach	4,229
Shoreham	2,007
Wading River	2,740
Total	16,745

After each forum, the consultants compiled a detailed Summary Report for the Town, which was posted together with a copy of the forum PowerPoint presentation on the project web site for input and review by the community.

The fifth Community Planning Forum was an All Hamlet Forum which included a review of preliminary visioning recommendations for each hamlet and the Route 25A Corridor as a whole. Each community crafted a finalized vision statement for its respective hamlet which embodied the elements desired for the future. This combined forum provided an opportunity for residents to see the interconnectedness of issues facing their hamlets along the corridor and for them to comment on and discuss the ideas put forward. The forums were integral in helping the consultants outline each community's vision. In addition to the community, consultants worked with town staff, the Citizens' Advisory Committee and

hamlet representatives to ensure that the plan that was developed was supported by those who live and work in the corridor.

Community outreach and advertising for the visioning forums was coordinated by Councilwoman Jane Bonner's office through a series of direct mailings to homes and businesses by zip code.

In addition, posters were placed on community bulletin boards, and each local school district and some civics posted a flyer announcing the forum on their respective websites. The school districts also made automated calls encouraging residents to attend, and the forums were featured on the Town of Brookhaven website's "In the Spotlight" section. A dedicated website was also set up for the project, www.route25acorridorstudy.com, which included extensive information about the project's goals and objectives, meeting announcements, working group meeting summaries and handouts, agendas for the forums, and project schedules. The Town of Brookhaven issued press releases for each forum and local newspapers published articles before and after each forum. Lastly, the Town videotaped each forum and aired each several times on Channel 18, a public service cable TV station. The table above shows the number of households in each hamlet to which flyers (see following example) were mailed.



Flyers were mailed to residents and stakeholders for each Community Planning Forum.

Community input and participation in the visioning phase of the project culminated in the unanimous acceptance of the *Final Route 25A Visioning Report* by the Brookhaven Town Board in October 2010. It is posted on the Town's website at www.brookhaven.org.

5.2 Land Use Plan Phase

In March 2011, the Town Board authorized Phase II of the project, the Land Use Plan phase. The consultants and Town staff assembled all the information and data collected in the visioning phase of the project and compiled a draft Land Use Plan, which translated the individual hamlet visions into an implementation plan for each hamlet and the corridor as a whole. Included was the delineation of boundaries for each hamlet center (*Hamlet Center Overlay District*), transition zones between centers (*Route 25A Overlay District*), proposed zone changes in each hamlet center to facilitate the community visions, recommendations limiting the size of large format retail, and design standards to improve the aesthetics of the corridor. The Draft Plan recommended an innovative *Planned Conservation Overlay District* to preserve some 70% of existing farmland/open space in Miller Place and Shoreham, and to mitigate the negative impacts of traditional development upon the school districts and the environment.

A draft outline of the Plan was presented to the community at two community forums held on June 13 and 18, 2011, and copies of the Draft Land Use Plan and the PowerPoint presentation were posted on the Town's website. Over the summer and fall of 2011, the consultants and Town staff continued to work on the Draft Plan, including more detail on the Planned Conservation District, recommended changes of zone for the transition areas between centers, recommended transportation and pedestrian safety improvements for the corridor, and recommendations related to the rails-to-trails

multi-use pathway. The Town Board accepted the Draft Land Use Plan, which initiated SEQRA on the project, on June 26, 2012, and a Final Generic Environmental Impact Statement (FGEIS) was completed and accepted by the Town Board on August 28, 2012.

6.0 Overall Land Use Strategy

The overall land use strategy for the Route 25A corridor is designed to address the identified issues and the individual visions for each of the five hamlets along the Route 25A corridor and the common elements for the corridor as a whole. The plan is to support compact retail nodes, separated by definitive transitional areas, both conforming to enhanced design standards. The Plan proposes to utilize selected rezonings in both the centers and transition areas between centers, and to institute three new Overlay Districts to achieve a majority of the desired improvements.

6.1 Overlay District Definition

The power to implement overlay districts is included in the Town's authority to zone. An overlay zone creates a special district placed over an existing base zone, without changing the zoning or requirements of the base zoning. The district applies a set of *additional* standards to a designated area to achieve goals identified by the community and the Town. Overlay zoning can serve several purposes. Regulations or incentives can be attached to the overlay district to protect a specific resource, to guide development within a specific area, or to

encourage or discourage certain types of uses that the underlying zone permits (or doesn't permit). For the Route 25A corridor, overlay districts will help to direct future growth to its existing centers, preserve the suburban and rural qualities of the areas between the centers, improve the appearance of the built environment through design standards for commercial and mixed use development, and strive to encourage tax benefits or tax neutrality within its hamlets.

6.2 Applying Overlay Districts to the Route 25A Corridor

For the Route 25A study area, the Hamlet Center Overlay District (which includes the five identified centers), the Route 25A Transition Overlay District (the areas between the centers), and the Planned Conservation Overlay District (vacant parcels of 35-acres or larger) would all act as overlay districts with varying requirements designed to achieve the specific goals of each. General design guidelines would be developed for all the hamlet centers, with additional specific components for each hamlet to recognize unique characteristics, conditions, and history. The following sections outline each Overlay District in general terms.

6.3 Overview - Hamlet Center Overlay District

The proposed zoning strategy for the Route 25A corridor is predicated on five identified centers with varying characteristics: 1) Mount Sinai Commercial Center; 2) Miller Place Commercial Center; 3) Rocky Point Commercial Center; 4) Rocky Point Main Street District; and 5) Shoreham Rural

Center. *(See Figure 6-1: Proposed Centers and Route 25A Overlay District for approximate locations.)*

These centers were identified during the public process and are based upon the presence of existing clusters of commercial businesses or for their commercial and/or mixed-use potential. Together, they comprise the Hamlet Center Overlay District, which is further illustrated as follows:

Commercial Centers

Mount Sinai Commercial Center
Miller Place Commercial Center
Rocky Point Commercial Center

Main Street District

Rocky Point Main Street District

Rural Center

Shoreham Rural Center

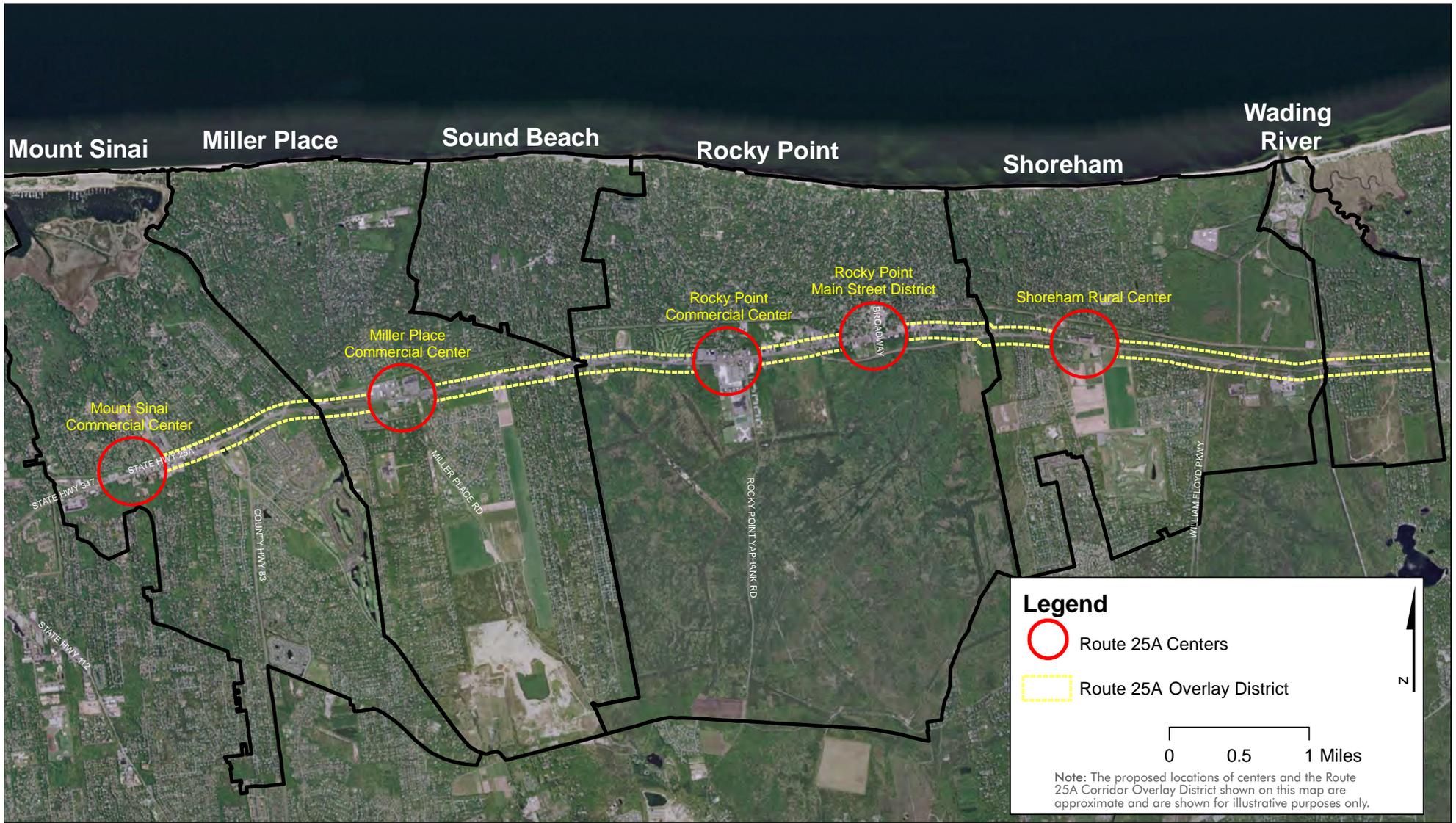
The five centers are intended to capitalize on the uniqueness of each hamlet, creating recognizable places, while fostering economic vitality and maintaining the small-town environment that residents of the five hamlets currently enjoy. To maintain their current character and prevent suburban sprawl into the transition areas, future large scale commercial uses would be limited in size and confined to the above three commercial centers. By absorbing future growth within the corridor's centers, development will occur in a controlled manner, as the remaining portions of the Route 25A corridor will retain their

less intensive, lower density suburban and rural qualities. Design standards, streetscape improvements, public spaces, and improved landscaping and signage will all contribute to improved appearance and function for residents and businesses alike.

(See Section 11 for more detailed information on the Hamlet Center Overlay District, Appendix 2 for draft text of the Route 25A Hamlet Center Overlay District Code, and Appendix 16 for draft text of the J-2 Neighborhood Business code amendment pertaining to commercial centers.)

6.4 Overview - Route 25A Transition Overlay District

During the visioning phase of the project, there was widespread concern expressed by residents and stakeholders alike that the corridor's transition areas need to be protected from future commercial sprawl. The Route 25A Transition Overlay District is proposed to address this concern, and in addition, to facilitate the continued free-flow of traffic between the centers. In the western portions of the corridor, it seeks to encourage less intensive uses in the transition areas, prevent the incursion of large format retail, and refer future large scale commercial and



related uses to the centers. Existing uses would continue as is, and as they evolve and redevelop, would be subject to transition district design standards and related, as practicable. In the eastern portions of the corridor, the zoning strategy is to protect and preserve the existing rural and residential character of the corridor, and to prevent commercial incursion. Needed future commercial uses in the eastern transition areas would be referred to the centers (above section).

The transition areas are as follows: Mount Sinai to Miller Place transition; Miller Place to Rocky Point transition; Rocky Point to Rocky Point Main Street transition; Rocky Point Main Street to Shoreham Rural Center transition; Shoreham Rural Center to Wading River transition (Town line).

(See Section 12 for more detailed information on the Route 25A Overlay District, and Appendix 3 for the draft text of the Route 25A Transition Overlay District Code).

6.5 Overview - Planned Conservation Overlay District

In the visioning phase of the project, there was near unanimous agreement on the part of residents and stakeholders that every effort be made to preserve the corridor's existing farming, scenic vistas, and recreational resources. There was also some interest in alternative green uses for the farmland, such as solar farms. Although most preferred outright preservation, there was recognition that if municipal acquisition was not possible,

development should proceed in such a way to preserve as large a portion of the land as possible, as well as the scenic vistas.



The 150-acre DeLalio Sod Farm in Shoreham



DeLalio Sod Farm concept

An equally important concern expressed by vision participants was the impact future development of existing farmland and recreational resources (e.g. golf courses) would have upon local school district finances. There was general agreement that the traditional suburban subdivision of 4 – 5 bedroom homes would produce more school children and higher school taxes, consume all remaining open space and vistas, and that alternative development scenarios were needed to serve a changing market. That market included both unmarried and newly married young people, adults living alone, and baby boomers seeking smaller, more efficient homes.

The Planned Conservation Overlay District (PCOD) is designed to address all of the above issues, with a primary focus on preserving as much existing farmland and recreational resources as possible, while concurrently providing for as-of-right development that is more ecologically sensitive, meets the changing demographic and market needs of the corridor, and lessens negative tax impacts to the schools.

The Planned Conservation Overlay District will “float” over the entire Route 25A Corridor Study Area and will “land” on all vacant contiguous parcels of at least 35-acres. At present, properties to be impacted include the DeLea Sod Farm in Miller Place, and the DeLalio Sod Farm and Tallgrass Golf

Club in Shoreham. If more parcels of this size become available in the future, the conservation district will apply.

(See Section 13 for more detailed information on the Planned Conservation Overlay District, and Appendix 4 for the text of the draft Planned Conservation Overlay District Code.)

7.0 Route 25A Corridor - Community Facilities Overview

The Route 25A Corridor has an array of high quality public and non-profit services and facilities that serve the area. To summarize, there are four public school districts with sixteen schools serving nearly 12,000 children in grades K – 12; five fire and ambulance districts providing emergency services; three public libraries; and five U.S. Post Offices.

The Town of Brookhaven operates eleven facilities in the Corridor including seven public parks, two large recreation centers, a resident beach, and a golf course. There are, in addition, five private golf courses open to the public and a Little League complex sponsored by a non-profit. Heritage Park, the eighth park along the Corridor, is jointly sponsored by the Town, the non-profit Heritage Trust, and the County of Suffolk. The 5,300+ acre NYS Rocky Point Natural Resource Management Area is located almost entirely within the

corridor, with contiguous portions extending into neighboring Ridge.



The Rose Caracappa Center in Mount Sinai

Four hospitals serve the Corridor, including Stony Brook University Medical Center, and there are three state parks nearby. There are several historic structures along the corridor and twelve houses of worship serving the area. In addition, there are many fraternal and service organizations and a US Army Reserve Center. Lastly, the corridor has a number of significant institutions located only a short drive away including the Brookhaven National Lab in Upton, Stony Brook University (SUNY), and Suffolk County Community College in Selden.

(A complete inventory of community facilities by type and location is contained in Appendix 5).

8.0 Route 25A Corridor - Natural Resources Overview

8.1 Hydrologic Zones and Sanitary Standards

The Corridor is located within two Suffolk County Department of Health Services Groundwater Management Zones, Zone VIII north of Route 25A and Zone III south of Route 25A. The zones were 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. Zone VIII requires individual parcels to be a minimum of 20,000 SF and Zone III requires 40,000 SF parcels. The Department of Health Services must issue both water and sewer permits before construction can 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 land uses in this Plan must conform to these standards.

8.2 Central Long Island Pine Barrens Preserve

The Route 25A Corridor study area east of Miller Place Road and south of Route 25A contains portions of the 102,500-acre Central Pine Barrens Preserve (see *Figure 8-1: Central Pine Barrens Preserve*). This region is the largest remnant of a forest thought to have once encompassed over a quarter million acres extending west into the town of Oyster Bay where the Pine Barrens met the Hempstead Plains.

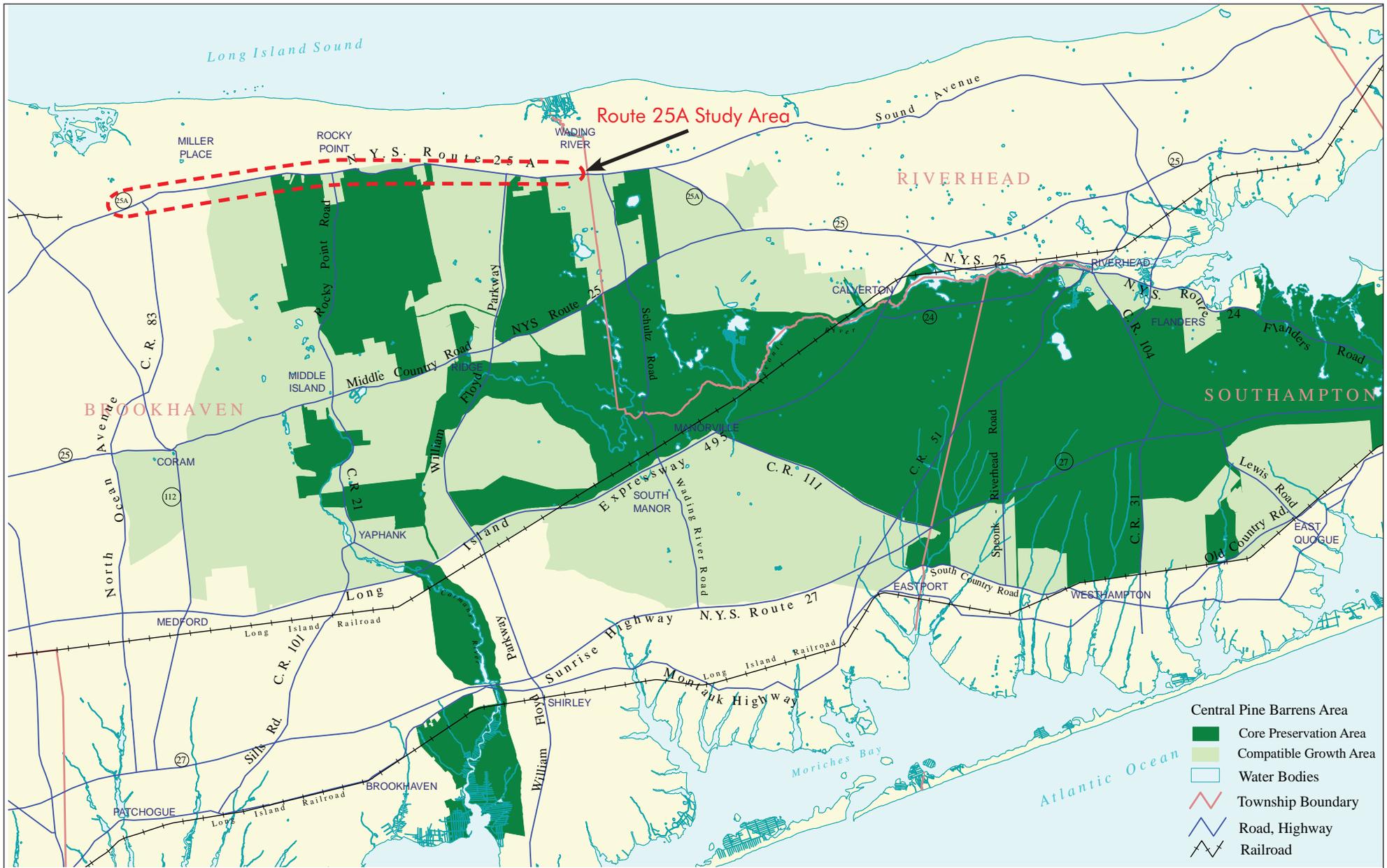
Remnant pitch pine-oak-heath woodland and pitch pine-scrub oak communities still occur outside of the complex boundary. Included are oak-pine habitats, flowering dogwood, wild geranium, Christmas fern, pitch pine, and white and black oak. The pine forests contain the greatest concentrations of rare, threatened and endangered plant and animal species in New York State. (See *Appendix 6 for a complete list of Federal and State listed endangered and threatened species and plants.*) There are scattered costal plain ponds, wetlands, and kettle holes. The kettle holes are the result of the Pleistocene Glaciation that occurred some 17,000 years ago.

The 5,300+ acre Rocky Point Natural Resource Management Area and the adjacent 1,638-acre Brookhaven State Park east of William Floyd Parkway in Upton are located within the Core Preservation Area of the Central Pine Barrens. The



Typical Pitch Pine (Pinus rigida) forest in the LI Pine Barrens

remainder of corridor Central Pine Barrens lands is located within the Compatible Growth Area (CGA) of the Central Pine Barrens, including the DeLea Sod Farm in Miller Place and the DeLalio Sod Farm and Tallgrass Golf Club in Shoreham. The Town of Brookhaven Land Use Code and the Central Pine Barrens Comprehensive Land Use Plan provide strict standards for development within the CGA of the Central Pine Barrens region. In total, the corridor is home to some 6,500 acres of preserved open space; if Brookhaven State Park in Upton is added, the total rises to more than 8,000 acres. (See *Appendix 7 for a complete list of preserved lands along the Route 25A Corridor.*)



All proposed land uses in this Plan within the CGA must conform to the standards and guidelines of the Comprehensive Land Use Plan for the Central Pine Barrens Preserve.

In 1986, the Town of Brookhaven designated the Route 25A Corridor from the boundary line with Smithtown to the boundary line with Riverhead as a Critical Environmental Area to better protect public health, open space and wetlands (see Chapter 80, Brookhaven Town Code).

8.3 Soils

Corridor soils, which are dry and sandy with high acidity and porosity and a virtual absence of humus, were deposited as glacial outwash of the great continental glaciers of 20,000 to 2,000,000 years ago which formed Long Island. The soils allow rainwater to quickly percolate through the ground to below ground aquifers where it is stored. Suffolk County relies upon the sole source aquifers for its drinking water.

8.4 Wildlife

The corridor is home to a wide variety of wildlife including, for example, white tail deer, red fox, pheasant, quail, wild turkey, raccoon, woodchuck, turtles and frogs. The corridor is located in the Atlantic Flyway, providing stopover, breeding and wintering habitat for a wide range of migratory birds. In all,

there are over 200-species of native and migratory birds in the Corridor. (*See Appendix 8 for a complete list of birds compiled by Brookhaven National Laboratory.*)

The western portion of the Corridor study area *north* of Route 25A has been gradually developed with suburban subdivisions for many decades. Except for relatively small pockets of preserved open space, and limited remaining vacant residential land, this portion of the Route 25A corridor study area is largely built-out. North of the Route 25A in Shoreham, the 800+ acre National Grid site is largely vacant. The area north of Route 25A hosts the same wildlife species present on the south side, but to a lesser extent, due to more limited natural habitat there.

(See Appendix 15, "Route 25A Corridor Existing Environmental, Historic and Cultural Conditions," for hamlet-specific maps indicating the locations of these resources.)

9.0 Route 25A Corridor - Market Assessment and Gaps Analysis Summary

The Town's independent consultant undertook a commercial market assessment and gaps analysis for the six postal zip codes comprising the Route 25A Corridor Study Area including Mount Sinai, Miller Place, Sound Beach, Rocky Point, Shoreham and Wading River. The purpose of the

assessment was to determine the potential for additional commercial development along the corridor and to facilitate the economic well-being of the corridor by pinpointing specific types of commercial uses which may be underrepresented. The study found that all corridor centers had the potential to accommodate some additional commercial activity with the exception of the Rocky Point Commercial Center, which had a small oversupply of commercial, except for restaurants, which had a modest undersupply. The study carefully analyzed the competitive impact of the Smith Haven Mall (1.27 million SF of space and 200 stores) and the Tanger Outlets (157 stores) in attracting excess spendable income away from the corridor. The study estimated that some \$24 million of new retail sales and \$11 million of new restaurant sales could be accommodated in the corridor annually. This translated into some 140,000 SF of additional retail and restaurant space, and 40,000 SF of office space which could be accommodated in the 10.5-mile corridor from Mount Sinai to Wading River.

(The complete Route 25A Market Assessment and Gaps Analysis is included in Appendix 9.)

10.0 The Community's Vision vs. Current Hamlet Conditions

The visions for each community as stated below were compiled and vetted at both the five Community Planning Forums held

in the visioning phase, and the two Community Forums conducted in the land use plan phase of the project. The vision statements are both prospective and normative. They serve as a starting point for the compilation of an implementation plan for each community and, by combining common elements, for the corridor as a whole.

10.1 Mount Sinai Vision

The goal of this vision is to promote a mixed-use hamlet center as the gateway to the Route 25A Corridor. This will be achieved by responsible economic development and a balance of commercial and residential development that offers needed public amenities. New development will consist of businesses that are within the context of the community and that will support and enhance small businesses. Residential uses will support both young adults and seniors. Improvements, such as access management, enhanced building façades, signage, architectural lighting, and trees and landscaping will help make the 25A corridor safer, more attractive and accessible for all users. This vision promotes improved pedestrian crossings and linkages between community and recreation facilities.

10.1.1 Current Conditions – Mount Sinai Commercial Center

The traditional Mount Sinai hamlet center consists of a mix of commercial, banking, office, restaurant, and service uses on both sides of Route 25A. On the north side, the lots are shallow

(from only about 100' to 200' maximum), as they back to the



Mount Sinai Community Planning Forum

LIPA right-of-way. The uses are generally situated close to the highway and parking is provided in the front, adjacent to, and in some cases, behind the uses. The center is not pedestrian-friendly, has numerous and separate curb cuts on Route 25A, and very limited cross access between lots. Housing is not available in the center, although there are numerous subdivisions in close proximity containing approximately 900 – 1,000 homes. *(See Appendix 13 for a list of subdivisions proximate to the Mount Sinai Commercial Center and the other centers along the Corridor.)* Many of the subdivisions lack continuous sidewalks or direct access to the center. The 186-unit Ranches condominium just east of the center lacks

continuous sidewalk access to the Heritage Park or a pedestrian crossing to the Caracappa Center.

The Mount Sinai Commercial Center lacks architectural consistency, required landscaping and a central unifying feature. At a number of locations, there is unattractive and distracting signage, some of which is not in compliance with existing Town Code.

There are two traffic lanes in each direction and a shared turning lane. Although there are pedestrian crosswalks at several intersections with countdown timers (see traffic and pedestrian safety recommendations for specifics), excessive traffic speed and the absence of raised medians/pedestrian refuges make it difficult to cross the road safely. This also negatively impacts local businesses and limits the ability of pedestrians to access recreational facilities at the Mount Sinai School District Campus, Heritage Park, and the Rose Caracappa Center. Lastly, the Mount Sinai commercial center lacks designated bicycle lanes.

10.1.2 Mount Sinai Population

Mount Sinai has an estimated population of 11,212 as of 1/1/2010, an increase of 2,478 or 28% since 4/1/2000. The increase was fueled by the construction of several large subdivisions on existing farmland, many developed as part of a large Planned Development District (PDD) south of Route 25A and east of CR 83 and Mount Sinai Coram Road. There are



A single integrated pylon sign would eliminate clutter and better alert passing motorists to these Mount Sinai businesses.

some 2,500 children attending the Mount Sinai School District's three schools.

10.1.3 Mount Sinai Open Space Resources

Mount Sinai has approximately 110 acres of open space resources including the nearly 41-acre Chandler Estate adjacent to Mount Sinai Harbor and the nearly 17-acre Heritage Park, also known as “the Wedge,” located between Mount Sinai Coram Road, CR 83 and Route 25A. The park, part of the former McGovern’s Sod farm, was saved from development when the State, County, Town and a new non-profit

organization joined forces to acquire it.. There is an additional nearly 30-acre parcel located on Mount Sinai-Coram Road adjacent to the New England Village subdivision, and some 6.35-acres of Suffolk County open space just east of the existing King Kullen shopping center.

10.1.4 Inventory of Existing Shopping Centers and Professional Offices – Mount Sinai

There is approximately 191,000 SF of existing commercial space in five shopping centers. In addition, there is some 28,000 SF approved but not built commercial space (Turning Point Commons), and 230,000 SF additionally proposed commercial space. (The Mount Sinai Centre project’s change of zone to J-2 Neighborhood Business was granted by the Town Board on December 16, 2011. The proposed project is expected to begin the site plan stage.) If these two proposed projects are constructed, there will be a total of approximately 450,000 SF of commercial space in Mount Sinai. Lastly, there is approximately 31,000 SF of existing professional office space. (*For details, see Appendix 10 – Route 25A Corridor Shopping Center & Professional Building Inventory.*)

10.1.5 Existing Zoning – Mount Sinai Commercial Center

Nearly all parcels fronting Route 25A are currently zoned J-2 Neighborhood Business, with a small number of parcels zoned A-1 Residential or split-zoned A-1/J-2. Some of the existing

uses on the south side have bled into adjacently zoned and commonly held A-1 parcels. At the south-westerly boundary of the center, there is a 30-acre site zoned L-1 Industrial (Light Industry). This site is the subject of a zone change application to J-2 and the proposed location of the 230,000 SF Mount Sinai Village Centre (approved 12/6/11 by the Town Board). Immediately east and south of the proposed Mount Sinai Centre project are a total of 6.04-acres of Suffolk County open



Mount Sinai Breakout Session, All Hamlet Forum

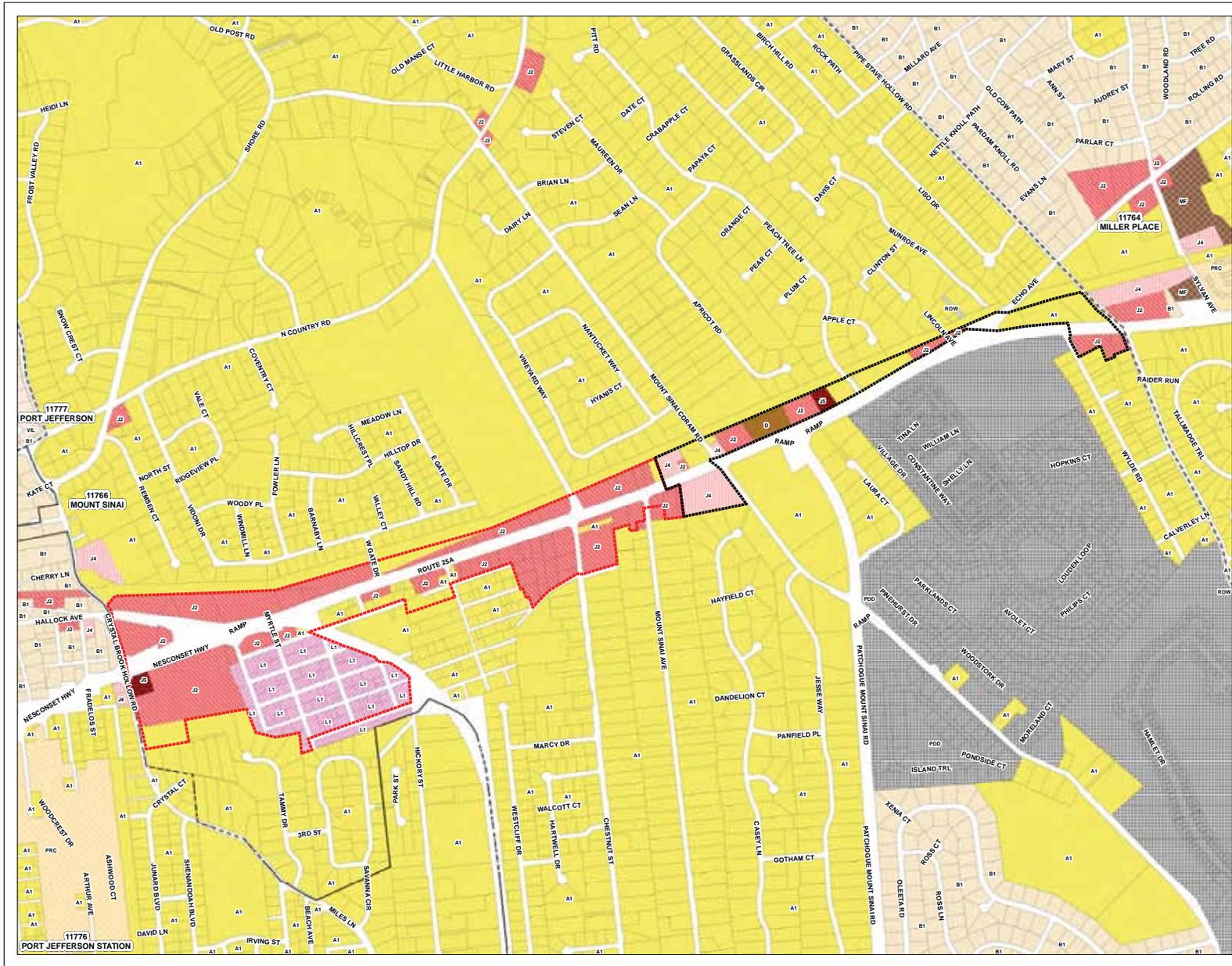
space (140-5-63.1, 163-2-36.1, 140-4-22), and the right-of-way for the now defunct northeasterly terminus of the Port Jefferson to Westhampton Beach County Highway (CR 111).

At the easterly edge of Mount Sinai on the south side of Route 25A just west of Wylde Road, there is a 24.14-acre site (118-3-4.1) zoned PDD. There was an approved site plan in 2005 to construct a continuing care facility on the site and a stipulation between the Town and the community requiring construction as part of a larger agreement involving other residential and PRC projects, a golf course, and payments to the Mount Sinai School District.

10.1.6 District Intent and Land Use Recommendations – Mount Sinai Commercial Center

The boundaries of the Mount Sinai Commercial Center are as follows: On the west, Crystal Brook Hollow Road; on the east, the west side of Chestnut Street (up to 140-6-60 on the south side and 140-3-20.1 on the north side); on the north, the LIPA right-of-way; and on the south, up to the southerly boundary of the proposed Mount Sinai Village Centre project (currently zoned L-1). (See Figure 10-1 for existing zoning, Figure 10-2 for the boundaries of the Mount Sinai Commercial Center, Appendix 14 for a list of parcels located within the center, and Figure 10-3 which depicts proposed future land uses in the Mount Sinai Commercial Center.)

**Figure 10-1
Mount Sinai Commercial
Center and Transition
Zoning**



- Legend**
- A10
 - A5
 - A2
 - A1
 - A
 - B1
 - B
 - C
 - D
 - HF
 - K
 - OF
 - RD
 - CD
 - J
 - J4
 - PRC
 - PRCHC
 - MF
 - NHH
 - L1
 - PC
 - CR
 - J2
 - J6
 - J8
 - L4
 - L2
 - PDD
 - ROW
 - Village
 - UWL
 - Water
 - Mount_Sinai_Transition
 - Mount_Sinai_Commercial

**Route 25A Corridor Study
and Land Use Plan**

This map should be utilized in conjunction with the written text of the Route 25A Corridor Study and 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.



JS July 2012

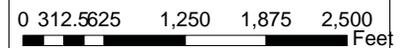


Figure 10-2
Mount Sinai Commercial
Center and Transition
Aerial

- Legend**
- Mount_Sinai_Transition
 - Mount_Sinai_Commercial

Route 25A Corridor Study
and Land Use Plan

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JS July 2012

The primary intent of this center is to provide a location for smaller, locally-based retail and services needed by the community, anchored by up to medium-sized national retail (between 60,000 SF and 75,000 SF maximum), as proposed by the Mount Sinai Village Centre. For the future success of the Mount Sinai Commercial Center, it is essential that the issue of traffic speed and pedestrian safety be addressed. The Plan recommends the elimination of the shared turning lane and the introduction of raised/landscaped medians and dedicated turning lanes in such a way so as to maintain sufficient access to existing businesses. This will help calm traffic, provide a much more pedestrian-friendly environment, and improve access to local businesses and services located along Route 25A. *(For detailed traffic and pedestrian safety recommendations for Mount Sinai, see Appendix 1.)* The issue of signage which is not in compliance with existing Town Code can be addressed through greater enforcement.

In a number of locations single pylon signs would consolidate multiple current individual signs which are confusing and distracting, and provide improved advertising to passing motorists.

A hamlet center green provided as a community amenity by the Mount Sinai Centre project, or another project if the Centre project is not built, would provide a needed focal point and a place for concerts, festivals, and other community gatherings.

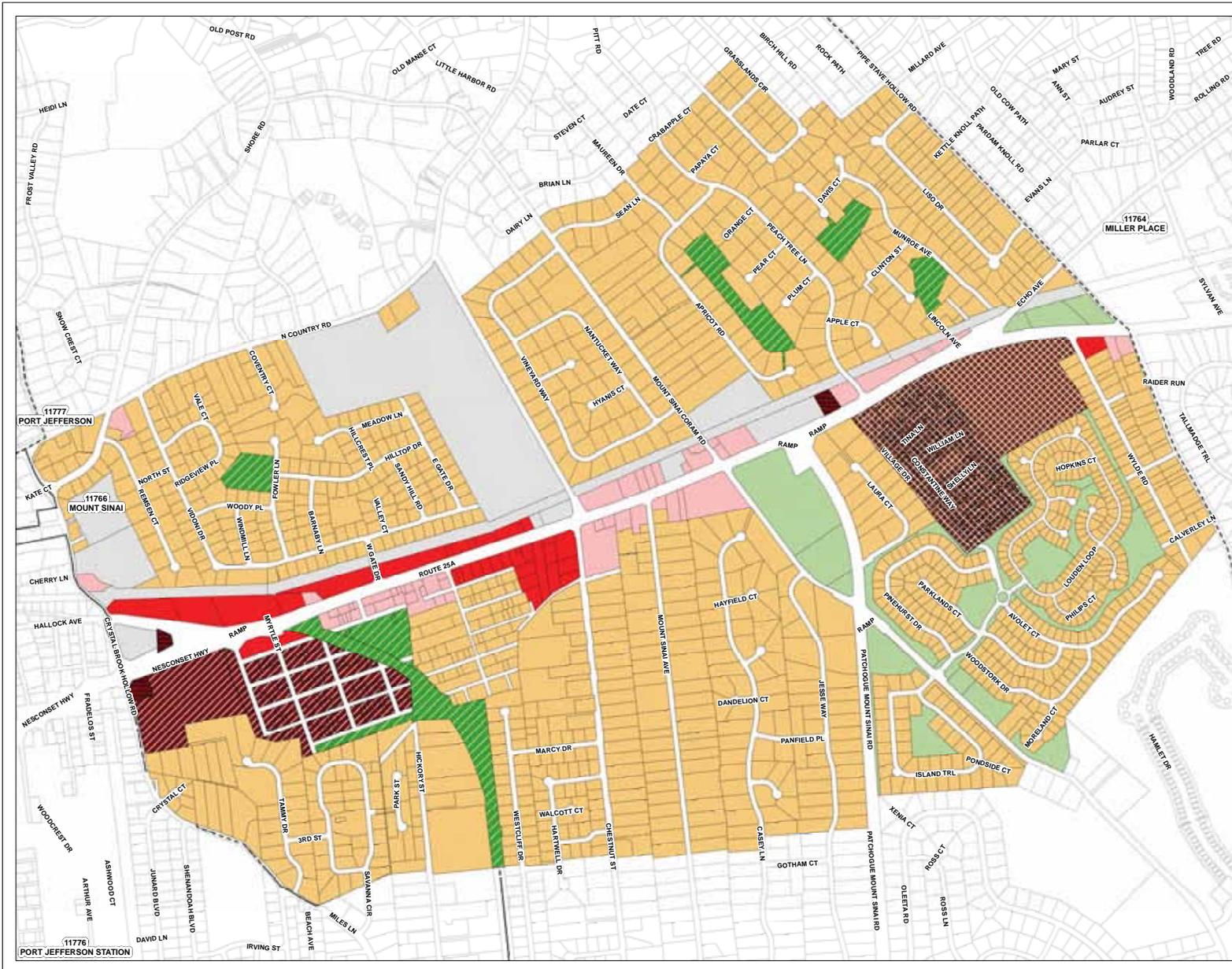
Traffic calming and improved pedestrian linkages will provide



The 30-acre site of the proposed Mount Sinai Centre.

improved levels of service and travel choice for Mount Sinai residents, attract shoppers from surrounding communities, and result in improved connectivity between all of the following: existing Route 25A retail, commercial and office uses; the Mount Sinai Centre project; the Mount Sinai Post Office (96-6-13.6); the Mount Sinai School campus (116-2-10.1); the Rose Caraccappa Center (117-8-2.1); the Heritage Park (117-5-4, 141-3-1.1); and the future LIPA multi-use rails-to-trails pathway, which runs the entire length of the Mount Sinai to Wading River corridor just north of Route 25A. *(For a detailed description of recommended Plan improvements for the rails-to-trails multi-use pathway in each hamlet, and in transition areas between hamlets, see Appendix 12.)*

**Figure 10-3
Land Use - Mount Sinai**



Legend

- MS_Medium_Density_Residential
- MS_High_Density_Residential
- MS_Transition
- MS_Office
- MS_General_Commercial
- MS_Commercial_Center
- MS_Heavy_Commercial
- MS_Institutional
- MS_Park
- MS_Open_Space

Please refer to the Land Use Categories in the appendix of the Land Use Plan for a description of each land use type

Route 25A Corridor Study and Land Use Plan

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JS July 2012

The Plan recommends that when the large 24.14-acre vacant parcel at the southeasterly edge of the Mount Sinai study area (118-3-4.1) is developed, that a life care community or nursing home be built as provided in the stipulation with the community and subsequent amendments. This is an essential component in the overall development of the larger PDD which specifies NH-H and PRC-HC uses.

Lastly, during the Mount Sinai and All Hamlet visioning forums, there was considerable interest on the part of participants in investigating the feasibility of constructing a modern roundabout at the confluence of Route 347/Nesconset Highway, Route 25A, and Hallock Avenue. It was felt that a roundabout at this location may resolve the current dangerous easterly merge at this intersection, and may help to calm traffic entering the center. The Plan recommends that the NYS DOT review the feasibility of this improvement.

10.1.7 Mount Sinai Commercial Center Rezonings

At a later date, the Town will advance a series of recommended zone changes for the Mount Sinai Commercial Center in conformance with the Land Use Plan. The rezonings will be subject to public notification and public hearings.

10.2 Miller Place Vision

The Hamlet of Miller Place is proud of its suburban, rural, and historic qualities. Its vision is to preserve these unique attributes over the coming decades by retaining its current build-out, redeveloping existing vacant buildings, and preserving its remaining open space. At the same time, residents and business owners recognize the importance of encouraging limited economic and commercial development that will sustain and enhance the community's quality of life. The delicate balance between preservation and small-scale development and redevelopment will ensure that Miller Place will remain a safe, attractive and affordable place for families to live and play. Route 25A Corridor improvements that establish aesthetic continuity, support rural and historic qualities, and provide for needed expansion of parkland and community spaces, support this vision.

10.2.1 Current Conditions – Miller Place Commercial Center

The Miller Place Commercial Center lies at the bustling intersection of Miller Place Road and Route 25A. This intersection has the highest number of accidents (tied with Rocky Point Road) in the 10.5-mile corridor study area. The center is home to several small- to medium-sized national and regional retail stores, including a Super Stop & Shop (97-4-8.1) and a Marshalls (97-2-11.1), and smaller scale local retail and service uses in three primary suburban shopping centers. Most shoppers drive between these three shopping centers

rather than cross busy Miller Place Road. There is an emerging retail/residential node on the southwest corner of Miller Place Road and Route 25A which includes the recently constructed 110-unit Meadow Ponds condominium, the older 124-unit



Miller Place Community Planning Forum

Tallmadge Woods subdivision immediately west of Meadow Ponds, and a recently approved site plan to redevelop the old Ging's Nursery parcel fronting Route 25A and extending behind the McDonald's (119-3-20.5) (note: no access from Miller Place Road will be granted). Included are plans for approximately 28,000 SF of commercial, including a Walgreens with a drive-thru pharmacy, a drive-thru bank, and additional retail in a third structure.

A raised, landscaped median with dedicated turning lanes terminates at the westerly border of the commercial center and is replaced with a painted shared turning lane which continues east of Miller Place Road. There are two traffic lanes in each direction. To the immediate west and south, just beyond the center's western boundary, there is an 82-unit, Planned Retirement Community (the Vineyards/ 97-2-6.1), and 165-units of multi-family housing (Beechwood/119-1-3.4, Sylvan Gardens/96-7-7.4, and Jafri RE/119-1-1). Including the aforementioned subdivisions, there are a total of approximately 900 homes within walking distance of the center, though some lack continuous sidewalks or direct access to the center.

Just east of the Miller Place Commercial Center on the south side of Route 25A are 283-acres currently in use as the DeLea Sod Farm, which was discussed in depth during the visioning component of the Route 25A Corridor Study. Options included preservation or upzoning, or if that is not possible, conservation development which would minimize impacts to the school district as well as preserve large portions of the site in its natural state and the scenic vistas from Route 25A. (*See Section 13 Planned Conservation District.*) Approximately 142 acres of the current farm are contained in two large parcels of 39 acres (99-7-1.2) and 103 acres (213-8-39). The remaining approximately 141 acres are comprised of multiple small tax lots on both sides of Miller Place-Yaphank Road. There are multiple "out-parcels" that are not under common ownership. The as-or-right development potential of the farm is at a minimum 226-units (283 minus 20% for infrastructure), but may be higher if a future developer seeks approval to develop the smaller, multiple old filed map parcels in the westerly

portion of the farm on both sides of Miller Place-Yaphank Road.



The 283-acre DeLea Sod Farm in Miller Place

On the north side of the highway, just to the east of the center's boundary, is a series of professional office buildings, and additional shopping centers. The 69-acre Woodhull Landing property (aka the Vasillaros property) adjacent to the Miller Place elementary school was recently preserved, thereby preventing subdivision.

10.2.2 Miller Place Population

Miller Place has an estimated population of 12,715 as of 1/1/2010, an increase of 2,135 or 20% since 4/1/2000. The

increase was fueled by the construction of multiple subdivisions during this period, many south of Route 25A or east of Miller Place-Yaphank Road. Although not directly located on the Route 25A corridor, Sound Beach was included in the community visionings in either the Miller Place or Rocky Point Community Planning Forums. The estimated population of Sound Beach is 10,160 as of 1/1/2010, an increase of 453 since 4/1/2000 or 4%. Sound Beach utilizes both the Miller Place and Rocky Point School Districts. There are some 3,100 children attending the Miller Place School District's four (4) schools.

10.2.3 Miller Place Open Space Resources

Miller Place has a total of some 223 acres of open space including the nearly 69-acre Woodhull Landing property (aka Vasillaros property) adjacent to the Miller Place Primary School, 64 acres on Pringle Harbor Road, approximately 85 acres in multiple small lots adjacent to the DeLea sod farm, and the 5-acre Gass property.

10.2.4 Inventory of Existing Shopping Centers and Professional Offices – Miller Place

There are approximately 410,000 SF of existing and approved commercial space in twelve shopping centers, and some 51,000 SF of professional office space. *(For details, see complete inventory in Appendix 10.)*

10.2.5 Existing Zoning – Miller Place Commercial Center

The J-2 Neighborhood Business district is the near exclusive current zoning in the Miller Place Commercial Center. There is one parcel zoned J-5 Business (High Intensity Business - Gas Station), and a second gas station at the southwest intersection of Miller Place Road which is zoned J-2. The Town amended its J-5 code in 1995 to restrict gas stations to this zoning district by Town Board Special Permit, and increased minimum lot size and minimum lot width throughout. Lastly, there is a 100 – 125' wide strip in the northeast portion of the Super Stop & Shop shopping center which is zoned B-1 Residential. This strip is adjacent to existing homes on Sorrento Court and provides a naturally vegetated buffer between the homes and the shopping center. (See Figure 10-4 for existing zoning.)



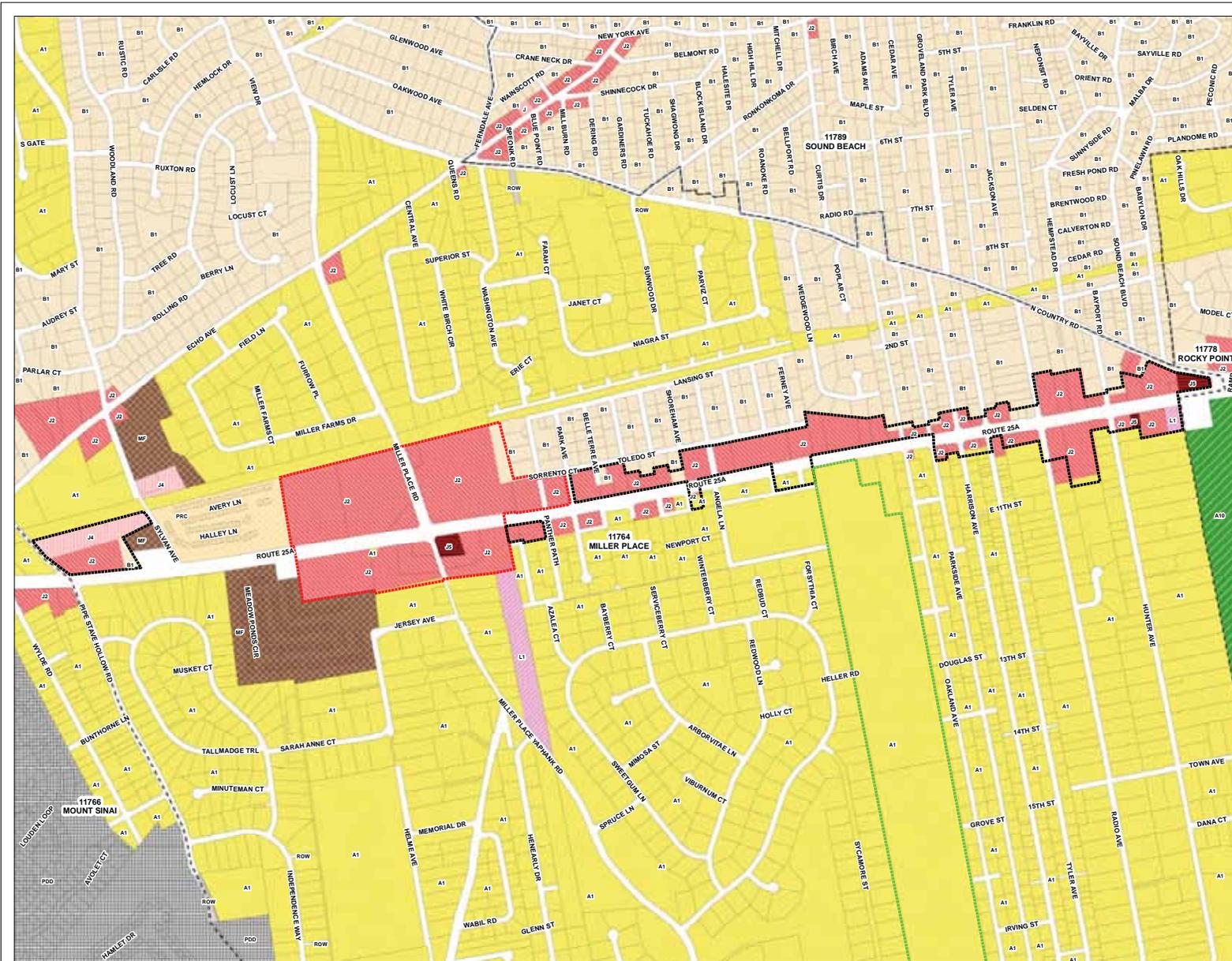
Miller Place Breakout Session, All Hamlet Forum

10.2.6 District Intent and Land Use Recommendations - Miller Place Commercial Center

The boundaries of the Miller Place Commercial Center are as follows: On the north, the LIPA right-of-way, on the south by Ging's Nursery (119-3-20.7), on the east by Park Avenue, and on the west by the easterly edge of the Vineyards Condominium (97-2-6.2). (See Figure 10-4 for boundaries and zoning of the Miller Place Commercial Center, Figure 10-5, Miller Place Commercial Center Aerial, Appendix 14 for a list of parcels within the center, and Figure 10-6, which depicts proposed future land uses in the Miller Place Commercial Center).

The intent of the Miller Place Commercial Center is to support current uses through more consistent architecture, improved landscaping and pedestrian amenities, improved intra- and inter-shopping center mobility, consolidation of roadway access, reduction of excess parking and parking immediately fronting roadways, and improvements to pedestrian safety and walkability. The center's three major shopping centers (North Country Plaza, Marshalls, and Stop & Shop) constitute a combined 29 acres. When renovated or redeveloped in the future, these shopping centers could provide some the desired pedestrian and community amenities, including a small village green or similar focal point for community events, gatherings or concerts.

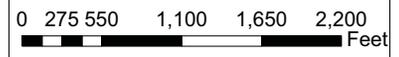
**Figure 10-4
Miller Place Commercial
Center and Transition Zoning**



- LC**
- A10
 - A5
 - A2
 - A1
 - A
 - B1
 - B
 - C
 - D
 - HF
 - K
 - OF
 - RD
 - CD
 - J
 - J4
 - PRC
 - PRCHC
 - MF
 - NHH
 - L1
 - PC
 - CR
 - J2
 - J6
 - J8
 - L4
 - J5
 - L2
 - PDD
 - ROW
 - Village
 - UWL
 - Water
 - Miller_Place_Transition
 - Miller_Place_Commercial
 - Miller_Place_Planned_Conservation

**Route 25A Corridor Study
and Land Use Plan**

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JS November 2011 Executive Summary The Route 25A Mount Sinai to W



**Figure 10-5
Miller Place Commercial
Center and Transition
Aerial**

- Legend**
- Miller Place Transition
 - Miller Place Commercial
 - Miller Place Planned Conservation

**Route 25A Corridor Study
and Land Use Plan**

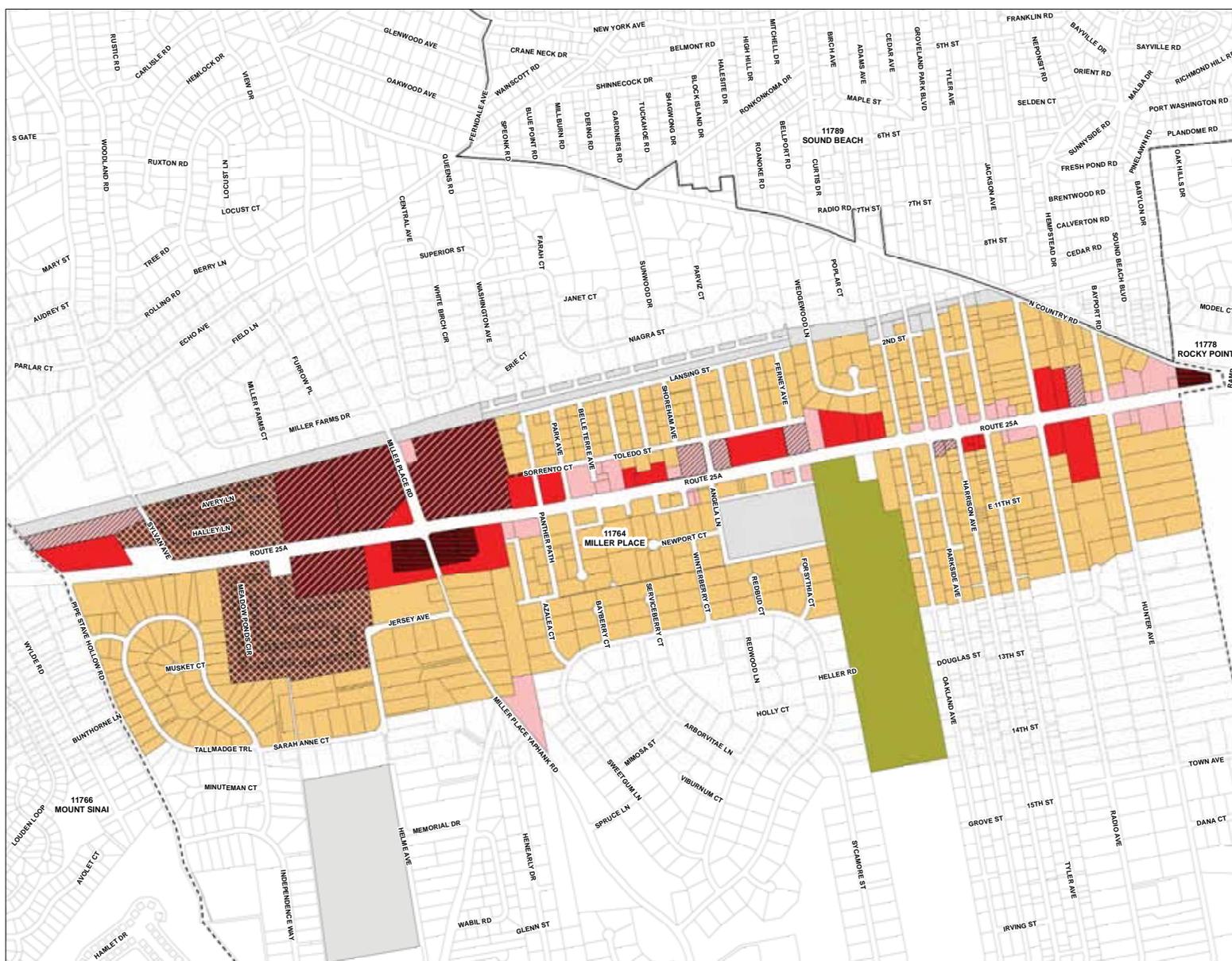
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0 275 550 1,100 1,650 2,200 Feet

JS November 2011

**Figure 10-6
Land Use - Miller Place**



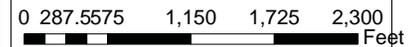
Legend

- MP_Medium_Density_Residential
- MP_High_Density_Residential
- MP_Transition
- MP_Office
- MP_General_Commercial
- MP_Commercial_Center
- MP_Heavy_Commercial
- MP_Institutional
- MP_Planned_Conservation

Please refer to the Land Use Categories in the appendix of the Land Use Plan for a description of each land use type

Route 25A Corridor Study and Land Use Plan

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Because the Miller Place Road intersection has such high crash statistics (tied for first in the study area with Rocky Point Road), the Plan recommends that the NYSDOT undertake a traffic study to devise ways to increase safety. In addition, it is recommended that consideration be given to extending the raised medians and dedicated turning lanes just west of Miller Place Road into the commercial center, and somewhat beyond the easterly boundary of the center into the transition area which has a high concentration of professional offices and several additional shopping centers on the north side of Route 25A. (For detailed traffic and pedestrian safety recommendations for Miller Place, see Appendix 1.) Route 25A roadway capacity must be maintained to prevent traffic from diverting to North Country Road or other more limited neighborhood roads.

Any additional future national and regional retail uses in Miller Place must be to scale and should be confined to this center so as not to impinge upon adjacent residential neighborhoods. Additional crosswalks should be established to facilitate shopping center pedestrian crossings. Future development and redevelopment should be carefully considered so as not to negatively impact the adjacent Miller Place Historic District on North Country Road.

10.2.7 Miller Place Commercial Center Rezonings

At a later date, the Town will advance a series of recommended zone changes for the Miller Place Commercial Center in conformance with the Land Use Plan. The rezonings will be subject to public notification and public hearings.

10.3 Rocky Point Vision

Rocky Point's shared vision for the Route 25A corridor is to protect and enhance its natural resources and suburban character while promoting responsible economic development. Improvements that focus on access management, gateways, attractive building façades and signage, trees, and landscaping will help make the corridor safer, more attractive and more accessible for all users. In the downtown area, development should focus on the revitalization of existing vacant and underutilized parcels, an attractive streetscape, small businesses that meet community needs, and the provision of shared parking. These improvements will help to increase linkages between the downtown area, preserved open spaces, and the LIPA right-of-way rails-to-trails project.

10.3.1 Current Conditions – Rocky Point Commercial Center

The Rocky Point Commercial Center is anchored at the intersection of Hallock and Rocky Point roads and Route 25A. This intersection has the highest number of accidents (tied with Miller Place Road) in the 10.5-mile corridor study area (54, 0, 18, 34, 0). The intersection is fitted with countdown timers and a four-way pedestrian crosswalk. Beginning with Fairway Drive/Route 25A, the raised median is replaced with a striped median and turning lane that continue east of the intersection.



Rocky Point Community Planning Forum

The center is home to several medium-scale national and regional retail uses including Kohl's located in the In Towne Shopping Center (101-3-5.1), Waldbaum's supermarket (101-1-1.8) on the north side of Route 25A, and a series of smaller, locally-based retail and service uses in traditional suburban shopping centers, strip malls, and office buildings. The In Towne Shopping Center site is nearly 22 acres in size and has a large asphalt parking lot of approximately 6 acres. Most shoppers drive between shopping centers and office uses in the commercial center rather than cross busy Route 25A or Rocky Point Road. An existing sidewalk on Hallock Road from Route 25A terminates before reaching the Hallock Landing Town Park and the future rails-to-trails multi-use pathway. East of Hallock on the north side of Route 25A, there is a vacant 2-acre commercially zoned (J-2) parcel.

Housing is not available in the center, although there are

numerous subdivisions containing approximately 800-900 homes in close proximity. Many of the subdivisions lack continuous sidewalks or direct access to the center. The 44-unit Rocky Point Owners Cooperative subdivision, located just south of the center's boundary on the east side of Rocky Point Road, is connected to the center via a pedestrian sidewalk from the northern most quad. The Rocky Point School District's Main Campus, located on the west side of Rocky Point Road, is connected to the center by a continuous sidewalk.

10.3.2 Rocky Point Population

Rocky Point has an estimated population of 10,869 as of 1/1/2010, an increase of 684 or 6% since 4/1/2000. This small increase is indicative of both the early settling of Rocky Point as a beach community in the 1930s continuing through the 1960s, and the small amount of remaining undeveloped land, primarily small single lots. In addition, the area south of Route 25A and the Route 25A By-pass is the 5,300-acre New York State Conservation area, which may not be developed. There are some 3,500 children attending the District's four schools.

10.3.3 Rocky Point Open Space Resources

Rocky Point is home to the 5,300+ acre New York State Natural Resources Management Area, which was gifted to the State by the RCA Corporation which previously operated a transatlantic radio transmission station on the site. The site is composed of pitch pine and oak forests, some open fields, 13.8 miles of marked hiking trails and a trailhead for the Paumanok Path to Montauk Point. There are additionally 6 ½ miles of

bridle trails, and 30 miles of mountain bike trails. In addition to the State preserve, there is a nearly 40-acre open space site on Lower Rocky Point Road and a 10-acre site adjacent to the Soundview Harbor subdivision.

10.3.4 Inventory of Existing Shopping Centers and Professional Offices – Rocky Point

There are approximately 473,000 SF of commercial space in Rocky Point in nine shopping centers, the largest being the In Towne Shopping Center (Kohl's) with 216,000 SF. There is nearly 32,000 SF of professional office space. *(For details, see complete inventory in Appendix 10.)*



Rocky Point Breakout Group, All Hamlet Forum

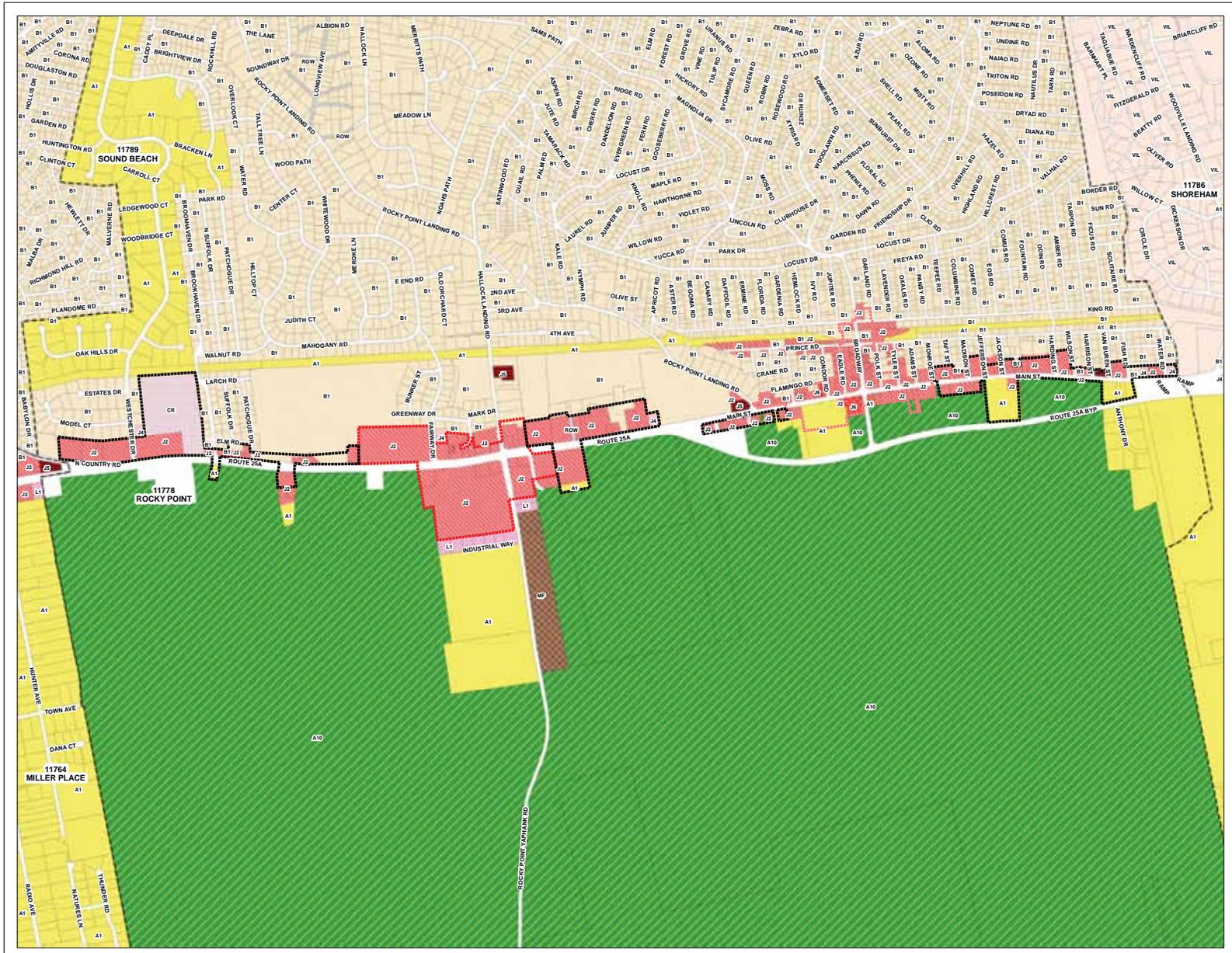
10.3.5 Existing Zoning – Rocky Point Commercial Center

With the exception of one split-zoned parcel that is zoned J-2 (Neighborhood Business)/B-1 (Residential), the entire Rocky Point Commercial Center is zoned J-2. The J-2 zoning district allows various restaurants and retail uses, such as personal service shops, banks, and commercial centers, which can be seen within the center today.

10.3.6 District Intent and Land Use Recommendations – Rocky Point Commercial Center

The boundaries of the Rocky Point Commercial Center are as follows: To the west, the Rocky Point Commercial Center extends to the easterly boundary of the Town's Rolling Oaks Golf Course (101-1-1.10) (north side) and the NYS Rocky Point Natural Resource Management Area (238-1-1.3 and multiple tax parcels) (south side). To the east, the District extends to and includes the commercial center on the corner of Rocky Point-Yaphank Road and Route 25A (102-1-4) and Majestic Gardens catering facility (102-3-1.2). The Kohl's shopping center (101-3-5.1, 102-2-4 & 102-2-5) represents the southernmost boundary of the Rocky Point Commercial Center. (See Figure 10-7 for the boundaries and zoning of the Rocky Point Commercial Center, Appendix 14 for a list of parcels located within the center, and Figure 10-8, which depicts proposed future land uses in the Rocky Point Commercial Center).

**Figure 10-7
Rocky Point Commercial
Center and Transition
Zoning**



- Legend**
- A10
 - A5
 - A2
 - A1
 - A
 - B1
 - B
 - C
 - D
 - HF
 - K
 - OF
 - RD
 - CD
 - J
 - J4
 - PRC
 - PRCH
 - MF
 - NHH
 - L1
 - PC
 - CR
 - J2
 - J6
 - J8
 - L4
 - J5
 - L2
 - PDD
 - ROW
 - Village
 - UWL
 - Water
 - Rocky_Point_Transition
 - Rocky_Point_Commercial
 - Rocky_Point_Main_Street

**Route 25A Corridor Study
and Land Use Plan**

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JS November 2011

**Figure 10-8
Land Use - Rocky Point**



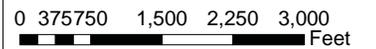
Legend

-  RP_Medium_Density_Residential
-  RP_High_Density_Residential
-  RP_Transition
-  RP_Office
-  RP_Main_Street
-  RP_Commercial_Recreation
-  RP_General_Commercial
-  RP_Limited_Business
-  RP_Commercial_Center
-  RP_Heavy_Commercial
-  RP_Industrial
-  RP_Institutional
-  RP_Park
-  RP_Open_Space

Please refer to the Land Use Categories in the appendix of the Land Use Plan for a description of each land use type

Route 25A Corridor Study and Land Use Plan

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**Figure 10-8A
Land Use - Rocky Point
Main Street**



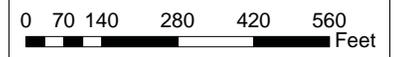
Legend

- RP_Medium_Density_Residential
- RP_Transition
- RP_Office
- RP_Main_Street
- RP_Heavy_Commercial
- RP_Institutional
- RP_Park
- RP_Open_Space

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Route 25A Corridor Study and Land Use Plan

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JS November 2011

The intent of this center is to support current uses through more consistent architecture, improved landscaping and pedestrian amenities, improved intra- and inter-shopping center mobility, consolidation of roadway access, reduction of excess parking and parking immediately fronting roadways, and improvements to pedestrian safety and walkability. Any additional future medium-scale national and regional retail uses in Rocky Point should be confined to this Rocky Point Commercial Center. In the future as renovations or improvements are made to the In Towne Shopping Center, some of the desired pedestrian and community amenities, including a small village green or similar focal point for community events, and an intra-shopping center pedestrian sidewalk system, should be considered to improve overall pedestrian safety and walkability. These improvements will also help to eliminate excess parking. Due to the surplus of retail documented by the Plan in the Rocky Point Commercial Center, the vacant 2-acre parcel (102-1-5) east of Hallock Road is recommended for a transitional, non-retail use. *(See Appendix 9, Market Assessment and Gaps Analysis.)*

This center is designed to complement the Rocky Point Main Street District and not compete with it, as different uses and scale are inherent in both.

Because the Rocky Point Road intersection has such high crash statistics (tied for first in the study area with Miller Place Road), the Plan recommends that the NYS DOT undertake a traffic study to devise ways to increase safety. In addition, it is recommended that consideration be given to extending the raised medians and dedicated turning lanes just

west of Fairway Drive into the commercial center, and somewhat beyond the easterly boundary of the center into the transition area. *(For detailed traffic and pedestrian safety recommendations for Rocky Point Road, see Appendix 1.)*

The plan recommends a limited business area east of the commercial center in order to accommodate those existing uses that benefit from proximity to the by-pass to transport goods and services.

10.3.7 Rocky Point Commercial Center Rezonings

At a later date, the Town will advance a series of recommended zone changes for the Rocky Point Commercial Center in conformance with the Land Use Plan. The rezonings will be subject to public notification and public hearings.

10.4 Current Conditions – Rocky Point Main Street

The Rocky Point Main Street District is the corridor's one existing traditional downtown Main Street area, which contains a variety of local retail uses and building forms. In 1997, along with the widening of Route 25A in Mount Sinai, Miller Place and Rocky Point, a 1.4-mile by-pass was constructed just west and south of the Main Street area. This diverted traffic away from the Main Street area, which had a perceived negative impact on local businesses and the area's revitalization.

On Broadway, where on-street parking is currently permitted, buildings are typically located toward the front of the property

line with parking either behind or to the side of buildings. Single-family homes are found adjacent to the district, directly behind the retail and restaurant establishments along Broadway.



Downtown Rocky Point is a walkable “Main Street”

There is a commercial node located on North Country Road/Route 25A that contains a mix of newer buildings that have a traditional downtown feel and consistent architecture--such as Sweets of the Spoon (77-6-35), Rocky Point Funeral Home (77-6-39.1), and CVS Pharmacy (77-11-2.3) – while other properties contain more diverse architectural styles and site layouts that are typical of the other hamlets along Route 25A (e.g. parking located up to the front property line). The St. Anthony of Padua R.C. Church (288-1-8, 9) occupies a large 11-acre site on the south side of Route 25A.

There is an extensive network of sidewalks with a consistent red and beige patterned design in the Main Street area. There is a vacant, blighted storefront on the northwest corner of Broadway and Route 25A (77-7-16) which was until recently a nightclub until it was closed by the Town due to numerous Code violations.

The Main Street district extends approximately 1,000’ east and 1,500’ west of Broadway along Route 25A/North Country Road and encompasses a wide array of existing commercial, office, retail and restaurant uses. There are a limited number of vacant sites along this stretch. All properties on the south side of Route 25A backup to the NYS Rocky Point Preserve. (See Figure 10-8a, which depicts land uses in the Rocky Point Main Street area at Broadway).

10.4.1 Existing Zoning – Rocky Point Main Street

Existing zoning in the Rocky Point Main Street area is primarily J2 Business as frontage, with some B1 Residential immediately behind lots on the east side of Broadway and on the north side of Route 25A/North Country Road. St. Anthony’s is zoned A1 Residential with a small, approximately 9,500 SF portion zoned J-2. There are two parcels which were recently rezoned to J-6 Main Street (CVS and Sweets of the Spoon), and there are four small parcels (77-11-4, 5, 7 & 15) at the southeast intersection of Route 25A and Broadway which are split-zoned J2/A1.

10.4.2 District Intent and Zoning Recommendation – Rocky Point Main Street

The boundaries of the Rocky Point Main Street District are generally as follows: Along Main Street and Broadway, south of Flamingo Road, east of Eagle Road, west of Polk Street and south of Prince Street. Further, generally bounded by King Road to the north, the NYS Rocky Point Natural Resource Management Area to the south, Monroe Street to the east (up to and including SCTM# 78-5-5.2 on the north side and 78-8-1 on the south side), and on the west Rocky Point Landing Road (up to 77-5-41.1 on the north side and 77-10-3 on the south side). As the proposed Main Street District is not contiguous, the reader is referred to the illustrative maps. (See Figures 10-8a and 10-9 for the proposed boundaries and existing zoning and Appendix 14 for a list of parcels located within the district.)

Additional goals for the Rocky Point Main Street District are to help stimulate tourism, improve pedestrian linkages with the adjacent 5,300-acre NYS Rocky Point Natural Resources Management Area, the potential future Tesla Museum in Shoreham (80-4-31), and the LIPA multi-use pathway. Lastly, the Rocky Point Main Street District seeks to prevent commercial sprawl beyond its boundaries into adjacent rural (east) and commercial (west) areas.

As the future rails-to-trails multi-use pathway enters the Main Street area at Broadway, there are already sidewalk linkages to both Broadway and Route 25A. However, some additional sidewalk and bicycle linkages are needed on Broadway south of Route 25A to link with the Rocky Point State Preserve and

to encourage eco-tourists to frequent the Main Street area. (*For details, see the Rails-to-Trails recommendations in Appendix 12.*)

The Town of Brookhaven owns a 1/3-acre (15,000 SF) parcel (77-7-89) utilized for shared parking on Prince Road east of Broadway. The plan recommends that when the Main Street area is redeveloped, that the Town Planning board encourages all site plan applicants to provide some shared parking, perhaps in exchange for a zoning bonus as provided for in the J-6 District. Shared parking should provide for cross access to adjacent parcels. In addition, the Town should utilize Community Development funds to acquire well sited properties for Main Street public parking. Provision of public parking will be a key to the Town's efforts to revitalize this area. The Town should also carefully provide for landscaping and maintenance of these parking spaces to ensure they remain a benefit to the community.

The Broadway commercial area was developed before the Town's J-2 Business zoning was in effect. It developed in a main street manner with the buildings close to the sidewalk and the parking in the rear. However, if adjacent vacant or underdeveloped parcels were to be developed in conformance with the existing J-2 Business district zoning, the buildings would be setback 25 feet from the sidewalk and curb cuts and parking would be permitted in the front yard. (*Please see Figure 10-9a for additional information.*)

**Figure 10-9
Rocky Point Main Street
District Zoning**



- Legenda**
- A10
 - A5
 - A2
 - A1
 - A
 - B1
 - B
 - C
 - D
 - HF
 - K
 - OF
 - RD
 - CD
 - J
 - J4
 - PRC
 - PRCH
 - MF
 - NHH
 - L1
 - PC
 - CR
 - J2
 - J6
 - J8
 - L4
 - JS
 - L2
 - PDD
 - ROW
 - Village
 - UWL
 - Water
 - Rocky_Point_Transition
 - Rocky_Point_Commercial
 - Rocky_Point_Main_Street

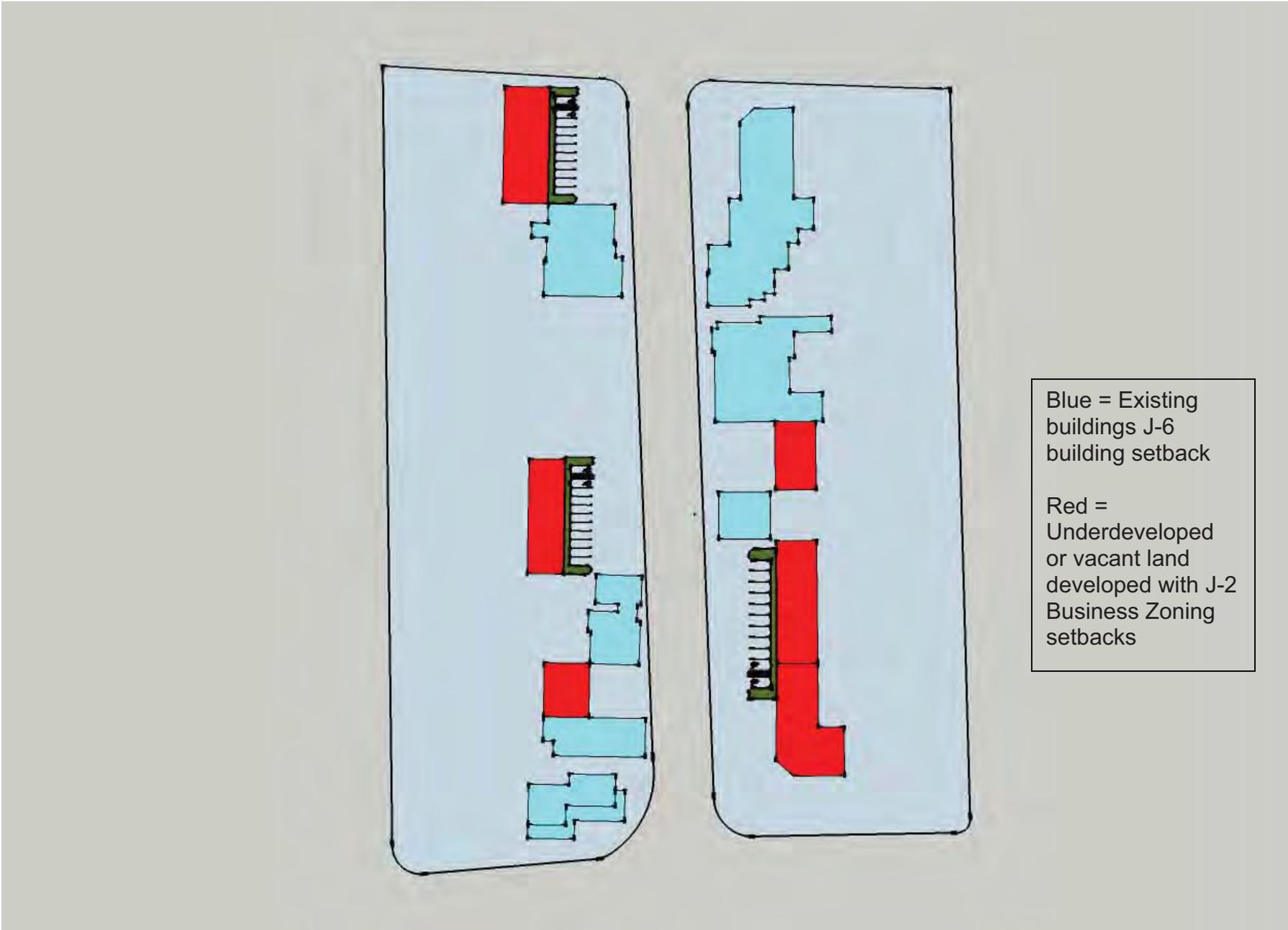
**Route 25A Corridor Study
and Land Use Plan**

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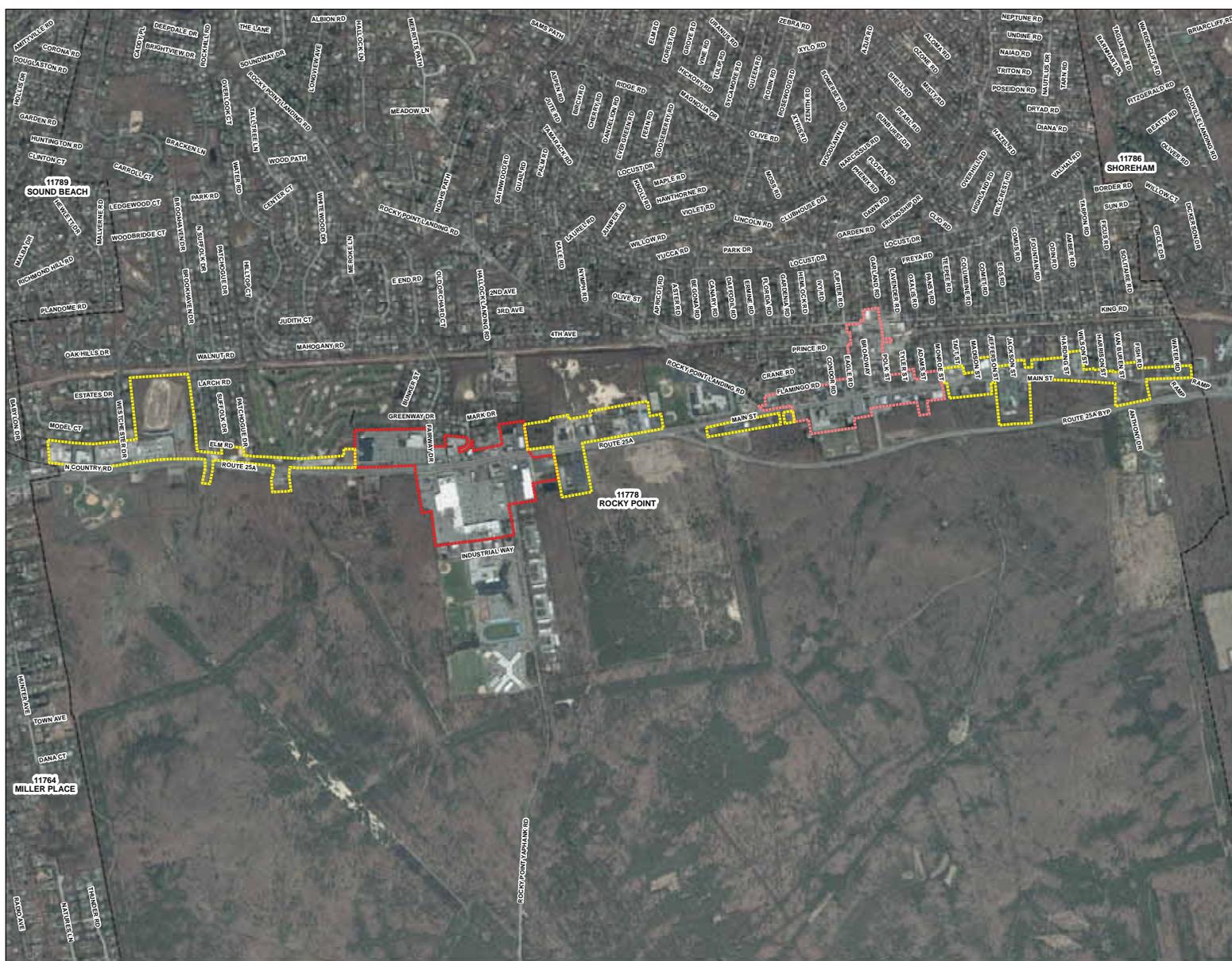


JS November 2011

Figure 10-9a – Main Street Setbacks



**Figure 10-10
Rocky Point Commercial
Center, Transition and Main
Street District Aerial**



- Legend**
- Rocky Point Transition
 - Rocky Point Commercial
 - Rocky Point Main Street

**Route 25A Corridor Study
and Land Use Plan**

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JS November 2011

The J6 rezonings are designed to encourage development and redevelopment with frontages close to the street (25') to enhance pedestrian comfort and walkability. The rezonings will permit increased floor to area (FAR) ratios compared with the J2 District (60% vs. 35%). In addition, the Planning Board will be empowered to grant zoning incentives in this district to further enhance the Main Street experience through provision of public benefits such as public parking, civic space and downtown infrastructure such as street furniture and increased landscaping.

In addition to the proposed zoning changes outlined below, all development proposals within the Rocky Point Main Street Business District will refer to the Town's Main Street Business District Design Manual, which contains design guidelines, illustrations and standards for the Town's designated Main Street Districts. It is anticipated that the rezonings and the incentives which may be granted by the Planning Board will stimulate Main Street redevelopment in the district.

Lastly, during the Rocky Point visioning forum, there was considerable interest on the part of participants in investigating the feasibility of constructing a modern roundabout at the Route 25A by-pass. It was felt that a modern roundabout would facilitate the entrance of additional westerly traffic to the Main Street area and be of assistance to local businesses and shoppers alike. The Plan therefore recommends that the NYS DOT review the feasibility of installing a modern roundabout at this location when planning future capital improvement projects.

As shown on Figure 10-9, the following zoning changes are proposed for the Rocky Point Main Street District:

Main Street and Broadway bounded by King Road to the north, the NYS Rocky Point Natural Resource Management Area to the south, Monroe Street to the east and Rocky Point Landing Road to the west

- Rezone J-2 parcels to J-6
- Rezone B-1 parcels to J-6

South Side of North Country Road/Route 25A

- Rezone J-2 parcels to J-6
- Rezone split J-2/A-1 parcels to J-6
- Rezone split J-2/A-1 Saint Anthony of Padua R.C. Church (238-1-8) to A-1
- Rezone split J-2/A-10 parcel to J-6 (77-11-13)
- Rezone split A-10/A-1 New York State parcel (238-1-2.9) to A-10
- Rezone split J-2/A-1 New York State parcel (77-10-5) to A-10

10.5 Shoreham and Wading River Vision

The Hamlets of Shoreham and Wading River are communities defined by their abundant natural settings and rural, small-town character. The collective vision of Shoreham and Wading River is to retain this rural spirit over the coming decades. At the same time, residents and business owners recognize the

importance of encouraging some economically beneficial development that would allow limited commercial uses. The delicate balance between preservation and small-scale development will ensure that the hamlets of Shoreham and Wading River remain safe, attractive and affordable communities for future generations of residents.

10.5.1 Current Conditions – Shoreham Rural Center and Wading River

As the most rural communities in the Route 25A study area, Shoreham and Wading River are the “gateway” to North Fork farms, wineries, and the entire East End. Recognizing the existing rural and residential qualities in the area, the Shoreham Rural Center is the smallest of the proposed centers within the Hamlet Center Overlay District. The center contains a small (37,300 SF) neighborhood shopping center (Shoreham Plaza 80-4-35.8), a Rocky Point Fire District substation (80-4-33.1), and a commercial bus storage depot (104-2-18). Housing is not available in the center, although there are numerous subdivisions containing approximately 700-800 homes in close proximity. Due to its rural nature, there are no sidewalks in any of the subdivisions which might afford access to the center. It should be noted that there is a large planned retirement community in neighboring Ridge just south of the center off Randall Road (Leisure Village, Leisure Knoll, and Leisure Glen), which has nearly 2,400 units and was developed in the

1970s and 1980s. Many residents from these subdivisions utilize the Shoreham Plaza Shopping Center in the rural center.



Shoreham and Wading River Community Planning Forum

Within the Shoreham Rural Center, Route 25A has one easterly- and one westerly-bound lane with a shared, single turning lane. At George and Miller avenues, there are dedicated turning lanes and existing four-way pedestrian crosswalks. Miller Avenue is a moderate accident location (25, 0, 13, 17, 1). The bus depot, located on the southwest corner, has two curb cuts onto Route 25A that present serious conflict points.

Just outside the Shoreham Rural Center lie two strategic parcels that were discussed in depth during the visioning component of the Route 25A Corridor Study. They include the

168-acre DeLalio Sod Farm (104-2-14.3, 15.1, 16.1, & 126-2-1.5, 21.3) and the 150-acre Tallgrass Golf Club (126-2-2, 127-1-2, 3 & 148-2-6). The approximate as-of-right development potential for these two properties is 134 units for DeLalio (168 acres minus 20% for infrastructure at one unit per acre) and 120 units for Tallgrass. The preferred option discussed for these two parcels was preservation or upzoning, but if that were not possible, conservation development should be encouraged to preserve large portions of the sites in their natural state and scenic vistas from Route 25A, and help minimize impacts to the school district (*see section 13,*



The 168-acre DeLalio Sod Farm and 150-acre Tallgrass Golf Club

Planned Conservation Overlay District). Also discussed during the visioning process were the benefits of green uses such as a solar farm that could be another alternative to single family residential development for the sod farm sites in Shoreham and Miller Place; however, the underlying residential zoning does not permit high technology uses and additional consideration of an appropriate zoning district would be needed.

The 16.4-acre Peerless/Agfa Corporation property (80-4-31, 79-4-1) to the immediate west of the Shoreham Rural Center contains the abandoned Nikola Tesla laboratory. There is a long history of community support for a science museum at this site, pending sign-off by the NYSDEC due to its status as a former superfund site. There is a non-profit organization, Friends of Science East, which was established in 1996 to work toward the creation of a museum to celebrate Tesla's legacy in Shoreham, where he operated his famous Wardencllyffe Project which investigated wireless technology between 1901 and 1905. The transmitting tower and laboratory on the site were designed and built by Stanford White, the preeminent 20th century American architect, who was a personal friend of Tesla's. It is recommended that the Tesla Laboratory site be designated as a Town landmark, in recognition of its historical significance and to ensure that it is not threatened by any compromising factors.

In 2007, a large Planned Development District (PDD) project involving the above sod farm and golf course properties (Tallgrass) failed to acquire the required Pine Barrens Hardship exemption and was not constructed.

The 800 plus-acre National Grid property is located in the northeast quadrant of the hamlet. An analysis and review of options for this property was beyond the scope of this land use plan and requires a separate plan.

The Route 25A corridor east of the Shoreham Rural Center and continuing some 2.5 miles to the Brookhaven Town line with Riverhead is exclusively dedicated to existing residential uses, or uses permitted in residential districts. All vacant land in this stretch of the corridor is exclusively zoned for residential uses, including a small 11-acre family farm just east of Randall Road with an existing residence zoned A-1 (128-1-9.1). There is a single parcel zoned J-2 which is bisected by the Town line on the north side of Route 25A currently in use as a retail bank (106-1-6.3). A second parcel immediately adjacent to the first (106-1-14.1) is split-zoned A1/J2 and is in use as a private residence.

10.5.2 Shoreham and Wading River Population (East Shoreham)

Shoreham and Wading River have an estimated population of 6,334 as of 1/1/2010, an increase of 525 or 9% since 4/1/2000. The increase was largely attributed to construction of a number of subdivisions south of Route 25A during this period in both Shoreham and Wading River. There are an additional 425 persons living in the Incorporated Village of Shoreham, an increase of 8 persons from 4/1/2000. There are some 2,700 children attending the District's five schools.

10.5.3 Shoreham and Wading River Open Space Resources

Shoreham has a total of some 575 acres of open space, all but 19 acres of which are located south of Route 25A. Four parcels totalling 129.4 acres are located in Ridge and are included, as they are immediately contiguous to the Shoreham parcels. The 19-acre parcel located north of Route 25A is on Fordham Road and terminates at the Long Island Sound. (*For a detailed inventory, see Appendix 7.*)

10.5.4 Inventory of Existing Shopping Centers and Professional Offices – Shoreham & Wading River

There is 37,300 SF of existing commercial space in Shoreham in a single shopping center (80-4-35.8) and nearly 10,000 SF of professional office space (979-3-40). In Wading River, there is a single commercial parcel bisected by the Town line which has approximately 2,800 SF of commercial space (106-1-6.3).



All Hamlet Community Planning Forum

10.5.5 Existing Zoning – Shoreham and Wading River

The Shoreham Rural Center is zoned J2 Neighborhood Business and B1 residential. The DeLalio sod farm and Tallgrass Golf Club are zoned A1 Residential, with the Tesla property zoned A2 Residential. The Wading River portion of the study area to the Town line is zoned A1 Residential. (See Figures 10-11 and 10-12.)

10.5.6 District Intent and Land Use Recommendations – Shoreham Rural Center and Wading River

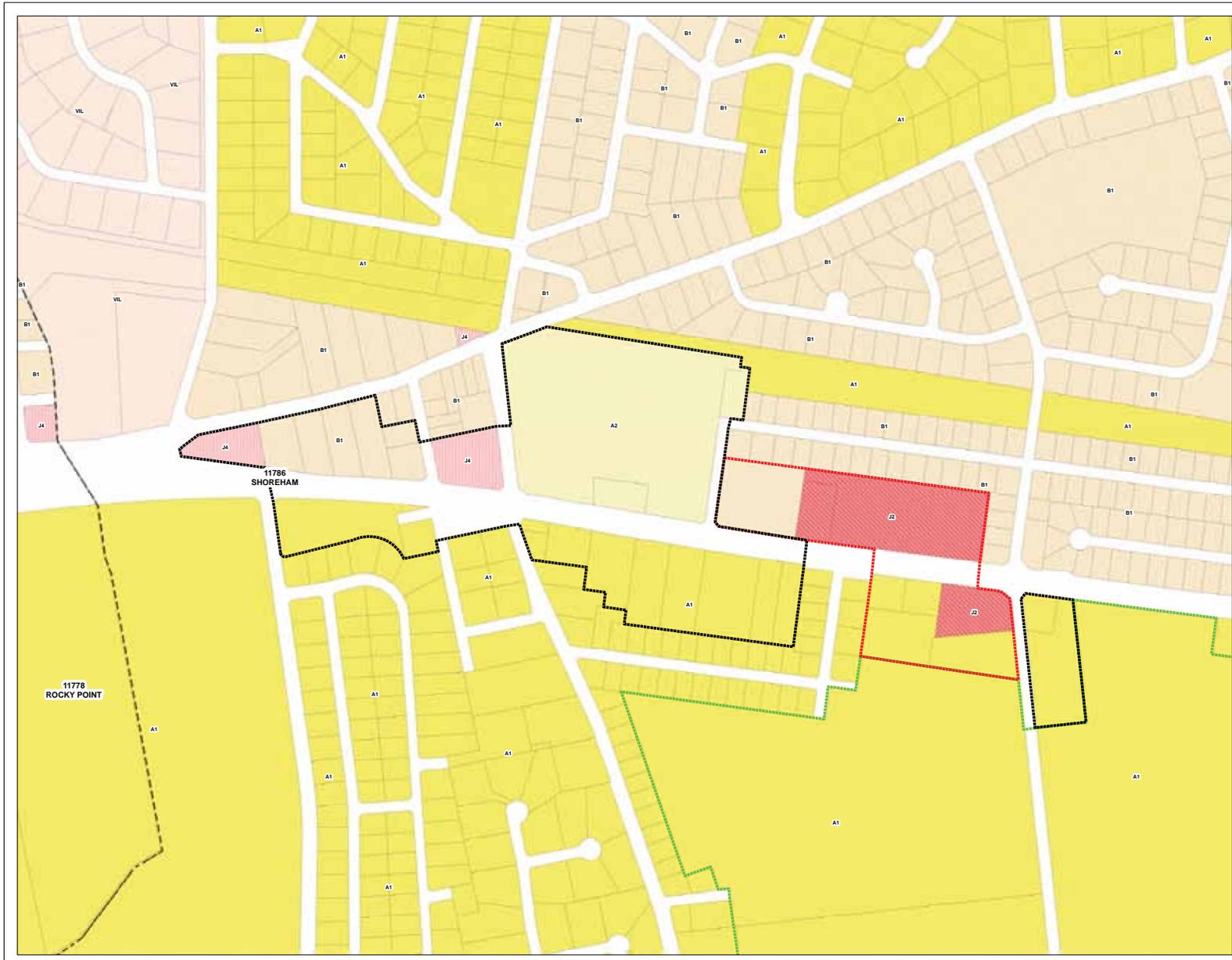
Shoreham

The boundaries of the Shoreham Rural Center are as follows: Tesla Street on the west, Miller Avenue on the east, the Shoreham shopping center on the north, and the edge of the bus depot to the south. (See Figures 10-11 and 10-12 for the zoning and boundaries of the Shoreham Rural Center.)

The intent of this Shoreham Rural center is to preserve and reinforce the rural character of Shoreham and to help prevent sprawl outside the center's boundaries into the adjacent rural corridors to the east and west. Improved pedestrian linkages should be established between the Shoreham Rural Center, the LIPA multi-use pathway, the potential future Tesla Museum, the Rocky Point Main Street District, and the 5,300-acre Rocky Point Natural Resources Management Area. (See *Rails-to-Trails recommendations, Appendix 12.*)

The rural center is designed to permit modest pedestrian-oriented commercial development within its boundaries to serve future residential development when it occurs. The possible relocation of the bus depot, as recommended in the visioning and past hamlet studies, would help to achieve the above goals, as well as provide a site for modest retail expansion if the sod farm properties are residentially developed.

The Plan recommends various traffic and pedestrian safety improvements to the center, including elimination of excess portions of the shared turning lane within the center through restriping and/or the introduction of appropriately sized raised medians with dedicated turning lanes. This improvement will additionally signify to passing motorists that they have entered the Shoreham Rural Center, will calm traffic, and facilitate access to and from local businesses. It is estimated that perhaps 150-200 feet of shared turning lane could be eliminated and replaced as above, while still maintaining necessary access to local businesses. Recommended pedestrian improvements include the installation of a crosswalk on the north side of Route 25A to link the center with the vacant Tesla site and restriping as necessary four-way crosswalks at George and Miller avenues/Route 25A. (See *Appendix 1 for a complete list of Pedestrian and Traffic Safety Improvements recommended by the Plan for the Shoreham Rural Center.*)



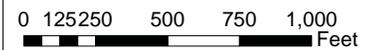
**Figure 10-11
Shoreham Rural Center and
Transition Zoning**

Legend

- A10
- A5
- A2
- A1
- A
- B1
- B
- C
- D
- HF
- K
- OF
- RD
- CD
- J
- J4
- PRC
- PRCHC
- MF
- NHH
- L1
- PC
- CR
- J2
- J6
- J8
- L4
- J5
- L2
- POD
- ROW
- Village
- UWL
- Water
- Shoreham_Rural_Transition
- Shoreham_Hamlet
- Shoreham_Planned_Conservation

**Route 25A Corridor Study
and Land Use Plan**

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JS June 2012



**Figure 10-12
Shoreham Rural Center and
Transition Aerial.**

- Legend**
- Shoreham_Rural_Transition
 - Shoreham_Hamlet
 - Shoreham_Planned_Conservation

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JS June 2012

Figure 10-13
Land Use - Shoreham and
Wading River



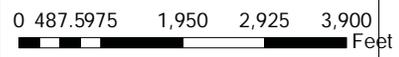
Legend

- S_Medium_Density_Residential
- S_High_Density_Residential
- S_Transition
- S_Office
- S_Main_Street
- S_Institutional
- S_Agriculture
- S_Planned_Conservation
- S_Park
- S_Open_Space
- Villages

Please refer to the Land Use Categories in the appendix of the Land Use Plan for a description of each land use type

Route 25A Corridor Study and Land Use Plan

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JS June 2012

Previous Shoreham Hamlet Studies and the Route 25A Land Use Plan recommend that the bus depot be relocated to free this site for a more compatible use, such as professional offices or a small (re: 20,000 SF or less) commercial development. Relocation of the bus depot will also resolve the issue of depot use of Town of Brookhaven property immediately south of the depot, and remove the two existing bus depot conflict points on Route 25A where there has been an uptick in traffic accidents. (See Figure 10-13, which depicts the proposed land uses in the Shoreham and Wading River Hamlets.)

Wading River

The Town of Brookhaven portion of the corridor in Wading River begins east of Randall Road and proceeds approximately $\frac{3}{4}$ of a mile to the Riverhead Town line. This section of the corridor is rural, exclusively residential and does not have a commercial center. The nearest commercial center is located in Riverhead, approximately 1400' east of the Town line. In order to maintain its residential character and to prevent commercial sprawl from spilling into this portion of the corridor, the Plan recommends that this stretch of Route 25A remain exclusively residential, and that any needed future commercial growth be referred to the Shoreham Rural Center to the west and/or the commercial node located just beyond the Town line in Riverhead Town to the east.

The Plan also recommends that the Town reach out to the owners of the small 11-acre family farm just east of Randall Road to investigate the feasibility of purchasing development

rights so this last working farm along the corridor (excepting the sod farms) can remain a farming use in perpetuity.

11.0 Land Use and Design Recommendations – Route 25A Hamlet Center Overlay District

11.1 District Intent and Boundaries

The primary purpose of the overall zoning and land use strategy is to create five centers to which future growth may be directed in order to ameliorate further suburban sprawl, provide a strong emphasis on aesthetics and architecture, reinforce hamlet center identity, and preserve existing natural resources and the lower-density character of the remaining portions of the Route 25A corridor. As part of the Hamlet Center Overlay District, the following five centers were identified: 1) Mount Sinai Commercial Center; 2) Miller Place Commercial Center; 3) Rocky Point Commercial Center; 4) Rocky Point Main Street District; and 5) Shoreham Rural Center.

11.2 Permitted Uses

All uses permitted by the underlying zoning district will continue to be permitted, including uses permitted by Special Permit. Within the Hamlet Center Overlay District, a mix of commercial and residential uses is desirable. By mixing uses and encouraging development to grow more compactly in the five centers, these areas can reduce the footprint of new construction, reduce storm water runoff, and help preserve remaining open space.

11.3 Dimensional Criteria

A major concern expressed by participants of the corridor study was the out-of-scale size of large format retailers and the potential negative impacts that are often associated with them. To protect existing residential communities from out-of-scale development, enhance the overall visual quality of the Route 25A corridor, and reduce potential traffic related impacts, the maximum allowable building size for retail or other commercial uses within the hamlet centers shall be no greater than between 60,000 and 75,000 square feet of gross floor area, with a strong preference for the lower end of this range. At this size, retail uses that serve the local community, such as supermarkets or book stores, could still operate and meet the needs of local communities.

Structures within the above size range shall be restricted in location to the following Hamlet Centers: Mount Sinai Commercial Center, Miller Place Commercial Center, and Rocky Point Commercial Center. (*See Appendix 14 for a complete list of parcels contained within these commercial centers.*) Additionally, 60,000 square feet is the preferred maximum size for large format commercial in designated Route 25A Corridor hamlet centers. Projects meeting this requirement shall be eligible to participate in the Town's portion of Suffolk County's Industrial/Commercial Incentive Plan, which provides declining property tax reductions over a ten year period.

11.4 Minimum Front Yard Setback

The minimum required front yard setback in Route 25A Hamlet Centers shall be five feet, and the maximum permitted front yard setback shall be twenty five feet. Consideration should be taken of adjacent setbacks to ensure that a uniform appearance is presented to the street.

Previously approved and developed properties may seek relief from this section, if all other requirements are met to the satisfaction of the Planning Commissioner or his/her designee.

11.5 Minimum Rear Yard Setback for Structures of a Certain Size

Commercial structures of between 60,000 and 75,000 square feet of gross floor area which abut a residential District shall have a minimum rear yard setback of 150 feet. If the building lot is not vegetated or is largely devoid of vegetation, a minimum of 100' of the 150' required buffer shall be re-vegetated in a manner proscribed by Town Code, and detailed in a vegetation plan approved by the Town.

Overall, commercial sites of at least ten acres within hamlet centers shall have a minimum of 35% undisturbed open space. On the north side of Route 25A, adjacent to the LIPA right-of-way (where commercial lots are narrower) additional landscaping and careful site layout is required to ensure that light, noise and other impacts to adjacent residential areas are mitigated.

11.6 Streetscape Improvements

Site development in commercial centers must include streetscape improvements. These improvements are considered as those architectural or functional facilities or structures that occur on site but are not part of the building and that encourage and facilitate human interaction with the built environment. Examples include but are not limited to the following: decorative light fixtures; fountains; sculptures; benches and tables; planters; landscape treatments; retaining walls; pedestrian and bicycle paths; decorative sidewalk and crosswalk treatments; bicycle parking structures; trash receptacles and enclosures; and fences. These improvements shall be designed to be consistent with all requirements herein and shall be reviewed for aesthetic functionality and compatibility with the character of the commercial business district.

11.7 Public Spaces

For new development, redevelopment or major alteration of sites comprising five acres or more within the Route 25A Hamlet Center Overlay District, a public space is required to be designed and incorporated into the site plan of all projects. The public space shall strive to have the following characteristics:

- Reflect the community's local character and personality.
- Foster social interaction and create a sense of community and neighborliness.
- Provide a sense of comfort or safety to people gathering and using the space.

- Encourage use and interaction among a diverse cross section of the public.
- Provisions for maintenance and upkeep of the public space by the applicant shall be provided.

It is strongly urged that local community organizations and stakeholders be consulted and actively involved in the design of the proposed public space to ensure that it is in keeping with community needs and aesthetics. *(Also see Definition of Public Space in Town Code § 85-1 Definitions; word usage.)*

11.8 Parking, Curb Cuts, Cross Access, Landscaping, and Signs

The Hamlet Center Overlay District has additional requirements for parking, curb cuts, parcel cross access, landscaping, and signs to facilitate the economic vitality of the centers and to encourage walkability. *(See Appendix 2 for proposed Town Code amendment to implement the Hamlet Center Overlay District.)*

12.0 Land Use and Design Recommendations – Route 25A Transition Overlay District

12.1 Overview

Connecting the above-referenced centers are the corridor's transition areas, which currently include varying uses, such as commercial strip centers, retail businesses, offices, residential development, recreation uses and some undeveloped land. For these areas, the Route 25A Transition Overlay District is proposed. This Transition Overlay District is meant to control development on both sides of Route 25A for roughly 300 feet from the roadway or as lot lines or other conditions may dictate. *(See Figure 6-1: Proposed Centers and Route 25A Overlay District for approximate location of the Route 25A Transition Overlay District.)*

The Route 25A Transition Overlay District includes the following areas:

- The area between the Mount Sinai and Miller Place Commercial Centers;
- The area between the Miller Place Commercial Center and the Rocky Point Commercial Center;
- The area between the Rocky Point Commercial Center and the Rocky Point Main Street District;
- The area between the Rocky Point Main Street District and the Shoreham Rural Center (exclusive of the Route 25A By-pass); and

- The area between the Shoreham Rural Center and the Riverhead Town line, encompassing both Shoreham and Wading River.

12.2 District Intent and Boundaries

The boundaries of the Route 25A Transition Overlay District are as follows: On the north side of Route 25A, the Overlay District extends up to the LIPA right-of-way, except where there are existing residential uses. To the south, the Route 25A Transition Overlay District includes parcels that directly front Route 25A, except in areas with existing residential uses, areas that conflict with the Planned Conservation District, and areas that are environmentally sensitive (such as the Core Preservation Area of the Central Pine Barrens District) on the south side of Route 25A in Rocky Point and portions of Shoreham and Wading River). *(See Figures 10-2, 10-5, 10-7, 10-10 and 10-12 for the boundaries of the Route 25A Overlay District.)*

In the western portion of the District, the primary intent is to plan for less intensive future uses between the Mount Sinai, Miller Place and Rocky Point centers, protect these areas from incursion of large format retail, preserve and protect residential uses where they exist, and promote uniform design standards to enhance the appearance of these areas and the corridor as a whole. A secondary intent is to emphasize the existing character and future vision(s) of the five centers by providing for a natural transition between them and preventing

commercial suburban sprawl, which will detract from the centers' viability.

In the eastern portion of the District, the intent is to maintain its exclusive residential character and prevent the incursion of commercial uses from the east or west in the area east of Woodville Road up to the Shoreham Rural Center and through to the Riverhead Town line. West of the Shoreham Rural Center, some limited additional office and related (non-retail) uses would be permitted.

A strictly rural transition area is proposed between the Shoreham Rural Center and the Riverhead Town line. No commercial uses would be permitted through to the Riverhead Town line. Except for two parcels at the Town line (106-1-14.1, 16.3), the entire stretch is residential. The intent is to confine future retail and related commercial uses to the Shoreham Rural Center and to the retail node located some 1400' east of the Brookhaven Town line. A secondary intent is to protect the large amount of preserved open space along this portion of the corridor, which is located in the sensitive Pine Barrens and provides significant wildlife habitat and drinking water recharge capacity.

(See Appendix 14 for a list of all parcels within the Route 25A Transition Overlay District.)

The proposed guidelines provide the framework for development that maintains sufficient landscaped or natural buffers, as well as design guidelines that will help revitalize existing strip commercial centers, retain the unique character of

the surrounding communities, encourage walkability, and encourage the consolidation of roadway access and minimization of parking within the front yard. As a result of these guidelines, the Route 25A Transition Overlay District will work in combination with the five centers to promote their mutual vitality, as well as the vitality of adjacent neighborhoods.

12.3 Permitted Uses – Route 25A Transition Overlay District

For existing developed parcels, uses permitted by the underlying zoning district will continue “as is,” and any split-zoned parcels will be rezoned in conformance with the district’s intent.

Existing zoning districts within the Overlay District include the following uses:

- A Residence 1 (One-family)
- B Residence 1 (One-family)
- D Residence (One- and two-family)
- A Residence 10 (One-family)
- MF (Multifamily)
- PRC (Planned Retirement Community)
- J Business 2 (Neighborhood Business)
- J Business 4 (Professional and Business Offices)
- J Business 5 (Gasoline Filling Station)
- L Industrial 1 (Light Industrial)
- CR (Commercial Recreation)

Infill, redevelopment and renovation projects within the transitional areas will likewise be required to refer to the J Business District Design Manual, as practical.



The Tesla site in Shoreham

As identified during the visioning phase of the Route 25A Corridor Study, there are two key sites that are located within the Route 25A Overlay District that require special attention: the 16.4-acre *Tesla property* in Shoreham and the 17-acre former *Rocky Point Drive-In Theater/Driving Range*. The Tesla property is currently zoned A-2 (Single family), while the former drive-in theater/driving range is zoned CR (Commercial Recreation).

The Plan recommends that the underlying zoning of the



The abandoned Rocky Point Drive Inn Theatre/Driving Range

Tesla property be changed to J-Business (Transitional Business), which is in keeping with its location within the Rocky Point to Shoreham transition area, and allows for the possibility of a future non-profit Museum on the site in concert with community wishes.

The Plan recommends that the Rocky Point Drive-In property be maintained as Commercial Recreation (CR). This provides the potential for the reintroduction of commercial recreation in the future, or if funding can be found to purchase the site, a future community center and park similar to the Heritage Center in Mount Sinai as suggested in the visioning process.

As both of these key soft sites are located within transition areas, retail uses are discouraged and large format retail is prohibited.

(See Appendix 3 for a Draft Town Code for the Route 25A Transition Overlay District)

12.4 Route 25A Transition Overlay District Rezonings

At a later date, the Town will advance a series of recommended zone changes for the Route 25A Transition Overlay District in conformance with the Land Use Plan. The rezonings will be subject to public notification and public hearings.

13.0 Planned Conservation Overlay District

13.1 Overview

Throughout the community visioning process, residents of the five hamlets strongly favored the preservation of existing farmland, scenic vistas, open space, and recreational resources, while expressing concern about the unsustainable property tax impacts that may result if these properties were developed with traditional large lot subdivisions. A related concern expressed was that the young adults of today and children of tomorrow may not be able to continue to live in the corridor communities where they were raised due to lack of affordability.

It is also recognized that demographic changes in Suffolk County and the Town of Brookhaven, as documented in the U.S. Census, have fundamentally altered the nature of the new

home real estate market. These changes include an explosive growth in the number of single person households, up 95% since 1980, and a continuing decline in the number and percentage of families with children under 18, now constituting only 27% of all households compared with 43% in 1980. At the same time, the Long Island Index has reported that Long Island has lost 15% of its 25-34 year olds, commonly described as the “Brain Drain,” compared to a 5% increase in this crucial population sector nationwide.

13.2 District Intent and Boundaries

The intent of the Planned Conservation Overlay District is to protect and reinforce the rural heritage and character of the Route 25A Corridor, while accommodating compatible growth and preserving scenic vistas important to the community. The District seeks to avoid the environmental shortcomings and property tax pitfalls of traditional residential subdivisions and large Planned Unit Developments (PUDs).

Conservation subdivision techniques are mandated in the Planned Conservation District, including clustering and site design which takes into account natural features, wetlands and topography. This will help protect natural and open space resources and minimize runoff by reducing impervious surface area. The attached and smaller unit housing will be more in tune with changing demographic patterns, will generate fewer school-age children, and be more likely to be tax positive to the local school districts.

The boundaries of the Planned Conservation Overlay District will encompass the entire Route 25A Corridor study area and will “float” over it, landing on contiguous undeveloped properties comprising at least 35-acres. Currently, four (4) such agricultural and recreational uses meet the 35-acre criteria as follows: The 142-acre DeLea Sod Farm in Miller Place; the adjacent old filed map parcels of approximately 141-acres which constitute the “dog leg” of the DeLea Sod Farm; the 168-acre DeLalio Sod Farm and 150-acre Tallgrass Golf Course in Shoreham. (See Figures 13-1, 13-2, 13-3 and 13-4 for parcels that meet the criteria of the Planned Conservation District.)

13.3 Permitted Uses

All uses permitted in the underlying zoning district will continue to be permitted. In addition to single-family homes, the A-1 District currently permits religious institutions, open farming (including farm stands and greenhouses), and schools.

Special Permit

High technology green uses, such as solar farms, and single-family attached homes (townhouses) would be permitted by Special Permit from the Town Board. In addition, all uses currently allowed by Special Permit in the A-1 zone, including golf courses, cemeteries, museums, parks/athletic fields, community centers and ambulance companies, would be permitted (See Figures 13-1 and 13-3 for existing and proposed zoning.)

13.4 Bulk Requirements

For parcels meeting the minimum 35-acre criteria, a minimum of 70% open space must be preserved with development restricted to the remaining 30% of applicable property(ies). Conservation development techniques, including tight clustering and protection of unique topography and wetlands,



The DeLea Sod Farm in Miller Place

are mandated. Open space must be preserved in such a way as to ensure that it is continuous and uninterrupted. As-of-right development yields are based upon the underlying zoning, the tightness of the cluster, the amount of acreage, and whether or

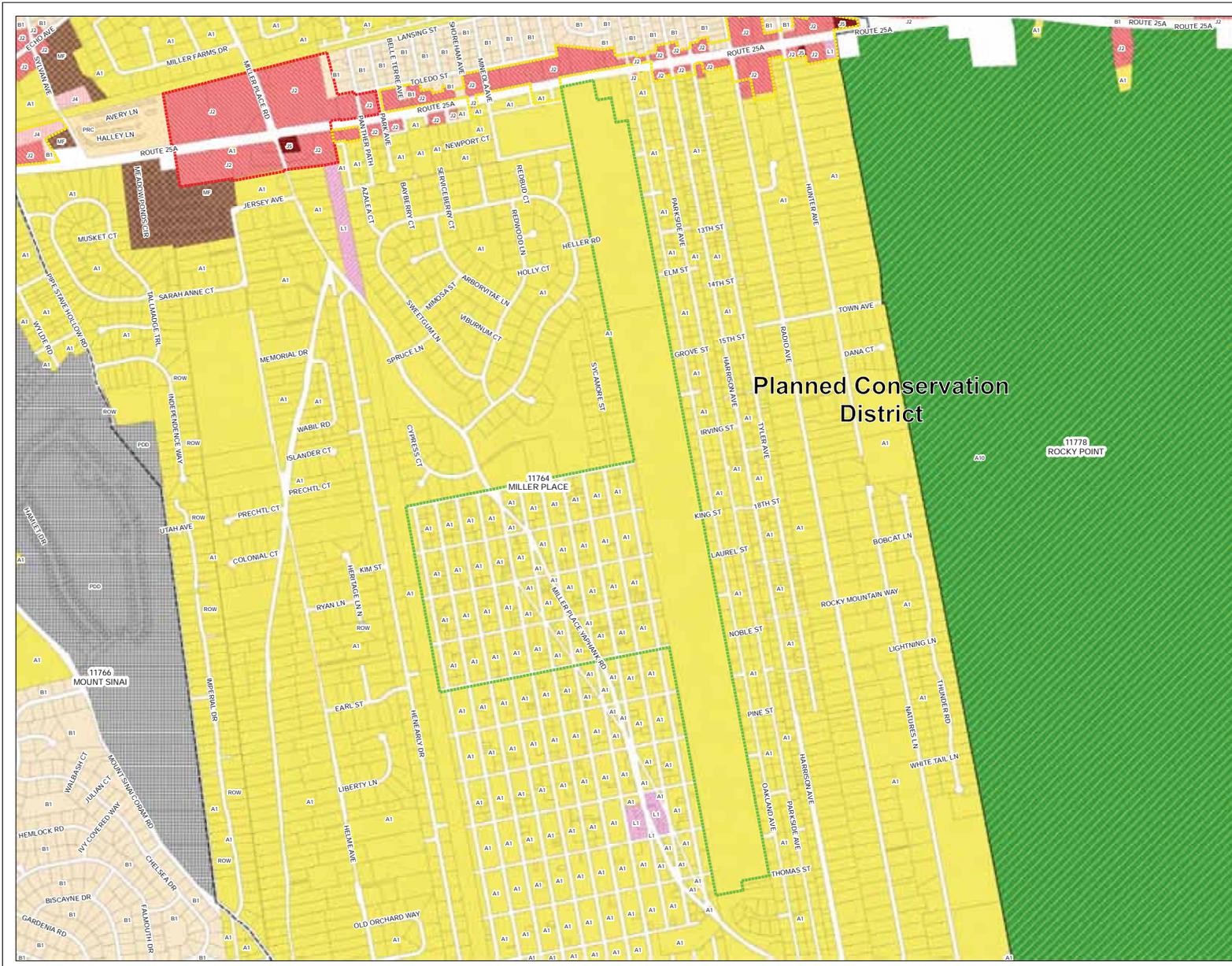
not there are old filed maps, which predate current sanitary codes and may permit a higher density than what is permitted by current zoning.

13.5 Design Standards

Development within the Planned Conservation Overlay District shall preserve scenic vistas to the maximum extent possible. Scenic vistas are defined as a scenic or panoramic view observed by pedestrians and motorists traveling on Route 25A. In addition, a landscaped setback of 50 feet is required from surrounding residential uses, and 100 feet from commercial uses. Attached townhouses should be designed in such a way as to present to the street as a single family architectural style.

(See Appendix 4 for Draft Town Code to implement the Planned Conservation Overlay District.)

**Figure 13-1
Planned Conservation District
Zoning - Miller Place.**



- Legend**
- A10
 - A5
 - A2
 - A
 - B1
 - B
 - C
 - D
 - HF
 - K
 - OF
 - RD
 - CD
 - J
 - J4
 - J4
 - PRC
 - PRCHC
 - MF
 - NHH
 - L1
 - PC
 - CR
 - J2
 - J6
 - J8
 - L4
 - J5
 - L2
 - PDD
 - ROW
 - Village
 - UWL
 - Water
 - Miller_Place_Transition
 - Miller_Place_Commercial
 - Miller_Place_Planned_Conservation

**Route 25A Corridor Study
and Land Use Plan**

This map should be utilized in conjunction with the written text of the Route 25A Corridor Study and 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.



JS November 2011



Figure 13-2
Planned Conservation District
Aerial - Miller Place.

- Legend**
- Miller_Place_Transition
 - Miller_Place_Commercial
 - Miller_Place_Planned_Conservation

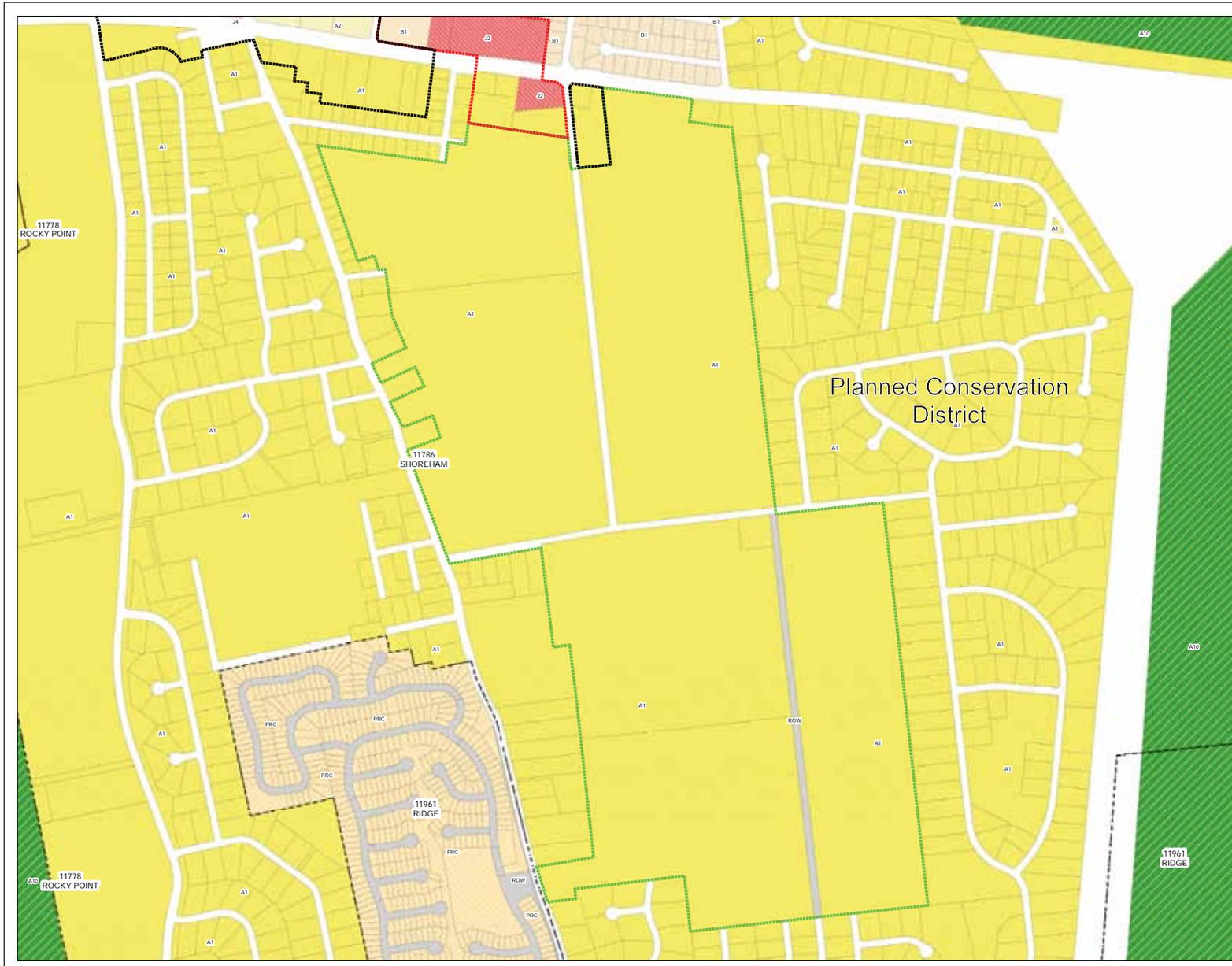
Route 25A Corridor Study
and Land Use Plan

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JS November 2011

**Figure 13-3
Planned Conservation District
Zoning - Shoreham**



Legend

- A10
- A5
- A2
- A1
- A
- B1
- B
- C
- D
- HF
- K
- OF
- RD
- CD
- J
- J4
- PRC
- PRCHC
- MF
- NHH
- L1
- PC
- CR
- J2
- J6
- J8
- L4
- J5
- L2
- PDD
- ROW
- Village
- UWL
- Water
- Shoreham_Rural_Transition
- Shoreham_Hamlet
- Shoreham_Planned_Conservation

**Route 25A Corridor Study
and Land Use Plan**

This map should be utilized in conjunction with the written text of the Route 25A Corridor Study and 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.



JS June 2012



**Figure 13-4
Planned Conservation District
Aerial - Shoreham**

- Legend**
-  Shoreham_Rural_Transition
 -  Shoreham_Hamlet
 -  Shoreham_Planned_Conservation

**Route 25A Corridor Study
and Land Use Plan**

This map should be utilized in conjunction with the written text of the Route 25A Corridor Study and 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.



JS June 2012

Appendix 1

Traffic and Pedestrian Safety Recommendations

Location – Mount Sinai

Crystal Brook Hollow/Nesconset Port Jefferson Highway (NPJH) – Re-stripe existing 4-way pedestrian crosswalk as needed. The intersection is equipped with countdown timers.

NPJH/Route 25A Merge – *This is a high accident location (34, 0, 13, 20, 1).* The eastbound south lane just east of Vincent Street “disappears” as the inbound merge from Hallock “takes over” forcing traffic on 25A to merge *left*, which is counter-intuitive. There is a “Right Lane Ends” sign just west of the merge but it is somewhat obscured by a background of multiple competing roadway signs and legal and illegal commercial signage.

Total AADT at this location is 48,400 (37,400 + 11,000) making it the second highest AADT along the 10.5 mile study area corridor. The community recommended further study of a roundabout for this location in the Visioning phase of the Route 25A Corridor Study (*See Final Visioning Report, September 2010, pp. 25, 42, posted on the Town’s website, www.brookhaven.org.*)

The Town of Brookhaven Traffic Safety Division has recommended closing the median at Vincent Street to prevent westbound left turns from Route 25A in connection with the proposed Mount Sinai Village Centre.

Vincent Street to Gertrude Goodman Drive (school entrance) – This nearly 7/10 of a mile section of Route 25A has no crosswalks to facilitate pedestrian crossing of busy Route 25A. A traffic light has been proposed at Vincent Street as part of the Mount Sinai Village Centre project on the south side of Route 25A. If the project is approved and built, it is recommended that the median be closed and turned into a pedestrian refuge at Vincent, and that a crosswalk and countdown timer be installed. In addition, there is a gap in the north side sidewalk adjacent to the Turning Point Commons unfinished shopping center, which needs to be completed to receive pedestrians using the crosswalk.

It is further recommended that the State DOT study the feasibility of installing one additional pedestrian crosswalk in this section of the highway between Vincent Street and Gertrude Goodman Drive to facilitate pedestrian crossing and improve pedestrian safety. At West Gate Drive, there is an entryway to rails to trails (*see Rails- to-Trails Recommendations, Appendix 12*).

Gertrude Goodman Drive (school entrance)/Chestnut Street/Route 25A – *This is a moderate accident intersection (22, 1, 12, 8, 1).* Complete the fourth leg of existing 3-leg pedestrian crosswalks and re-stripe as necessary. The fourth crosswalk would require construction/extension of a raised island in the northeast quadrant of the intersection so pedestrians would have a safe place to wait.

Route 25A from Myrtle Street to Mount Sinai-Coram Road

– A shared center turning lane is routinely used as a “third” travel and acceleration lane *in both directions*, causing frequent and multiple conflict points. Replace shared turning lane with a raised landscaped median and dedicated turning lanes while ensuring adequate commercial access. An engineering study is needed to determine the exact location of recommended raised medians.

This section of 25A is also plagued with a profusion of legal and illegal signage, presenting an unattractive and potentially distracting view shed to passing motorists. Potential remedies include the installation of integrated pylon signs at single addresses and increased enforcement of excessive temporary signage.

Mount Sinai-Coram Road/25A – *This is a high accident location (38, 0, 23, 14, 1).* This intersection is outfitted with countdown timers. Re-stripe existing 4-way pedestrian crosswalks. On the southwest corner, a conflict point exists between east bound shopping center exit lane and eastbound right turning lane (there is no separation between the two).

Mount Sinai Avenue/Route 25A (north side) - The installation of a driver speed feedback sign for both east- and westbound traffic is suggested at this location, as the entrance to the school (Gertrude Goodman Drive/Chestnut Street) is approximately 700’ to the west and this is a higher accident location (22,1,12, 8, 1).

South side Route 25A between Mount Sinai-Coram Road and County Road 83 – Complete sidewalk installation from bus shelter to corner of CR 83. Install pedestrian crosswalk to link the Heritage Park with Rose Caracappa Center. Install countdown timer. New north entrance to Heritage Park is needed to complete linkage. (*Also see Rails-To-Trails recommendation to install entryway between the trail and the north side of Rose Caracappa, Appendix 12.*)

South side of Route 25A east of County Road 83 – Complete existing sidewalk adjacent to the Ranches condominium 460’ to the southeast corner of CR 83. At this corner, there is no current provision permitting pedestrians to cross CR 83. There is a signal for northerly and westbound traffic, but not for eastbound traffic. Install a pedestrian crossing and countdown timer (also see above recommendation to complete sidewalk on the westerly side of CR 83). This improvement and the above will link together the Ranches with the Rose Caracappa Center, the Heritage Park, and the future assisted living facility (118-3-4.1) just east of the Ranches.

Route 25A east of County Road 83 to Echo Avenue – *This stretch of 25A has the highest AADT in the study area (50,500), and is a high accident location (25 A - 53, 0, 26, 22, 0 and Echo -12, 0, 8, 4, 0).* Traffic conflict points exist in both directions as traffic originating from CR 83 or Echo cross the highway to make the left onto Echo or the left onto CR 83. A solution--perhaps involving striping, signage, and landscaping-- is needed in this heavily traveled stretch of 25A. In 2011, there have been additional serious accidents at the intersection of Route 25A with Echo Avenue.

Location – Miller Place

Pipe Stave Hollow Road/Route 25A – Re-stripe existing ped crosswalk. Install a second crosswalk on the west side of the intersection where there is a sidewalk (there is no sidewalk on the southeast corner). Also see below recommendation to install sidewalk on the southeast corner.

Sylvan Avenue/Route 25A – *There is an uptick in accidents at this location (12, 0, 4, 8, 0).* Consider additional signage, striping, and other mitigation as needed. Sight distance to the west for motorists stopped on Sylvan Avenue and waiting to turn left is limited by the growth of vegetation in the median island—more frequent maintenance of this growth should be performed.

South side of Route 25A – approximately 2,000’ of sidewalk is needed on the south side to achieve a continuous ped sidewalk to Miller Place Road. This will also provide a landing for the existing pedestrian crosswalk.

Miller Place Road/Route 25A – *This intersection (together with the intersection at Rocky Point Road) is the highest accident location along the Corridor (53, 0, 22, 31, 2)* suggesting that a complete engineering study and overhaul of the intersection is warranted. The intersection is fitted with countdown timers. The existing 4x-ped crosswalk needs re-striping, perhaps with more prominent/visible striping and larger boxes. Pending the outcome of the study, the following improvements are suggested:

- Re-stripe painted medians on Miller Place Road (approx. 356’ of medians to the north and approximately 161’ of medians to the south of 25A). Restripe all turning lanes at the intersection.
- Re-stripe painted medians on 25A east and west of the intersection (also see below recommendation to investigate introduction of raised medians and dedicated turning lanes into the Hamlet Center). Install driver feedback devices preparatory to the Miller Place Road intersection for both east and west bound traffic on 25A.

Miller Place Hamlet Center/Route 25A – Extend the raised median and dedicated turning lanes format into portions of the Hamlet Center, replacing the painted median where feasible while maintaining adequate access to local commercial.

Tyler Avenue/Route 25A – *This is a moderate to high accident intersection (27, 0, 13, 13, 0).* There are existing sidewalks on all corners except the southeast corner. Install approximately 100’ of sidewalk on the southeast corner to connect to the existing sidewalk at #856 Route 25A (99-8-36.2). Install approximately 25’ of sidewalk on the southeast corner of Tyler (also see below recommendation for raised landscaped medians and dedicated turning lanes). It is recommended that DOT perform a traffic study to develop a plan to address the high accident rate.

Miller Place Transition - East (between Miller Place Hamlet Center and Rocky Point Transition) – Replace, as feasible,

painted medians and turning lanes with raised landscaped medians and dedicated turning lanes.

Location – Rocky Point

North Country Road/Route 25A – *This is a moderate accident location (24, 0, 14, 10, 0).* There is a single ped crosswalk with a pedestrian refuge on the western portion of the intersection. Install a second ped crosswalk on the eastern side of the intersection and pedestrian refuge in existing landscaped median for the second crosswalk. Install sidewalk on the southeast corner to receive new ped crosswalk. Trim or remove vegetation from westerly ped refuge, as pedestrian sight of oncoming traffic is blocked. The countdown timer at this ped refuge is slow to engage. Consider more prominent and visible striping and additional signage at the intersection.

There is limited parking available on the grounds of the little league ball fields located on the south side of the intersection. This results in parking along the shoulders of 25A on game days. Suggest that shared parking arrangements be investigated with commercial property owners to the north and northeast of the intersection.

Route 25A/North Country Rd to Route 25A/Rocky Point Rd – This 1.1-mile section of Route 25A has an AADT of 37,600, and experienced a disproportionate number of study area crashes (77, 1, 12, 23, 0) in a recent three-year period studied in the Plan. Approximately three-quarters of the roadway is fitted with raised landscaped medians and dedicated

turning lanes (the western portion), while the eastern portion has painted medians and turn lanes. Much of the stretch is bounded on the south by the Rocky Point Natural Resource Management Area with very few driveway access points, with a smaller portion of the roadway bounded on the north by the Town's Rolling Oaks golf course. It is believed that these conditions contribute to observed excessive vehicle speeds, and hence disproportionate crash statistics along this section. Install driver feedback devices and/or consider additional signage, striping and increased enforcement.

Fairway Drive/Route 25A – Replace striped median just west of Fairway Drive with raised median and dedicated turning lane. The two sets of north and south turn arrows should be removed and this section should be striped painted as there are no corresponding curb cuts on either side of the road and the south side of the highway is the Rocky Point Natural Resources Management Area, which is protected from development.

Route 25A/Hallock Landing & Rocky Point Roads - *This intersection (together with the intersection at Miller Place Road) is the highest accident location along the Corridor (54, 0, 18, 34, 0), suggesting that a complete engineering study and overhaul of the intersection is warranted. The intersection is fitted with countdown timers. The existing 4x-ped crosswalk needs re-striping, perhaps with more prominent/visible striping and larger boxes. Pending the outcome of the study, the following improvements are suggested:*

- Re-stripe painted lines and medians on Hallock and Rocky Point Roads.

- Re-stripe all turning lanes at intersection and painted medians and lines on 25A east and west of the intersection (also see below recommendation to investigate introduction of raised medians and dedicated turning lanes in the Hamlet Center).
- Replace existing painted medians and turning arrows to the east of the intersection with raised medians and dedicated turning lanes.

Location - Rocky Point Transition

Rocky Point Transition (East) (Blackman’s Plumbing Supply (102-4-3.2) to Route 25A By-pass – This approximately 1,000’ section of 25A is bounded by existing J-2 commercial on the north and the Rocky Point Natural Resource Management Area on the south. *It is a moderate accident location* (18, 0, 7, 10, 1). There is a shared center turning lane with three (3) sets of turning markers (arrows). Markers indicating south bound turning should be removed as no development is permitted in the Rocky Point Resource Management Area. Replace shared turning lane with a raised landscaped median and dedicated turning lanes while ensuring adequate commercial access to the north side only.

Route 25A/By-Pass – This intersection is a low accident location (4, 0, 1, 3, 0). The immediately preceding section of the highway (see above), however, is a moderate accident stretch (18, 0, 7, 10, 1). When the by-pass was constructed by the State in 1997, it diverted traffic from the Broadway “Main Street” commercial area, negatively affecting restaurants and

other businesses in the area. The Land Use Plan has devised a strategy to reinvigorate this area through rezonings and other infrastructure improvements. It is thought that a roundabout at the by-pass would direct more traffic to the “Main Street” area and thus stimulate economic re-development of this area.

Rocky Point (Broadway “Main Street” area) – In the near future, the Town’s Division of Traffic Safety will be undertaking a study of this area focusing on pedestrian and bicycle mobility and safety improvements.

Rocky Point Landing Road/North Country Road –There is currently a pedestrian crosswalk x 2 with countdown timers. Complete the 3-way pedestrian crosswalk on the east side of the intersection and install an additional countdown timer. Consider installation of driver feedback device preparatory to the intersection, as it is the entrance to the Rocky Point Main Street area. This portion of the roadway is Town maintained.

Condor Road/Route 25A – The Town recently installed a new ped crosswalk x 3 to facilitate pedestrian crossings by St. Anthony’s parishioners to various commercial and Broadway Main Street area.

Broadway/Route 25A – The Town recently refurbished existing ped crosswalks. The intersection is fitted with countdown timers.

Prince Road/Broadway – This intersection is already fitted with ped crosswalks x 4.

King Road/Broadway – There are sidewalks and crosswalks on three corners to facilitate pedestrian mobility. Although sidewalks on the northwest side of King would improve pedestrian mobility, attractive existing front yard landscaping and other improvements would need to be eliminated

Polk Street through Jackson Street/Route 25A – The Town recently re-striped all north side crosswalks.

Jefferson & Jackson Streets/Route 25A – The Town recently installed (2) ped crosswalk boxes to facilitate crossings by Trinity Lutheran parishioners.

Jackson Street through Water Road/Route 25A – The Town recently re-striped all north side ped crosswalks.

Location – Shoreham

Rosewell Avenue/Route 25A – Re-stripe existing ped crosswalk on north side of Route 25A.

Randall Road/Route 25A – *This is a moderate accident location (22, 1, 10, 11, 0).* There are sidewalks on three corners of the intersection (the southwest corner has a drainage basin), and countdown timers. Approximately 150’ east of the intersection, the roadway reduces from two east- and west-bound lanes to one lane in each direction with a shared turning lane. The section of the roadway from Randall to William Floyd Parkway has AADT of 24,900.

Re-stripe existing ped crosswalks on the north and east corners of the intersection.

Consider additional striping, signage and possible introduction of driver feedback devices at this location to help reduce accidents.

Tesla site/Route 25A - Install a ped crosswalk on the north side of Route 25A.

George & Miller Avenues/Route 25A – Re-stripe as necessary existing x 4 crosswalks at these locations. *Miller Avenue is a moderate accident location (25, 0, 13, 17, 1).* A bus depot, located on the southwest corner, has two curb cuts onto Route 25A and presents serious conflict points. Previous Shoreham Hamlet Studies and the Route 25A Land Use Plan recommend that the bus depot be relocated to free this site for a more compatible use such as professional offices or a small (re: 20,000 SF or less) commercial development. Relocation of the bus depot will also resolve the issue of depot use of Town of Brookhaven property immediately south of the depot.

Shoreham Rural Center (from Tesla to Miller Avenue) – Eliminate excess shared turning lane within the Shoreham Rural Center though introduction of striping and/or appropriately sized raised medians with dedicated turning lanes. This improvement will signify to passing motorists that they have entered the Shoreham Rural Center, will calm traffic, and facilitate access to and from local businesses. It is estimated that perhaps 150-200 feet of shared turning lane

could be eliminated and replaced as above, while still maintaining necessary access to local businesses.

East Street/Route 25A – Re-stripe north side ped crosswalk.

Blackfoot Trail/Route 25A & Huck Finn Lane/Route 25A – Re-stripe south side ped crosswalks.

William Floyd Parkway/Route 25A – *This is a moderate accident location (34, 0, 16, 16, 0).* The approaches and intersection are fitted with raised and landscaped medians, extensive striping and dedicated turning lanes. These conditions may contribute to excessive speed. Recommend that traffic signal coordination be reviewed as a possible strategy to reduce accidents.

Defense Hill Road/Route 25A – This is the access point to Shoreham Wading High School and the North Shore Public Library. Complete ped crosswalk x 4 and re-stripe as necessary. Install additional countdown timers. Install approximately 1,200' of sidewalk on the north side of Route 25A to the existing ped crosswalk at the auxiliary entrance to the school complex.

North Shore United Methodist Church/Route 25A – Suggest combination of striping and signage for parishioner safety, highway ingress/egress, etc.

Appendix 2

Draft Route 25A Hamlet Center Overlay District

Appendix 2

Draft Route 25A Hamlet Center Overlay District

Section 85-503

A. Purpose and intent.

It is the intent of this legislation to create and implement herein a Hamlet Center Overlay District ("the District"), consistent with the recommendations of the Route 25A Mount Sinai to Wading River Draft Land Use Plan ("the Plan"). This legislation is specifically enacted to affect the District which will cover those portions of the Route 25A Corridor lying between Mount Sinai and Wading River.

The Route 25A Hamlet Center Overlay District regulations provide for the economic well being of the Route 25A Corridor from Mount Sinai to Wading River, and to provide for and promote orderly development and protection of the corridor's aesthetic and visual character within hamlet centers. These regulations are intended to supplement the regulations of the underlying zoning districts within Hamlet Centers and to support development which maintains the unique character of each. All development proposed within this Overlay District shall be subject to the procedures, standards, and guidelines specified in the following sections, in addition to those standards pertaining to the particular base zoning district in which the development or redevelopment occurs. Where there is a conflict, the standards of this section will apply.

The specific objectives of the Route 25A Hamlet Center Overlay District are to:

1. Support the continued economic vitality of Hamlet Centers in the Route 25A Corridor including the Mount Sinai Commercial Center, Miller Place Commercial Center, Rocky Point Commercial Center, and the Shoreham Rural Center (*see Appendix 14 for a complete list of parcels included in each commercial center*).
2. Prevent future commercial sprawl and ensure in-scale development by limiting the size of large format retail establishments and restricting their location along the corridor to the Mount Sinai, Miller Place and Rocky Point Commercial Centers.
3. Increase pedestrian and motorist safety by promoting pedestrian-oriented facilities and traffic calming measures in corridor Hamlet Centers.
4. Strengthen Hamlet Center identity and attractiveness through improved corridor aesthetics, signage, streetscape, public spaces, architectural design, and landscaping.

5. Support existing and future business development in Hamlet Centers through provision of attractive, convenient, and pedestrian-friendly on and off-street parking.
6. Ensure the protection of residential areas adjacent to Hamlet Centers through improved setbacks, additional landscaping, and improved site planning.

Section 85-504 Designation of Hamlet Center Overlay District.

- A. The provisions contained in this section apply to all properties within the District. The Parcels within the District are as follows: *(See Appendix 14 for a complete list of parcels included in each commercial center.)*
- B. Under existing rules and regulations, the development and redevelopment of property within the District is permitted pursuant to Chapter 85 of the Town Code or after the issuance of a variance by the Board of Zoning Appeals. With the enactment of this Article, it is intended to provide additional development standards on lots designated within the District.

Section 85-505 Development permitted within the district.

- A. There shall be no alteration of the existing condition of the lands, uses or structures within the District from the date of enactment of this Article henceforth, except as provided for by this Section or by other sections of this Article.
- B. Legally existing uses shall continue and the provisions for their compliance with this Article shall be incorporated into site plan review at the time of redevelopment or alteration.

Section 85-506 General procedures.

- A. Upon receipt of an application for approval of development, redevelopment or alteration within the District, the Planning Commissioner, or his/her designee, and/or the Planning Board shall review and consider the application in the normal course of business.

Section 85-507 Site development

- A.** Streetscape Improvements: Site development should include streetscape improvements. These improvements are considered as those architectural or functional facilities or structures that occur on site but are not part of the building and that encourage and facilitate human interaction with the built environment. Examples include, but are not limited to the following: decorative light fixtures, fountains, sculptures, benches and tables, planters, landscape treatments, retaining walls, pedestrian and bicycle paths, decorative sidewalk and crosswalk treatments, bicycle parking structures, trash receptacles and enclosures, and fences. These improvements shall be designed to be consistent with all requirements herein and shall be reviewed for aesthetic functionality and compatibility with the character of the commercial business district.

- B:** Public spaces. For new development, redevelopment or major alteration of sites comprising five acres or more within the District, a public space shall be designed and incorporated into the site plan of the project. Provisions for maintenance and upkeep of the public space by the applicant and/or owner shall be provided. It is strongly urged that local community organizations and stakeholders be consulted and actively involved in the design of the proposed public space to ensure that it is in keeping with community needs and aesthetics.

Section 85-508 Dimensional criteria.

A. Front Yard Setback

- (1) Except as otherwise provided herein, the minimum required front yard shall be five (5) feet.
- (2) Except as otherwise provided herein, the maximum permitted front yard setback shall be twenty five (25) feet.

B. Rear Yard Setback

Large Commercial Retailer(s) within the Route 25A Hamlet Center Overlay District abutting a residential district shall have a minimum rear yard setback of 150 feet.

85-509 Front yard restrictions

- A.** All parking shall be located in the rear yard area

- B. There shall be no parking provided in front of the building setback.
- C. Parking lots for passenger vehicles, permitted prior to the adoption of the District, may be permitted in a required front yard, provided that said parking area is enhanced as per an approved landscape plan and provides pedestrian amenities such as street furniture and landscaping.
- D. Loading docks and service areas shall not be permitted on the frontages.
- E. On street parking adjacent to the development of the site may be included in meeting the parking requirement.

85-510 Access to site; parking.

- A. There shall be no more than one access point per roadway. All excess curb cuts and points of ingress and egress onto the designated corridor shall be eliminated where possible.
- B. During redevelopment of previously developed sites where more than one ingress and egress point exists, every effort shall be made to consolidate them into a single point of access which accommodates both ingress and egress.
- C. Access between properties within the District shall be coordinated with adjacent properties and shall provide cross access between neighboring parcels.
- D. A fee in lieu of required parking shall be required for improvements and maintenance of municipal parking facilities.

85-511 Architectural requirements.

- A. For new structures, including additions to existing structures and those structures undergoing rehabilitation of the frontage, design must be in conformance with the architectural guidelines of the Plan.
- B. The Planning Board as part of its site plan review may require additional architectural elements, such as front porches, decorative shutters, awnings, and display windows. The design of all elements of the building and the materials utilized shall be subject to Planning Board or the Commissioner's approval during site plan review.

85-512 Site lighting requirements.

- A.** Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.
- B.** Site lighting shall be of low-intensity from a concealed source, shall be of a clear white or amber light and shall not spill onto adjoining properties, buffers or roadways. All development plans must show the relationship of light to the roadway corridor. Overhead lights shall utilize “cut off” refractors as controls.
- C.** Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways shall be acceptable for that purpose.

Section 85-513 Landscaping requirements.

- A.** A landscape plan shall be submitted in conjunction with the development, redevelopment or alteration of parcels within the District and demonstrate compliance with the recommendations contained within the adopted Plan.
- B.** The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement including parking. The location, size and description of all landscaping materials shall be indicated. Only native species in accordance with §85-Attachment 8, Figure 5-2 shall be utilized.
- C.** For properties located adjacent to Route 25A and/or Town and County roadways, one street tree shall be provided every 30 feet, and a vegetated buffer shall be provided between the roadway(s) and the sidewalk(s) along the perimeter of the frontage(s).
- D.** Large Commercial Retailer(s) within the Route 25A Hamlet Center Overlay District on parcels not vegetated or largely devoid of vegetation, a minimum of 100’ of the 150’ required setback shall be re-vegetated in a manner proscribed by Town Code and detailed in a vegetation plan.

Section 85-514 Outdoor storage.

- A.** Outdoor storage shall be permitted if permitted in the underlying zoning district.
- B.** If permitted, all outdoor storage areas shall be visually screened from public view, internal roadways and adjacent

property(ies). All screening shall be of sufficient height to screen storage areas from view and shall be landscaped. Outdoor storage for the purposes of this Section, shall include the parking of all company owned and operated vehicles, with the exception of passenger vehicles.

Section 85-515 General severability.

If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

Effective Date

This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

Appendix 3

Draft Route 25A Transition Overlay District
Model Ordinance

Appendix 3
Draft Route 25A Transition Overlay District – Model Ordinance

Section 85-XX

A. Purpose and intent.

To provide for the economic well-being of the Route 25A corridor from Mount Sinai to Wading River, and to provide for and promote orderly development and protection of the corridor's aesthetic and visual character in the areas between hamlet centers.

The Route 25A Transition Overlay District regulations are intended to supplement the regulations of the underlying zoning districts within transition areas between hamlet centers and to support development which maintains the character of each transition area. All development proposed within this Overlay District shall be subject to the procedures, standards, and guidelines specified in the following sections, in addition to those standards pertaining to the particular base zoning district in which the development or redevelopment occurs. Where there is a conflict, the standards of this section will apply.

In particular, the purpose of the Route 25A Transition Overlay District is to:

1. Support the continued economic vitality of transition areas between hamlet centers including the following transition areas: Mount Sinai to Miller Place transition; Miller Place to Rocky Point transition; Rocky Point to Rocky Point Main Street transition; Rocky Point Main Street to Shoreham Rural Center transition; Shoreham Rural Center to Wading River transition (Town line).
2. Protect transition areas and contiguous residential districts from future suburban sprawl and the incursion of out-of-scale, large format commercial development and redevelopment.
3. Preserve the rural nature and character of the Rocky Point Main Street to Rural Shoreham Center transition and the Shoreham Rural Center to Wading River transition areas.
4. Preserve the less intensive nature and character of existing uses in transition areas.
5. Improve the aesthetic and visual character of transition areas through consistent setbacks, uniform sign criteria, and improved landscaping and architectural design.

6. Facilitate the free flow of traffic and reduction of traffic accidents in transition areas through elimination of excess curb cuts and improved cross access among contiguous commercial properties.

Section 85-XX Designation of Route 25A Transition Overlay District.

- A. The provisions contained in this section apply to all properties within the Route 25A Overlay District as described herein and shown on the official Zoning Map.

Under existing rules and regulations the development of vacant property and the redevelopment of properties within the Route 25A Overlay District is permitted pursuant to Chapter 85 of the Town Code or after the issuance of a variance by the Board of Zoning Appeals. With the enactment of this Article, it is intended to provide additional development standards on those lots designated within the District.

Section 85-XX Development permitted within the district – standards.

- A. There shall be no alteration of the existing condition of the lands, uses or structures within the Route 25A Overlay District from the date of enactment of this Article henceforth, except as provided for by this Section or by other sections of this Article.
- B. Legally existing uses shall continue and the provisions for their compliance with this Article shall be incorporated into site plan review at time of redevelopment or alteration.

Section 85-XX General procedures.

- A. Upon receipt of an application for development, redevelopment or alteration within the Route 25A Overlay District, the Planning Commissioner, or his/her designee, shall review and consider the proposed development.

Section 85-XX Permitted uses.

Permitted uses are defined by the underlying zoning district except that large commercial retail uses are not permitted within the Route 25A Transition Overlay District (see Definition of Large Commercial Retailer [Route 25A Hamlet Center Overlay District and Route 25A Transition Overlay District] in § 85-1 Definitions; word usage).

Section 85-XX Site development guidelines.

- A. Purpose and Intent. In order to assure the goals of this Article are met and to reduce incompatible and adverse impacts on the visual experience along the corridor, the following guidelines, together with the Town's J Business Design Manual, shall be incorporated into project design:

Section 85- XX Dimensional criteria.

- A. Minimum front yard setback.

1. Except as otherwise provided herein, the minimum required front yard setback for parcels abutting Route 25A shall be forty (40) feet for structures, parking and vehicle movement.
2. Previously developed lots may seek relief from this section if all other landscape and buffer requirements are met to the satisfaction of the Planning Commissioner or his/her designee.

85-XX Front yard parking restricted.

- A. All parking shall be located to the greatest possible extent in the rear yard area as determined by the Planning Board or the Commissioner of Planning, Environment and Land Management or his/her designee.
- B. There shall be no parking provided in front of the actual building setback.
- C. Parking lots for passenger vehicles, permitted prior to the adoption of the District, may be permitted in a required front yard, provided that the parking area is located to the rear of a twenty-foot landscaped buffer area. However, the Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses, may waive or modify this requirement.
- D. The above shall not apply to single-family and two-family residences.

85-XX Access to site; parking.

- A. The Planning Board or the Commissioner of Planning, Environment and Land Management or his/her designee, as part of its site plan review, may request the consent of the applicant/owner for future cross access to or from adjoining properties.

- B.** There shall be no more than one access point per roadway. All excess curb cuts and points of ingress and egress onto the designated roadway shall be eliminated where possible. Where there are separate ingress and egress points, every effort shall be made to consolidate them into a single point of access which accommodates both ingress and egress.

85-XX Architectural requirements.

- A.** For new structures, including additions to existing structures and those structures undergoing rehabilitation of the frontage, design must be in conformance with the architectural guidelines of the adopted Land Use Plan that is acceptable to the Planning Board or the Commissioner.
- B.** The Planning Board as part of its site plan review may require additional architectural elements, such as front porches, decorative shutters, awnings, and display windows. The design of all elements of the building and the materials utilized shall be subject to Planning Board or the Commissioner's approval.

85-XX Site lighting requirements.

- A.** Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.
- B.** Site lighting shall be of low-intensity from a concealed source, shall be of a clear white or amber light and shall not spill onto adjoining properties, buffers or roadways. All development plans must show the relationship of light to the roadway corridor. Overhead lights shall utilize "cut off" refractors as controls.
- C.** Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways shall be acceptable for that purpose.

Section 85-XX Landscape requirements.

- A.** A landscape plan shall be submitted in conjunction with the development, redevelopment or alteration of parcels within the Route 25A Transition Overlay District that is compatible with the recommendations contained within the adopted Land Use Plan.
- B.** The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement including parking. The location, size and description of all landscaping materials shall be indicated. Only native species in accordance with §85-Attachment 8, Figure 5-2 shall be utilized.

- C. One street tree shall be located every 30' along properties that are adjacent to the corridors. In addition, if a previously approved parking lot fronts along a designated corridor, and a twenty foot wide buffer can not be provided as determined by the Planning Board, than an evergreen hedge will be planted and maintained along the frontage. The hedge should reach 42" in height at maturity and be continuous.

Section 85-XX Signs.

A. Purpose and Intent - The purpose and intent of this Section is to regulate the use and appearance of publicly visible signs, displays or graphics within the Route 25A Transition Overlay District; to protect and enhance the nature and character of the transition areas between hamlet centers and the surrounding residential areas; to protect property values within these areas; and, to safeguard the public's use of the Route 25A corridor, minimize visual distractions to motorists, and facilitate the reduction of vehicle accidents and driver and pedestrian casualties.

B. Standards

1. All signs shall conform to the requirements of the underlying zoning district in addition to the regulations herein set forth.
2. Applicants for new or replacement signs in the District shall apply to the Planning Commissioner or his/her designee, for conformance review prior to submittal for a building permit.
3. Individual rate signs or price signs shall be prohibited. Motor vehicle fuel and service stations shall be allowed to integrate fuel and price information into one freestanding, detached business identification sign.
4. Portable signs and off-premises business signs shall be prohibited including: portable/temporary signs attached to trailers (with or without the wheels), sandwich board signs, signs tied to street poles and other appendages, and temporary ground signs.
5. Materials, colors and shapes of proposed or replacement signs shall be compatible throughout the District. Wood or wood-like signs with direct lighting shall be required throughout the District.
6. No new freestanding signs shall be permitted within the District. All existing legally permitted and conforming freestanding signs shall be landscaped with a clustering of plant species.
7. No blinking, flashing, rotating or electronic signs or banners shall be permitted, excepting street banners or decorations which may be attached to roadway utility or lighting poles by local Chambers of Commerce or similar to identify individual hamlets or commemorate holidays or special occasions.

8. Any sign located on property that is unoccupied for a period of sixty (60) days or more, shall be deemed abandoned. The owner of the sign or the owner of the property shall remove an abandoned sign. If the owner or lessee fails to remove the sign, the Town shall give the owner thirty (30) days written notice to remove the abandoned sign. Upon failure to comply with this notice, the Town may initiate such action as may be necessary to gain compliance.

Section 85-XX Outdoor storage.

Outdoor storage shall be governed by the underlying zoning district. If permitted, all outdoor storage areas shall be visually screened from public view, internal roadways and adjacent property(ies). All screening shall be of sufficient height to screen storage areas from view and shall be landscaped. Outdoor storage, for the purposes of this Section, shall include the parking of all company owned and operated vehicles, with the exception of passenger vehicles. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses, may waive or modify this requirement.

Section 85-XX General severability.

If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

Effective Date

This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

**Definition – Large Commercial Retailer, Route 25A Hamlet Center Overlay
District and Route 25A Transition Overlay District**

A retail use within a commercial center, which tenant space is between 60,000 and 75,000 square feet of gross floor area, primarily containing a single tenant within one enclosed structure and may be either freestanding or attached to additional stores.

Appendix 4

Draft Planned Conservation Overlay District (PCOD)
Model Ordinance

Appendix 4
Draft Planned Conservation Overlay District (PCOD) – Model Ordinance

Section 85-XXX

A. Purpose and intent.

To preserve the rural farming heritage, scenic vistas and recreational resources of the Route 25A corridor from Mount Sinai to Wading River, and to promote orderly, conservation development which meets the needs of a changing housing market and lessens negative tax impacts to special districts, including school districts.

The Route 25A Planned Conservation Overlay District regulations are intended to supplement the regulations of the underlying zoning district(s) along the corridor and to support development which preserves large portions of existing open space of at least 35 acres, maintains scenic vistas, and retains the rural nature and character of the corridor. All development proposed within this Overlay District shall be subject to the procedures, standards, and guidelines specified in the following sections, in addition to those standards pertaining to the particular base zoning district in which the development or redevelopment occurs. Where there is a conflict, the standards of this section will apply.

In particular, the purpose of the Route 25A Planned Conservation Overlay District is to:

1. Provide a mechanism for the as-of-right residential development of privately held parcels of at least 35 acres which has less environmental, quality of life, and tax impacts to residents than traditional subdivision techniques.
2. Encourage responsible conservation subdivision of remaining farmland and open spaces of at least 35 acres which preserves a large proportion of open space and scenic vistas in perpetuity.
3. Prevent future residential sprawl utilizing traditional subdivision techniques which are likely to consume all remaining farmland, open spaces, and scenic vistas along the corridor, destroy critical habitat, and negatively impact the nature and quality of life of corridor residents.
4. Provide a mechanism to develop or redevelop residential parcels of at least 35 acres which permits green uses, such as solar farms.

5. Provide increased housing choices to corridor and Town residents who may require more compact housing options which meet the needs of smaller families and single persons living alone, in conformity with the Suffolk County and Town of Brookhaven Comprehensive Plans.
6. Prevent unpredictable and harmful property tax impacts associated with traditional subdivision techniques, and encourage more planned tax impacts associated with conservation subdivisions.

Section 85-XX Designation of Route 25A Planned Conservation Overlay District.

- A. The Route 25A Planned Conservation Overlay District floats over the entire Route 25A corridor study area and applies to all privately held undeveloped parcels and recreational parcels of at least 35-acres.
- B. Under existing rules and regulations the development and redevelopment of property within the Hamlet Center Overlay District is permitted pursuant to Chapter 85 of the Town Code or after the issuance of a variance by the Board of Zoning Appeals. With the enactment of this Article, it is intended to provide new development standards on lots designated within the District.

Section 85-XX Development permitted within the district.

- A. There shall be no alteration of the existing condition of the lands, uses or structures within the Route 25A Planned Conservation Overlay District from the date of enactment of this Article henceforth, except as provided for by this Section or by other sections of this Article.
- B. Legally existing uses shall continue and the provisions for their compliance with this Article shall be incorporated into site plan review at the time of redevelopment or alteration.

Section 85-XX Permitted uses.

All uses permitted in the underlying zoning District will continue to be permitted. In addition to single-family homes, the A-1 District currently permits golf courses, cemeteries, museums, parks/athletic fields, community centers and ambulance companies, religious institutions, open farming (including farm stands and greenhouses), and schools.

Special Permit

Single family attached homes (townhouses) and high technology green uses, such as solar farms, are permitted by Special Permit from the Town Board.

Section 85-XX Bulk requirements.

For parcels meeting the minimum 35-acre criteria, a minimum of 70% open space must be preserved with development restricted to the remaining 30% of applicable property(ies). Conservation development techniques, including tight clustering and protection of unique topography and wetlands, are mandated. Open space must be preserved in such a way to ensure that it is continuous and uninterrupted. As-of-right development yields are based upon the underlying zoning, the tightness of the cluster, the amount of acreage, and whether or not there are old filed maps, which predate current sanitary codes and may permit a higher density than what is permitted by current zoning.

Section 85-XX Design standards.

Development within the Planned Conservation District shall preserve scenic vistas to the maximum extent possible. Scenic vistas are defined as a scenic or panoramic view observed by pedestrians or motorists traveling on Route 25A. In addition, a landscaped setback of 50 feet is required from surrounding residential uses, and 100 feet from commercial uses. Newly constructed street grids must be connected to existing, contiguous street grids. Attached townhouses should be designed in such a way as to present a single family architectural style to the street.

Appendix 5

Inventory of Community Facilities

Appendix 5 - Inventory of Community Facilities, Route 25A Land Use Plan

Public Schools

Mount Sinai Elementary School	118 North Country Road	Mount Sinai
Mount Sinai Middle School	150 North Country Road	Mount Sinai
Mount Sinai High School	Gertrude Goodman Drive	Mount Sinai
Andrew Muller Primary School	65 Lower Rocky Point Road	Miller Place
Laddie A. Decker Sound Beach School	197 North Country Road	Miller Place
North Country Road Middle School	191 North Country Road	Miller Place
Miller Place High School	15 Memorial Drive	Miller Place
Frank J. Carasiti Elementary School	90 Rocky Point Road	Rocky Point
Joseph A. Edgar School	525 Route 25A	Rocky Point
Rocky Point Middle School	76 Rocky Point-Yaphank Road	Rocky Point
Rocky Point High School	82 Rocky Point-Yaphank Road	Rocky Point
Briarcliff Elementary School	18 Tower Hill Road	Shoreham
Shoreham Wading River High School	250A Route 25A	Shoreham
Miller Avenue School	3 Miller Avenue	Shoreham
Prodell Middle School	100 Randall Road	Shoreham
Wading River Elementary School (Town of Riverhead)	1900 Wading River Manor Road	Wading River

Libraries

Comsewogue Public Library	170 Terryville Road	Port Jefferson Station
Port Jefferson Free Library	100 Thompson Street	Port Jefferson
North Shore Public Library	250 Route 25A	Shoreham

Fire & Ambulance Districts

Mount Sinai Fire Department	746 Mount Sinai-Coram Road	Mount Sinai
Mount Sinai Fire Department Sub Station	746 Mount Sinai Avenue	Mount Sinai
Port Jefferson Volunteer Ambulance	20 Crystal Brook Hollow Road	Mount Sinai
Miller Place Fire Department & Ambulance	12 Miller Place Road	Miller Place
Miller Place Fire Department Sub Station	Miller Place-Middle Island Road	Miller Place
Sound Beach Fire Department	152 Sound Beach Boulevard	Sound Beach
Rocky Point Fire Department	90 King Road	Rocky Point
Rocky Point Fire Department	Rocky Point Landing Road	Rocky Point
Rocky Point Fire Department	49 Route 25A	Shoreham

Post Offices

Mount Sinai Post Office	457 Route 25A	Mount Sinai
Miller Place Post Office	47 Echo Avenue	Miller Place
Sound Beach Post Office	25 New York Avenue	Sound Beach
Rocky Point Post Office	346 Route 25A	Rocky Point
Shoreham Post Office	69 Route 25A	Shoreham

Town Facilities		
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Rose Caracappa Center	739 Route 25A	Mount Sinai
Cedar Beach	Harbor Beach Road	Mount Sinai
Greentree Estates Park	Fowler Lane	Mount Sinai
Sylvan Avenue Park	47 Echo Avenue	Miller Place
Old Sound Beach Park	Old Rocky Point Road	Miller Place
Sound Beach Park	Norwich Road	Sound Beach
Rolling Oaks Golf Course	181 Route 25A	Rocky Point
Rober Miner Park (a.k.a. Rocketship Park)	Hallock Landing Road	Rocky Point
Jomar Park	Royal Way & Knight Street	Shoreham
Miller Avenue Park	Miller Avenue, N of 25A	Shoreham
Robert Reid Sr. Shoreham Recreation Center	Defense Hill Road & Route 25A	Shoreham

Privately Owned Recreational Facilities (Open to the public)		
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Hamlet at Willow Creek Golf & Country Club	1 Clubhouse Drive	Mount Sinai
Tallgrass Golf Club	24 Cooper Street	Shoreham
Great Rock Golf Course	141 Fairway Drive	Wading River

Non Profit Facilities		
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North Shore Little League Complex	491 Route 25A	Rocky Point
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Public/Private Partnership		
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Heritage Park (a.k.a. The Wedge)	633 Mount Sinai-Coram Road	Mount Sinai
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Historical Sites

Barraud House	c/o Route 25A & Mt. Sinai-Coram Rd.	Mount Sinai
Howell House	118 Route 25A	Rocky Point
Carr House	325 Route 25A	Rocky Point
Tuthill Barn	457 Route 25A	Rocky Point
Congregational Lecture Room	475 Route 25A	Rocky Point
Joseph A. Edgar School	N/S Route 25A	Rocky Point
Josiah Hallock House	605 Route 25A	Rocky Point
Tesla Wardenclyffe Laboratory	Corner of 25A & Tesla Street	Shoreham
Site of L.I.R.R. Experimental Farm	N/S Route 25A W/O Randall Road	Shoreham/Wading River

Ecological

Hydrogeologic Zone III	S/E corner of Miller Place Road to the Town Line	Miller Place, Rocky Point, Shoreham, Wading River
Rocky Point Natural Resources Management Area	5,300-acres	Rocky Point/Ridge

State Facilities

Brookhaven State Park	Long Pond Road	Ridge
Hallock State Park Preserve	Hulse Landing Road	Wading River
Wildwood State Park	North Wading River Road	Wading River

Federal Facilities

United States Army Reserve Center	Route 25A	Shoreham
Brookhaven National Laboratory	William Floyd Parkway	Upton

Hospitals

Stony Brook University Medical Center	101 Nicholls Road	Stony Brook
St. Charles Hospital	200 Belle Terre Road	Port Jefferson
John T. Mather Memorial Hospital	75 North Country Road	Port Jefferson
Peconic Bay Medical Center (Central Suffolk Hospital)	1300 Roanoke Avenue	Riverhead

Veterans Organizations

American Legion Pearl Harbor Memorial Post 1941	P.O Box 654	Port Jefferson
American Legion Wilson-Ritch Post 432	1450 Hallock Avenue	Port Jefferson Station
American Legion Brunn-Prychal Post 1888	King Street	Rocky Point
American Legion Kerry P. Hein Post 1991	U.S. Army Reserve Center Route 25A	Shoreham
Veterans of Foreign Wars	King Road	Rocky Point
Suffolk County Veterans Service Agency	300 Center Drive	Riverhead

Fraternal Organizations

Elks Lodge	1141 Route 112	Port Jefferson Station
Loyal Order of Moose	37 Crystal Brook Hollow	Mount Sinai
Sons of Italy in America	29 Rocky Point Yaphank Rd. Suite 8	Rocky Point
Knights of Columbus	Route 25A	Rocky Point

Non Profit Service Organizations

Hope House Ministries	23 North Country Road	Port Jefferson
Maryhaven Center of Hope	1010 Route 112	Port Jefferson Station
North Shore Youth Council	525 Route 25A	Rocky Point

Houses of Worship

North Shore Jewish Center	385 Old Town Road	Port Jefferson Station
Infant Jesus Roman Catholic Church	110 Myrtle Aveune	Port Jefferson
Jehovah's Witness Kingdon Hall	North Country Road	Mount Sinai
Temple Beth Emeth	52 Mount Sinai Avenue	Mount Sinai
Mount Sinai Congregational Church	233 North Country Road	Mount Sinai
Sound Beach Community Church	306 Echo Avenue	Sound Beach
St. Louis de Montford Roman Catholic Church	75 New York Aveune	Sound Beach
St. Anthony of Padua Roman Catholic Church	614 Route 25A	Rocky Point
Trinity Evangelical Lutheran Church	716 Route 25A	Rocky Point
St. Anselm's Episcopal Church	4 Woodville Road	Shoreham
St. Mark's Roman Catholic Church	105 Randall Road	Shoreham
Wading River Congregational Church	2057 North Country Road	Wading River

Appendix 6

Pine Barrens Federal and State Endangered and Threatened Species,
Special Concern Animals, and Rare Plants

Appendix 6

Pine Barrens Federal and State Endangered and Threatened Species, Special Concern Animals and Rare Plants *

The Long Island Pine Barrens - Peconic River complex contains regionally rare wetland communities including the Peconic River, coastal plain ponds, and coastal plain Atlantic white cedar swamps, and globally rare upland communities including pitch pine-oak-heath woodland and the dwarf pine plains. These communities support an unusual diversity of rare species with 147 species of special emphasis, including the following federally and state-listed species.

Federally listed threatened

piping plover (*Charadrius melodus*)

Federal species of concern

creeping St. John's-wort (*Hypericum adpressum*)

¹Species of special concern listed here include former Category 2 candidates.

State-listed endangered

eastern tiger salamander (*Ambystoma t. tigrinum*)

least tern (*Sterna antillarum*)

quill-leaf arrowhead (*Sagittaria teres*)

horned beaked-rush (*Rhynchospora inundata*)

pine barren bellwort (*Uvularia puberula*)

coppery St. John's-wort (*Hypericum denticulatum*)

pixies (*Pyxidantha barbulate*)

salt marsh loosestrife (*Lythrum lineare*)

State-listed threatened

eastern mud turtle (*Kinosternon subrubrum*)

common tern (*Sterna hirundo*)

northern harrier (*Circus cyaneus*)

osprey (*Pandion haliaetus*)
button sedge (*Carex bullata*)
knotted spikerush (*Eleocharis equisetoides*)
three-ribbed spikerush (*Eleocharis tricostata*)
long-tubercled spikerush (*Eleocharis tuberculosa*)
marsh fimbry (*Fimbristylis castanea*)
orange fringed orchid (*Platanthera ciliaris*)
swamp sunflower (*Helianthus angustifolius*)
possum-haw (*Viburnum nudum*)
tick-trefoil (*Desmodium ciliare*)
Carolina redroot (*Lachnanthes caroliana*)
golden dock (*Rumex maritimus* var. *fueginus*)
featherfoil (*Hottonia inflata*)
clustered bluets (*Oldenlandia uniflora*)

State-listed special concern animals

coastal barrens buckmoth (*Hemileuca maia maia*)
banded sunfish (*Enneacanthus obesus*)
spotted salamander (*Ambystoma maculatum*)
eastern hognose snake (*Heterodon platyrhinos*)
spotted turtle (*Clemmys guttata*)
common loon (*Gavia immer*)

State-listed rare plants

Atlantic white cedar (*Chamaecyparis thyoides*)
Collins' sedge (*Carex collinsii*)
clustered sedge (*Carex cumulata*)
red-rooted flatsedge (*Cyperus erythrorhizos*)
Houghton's umbrella-sedge (*Cyperus houghtonii*)
coast flatsedge (*Cyperus polystachyos* var. *texensis*)
small-flowered hemicarpha (*Lipocarpa micrantha*)

short-beaked bald-rush (*Rhynchospora nitens*)
long-beaked bald-rush (*Rhynchospora scirpoides*)
slender crabgrass (*Digitaria filiformis*)
bog aster (*Aster nemoralis*)
rose tickseed (*Coreopsis rosea*)
Nuttall's lobelia (*Lobelia nuttallii*)
pine barren sandwort (*Minuartia [=Arenaria] caroliniana*)
slender pinweed (*Lechea tenuifolia*)
field-dodder (*Cuscuta campestris*)
comb-leaved mermaid-weed (*Proserpinaca pectinata*)
two-flowered bladderwort (*Utricularia biflora*)
fibrous bladderwort (*Utricularia fibrosa*)
rush bladderwort (*Utricularia juncea*)
small floating bladderwort (*Utricularia radiata*)
tooth-cup (*Rotala ramosior*)
round-fruited ludwigia (*Ludwigia sphaerocarpa*)
pine barren gerardia (*Agalinis virgata*)

Source: U.S. Fish and Wildlife Service

Appendix 7

Route 25A Corridor Open Space Resources

Appendix 7 - Route 25A Corridor Open Space Resources

<u>SCTM #</u>	<u>Acreage</u>	<u>Identifier</u>
<i>Mount Sinai</i>		
47-1-1	40.53	Chandler
66-5-11	14.99	Grasslands Cir (TOB)
94-2-1.2	2.24	Mt Ridge (TOB)
140-5063.1	6.35	Multiple lots (SC)
117-5-4,141-3-1.1	16.49	Heritage
165-2-7.2	29.98	NE Village (TOB)
<i>Total</i>	<i>110.58</i>	
<i>Miller Place</i>		
28-5-12, 28-6-1	68.77	Woodhull
28-5-4	5	Gass
10-1-5, 27-4-13	64.45	Pringle Harbor Rd (SC)
188-4-9	85	Multiple lots (SC)
<i>Total</i>	<i>223.22</i>	
<i>Rocky Point</i>		
14-5-9,14.1,15.1	39.51	Lower RPR
31-9-23	10.12	Soundview Harbor
238-1-1.3	5,300	Multiple lots - NYS preserve
<i>Total</i>	<i>5350</i>	
<i>Shoreham</i>		
103-1-1.2,1.3	58.76	Dell
103-5-75	45.99	TOB
103-1-1.3	24.33	TOB
238.20-1-9.2	54.31	TOB
216-6-1	50	TOB (Ridge)
193-1-201	14.71	TOB (Ridge)
243-1-1.1	44.3	TOB
243-1-1.3	191.6	TOB
243-1-2.2	6.5	TOB
172-3-74.1	19.9	SC (Ridge)
242-1-1.6	44.79	TOB (Ridge)

3-4-37.1	19.28	SC (Fordham Rd)
<i>Total</i>	<i>574.47</i>	

Wading River

128-1-16.2	59.29	SC
128-1-16.1	61.65	SC
150-1-1	20.81	SC
128-1-15	25	SC
128-1-13.82	29.68	TOB
151-3-40	25	SC
<i>Total</i>	<i>221.43</i>	

Total Open Space - Route 25A Corridor *6,479.70*

Appendix 8

Native and Migratory Birds Present in the Route 25A Corridor

Appendix 8 - Native and Migratory Birds Present
in the Route 25A Corridor

Brookhaven National Laboratory Bird Checklist

Loons, Grebes, Cormorants

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
COLO	Common Loon	<i>Gavia immer</i>	O	-	O	-
HOGR	Horned Grebe	<i>Podiceps auritus</i>	R	-	R	-
PBGR	Pied-billed Grebe	<i>Podilymbus podiceps</i>	O	-	O	-
DCCO	Double-crested Cormorant	<i>Phalacrocorax auritus</i>	O	-	O	-

Bitterns, Herons, Egrets, Ibises

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
AMBI	American Bittern	<i>Botaurus lentiginosus</i>	R	-	R	-
BCNH	Black-crowned Night Heron	<i>Nycticorax nycticorax</i>	R	-	R	-
YCNH	Yellow-crowned Night Heron	<i>Nyctanassa violacea</i>	R	-	R	-
GRHE	Green Heron	<i>Butorides striatus</i>	-	U	-	-
LBHE	Little Blue Heron	<i>Egretta caerulea</i>	-	U	-	-
CAEG	Cattle Egret	<i>Bubulcus ibis</i>	-	R	-	-
GREG	Great Egret	<i>Ardea alba</i>	-	U	-	-
GBHE	Great Blue Heron	<i>Ardea herodias</i>	U	U	U	U
GLIB	Glossy Ibis	<i>Plegadis falcinellus</i>	U	-	U	-

Swans, Geese, Ducks

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
MUSW	Mute Swan	<i>Cygnus olor</i>	U	U	U	U
SNGO	Snow Goose	<i>Chen hyperborea</i>	R	-	R	-
CAGO	Canada Goose	<i>Branta canadensis</i>	+U	+U	U	U
WODU	Wood Duck	<i>Aix sponsa</i>	U	+U	U	-
MALL	Mallard	<i>Anas platyrhynchos</i>	+U	+U	U	U
ABDU	American Black Duck	<i>Anas rubripes</i>	+U	+U	U	U
GADW	Gadwall	<i>Anas strepera</i>	-	-	-	U
AGWT	American Green-winged Teal	<i>Anas crecca</i>	U	-	U	-
NOPI	Northern Pintail	<i>Anas acuta</i>	O	-	O	-
BWTE	Blue-winged Teal	<i>Anas discors</i>	U	-	U	-
RNDU	Ring-necked Duck	<i>Aythya collaris</i>	R	-	R	-
BUFF	Bufflehead	<i>Bucephala albeola</i>	R	-	R	-
HOME	Hooded Merganser	<i>Lophodytes cucullatus</i>	O	-	O	-
RUDU	Ruddy Duck	<i>Oxyura jamaicensis</i>	R	-	R	-

Birds of Prey

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
TUVU	Turkey Vulture	<i>Cathartes aura</i>	U	-	U	-
OSPR	Osprey	<i>Pandion haliaetus</i>	O	O	O	-
STKI	Swallow-tailed Kite	<i>Elanoides forficatus</i>	R	-	R	-
NOHA	Northern Harrier	<i>Circus cyaneus</i>	O	-	O	-
GOEA	Golden Eagle	<i>Aquila chrysaetos</i>	-	-	-	R
BAEA	Bald Eagle	<i>Haliaeetus leucocephalus</i>	O	-	O	O
SSHA	Sharp-shinned Hawk	<i>Accipiter striatus</i>	U	-	U	U
COHA	Cooper's Hawk	<i>Accipiter cooperii</i>	R	-	R	R
NOGO	Northern Goshawk	<i>Accipiter gentilis</i>	-	-	-	R
BWHA	Broad-winged Hawk	<i>Buteo platypterus</i>	-	+U	-	-
RSHA	Red-shouldered Hawk	<i>Buteo lineatus</i>	R	-	R	-
RTHA	Red-tailed Hawk	<i>Buteo jamaicensis</i>	U	+U	U	U
RLHA	Rough-legged Hawk	<i>Buteo lagopus</i>	-	-	-	O
AMKE	American Kestrel	<i>Falco sparverius</i>	+C	+C	C	C
MERL	Mertin	<i>Falco columbarius</i>	R	-	R	-
PEFA	Peregrine Falcon	<i>Falco peregrinus</i>	R	-	R	-

Grouse, Turkey, Quail

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
RNGP	Ringed-necked Pheasant	<i>Phasianus colchicus</i>	+U	+U	U	U
TURK	Wild Turkey	<i>Meleagris gallopavo</i>	C	+C	C	C
RUGR	Ruffed Grouse	<i>Bonasa umbellus</i>	U	+U	U	U
NOBW	Northern Bobwhite	<i>Colinus virginianus</i>	+C	+C	C	C

Rails

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
KIRA	King Rail	<i>Rallus elegans</i>	R	-	R	R
VIRA	Virginia Rail	<i>Rallus limicola</i>	R	-	R	-
SORA	Sora	<i>Porzana carolina</i>	-	R	-	-
BLRA	Black Rail	<i>Laterallus jamaicensis</i>	U	-	U	-

Shorebirds

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
KILL	Killdeer	<i>Charadrius vociferus</i>	-	+O	-	-
GRYE	Greater Yellowlegs	<i>Tringa melanoleuca</i>	U	-	U	-
LEYE	Lesser Yellowlegs	<i>Tringa flavipes</i>	U	-	U	-
SOSA	Solitary Sandpiper	<i>Tringa solitaria</i>	U	-	U	-
SPSA	Spotted Sandpiper	<i>Actitis macularia</i>	U	U	U	-
SESA	Semipalmated Sandpiper	<i>Calidris pusilla</i>	-	U	-	-
WESA	Western Sandpiper	<i>Calidris mauri</i>	R	-	R	-
LESA	Least Sandpiper	<i>Calidris minutilla</i>	-	U	-	-
PESA	Pectoral Sandpiper	<i>Calidris melanotos</i>	U	-	U	-
SBDO	Short-billed Dowitcher	<i>Limnodromus griseus</i>	-	U	-	-
LBDO	Long-billed Dowitcher	<i>Limnodromus scolopaceus</i>	-	U	-	-
COSN	Common Snipe	<i>Gallinago gallinago</i>	U	-	U	-
AMWO	American Woodcock	<i>Scolopax minor</i>	-	+C	-	-

Gulls, Terns

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
RBGU	Ring-billed Gull	<i>Larus delawarensis</i>	U	-	U	U
HERG	Herring Gull	<i>Larus argentatus</i>	C	C	C	C
GBBG	Great Black-backed Gull	<i>Larus marinus</i>	R	R	R	R
COTE	Common Tern	<i>Sterna hirundo</i>	-	C	-	-
DOVE	Dovekie	<i>Alle alle</i>	-	-	-	R

Doves, Cuckoos

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
PLPI	Plain Pigeon (Rock Dove)	<i>Columba livia</i>	U	U	U	U
MODO	Mourning Dove	<i>Zenaidura macroura</i>	+C	+C	+C	C
YBCU	Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	-	U	-	-
BBCU	Black-billed Cuckoo	<i>Coccyzus erythrophthalmus</i>	-	U	-	-

Owls

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
LEOW	Long-eared Owl	<i>Asio otus</i>	-	-	-	R
GHOW	Great Horned Owl	<i>Bubo virginianus</i>	+U	+U	U	U
EASO	Eastern Screech Owl	<i>Otus asio</i>	+U	+U	U	U
NSWO	Northern Saw-whet Owl	<i>Aegolius acadicus</i>	-	-	-	R

Nightjars, Swifts

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
CONI	Common Nighthawk	<i>Chordeiles minor</i>	U	-	U	-
WPWI	Whippoorwill	<i>Caprimulgus vociferus</i>	-	+C	-	-
CHSW	Chimney Swift	<i>Chaetura pelagica</i>	-	+U	-	-

Hummingbirds, Kingfishers

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
RTHU	Ruby-throated Hummingbird	<i>Archilochus colubris</i>	-	U	-	-
BEKI	Belted Kingfisher	<i>Ceryle alcyon</i>	U	U	U	U

Woodpeckers

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
RHWO	Red-headed Woodpecker	<i>Melanerpes erythrocephalus</i>	R	-	R	-
RBWO	Red-bellied Woodpecker	<i>Melanerpes carolinus</i>	U	-	U	C
FLIN	Northern Flicker (yellow shafted)	<i>Colaptes auratus</i>	+C	+C	C	C
YBSA	Yellow-bellied Sapsucker	<i>Sphyrapicus varius</i>	R	-	R	-
DOWO	Downy Woodpecker	<i>Picoides pubescens</i>	+C	+C	C	C
HAWO	Hairy Woodpecker	<i>Picoides villosus</i>	+U	+U	U	U

Flycatchers

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
OSFL	Olive-sided Flycatcher	<i>Contopus cooperi</i>	U	-	U	-
EAWP	Eastern Wood Peewee	<i>Contopus virens</i>	-	+C	-	-
ACFL	Acadian Flycatcher	<i>Empidonax flavescens</i>	-	+U	-	-
YBFL	Yellow-bellied Flycatcher	<i>Empidonax flaviventris</i>	U	-	U	-
LEFL	Least Flycatcher	<i>Empidonax minimus</i>	R	-	R	-
EAPH	Eastern Phoebe	<i>Sayornis phoebe</i>	-	+U	-	-
GCFL	Great Crested Flycatcher	<i>Myiarchus crinitus</i>	-	+C	-	-
WEKI	Western Kingbird	<i>Tyrannus verticalis</i>	R	-	R	-
EAKI	Eastern Kingbird	<i>Tyrannus tyrannus</i>	-	+U	-	-

Shrikes

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
LOSH	Loggerhead Shrike	<i>Lanius ludovicianus</i>	R	-	R	-
NSHR	Northern Shrike	<i>Lanius excubitor</i>	R	-	R	R

Vireos

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
WEVI	White-eyed Vireo	<i>Vireo griseus</i>	U	-	U	-
YTVI	Yellow-throated Vireo	<i>Vireo flavifrons</i>	U	-	U	-
BHVI	Blue-headed Vireo	<i>Vireo solitarius</i>	U	-	U	-
REVI	Red-eyed Vireo	<i>Vireo olivaceus</i>	-	+C	-	-
PHVI	Philadelphia Vireo	<i>Vireo philadelphicus</i>	R	-	R	-
WAVI	Warbling Vireo	<i>Vireo gilvus</i>	R	-	R	-

Jays, Crows, Larks

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
BLJA	Blue Jay	<i>Cyanocitta cristata</i>	+C	+C	C	C
AMCR	American Crow	<i>Corvus brachyrhynchos</i>	+C	+C	C	C
FICR	Fish Crow	<i>Corvus ossifragus</i>	U	U	U	-
HOLA	Horned Lark	<i>Eremophila alpestris</i>	+C	+C	C	C

Swallows

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
TRES	Tree Swallow	<i>Tachycineta bicolor</i>	C	+C	C	-
PUMA	Purple Martin	<i>Progne subis</i>	-	C	-	-
NRWS	Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>	R	-	R	-
BARS	Barn Swallow	<i>Hirundo rustica</i>	+C	+C	C	-

Titmice, Chickadees, Creepers, Nuthatches

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
TUTI	Tufted Titmouse	<i>Baeolophus bicolor</i>	-	-	-	-
BCCH	Black-capped Chickadee	<i>Parus atricapillus</i>	+C	+C	C	C
BRCR	Brown Creeper	<i>Certhia americana</i>	U	-	U	U
WBNU	White-breasted nuthatch	<i>Sitta carolinensis</i>	C	+C	C	C
RBNU	Red-breasted nuthatch	<i>Sitta canadensis</i>	U	-	U	U

Wrens

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
HOWR	House Wren	<i>Troglodytes aedon</i>	U	+U	U	-
WIWR	Winter Wren	<i>Troglodytes troglodytes</i>	U	U	U	-
CARW	Carolina Wren	<i>Thryothorus ludovicianus</i>	R	R	R	R
MAWR	Marsh Wren	<i>Cistothorus palustris</i>	-	U	-	-

Kinglets, Gnatcatchers

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
GCKI	Golden-crowned Kinglet	<i>Regulus satrapa</i>	C	-	C	C
RCKI	Ruby-crowned Kinglet	<i>Regulus calendula</i>	C	-	C	-
BGGN	Blue-gray Gnatcatcher	<i>Poliophtila caerulea</i>	U	-	U	-
NOWH	Northern Wheatear	<i>Oenanthe oenathe</i>	R	-	R	-

Thrushes

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
EABL	Eastern Bluebird	<i>Sialia sialis</i>	-	+U	-	-
WOTH	Wood Thrush	<i>Hylocichla mustelina</i>	-	+C	-	-
VEER	Veery	<i>Catharus fuscescens</i>	-	+U	-	-
GCTH	Gray-cheeked	<i>Catharus minimus</i>	U	-	U	-
BITH	Bicknell's Thrush	<i>Catharus bicknelli</i>	U	-	U	-
SWTH	Swainson's Thrush	<i>Catharus ustulatus</i>	U	-	U	-
HETH	Hermit Thrush	<i>Catharus guttata</i>	-	+U	-	-
AMRO	American Robin	<i>Turdus migratorius</i>	-	+C	-	-

Mimics

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
GRCA	Gray Catbird	<i>Dumetella carolinensis</i>	-	+C	-	-
NOMO	Northern Mockingbird	<i>Mimus polyglottos</i>	+C	+C	C	C
BRTH	Brown Thrasher	<i>Toxostoma rufum</i>	-	+C	-	-

Starlings, Pipits, Waxwings

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
EUST	European Starling	<i>Sturnus vulgaris</i>	+C	+C	+C	C
AMPI	American Pipit	<i>Anthus rubescens</i>	U	-	U	-
CEDW	Cedar Waxwing	<i>Bombycilla cedrorum</i>	U	-	U	-

Warblers

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
BWWA	Blue-winged Warbler	<i>Vermivora pinus</i>	-	+C	-	-
GWWA	Golden-winged Warbler	<i>Vermivora chrysoptera</i>	U	-	U	-
BRWA	Brewster's Warbler	<i>Vermivora leucobronchialis</i>	-	O	-	-
LAWA	Lawrence's Warbler	<i>Vermivora lawrencii</i>	-	+U	-	-
TEWA	Tennessee Warbler	<i>Vermivora peregrina</i>	U	-	U	-
OCWA	Orange-crowned Warbler	<i>Vermivora celata</i>	U	-	U	-
NAWA	Nashville Warbler	<i>Vermivora ruficapilla</i>	U	-	U	-
NOPA	Northern Parula	<i>Parula americana</i>	C	-	C	-
CSWA	Chestnut-sided Warbler	<i>Dendroica pennsylvanica</i>	-	+C	-	-
CMWA	Cape May Warbler	<i>Dendroica tigrina</i>	U	-	U	-
MAWA	Magnolia Warbler	<i>Dendroica magnaolia</i>	C	-	C	-
MYWA	Myrtle Warbler	<i>Dendroica coronata</i>	C	-	C	-
BAWW	Black-and-White Warbler	<i>Mniotilta varia</i>	-	+C	-	-
BTBW	Black-throated Blue Warbler	<i>Dendroica caerulescens</i>	C	-	C	-
CERW	Cerulean Warbler	<i>Dendroica cerulea</i>	R	-	R	-
BLBW	Blackburnian Warbler	<i>Dendroica fusca</i>	U	-	U	-
BTNW	Black-throated Green Warbler	<i>Dendroica virens</i>	C	-	C	-
YTWA	Yellow-throated Warbler	<i>Dendroica dominica</i>	R	-	R	-
PRAW	Prairie Warbler	<i>Dendroica discolor</i>	-	+C	-	-
BBWA	Bay-breasted Warbler	<i>Dendroica castanea</i>	U	-	U	-
BLPW	Blackpoll Warbler	<i>Dendroica striata</i>	C	-	C	-
PIWA	Pine Warbler	<i>Dendroica pinus</i>	-	+C	-	-
PAWA	Palm Warbler	<i>Dendroica palmarum</i>	U	-	U	-
YWAR	Yellow Warbler	<i>Dendroica petechia</i>	+C	C	C	-
MOWA	Mourning Warbler	<i>Oporornis philadelphia</i>	U	-	U	-
CONW	Connecticut Warbler	<i>Oporornis agilis</i>	R	-	R	-
CAWA	Canada Warbler	<i>Wilsonia canadensis</i>	C	-	C	-
WIWA	Wilson's Warbler	<i>Wilsonia pusilla</i>	U	-	U	-
HOWA	Hooded Warbler	<i>Wilsonia citrina</i>	-	+U	-	-
WEWA	Worm-eating Warbler	<i>Helminthos vermivorus</i>	U	-	U	-
OVEN	Ovenbird	<i>Seiurus aurocapillus</i>	-	+C	-	-
LOWA	Louisiana Waterthrush	<i>Seiurus motacilla</i>	R	-	R	-
NOWA	Northern Waterthrush	<i>Seiurus noveboracensis</i>	C	-	C	-
COYE	Common Yellowthroat	<i>Geothlypis trichas</i>	-	+C	-	-
YBCH	Yellow-breasted Chat	<i>Icteria virens</i>	U	-	U	-

Tanagers

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
SUTA	Summer Tanager	<i>Piranga rubra</i>	U	-	U	-
SCTA	Scarlet Tanager	<i>Piranga olivacea</i>	-	+C	-	-

Emberizids

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
EATO	Eastern Towhee	<i>Pipilo erythrophthalmus</i>	-	+C	-	-
ATSP	American Tree Sparrow	<i>Spizella arborea</i>	-	-	-	C
FISP	Field Sparrow	<i>Spizella pusilla</i>	-	+U	-	-
CHSP	Chipping Sparrow	<i>Spizella passerina</i>	-	+C	-	-
GRSP	Grasshopper Sparrow	<i>Ammodramus savaannarum</i>	-	+U	-	-
FOSP	Fox Sparrow	<i>Passerella iliaca</i>	C	-	C	C
SAVS	Savannah Sparrow	<i>Passercullus sandwichensis</i>	U	-	U	-
LISP	Lincoln's Sparrow	<i>Melospiza lincolni</i>	U	-	U	-
SOSP	Song Sparrow	<i>Melospiza melodia</i>	+C	+C	C	C
VESP	Vesper Sparrow	<i>Pooecetes gramineus</i>	-	+U	-	-
SWSP	Swamp Sparrow	<i>Melospiza georgiana</i>	C	-	C	-
WTSP	White-throated Sparrow	<i>Zonotrichia albicollis</i>	C	-	C	C
WCSP	White-crowned Sparrow	<i>Zonotrichia leucophrys</i>	U	-	U	-
SCJU	Slate-colored (Dark-eyed) Junco	<i>Junco hyemalis</i>	-	-	-	C
LALO	Lapland Longspur	<i>Calcarius lapponicus</i>	-	-	-	R
SNBU	Snow Bunting	<i>Plectrophenax nivalis</i>	-	-	-	U

Cardinals

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
RBGR	Rose-breasted Grosbeak	<i>Pheucticus ludovicianus</i>	U	-	U	-
NOCA	Northern Cardinal	<i>Cardinalis cardinalis</i>	+C	+C	C	C
DICK	Dickcissel	<i>Spiza americana</i>	R	-	R	-
BLGR	Blue Grosbeak	<i>Guiraca caerulea</i>	U	-	U	-
INBU	Indigo Bunting	<i>Passerina cyanea</i>	-	+U	-	-

Blackbirds

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
BOBO	Bobolink	<i>Dolichonyx oryzivorus</i>	U	-	U	-
EAME	Eastern Meadowlark	<i>Sturnella magna</i>	+U	U	U	U
RWBL	Redwinged Blackbird	<i>Agelaius phoeniceus</i>	-	+C	-	-
COGR	Common Grackle	<i>Quiscalus quiscula</i>	+C	C	C	-
RUBL	Rusty Blackbird	<i>Euphagus carolinus</i>	U	-	U	-
BHCO	Brown-headed Cowbird	<i>Molothrus ater</i>	+C	C	C	C

Orioles, Finches

AOU Code	Common Name	Scientific Name	Spring	Summer	Fall	Winter
BAOR	Baltimore Oriole	<i>Icterus galbula</i>	-	+C	-	-
PUFI	Purple Finch	<i>Carpodacus purpureus</i>	U	-	U	-
HOFI	House Finch	<i>Carpodacus mexicanus</i>	+U	+U	U	U
RECR	Red Crossbill	<i>Loxia curvirostra</i>	U	*	U	U
WWCR	White-winged Crossbill	<i>Loxia leucoptera</i>	-	-	-	U
PISI	Pine Siskin	<i>Carduelis pinus</i>	U	-	U	-
AMGO	American Goldfinch	<i>Carduelis tristis</i>	C	+C	C	C
CORE	Common Redpoll	<i>Carduelis flammea</i>	-	-	-	U
HORE	Hoary Redpoll	<i>Carduelis hornemanni</i>	R	-	R	-
EVGR	Evening Grosbeak	<i>Coccothraustes vespertina</i>	-	-	-	U
HOSP	House Sparrow	<i>Passer domesticus</i>	+C	+C	C	C

SEASON

Spring = March-May

Summer = June-August

Fall = September-November

Winter = December-February

RELATIVE ABUNDANCE

A = abundant: a species which is very numerous

C = common: likely to be seen or heard in suitable habitat

U = uncommon: present, but not certain to be seen

O = occasional: seen only a few times during a season

R = rare: may be present but not every year

+ = birds known to nest on or near BNL

References:

1. December 1994; Sitewide Biological Inventory, phase II.

Appendix 9

Market Assessment & Gaps Analysis

3.0 Market Assessment and Gaps Analysis

3.1 Study Area

A market assessment and gaps analysis was prepared for the six hamlets and transition areas in the Route 25A corridor defined by their respective zip code areas, as follows:

- Mount Sinai, zone 11766
- Miller Place, zone 11764
- Rocky Point, zone 11778
- Shoreham, zone 11786
- Sound Beach, zone 11789
- Wading River, zone 11792

The purpose of this analysis is to determine whether the potential exists for capturing additional retail and service establishments, including offices, to boost the hamlets' commercial areas. Following upon this determination, an economic and fiscal impact analysis was conducted to assess the net benefits of the potential economic development for the Town of Brookhaven.

The major data sources utilized in the gaps analysis were acquired at the zip code level from the New York State Department of Labor (*2010 Quarterly Census of Employment and Wages*), the U.S. Bureau of the Census (*2008 County Business Patterns*), and The Nielsen Company (*2010 Claritas RPM Report*). The economic and fiscal impact analysis was estimated at the Town level by the 2009 IMPLAN Pro Model (*MIG, Inc*), calibrated for Suffolk County.

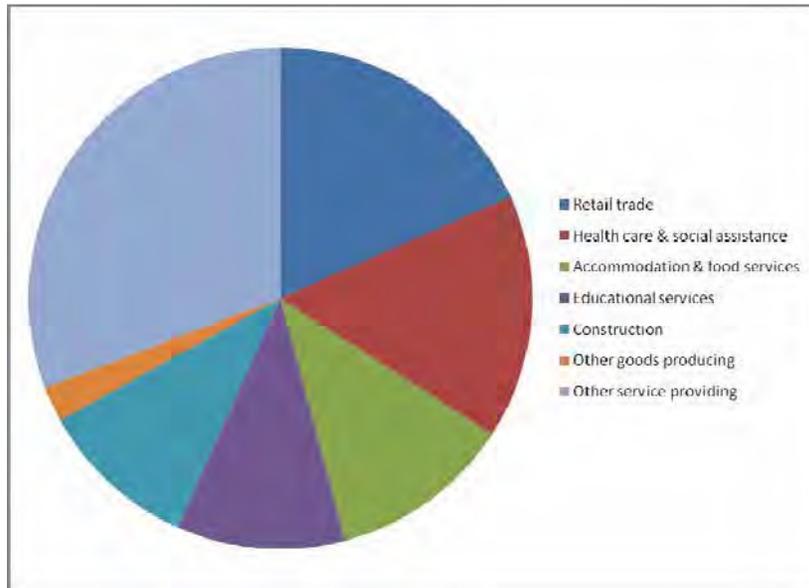
3.2 Existing Economic Conditions in the Route 25A Corridor

In addition to some 58,000 residents, the Route 25A corridor that encompasses the six hamlets and transition areas contains nearly 10,000 employment opportunities and more than 1,500 separate establishments. Though comprising only a small share of all economic development in Suffolk County (2%), the existing businesses and institutions nonetheless support an annual payroll of more than three hundred million dollars (\$328.8 million) with average annual wages of \$33,300 (Table 3-1).

Retail Trade represents the largest single industry in the corridor, accounting for one in every six jobs by employing 1,800 workers in 170 establishments with an average annual wage of \$25,750. This share is closely followed by Health Care & Social Services with 1,550 jobs in 144 establishments, paying \$35,300 annually. Thereafter, only three specific industries are dominant – Accommodation & Food Services, Educational Services (including public schools), and Construction. They range from 1,000 to nearly 1,200 workers each and, other than Food Services (Restaurants), pay progressively higher wages.

Collectively, the three largest sectors – Retail, Health care and Food services – comprise 45 percent of the local economy, while Education and Construction account for another 21 percent, leaving relatively little activity in typical white collar services and blue collar goods producing industries.

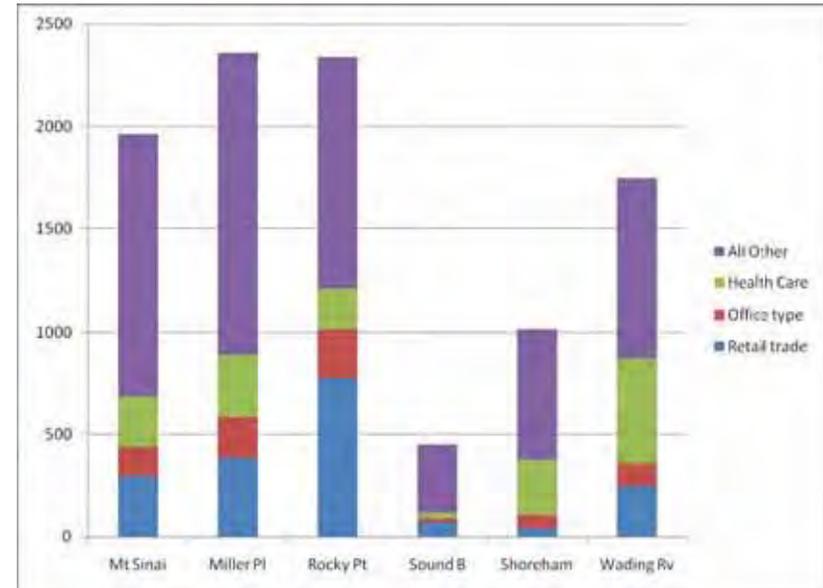
Chart 3-1: Share of Employment by Industry in Route 25A Corridor, 2010



Source: New York State Department of Labor

Few large businesses oriented toward external markets exist in the corridor, with the exception of Utilities which has the fewest employees (20) and the highest average annual worker earnings (\$124,845). As a consequence, residents that live and work in the corridor have somewhat limited disposable incomes to spend in nearby shops, and the demand for office type activities that serve corporate industry is largely non-existent. Chart 3-1 depicts the share of total employment by major sector and Chart 3-2 provides a summary view by hamlet of major employment concentrations.

Chart 3-2: Employment by Major Sectors and Hamlet Zip Code Areas, 2010



Source: New York State Department of Labor

Clearly, the bulk of resident spending power is earned by those who commute from the corridor to work elsewhere in Brookhaven, Long Island or the Region as a whole. According to the 2009 Longitudinal Employer Household Database (LEHD), only one in eight residents live and work in the corridor, while one in three work elsewhere in Brookhaven, another one in three in the rest of Suffolk County, and one in five in Nassau and New York City.

Table 3-1: 2010 Establishments, Employment and Earnings by Industry in the Route 25A Corridor

Rte 25A Corridor	2010			
	Estab	Employment	Annual Wages	Ave Wages
Total for all sectors	1579	9875	\$328,800,084	\$33,296
Forestry, fishing & agriculture support	4	22	\$1,185,356	\$53,880
Utilities	3	20	\$2,496,892	\$124,845
Construction	312	1010	\$48,946,764	\$48,462
Manufacturing	26	182	\$10,721,532	\$58,910
Wholesale trade	70	148	\$10,683,880	\$72,188
Retail trade	170	1813	\$46,684,688	\$25,750
Transportation & warehousing	31	276	\$6,941,816	\$25,152
Information	12	117	\$3,858,572	\$32,979
Finance & insurance	68	332	\$14,076,840	\$42,400
Real estate & rental/leasing	47	123	\$4,968,340	\$40,393
Professional, scientific & technical services	153	326	\$13,557,420	\$41,587
Management of companies	4	14	\$689,056	\$49,218
Administrative & Waste Mgmt Svcs	140	577	\$19,064,752	\$33,041
Educational services	41	1072	\$45,870,412	\$42,790
Health care & social assistance	144	1554	\$54,864,480	\$35,305
Arts, entertainment & recreation	33	426	\$6,477,596	\$15,206
Accommodation & food services	96	1161	\$21,762,784	\$18,745
Other services (exc public administration)	156	565	\$12,806,188	\$22,666
Public Administration	4	86	\$1,942,640	\$22,589
Industries not classified	65	51	\$1,200,076	\$23,531

Source: New York State Department of Labor, Quarterly Census of Employment & Wages

Note: Comprised of data reported for 6 zip code areas in 3rd Quarter of 2010

Of the six hamlet zones, Miller Place and Rocky Point contain the largest number of jobs, though they differ in terms of employment composition. In its Main Street District and Commercial Center, Rocky Point contains twice as many Retail Trade jobs and somewhat more Office Type activity – that is, work in Finance & Insurance, Real Estate & Rental/Leasing, and Professional, Scientific & Technical Services – than Miller Place. The latter, however, tends to offset this concentration by housing more medical and social service offices in the Health Care sector and by attracting more Construction and Administrative Support/Waste Management services.

As Table 3-2 shows, Mount Sinai places third with nearly two thousand jobs and a greater specialization in Educational Services, Arts, Entertainment & Recreation. With several hundred fewer jobs, Wading River has the corridor’s largest concentration of Health Care & Social Services, as well as a large share of Accommodation & Food Services, including the only overnight stay destination. The remaining two hamlet zones of Shoreham and Sound Beach have relatively few employment opportunities with half of Shoreham’s jobs concentrated in Transportation & Warehousing, and Health Care & Social Services. With limited consumer oriented activity, residents of the two smaller hamlet zones tend to shop elsewhere in the corridor.

Table 3-2: 2010 Employment in the Route 25A Corridor by Hamlet Zip Zone

Rte 25A Corridor	2010 Estimate					
	Mt Sinai	Miller Pt	Rocky Pt	Sound B	Shoreham	Wading River
Total for all sectors	1963	2361	2339	452	1013	1748
Forestry, fishing & agriculture support	11	11	0	0	0	0
Utilities	0	2	0	0	4	14
Construction	130	341	264	87	76	112
Manufacturing	4	48	91	9	17	13
Wholesale trade	40	53	26	6	7	16
Retail trade	297	387	774	68	40	246
Transportation & warehousing	19	4	7	0	237	7
Information	73	0	15	5	10	15
Finance & insurance	31	72	136	6	25	62
Real estate & rental/leasing	27	49	22	4	7	14
Professional, scientific & technical services	83	77	82	12	36	36
Management of companies	0	0	0	0	9	5
Administrative & Waste Mgmt Svcs	147	248	43	30	48	60
Educational services	211	202	226	144	82	206
Health care & social assistance	246	302	194	29	268	514
Arts, entertainment & recreation	226	84	37	7	33	40
Accommodation & food services	221	329	259	14	28	309
Other services (exc public administration)	128	133	146	20	77	61
Public Administration	17	17	17	12	7	17
Industries not classified	51	0	0	0	0	0

Source: New York State Department of Labor, Quarterly Census of Employment & Wages

Note: Comprised of data reported for 6 zip code areas in 3rd Quarter of 2010

3.3 Consumer Retail and Restaurant Sales versus Consumption

For the six (6) zip code areas comprising the Route 25A corridor, Table 3-3 presents in detail the composition of Retail and Food Service establishment sales versus the estimated expenditures of local residents in current dollars. This comparison thus depicts the “Spending Gap” or positive (or negative) difference that indicates where local buying power “leaks out” to establishments outside of the corridor (or is “injected” in by non-resident spending). As such, the leakage serves as an indicator of where, in the full spectrum of goods shopping, the demand exists for additional local activity, while the injection suggests a surplus of development. The subsectors with significant leakage can then be classified by building type (e.g., small shop, big box) and locational preference (e.g., roadside, commercial center) to identify the potential for further hamlet development.

In the aggregate, more than half of all resident spending in retail trade and food service establishments leaks out of the Route 25A corridor, or fully \$528.6 million of the estimated consumption of \$1.026 billion in 2010. Although local shops and restaurants had nearly a \$500 million business, in several big ticket sectors the sales were insignificant. Major leakages occurred in auto dealerships (\$155 million), general merchandise or department stores (\$114 million), home centers (\$44 million), clothing stores (\$34 million), other building material dealerships (\$34 million) and limited service eating places (\$26 million). On the other hand, surplus business existed in grocery stores (\$34 million), beer and wine stores (\$17 million) and pharmacies (\$14 million). When aggregated with the

leakages, these injections underestimate the overall short-fall in corridor business activity.

As Chart 3-3 and Table 3-4 show, the cumulative value of spending leakages in the Route 25A corridor was \$600 million in 2010, absent offsetting injections. However, not all of the establishment types for which a sales potential exists could be accommodated in hamlet centers. In fact, as the chart shows, a clear majority are more suitable for transition areas, or \$459 million. This is so because of the scale of store types or nuisance character.

Chart 3-3: Spending Leakage

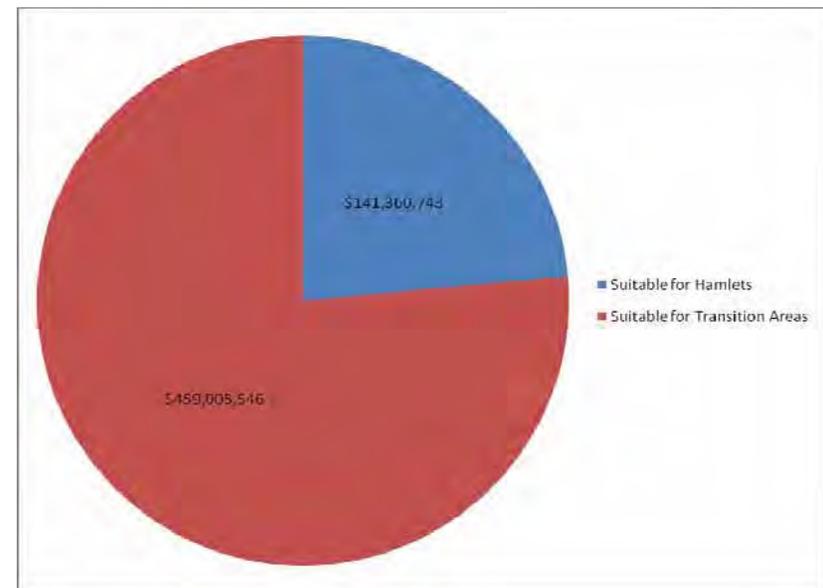


Table 3-3: Spending Gaps in Retail and Restaurant Activity in Route 25A Corridor, 2010

Route 25A Corridor	2010		
	Resident Consumption	Establishment Sales	Spending Gap
Retail Trade & Restaurants	\$ 1,025,940,722	\$ 497,362,601	\$ 528,578,121
Retail Trade	\$ 917,987,611	\$ 432,522,047	\$ 485,465,564
<i>Motor vehicle and parts dealers</i>	\$ 184,846,895	\$ 11,541,225	\$ 173,305,670
Automobile dealers	\$ 159,252,012	\$ 4,730,170	\$ 154,521,842
<i>Home furnishings stores</i>	\$ 24,786,659	\$ 11,381,969	\$ 13,404,690
Furniture stores	\$ 13,963,475	\$ 8,000,577	\$ 5,962,898
<i>Electronics and appliance stores</i>	\$ 25,188,777	\$ 9,011,491	\$ 16,177,286
Appliance, TV & other electronics	\$ 18,947,833	\$ 6,394,528	\$ 12,553,305
Computer & software stores	\$ 4,984,034	\$ 786,255	\$ 4,197,779
<i>Building material & supplies dealers</i>	\$ 101,301,796	\$ 23,949,833	\$ 77,351,963
Home Center	\$ 43,524,600	\$ 1,801	\$ 43,522,799
Paint & Wallpaper stores	\$ 2,345,275	\$ 3,452,365	\$ (1,107,090)
Hardware stores	\$ 9,423,863	\$ 8,292,119	\$ 1,131,744
Other building material dealers	\$ 46,008,058	\$ 12,203,548	\$ 33,804,510
<i>Lawn & Garden Equipment</i>	\$ 8,887,317	\$ 2,096,629	\$ 6,790,688
Nursery, garden center	\$ 7,606,101	\$ 2,094,864	\$ 5,511,237
Food and beverage stores	\$ 129,772,368	\$ 183,011,804	\$ (53,239,436)
Grocery stores	\$ 117,581,019	\$ 151,099,310	\$ (33,518,291)
Beer, wine & liquor stores	\$ 8,127,953	\$ 25,468,225	\$ (17,340,272)
<i>Health and personal care stores</i>	\$ 49,715,573	\$ 59,371,109	\$ (9,655,536)
Pharmacies	\$ 42,494,997	\$ 56,931,144	\$ (14,436,147)
<i>Gasoline stations</i>	\$ 79,203,888	\$ 62,869,901	\$ 16,333,987

Table 3-3: Spending Gaps in Retail and Restaurant Activity in Route 25A Corridor, 2010 (continued)

Route 25A Corridor	2010		
	Resident Consumption	Establishment Sales	Spending Gap
<i>Clothing & Accessories</i>	\$ 55,044,815	\$ 13,176,600	\$ 41,868,215
Clothing stores	\$ 39,283,241	\$ 5,103,525	\$ 34,179,716
Sporting goods stores	\$ 8,208,136	\$ 6,706,535	\$ 1,501,601
Sew/Needlework/Piece Goods Stores	\$ 1,034,934	\$ -	\$ 1,034,934
Book Stores & news dealers	\$ 6,740,962	\$ 1,515,897	\$ 5,225,065
<i>General Merchandise stores</i>	\$ 139,538,058	\$ 25,107,540	\$ 114,430,518
<i>Miscellaneous store retailers</i>	\$ 26,744,682	\$ 8,649,376	\$ 18,095,306
Florists	\$ 2,140,763	\$ 730,494	\$ 1,410,269
Office supplies	\$ 11,185,342	\$ 4,591,658	\$ 6,593,684
<i>Nonstore retailers</i>	\$ 70,985,023	\$ 6,761,333	\$ 64,223,690
Restaurants	\$ 107,953,111	\$ 64,840,554	\$ 43,112,557
<i>Food Service & Drinking Places</i>	\$ 107,953,111	\$ 64,840,554	\$ 43,112,557
Full-service Restaurants	\$ 48,629,501	\$ 33,125,560	\$ 15,503,941
Limited -service Eating Places	\$ 45,575,616	\$ 19,589,982	\$ 25,985,634
Drinking Places - Alcoholic Beverages	\$ 4,813,578	\$ 2,141,976	\$ 2,671,602

Source: The Nielsen Company, Claritas RPM Report

Table 3-4: Spending Leakages of the Route 25A Corridor by Locational Suitability

Route 25A Corridor	\$2010		
	Spending Leakage	Suitable for Hamlets	Suitable for Transition Areas
Retail Trade & Restaurants	\$ 600,366,289	\$ 141,360,743	\$ 459,005,546
Retail trade	\$ 556,205,112	\$ 97,199,566	\$ 459,005,546
Motor vehicle and parts dealers	\$ 173,305,670	\$ -	\$ 173,305,670
Home furnishings stores	\$ 13,404,690	\$ 13,404,690	\$ -
Electronics and appliance stores	\$ 16,751,084	\$ 16,751,084	\$ -
Building material and supplies dealers	\$ 78,459,053	\$ 1,131,744	\$ 77,327,309
Lawn & Garden Equipment	\$ 6,790,688	\$ -	\$ 6,790,688
Food and beverage stores	\$ -	\$ -	\$ -
Health and personal care stores	\$ 4,780,611	\$ 4,780,611	\$ -
Gasoline stations	\$ 16,333,987	\$ -	\$ 16,333,987
Clothing & Accessories	\$ 41,868,215	\$ 41,868,215	\$ -
Sporting goods, hobby, book & music	\$ 7,761,600	\$ 7,761,600	\$ -
General Merchandise stores	\$ 114,430,518	\$ -	\$ 114,430,518
Miscellaneous store retailers	\$ 18,095,306	\$ 11,501,622	\$ 6,593,684
Nonstore retailers	\$ 64,223,690	\$ -	\$ 64,223,690
Food Service & Drinking Places	\$ 44,161,177	\$ 44,161,177	\$ -

Source: The Nielsen Company, Claritas RPM Report, and Urbanomics

Note: Only positive values of Spending Gap shown, or sum of total leakages.

In sum, detailed hamlet type opportunities exist for:

- furniture and home furnishing stores (\$13 million),
- computer and television electronics and appliance stores (\$17 million),
- health and personal care stores excluding pharmacies (\$5 million),
- clothing stores (\$34 million),
- shoe stores (\$3 million),
- jewelry shops (\$4 million),
- luggage (\$600,000) stores,
- sew/needlework/piece goods stores (\$1 million),
- book stores and news dealers (\$5 million),
- florists (\$1 million),
- used merchandise (\$2 million), and
- other miscellaneous (\$8 million) stores.

However, not all hamlet zones share in the spending gap potential. As Table 3-5 shows, Rocky Point has a surfeit of retail activity, drawing not only from other hamlet zones but also from residents outside the Route 25A corridor. In contrast, Mount Sinai and Miller Place are the least developed with respect to resident demand, although the heavy concentration of food service establishments in Miller Place could nearly satisfy all resident restaurant demand. Similarly, Wading River shows a surplus of accommodation and food service sales with respect to local consumption.

Table 3-5: Spending Gap by Hamlet Zone and Major Sector, 2010

Route 25A Corridor	2010 in \$000		
	Resident Consumption	Establishment Sales	Spending Gap
Mount Sinai	\$ 222,781	\$ 77,721	\$ 145,060
Retail Trade	\$ 199,860	\$ 69,721	\$ 130,139
Restaurants	\$ 22,921	\$ 8,000	\$ 14,921
Miller Place	\$ 219,223	\$ 95,254	\$ 123,969
Retail Trade	\$ 196,387	\$ 74,254	\$ 122,133
Restaurants	\$ 22,836	\$ 21,000	\$ 1,836
Rocky Point	\$ 194,394	\$ 207,436	\$ (13,042)
Retail Trade	\$ 173,253	\$ 190,436	\$ (17,183)
Restaurants	\$ 21,141	\$ 17,000	\$ 4,141
Sound Beach	\$ 121,034	\$ 25,027	\$ 96,007
Retail Trade	\$ 107,566	\$ 24,027	\$ 83,539
Restaurants	\$ 13,468	\$ 1,000	\$ 12,468
Shoreham	\$ 106,569	\$ 17,853	\$ 88,717
Retail Trade	\$ 95,698	\$ 16,853	\$ 78,846
Restaurants	\$ 10,871	\$ 1,000	\$ 9,871
Wading River	\$ 161,940	\$ 76,231	\$ 85,709
Retail Trade	\$ 145,224	\$ 57,231	\$ 87,993
Restaurants	\$ 16,716	\$ 19,000	\$ (2,284)

Source: The Nielsen Company, Claritas RPM Report, and Urbanomics

Note: For six (6) zip zones comprising the Route 25A Corridor

3.4 Out of Corridor Retail and Restaurant Competition

On both the west and east sides of the Route 25A corridor, the area is flanked by large shopping centers. Smith Haven Mall, a super regional mall with 1.27 million square feet (SF) of gross leasable area and 200 stores, lies to the west. Built in 1979 and renovated in 2004, with further renovation/expansion plans in mind, the Mall is less than 20 minutes from Mount Sinai and 25 minutes from Rocky Point. On the east, the new Tanger Discount Outlet features designer clothing, accessories, shoe and leather goods, home furnishings, jewelry, specialized foods and electronics in 157 discount outlet stores. From Wading River, Tanger is only 15 minutes away, while from Rocky Point it is a 21 minute drive.

3.5 Hamlet Relationships and Potential

Only Rocky Point has more retail and restaurant sales than resident consumption (\$13M), while hamlets with the largest disparity between sales and consumption are: Mount Sinai (\$145) and Miller Place (\$124M), followed by Sound Beach (\$96M), Shoreham (\$89M) and Wading River (\$86M). Measured relative to the size of consumption, the sales in Shoreham are equivalent to only 17 percent of resident consumption and those in Sound Beach to 21 percent, while sales in Mount Sinai, Miller Place, and Wading River range from 35 to 47 percent of consumption. Rank ordered by the scale of retail and restaurant sales, Rocky Point leads with \$207M of annual sales in 2010, or 42 percent of all sales in the 6 zip code areas. It is followed in order of importance by Miller Place with \$95M, Mount Sinai with \$78M, Wading River with \$76M, Sound Beach with \$25M, and Shoreham with \$18M annually.



Smith Haven Mall, Lake Grove



Tanger Outlet Center, Riverhead

Hamlet zone-specific conditions are as follows:

Rocky Point – with more retail sales than consumption (yet somewhat less restaurant sales than consumer spending), Rocky Point has 660 retail jobs and 260 full and part-time jobs in restaurants. Based upon its specific sector conditions, additional sales in home furnishing stores, food & beverage stores, health & personal care stores, sporting goods/hobby/book & music stores do not appear supportable. Rather, if some expansion were to occur in the Main Street District, it should focus on attracting small miscellaneous store retailers (florists, stationers, used merchandise & consignment stores, antique shops and other miscellaneous retailers) as well as restaurants, while in the Rocky Point Commercial Center the larger building material & lawn/garden equipment stores might be supportable.

Miller Place – as the hamlet zone with the second largest disparity between sales and consumption, the Miller Place Commercial Center might support a small hardware store, some clothing & accessories, needlework & piece goods, gift stores and small home furnishing shops. It does not require additional food and drinking places.

Mount Sinai – with the greatest underserved market in comparison to local buying power, Mount Sinai has a relative surplus in only food & beverage stores, and lawn & garden equipment shops. Aside from limited auto-related spending, few sales are recorded in home furnishings, electronics, sporting goods/hobby/book & music stores, while opportunities may also exist for Mount Sinai's Commercial Center in paint/wallpaper and hardware stores,

personal care stores other than pharmacies, clothing and jewelry shops, and small office supply stores.

Sound Beach – with fewer than 60 retail employees and some 14 restaurant workers, the Sound Beach area has an extremely limited retail profile with several major store types not in existence, such as electronics, building materials, and clothing & accessories. Only one sector – gasoline stations – sells more product than is consumed locally. Very limited opportunities may exist in such convenience goods sectors as food & beverage stores, health & personal care stores.

Shoreham – even smaller than Sound Beach, Shoreham has 11 retail establishments and 5 food service outlets, employing a total of 62 workers. The area's health & personal care stores actually sell more items than residents consume, but all other shopping sectors are underserved locally, with shoppers relying upon easy access to Rocky Point's Commercial Center. Limited site availability in Shoreham's Rural Center does not bode well for capturing new uses.

Wading River – roughly comparable in terms of retail and restaurant employment to Mount Sinai, but at the extreme eastern end of the Route 25A Corridor and closest to the Tanger Discount Outlets Center, Wading River understandably lacks stores selling clothing & accessories and general merchandise, as well as lawn & garden equipment. However, it conducts more sales in food & beverage and health & personal care stores than local residents consume. It also enjoys a surplus business in restaurant sales.

Limited opportunities might exist for a gasoline service station, but other retail options are not feasible.

3.6 Route 25A Retail Capture Conclusions

Given each hamlet's leakage and potential capture conditions, it is useful to determine the Corridor's overall potential relative to existing competition. Anchored within easy access by two major shopping destinations, it is not likely that the Route 25A Corridor can conservatively capture more than 25 percent of its evident leakages. Moreover, excluding the types of retailers that traditionally seek roadside locations or big box facilities, such as auto dealerships and home centers, this limits the potential gain.

Based upon this conclusion, it is estimated that nearly \$24 million of retail sales and \$11 million of restaurant sales can be attracted. Averaging \$250 in sales per SF of area, the potential capture rate would support roughly 140,000 SF of retail and restaurant space. This could be entirely accommodated within the proposed Mount Sinai Village Center, a 30 acre property with 185,000 SF of intended retail development, 35,000 SF of office space, as well as a small bank and restaurant.

3.7 Potential for Office Type Uses

At the local community level, the demand for office space arises among a limited number of service sectors -- finance and insurance, real estate and leasing/rental, and professional or business service

firms -- although specialized offices such as medical offices can account for significant usage. The six hamlets of the Route 25A corridor currently have 950 jobs in the three office service sectors, or roughly 10 percent of total employment, and nearly 1,400 jobs in health care and social assistance. Compared to Suffolk County as a whole, the hamlets' office-related share of total employment is low with 1,350 jobs in the three office service sectors, or roughly 2 percent of comparable county employment, and 650 jobs in health care and social assistance, or equally 2 percent of county employment including hospital workers.

According to the Office of the Assessor of Brookhaven Town, the hamlets have as many vacant commercial lots (39) as developed parcels in professional buildings (26), office buildings (9) and bank buildings (3). While the gross floor area of office space is not known, the distribution of lot acreage is provided by hamlet center. As Table 3-6 shows, the majority of development is located in Rocky Point which contains 28 parcels, totaling 9.5 acres of office, professional and bank buildings. By contrast, Sound Beach, Shoreham and Wading River report no office development.

Table 3-6: Office Type Development in the Route 25A Corridor

	# OF DEVELOPED PARCELS			
	PROF'L BLDG	OFFICE BLDG	BANK BLDG	
MOUNT SINAI	2	0	0	
MILLER PLACE	3	4	0	
ROCKY POINT	20	5	3	
SHOREHAM	1	0	0	
	ACREAGE OF DEVELOPED PARCELS			
	MOUNT SINAI	2.07	0.00	0.00
	MILLER PLACE	1.12	3.03	0.00
	ROCKY POINT	5.86	1.94	1.74
	SHOREHAM	1.56	0.00	0.00

Source: Office of Assessor, Town of Brookhaven

On an employment basis, an assessment of office type activity reveals that opportunities are extremely limited by sector in expanding the corridor’s demand for more office development:

Finance and Insurance. The six (6) zip code areas that comprise the Route 25A corridor contain some 350 Finance and Insurance jobs, or rough 6 jobs per thousand residents. Banks and other Depository Institutions are predominant with 170 jobs, or nearly half of financial service employment, while Insurance Agencies provide nearly 100 jobs. Compared to Suffolk County as a whole with 18 Finance and Insurance jobs per thousand residents, the corridor is undersubscribed by two-thirds, although the banking and insurance agencies are one-half as developed. Major missing uses include

Securities Brokerages and Insurance Carriers, or large institutions that typically prefer a central city location. A limited potential for expansion may exist in the corridor’s banking sector which could conservatively attract some 50 additional jobs while still remaining less developed than Suffolk County.

Real Estate and Rental/Leasing. Nearly 150 office-type jobs exist in the corridor’s real estate sector, consisting primarily of the offices of Real Estate Agents and Brokers. Compared to Suffolk County, these services are fully subscribed at 1.1 jobs per thousand residents. However, the sector as a whole is only half as developed, at 2.5 jobs per thousand, compared to 5.1 per thousand County residents. The major deficiencies exist in the Equipment Rental and Leasing subsector. Office operations in passenger car, truck, consumer goods, and other equipment rental businesses are totally absent, and not likely to be attracted if demand for these services does not currently exist. Thus, the Real Estate and Leasing sector cannot be considered a potential source of office space demand for the area.

Professional, Scientific and Technical Services. This significant sector of office type activity generates over 500 jobs in the corridor, or nearly 9 jobs per thousand residents. However, compared to 26 per thousand in the County, the area is significantly undersubscribed. The sector consists of six major types of office-related services – Legal, Accounting, Design-Related, Computer-Related, Scientific and Technical, and Business-Related. Within these subsectors, the least represented in comparison to countywide averages were Business-Related services, or activities such as Advertising, Public Relations, Media and Direct Mail, Market Research, Translation and Photography. In fact, only personal

photography studios exist in the corridor. Thus, without an established business base to serve, it is unlikely that other such activities can be attracted.

Accounting and Design-Related services are the most populated professional services in the hamlets, though each is under represented by one-half to two-thirds. In the Design-Related field, there may be limited opportunities to attract Architectural, Landscape or Interior design firms given the corridor's emphasis on quality of life, while Accounting services are sufficient for consumer but not business purposes. At one-half countywide representation, another 35 such jobs might be attracted. More problematic, Legal, Computer-Related and Scientific services are less developed. Given the absence of court activities, established businesses or laboratories, the demand for their services appears limited. However, should each subsector rise to the level of one-third countywide representation, 75 additional jobs might be attracted for a total of 110 new Professional and Business Service office type jobs.

Health Care and Social Assistance. Currently, the offices of medical practitioners – including Physicians, Dentists, Chiropractors, Optometrists, Mental Health, Specialty Therapists, Podiatrist, and others – account for the largest use of office and professional space in the corridor. With some 600 jobs in medical offices, the hamlets have nearly three-quarters the per capita representation of Suffolk County as a whole. Jobs in other subsectors, except Social Assistance, are typically located in medical facilities, not offices. However, Social Assistance tends to be concentrated in centers but has fewer than 50 jobs in the area. Given the lack of a hospital

facility in the corridor, it is doubtful that more medical office uses will be attracted to the area.

In conclusion, assuming as many as 160 office type jobs can be attracted to the hamlets from expansion of financial and professional service firms, as determined by a comparison with countywide development levels, the volume of office space required to house these new uses would not be significant. With typically 250 gross SF per worker, the potential demand would require a 40,000 SF office building. Moreover, the proposed commercial development of the Mount Sinai Village Centre consists of a 3,500 SF Bank and 35,289 SF of office space, or sufficient space to concentrate all corridor office potential in one location.

3.8 Potential for Personal and Other Services

A variety of personal services are typically supported in small shops and storefronts of local centers by those of a convenience nature. They include Consumer Electronics and Appliance Repair, Barber and Beauty Salons, Dry Cleaning and Laundry Services, Civic, Social and Business Organizations. Collectively, as Table 3-7 shows, the hamlets have nearly 550 such jobs or 9.4 per thousand residents, comprising roughly one in every 20 employment opportunities in the corridor.

Compared to 16,800 such jobs in Suffolk County as a whole, the area is moderately undersubscribed. The potential for expansion in personal service establishments is probably greatest in household repair and maintenance shops where virtually all such services are

poorly represented with the exception of Footwear and Leather Goods Repair. By contrast, there are relatively more personal care salons in the hamlets, than in the County, with a plethora of Barber and Beauty Salons. Laundry and Dry Cleaning shops, including Coin-Operated Laundries, are considerably under represented, but conceivably most households have built-in laundry equipment.

In addition to repair and maintenance services, limited potential may exist in providing hamlet space for local organizations. Although not likely to be a use that is “attracted” by economic development initiatives, local Civic and Social Organizations may exist in informal settings and might be encouraged to operate out of storefronts. The corridor certainly has an abundance of Religious Organizations, but is lacking in Business and Professional Organizations which are not likely to be in demand. Collectively, for all personal and other services, the potential for additional development is extremely limited. At best, perhaps 20 additional jobs could be sited in existing vacant shops and storefronts of the commercial centers.

Table 3-7: Employment in Personal and Other Services in Route 25A Corridor

<i>Personal & Other Services</i>	<i>Corridor</i>		<i>Suffolk County</i>	
	<i>Jobs</i>	<i>Jobs per 1000 Pers</i>	<i>Jobs</i>	<i>Jobs per 1000 Pers</i>
Repair & Maintenance	33	0.57	2760	1.85
Consumer electronics, including computer	2	0.03	1168	0.78
Appliance	8	0.14	399	0.27
Furniture & reupholstery	4	0.07	186	0.12
Footwear & leather goods	7	0.12	7	0.00
Other personal & household goods	12	0.21	1000	0.67
Personal Care	235	4.07	4695	3.14
Barber shops	26	0.45	151	0.10
Beauty shops	125	2.16	3049	2.04
Nail salons	32	0.55	664	0.44
Diet & weight reducing centers	33	0.57	403	0.27
Other personal care	19	0.33	428	0.29
Laundries & Dry Cleaning	26	0.45	1207	0.81
Organizations	251	4.34	8141	5.45
Religious	220	3.81	5068	3.39
Social advocacy	0	0.00	446	0.30
Civic	9	0.16	805	0.54
Business	0	0.00	247	0.17
Professional	2	0.03	260	0.17
Other	20	0.35	1315	0.88
Total	545	9.43	16803	11.25

Source: 2008 County Business Patterns

3.9 Economic Impact of Potential Retail and Office Demand for Development

Should the Route 25A corridor develop 140,000 SF of retail and restaurant space, as well as 40,000 SF of office space, in a hamlet center as a strategy to retain some of the resident spending leakages, the area will also benefit from the addition of new employment opportunities. Assuming the countywide ratio of retail and food service sales per employee, some 343 new jobs will be located in 140,000 SF of retail and restaurant space, complemented by 160 new jobs in 40,000 SF of office space. Without additional supporting population, many of these jobs may be displaced from elsewhere in the County. If displacement does not occur from elsewhere in Brookhaven, the direct economic impact of new retail, restaurant and office development in the Route 25A corridor will result in a permanent employment increase of 503 jobs for Brookhaven Town. Temporary construction jobs will also be created by the construction of 180,000 SF of space.

Direct economic impacts result not only from the addition of permanent new employment, but also from the labor income generated by new jobs, the value added created by the new enterprises, and the gross business sales of the shops, stores, restaurants and office activities. Direct impacts also trigger indirect and induced spending in the local economy in response to business purchases of goods and services (indirect), and local consumption of new workers (induced). These secondary rounds of economic impact are typically referred to as the “multiplier” effects,” each characterized by additional employment, labor income, value added, and gross output. For Brookhaven Town as a whole, Table 3-

8 presents the separate and aggregate permanent annual impacts of capturing the economic development potential in the Route 25A corridor.

Table 3-8: Permanent Economic Impact of Route 25A Development (2009\$)

Impact Type	Employment	Labor Income	Value Added	Output
Direct Effect	503	\$22,225,137	\$33,679,780	\$52,494,452
Indirect Effect	69	\$4,228,377	\$6,640,654	\$10,360,221
Induced Effect	237	\$13,326,069	\$20,498,434	\$30,696,956
Total Effect	809	\$39,779,582	\$60,818,867	\$93,551,630

Source: Urbanomics, based on 2009 IMPLAN Pro Model calibrated for Brookhaven Town)

As the table shows, without displacement within the Town of Brookhaven, permanent employment will increase by 809 jobs with an annual labor income of \$39.8 million in 2009 dollars. The direct labor payment of \$22.2 million is expected to increase by \$4.2 million with job expansion in supporting industries, such as food suppliers to restaurants, and by \$13.3 million as new workers spend their earnings on personal consumption. Value added, or the contribution to gross domestic product (GDP) generated in Brookhaven Town, is estimated to increase by \$60.8 million, 55 percent of which occurs in new development and 45 percent of which is triggered by the multiplier effects. Lastly output, or the sum of gross business sales, is estimated to expand by \$93.6 million town-wide on an annual basis in 2009 dollars. The projected

increase in employment, value added and output would represent a 0.4 percent expansion of the Brookhaven economy.

The forecast of total economic impacts of proposed development in Brookhaven Town was achieved by use of the *IMPLAN Pro Model*, calibrated for Suffolk County by zip code area. Some 31 zip codes were aggregated to compile the model relationships for Brookhaven Town. *IMPLAN* is a widely accepted statistical software program of MIG, Inc. built upon standard input-output methodology. Input-output analysis is a method that computes how an entire economic system is affected by a direct impact on a portion of the system – i.e., a change in investment, technology, consumption, production or a public or private policy. An input-output model replicates the inter-industry linkages in an economy, and the feedback relationships between producers, household consumers, private investors, government and the balance of trade with the rest of world. In doing so, it predicts the ripple or multiplier effects that emanate between sectors, resulting in indirect and induced effects.

3.10 Tax Impact of Potential Retail and Office Demand for Development

At current costs of construction, the proposed development of 140,000 SF of retail and restaurant space, as well as 40,000 SF of office space, would have a market value of \$33 million. Given prevailing equalization and property tax rates for the County, Town and special districts, the property tax liability would be roughly \$86,000 in current dollars, as Tables 3-9 and 3-10 show.

Table 3-9: Assessed Value of Potential Route 25A Corridor Development

	Construction Value PSF \$2011	Value of Improvements	Equalization Rate 2010	Assessed Value \$2010
Retail	\$173.21	\$24,249,915	0.86	\$20,855
Office	\$219.40	\$8,776,160	0.86	\$7,548
Total		\$33,026,075		\$28,402

Source: Urbanomics

Table 3-10: Tax Revenue Liability of Potential Route 25A Corridor Development

District	Name	2010-2011 Rate (per \$100AV)	Tax for New Development
C01	County of Suffolk	2.827	\$803
P01	County of Suffolk - Police	33.003	\$9,374
T01	Brookhaven	0.462	\$131
H01	Highway - Town Wide	2.589	\$735
T02	Part Town	1.39	\$395
H02	Highway - Part Town	11.395	\$3,236
H06	Blizzard Note Repayment	0.499	\$142
M01	NYS MTA	0.155	\$44
T05	\$100 M Bond Act of 2004	5.476	\$1,555
FG1	Mt. Sinai Fire District	8.727	\$2,479
LX1	Brookhaven Lighting	1.364	\$387
AM6	MS Ambulance	5.663	\$1,608
C02	Real Property Tax Art. 7	0.896	\$254
C03	Real Property Tax	7.192	\$2,043
S07	School/Library District	219.713	\$62,404
All	Total	301.351	\$85,591

Source: 2010-2011 Rates from Town of Brookhaven, Louis J. Marcoccia, Receiver of Taxes

Route 25A Gaps Analysis

Retail Potential

Route 25A Corridor residents spent \$600 million outside the corridor in 2010.

Mount Sinai is the most underserved hamlet in the study area.

Major leakages occurred in auto dealerships (\$155 million), general merchandise or department stores (\$114 million), home centers (\$44 million), clothing stores (\$34 million), other building material dealerships (\$34 million) and limited service eating places (\$26 million). However, because of the scale of store types or nuisance character not all of the establishment types for which a sales potential exists could be accommodated in hamlet centers.

Surplus business existed in grocery stores (\$34 million), beer and wine stores (\$17 million) and pharmacies (\$14 million).

Hamlet Centers could attract nearly \$24 million of retail sales and \$11 million of restaurant sales. Averaging \$250 in sales per square foot of area, the potential capture rate would support roughly 140,000 square feet of retail and restaurant space.

This could be entirely accommodated within the proposed Mount Sinai Village Center, a 30 acre property with 185,000 square feet of intended retail development, 35,000 square feet of office space, as well as a small bank, restaurant and gasoline service station.

Detailed hamlet type opportunities exist for:

- furniture and home furnishing stores (\$13 million),
- computer and television electronics and appliance stores (\$17 million),
- health and personal care stores excluding pharmacies (\$5 million),
- clothing stores (\$34 million),
- shoe stores (\$3 million),
- jewelry shops (\$4 million),
- luggage (\$600,000) stores,
- sew/needlework/piece goods stores (\$1 million),
- book stores and news dealers (\$5 million),
- florists (\$1 million),
- used merchandise (\$2 million), and
- other miscellaneous (\$8 million) stores.

Office Potential

There is unmet demand for 40,000 square feet of office space in the corridor, which would support as many as 160 office type jobs. The proposed commercial development of the Mount Sinai Village Centre consists of a 3,500 square foot Bank and 35,289 square feet of office space, or sufficient space to concentrate all Corridor potential in one location.

Economic Impact of Potential Retail and Office Demand for Development

Without displacement within the Town of Brookhaven, permanent employment will increase by 809 jobs with an annual labor income of \$39.8 million in 2009 dollars. Output, or the sum of gross business sales, is estimated to expand by \$93.6 million town-wide on an annual basis in 2009 dollars. The projected increase in employment, value added and output would represent a 0.4 percent expansion in the Brookhaven economy.

Tax Impact of Potential Retail and Office Demand for Development

The proposed development of 140,000 square feet of retail and restaurant space, as well as 40,000 square feet of office space, would have a market value of \$33 million. Given prevailing equalization and property tax rates for the County, Town and special districts, the property tax liability would be roughly \$86,000 in current dollars.

Appendix 10

Route 25A Shopping Center & Professional Building Inventory

**Appendix 10 - Route 25A Shopping Center
& Professional Building Inventory**

Shopping Centers - Mount Sinai	SCTM	Former SCTM	Building SF
Ocean Advantage	118-4-1		7,730
Chung Wo Properties	140-3-13		21,840
Minal Properties	139-6-2		8,160
Wedgewood	139-3-9		22,725
MS Shopping Center	162-5-3.2	162-5-3.1	130,164
MS Industrial LLC (Proposed)	162-5-19		232,000
Turning Point Commons (Unbuilt)	139-3-11		27,630
Total			450,249

Professional Buildings - Mount Sinai	SCTM	Former SCTM	Building SF
MKH Realty	117-5-3		9,375
MS Commercial	141-2-14.2		18,939
655 Route 25A LLC	117-5-2.1		2,250
Total			30,564

Shopping Centers - Miller Place	SCTM	Former SCTM	Building SF
N. Country Plaza	97-2-9		63,419
Pina Construction	97-2-11.1		75,400
MP Realty	97-4-8.1		96,995
Soundview-Pipestave Hollow	118-5-1.3		31,747
Ocean Advantage	118-4-1		7,730
451 MP Plaza	98-7-6.3		12,240
EFCO-FA Dev Corp	98-7-9		11,160
ICKY Corp.	98-9-1.7, 1.8, 1.2		43,465
Biz Biz Corp.	99-2-6.3		19,600
Radio Plaza	99-9-1.5		9,520
929 Center	99-5-6.1		11,620
Doyle (approved site plan)	119-3-20.5		28,000
Total			410,896

Professional Buildings - Miller Place	SCTM	Former SCTM	Building SF
595 Route 25A Assoc.	98-8-22.3		17,133
130 Belle Meade Holding	99-2-7		5,070
Wilson Matthew	99-7-23.2		3,837
MPAH Holdings	99-3-10		1,951
791 Rte 25A Realty	99-3-9		840
856 Rte 25A	99-8-36.2		4,900
Michael T. Olsen	99-4-14		1,192
ICKY Corp.	99-9-15		2,306
North Shore Office Building	98-8-36.3		14,036
Total			51,265

Shopping Centers - Rocky Point	SCTM	Former SCTM	Building SF
In Towne Shopping Center	101-3-5.2	101-3-5.1	216,346
KOTA Realty Co.	102-2-8.1		46,568
Milrock Inc.	101-1-1.8		96,065
Rhinebeck Realty	102-1-1.3		7,800
RP Associates	102-1-3.1, 3.2, 4		24,555
Pirraglia	102-4-4		6,500
Miller Family Ltd.	100-1-9		43,594
Miller Family Ltd.	100-1-4		19,220
Beloit Group	100-1-3.6		11,880
Total			472,528

Professional Buildings - Rocky Point	SCTM	Former SCTM	Building SF
333 Point Corp.	101-2-14		8,237
Denmark Assoc.	101-2-13		3,252
Kevin Ward	101-2-12		2,649
Bussela Assoc.	101-1-4.3		6,085
McCarrick Medical Bldg.	78-6-33.1		11,600
Total			31,823

Brownfield - Rocky Point	SCTM	Former SCTM	Building SF
RP Drive In LTD (demolished)	74-7-10		8,574
Total			8,574

Shopping Centers - Shoreham	SCTM	Former SCTM	Building SF
Jeetish Management	80-4-35.8		37,300
Total			37,300

Professional Buildings - Shoreham	SCTM	Former SCTM	Building SF
Maria Assoc.	79-3-40		9,550
Total			9,550

Brownfield - Shoreham	SCTM	Former SCTM	Building SF
AGFA Corp.	80-4-31		123,259
AGFA Corp.	79-4-1		2,958
Total			126,217

PRC - Mount Sinai/Miller Place	SCTM	Former SCTM	# of Units
Pulte	142-4-1.97		185
Ranches	118-3-1.12		186
Vineyards	97-2-6.1		82
Total			453

Multi Family - Miller Place	SCTM	Former SCTM	# of Units
Sylvan Gardens	96-7-7.4		44
Jafri Real Estate	119-1-1		11
Total			55

Multi Family - Rocky Point	SCTM	Former SCTM	# of Units
Rocky Point Owners Cooperative	102-2-6		58
Total			58

Appendix 11

Summary of Past Corridor Hamlet Studies

Appendix 11

Summary of Past Corridor Hamlet Studies *

Review of Past Hamlet Studies

It has often been said that you can't determine where you're going unless you know where you've been.

A secondary part of the outreach component of this Visioning Report involved the review of past studies conducted for each individual hamlet in the study area. In doing so, participants in this process gained a more holistic understanding of the ongoing challenges facing their communities and how these challenges – political, social, economic or otherwise –interrelate. The background analysis provided the opportunity to measure the extent to which – if at all – the past studies' respective visions and goals represented an appropriate direction for the future growth and change of the various communities. For example, new sewers were generally not supported in the forums held for this Study but were originally considered in the 2008 *Rocky Point Vision for Downtown Revitalization*.

The following excerpts from the *Route 25A Visioning Report* summarize a series of hamlet studies conducted by the Town along the Corridor over the past decade. They served as baseline data for the Town's 1996 Comprehensive Plan. It should be emphasized that the following is intended only as a summary of the major visions, goals and/or objectives set forth in these previous reports, and that the content should not be viewed as representing the current vision, goals and/or objectives of the 2010 Community Visioning Report.

Mount Sinai Hamlet Study

In 1996, Mount Sinai released a Hamlet Study detailing a program of recommendations intended to help guide future land use and zoning decisions for the hamlet. Major recommendations for the 25A corridor included:

- Maintain existing zoning along the north side of 25A from Mt Sinai-Coram Road to Crystal Brook Hollow Road
- Preserve in their natural state the two parcels on either side of Peachtree Lane fronting 25A westbound
- Conservation (cluster) subdivisions

- Bicycle and jogging paths
- Access management; in particular, interconnecting existing and new parking lots
- Establish a Business Improvement District
- Streetscape improvements

Miller Place Hamlet Study

The *Miller Place Hamlet Study* (1996) focused on several key community planning issues including land use and zoning, transportation and parks and open space. Major recommendations for the Route 25A corridor included:

Land Use/Zoning/Aesthetics

- Create Hamlet Town Center near Sylvan Avenue Park
- Meet the housing needs of seniors and promote medical and professional office space
- Renovate existing shopping centers and manage high vacancy rates
- Preserve large farmland (DeLea Sod Farm)
- Two acre zoning for vacant parcels (south of 25A)
- Undeveloped/unimproved lands along the south side of 25A should set aside approximately 100 feet in depth to create a natural buffer zone
- Improve Route 25A aesthetics through enhanced signage ordinances and landscaping

Transportation

- Implement access management strategies; in particular, interconnecting adjacent parking lots
- “Streets of Concern”
 - Historic preservation of North Country Road
 - Route 25A aesthetic improvements & access management
 - All Streets of Concern:

- Prohibit commercial traffic on local roads
- Better drainage, lighting, curbing and sidewalks in commercial areas
- Speed limit enforcement
- Provide shoulders for on-street parking
- Plant more street trees and create maintenance program

Parks and Open Space

- Community wide greenway and expansion of park system (e.g. ball fields)
- Initiate a “Rails-to-Trails” program for the LIPA right-of-way

Rocky Point Hamlet Study

Rocky Point underwent hamlet studies recently in 2003 and 2008. The *Rocky Point Hamlet Comprehensive Plan* (June 2003) recommended the preservation of open space and protection of the environment. The plan suggested that there be a common aesthetic theme for businesses to help create a hamlet identity. Creating a “Restaurant Row” was one idea mentioned to help spur economic growth. *The Rocky Point Vision for Downtown Revitalization* (February 2008) focused on the area between the start and end of the 25A Bypass. The study examined how to increase retail attraction, mixed uses, and housing opportunities, create public parking and civic open space, improve maintenance and beautify the area. Market driven retail along the corridor and gateway features at specific entry locations were also recommended to help draw traffic away from the 25A bypass.

Shoreham Hamlet Study

In 2000, the Shoreham Civic Organization, with the support of the Town of Brookhaven, undertook a hamlet study with the intent of communicating to the Town Shoreham’s unified vision for the future of the community. Completed in 2002, the *Shoreham Hamlet Study* considered key community issues including land use, open space, historic preservation, transportation, recreation needs, environmental resources and institutional services. It presented a vision for Shoreham’s future, consisting of four primary goals:

- Create a physical and social center
- Create housing opportunities for all stages of home ownership
- Develop and unify properties for recreation needs
- Make Shoreham a prime example of Smart Growth development

Town of Riverhead Comprehensive Plan

While Wading River has not undertaken a hamlet study in more than 20 years, the portion of Wading River that lay within the Town of Riverhead is discussed in Riverhead's 2003 Comprehensive Plan. The vision for Wading River set forth in the Plan called for keeping the hamlet "an intimate rural crossroads." Among the goals outlined were the following:

- Keep Wading River a small, quaint hamlet center catering to local residents
- Allow moderate scale professional office development along Route 25A in the Wading River area
- Reduce commercial zoning in areas with underdeveloped commercial zoning

*Source: BFJ Planning

Appendix 12

Route 25A Land Use Plan Rails-to-Trails Recommendations

Appendix 12

Route 25A Land Use Plan Rails-to-Trails Recommendations

Summary

An agreement was reached in January 2009 between LIPA and the County of Suffolk to permit construction of a 12-mile path to be utilized for biking and hiking along LIPA's property and the abandoned Long Island Railroad track from Port Jefferson to Wading River. A second 3.5-mile section of the path will also be constructed between Port Jefferson and Setauket on non-LIPA owned land. The project will be funded with a total of \$8.9-million in Federal Highway Administration grants and some \$3.05-million in local funds, which were committed in the 2011 Suffolk County Capital Program.

Relationship to Route 25A Land Use Plan

When completed, the rails-to-trails multi-use path will provide a pedestrian and bicycle linkage between and among the Mount Sinai, Miller Place and Rocky Point Commercial Centers, the Rocky Point Main Street, and the Shoreham Rural Center. Additionally, the path will link all of these locations with Port Jefferson and Setauket.

Also see *Appendix 1* for Traffic and Pedestrian Safety Recommendations for the corridor from Mount Sinai to Wading River which supports the following rails-to-trails recommendations.

Recommendations - Mount Sinai

West Gate Drive & Route 25A – There is a potential access point to Rails-to-Trails on either side of West Gate Drive approximately 200' north of Route 25A. To facilitate rails-to-trails access and to encourage pedestrian access to local businesses, the installation of painted pedestrian crosswalks x 3 is recommended at this location, with perhaps signage. The Town's Fowler Lane Park is located a short three block walk from this location

Gertrude Goodman Drive & Route 25A – The entrance to the Mount Sinai School District's educational campus is located at this intersection. A crosswalk or pair of crosswalks is needed to facilitate pedestrian and bicycle crossing from rails-to-trails at the

intersection with Gertrude Goodman, with perhaps signage to alert school traffic to the presence of rails-to-trails. There are approximately 275' of sidewalk on the westerly side of Gertrude Goodman which will link rails-to-trails with existing sidewalk on the northerly side of Route 25A. However, this sidewalk terminates just before the northerly edge of the LIPA right-of-way. Approximately 345' of new sidewalk is needed to link with existing sidewalk adjacent to the elementary school.

Mount Sinai Coram Road & Rails-to-Trails – Rails-to-trails intersects Mount Sinai- Coram Road approximately 275' north of the intersection of Route 25A. A crosswalk or pair of crosswalks is needed to facilitate pedestrian and bicycle crossing at this location, and perhaps signage. Approximately 110' of additional sidewalk is needed on the easterly side of Mount Sinai -Coram Road to link with existing sidewalk to provide safe pedestrian access to Route 25A and the Heritage Park on the south easterly corner of Mount Sinai-Coram Road and Route 25A. (Also see additional traffic and safety recommendations for this intersection, in *Appendix 1*.)

Rose Caracappa Center & Rails-to-Trails – Located approximately 700' east of Mount Sinai-Coram Road, a rear entryway from rails-to-trails to Rose Caracappa is needed to facilitate access and utilization by seniors and others utilizing the Center. (Also see additional traffic and safety recommendations for the intersection with CR 83 to link Rose Caracappa with the Heritage Park, in *Appendix 1*.)

Peach Tree Lane, Lincoln Avenue, Munroe Avenue/Rails-to-Trails - A crosswalk, or a pair of crosswalks, is needed to facilitate pedestrian and bicycle crossing from rails-to-trails at these three points, located approximately 209', 135' and 43' respectively north of Route 25A.

Recommendations - Miller Place

Echo Avenue & Rails-to-Trails - A crosswalk or pair of crosswalks is needed to facilitate pedestrian and bicycle crossing at this location, with perhaps signage. There is a considerable increase in the width of the trail at this location from approximately 66' on the west side of Echo to approximately 128' on the east side which may affect the placement of the recommended crosswalks.

Pipe Stave Hollow Road, Sylvan Avenue & Rails-to-Trails - A crosswalk or pair of crosswalks is needed to facilitate pedestrian and bicycle crossing at these locations, with perhaps signage. A southerly entryway to Sylvan Avenue Park is needed to link the trail and the park and to encourage overall pedestrian and bicycle traffic and access to the park, as opposed to driving to the park. There is an

existing sidewalk on the east side of Pipe Stave Hollow which extends some 165' to the neighborhood shopping center on the northeast corner of Route 25A.

There is a continuous sidewalk on the east side of Sylvan Avenue providing a linkage between the trail, the Sylvan Gardens Co-Op north of the trail, and the Vineyards PRC and Route 25A south of the trail. (Also see additional traffic and safety recommendation to fill in breaks in existing sidewalks on the south side 25A from Pipe Stave Hollow to Miller Place, in *Appendix I.*)

Miller Place Road & Rails-to-Trails - A crosswalk or pair of crosswalks is needed to facilitate pedestrian and bicycle crossing at this location, with perhaps signage. There are existing sidewalks on both sides of Miller Place Road providing pedestrian access to the three local neighborhood shopping centers on the northwest and northeast corners of Route 25A. (Also see traffic and safety recommendations for this location, in *Appendix I.*)

Wedgewood Lane & Rails-to-Trails – This is an interior street accessed by North Country Road to the north which dead ends approximately 900' to the southeast of the trail. The trail begins to narrow on the east side of Wedgewood. A crosswalk, or a pair of crosswalks, is needed to facilitate pedestrian and bicycle crossing at this location, with perhaps signage.

Oakland Avenue, Harrison Avenue, Tyler Avenue, North Country Road, Hempstead Drive, Sound Beach Boulevard, and Babylon Drive/Rails-to-Trails - A crosswalk is needed to facilitate pedestrian and bicycle crossing at these locations, with perhaps signage. This section of the trail is uneven in width as follows: Oakland (188), Harrison (109'), Tyler (61'), North Country Road (123), Hempstead (77'), Sound Beach (164'), and Babylon (76'). Tyler dead-ends at the trail. It may be necessary to adjust the design of the trail when it is engineered to account for these differences in width.

Recommendations - Rocky Point

Westchester, Brookhaven, and Fairway drives & Rails-to-Trails - Crosswalks are needed at these locations to facilitate pedestrian and bicycle crossing, with perhaps signage. Just east of Westchester to the immediate south of the trail, is a 17-acre vacant parcel zoned Commercial Recreation (CR) (74-7-10). When this site is redeveloped, it is recommended that consideration be given at the site plan stage to providing an entryway between the trail and the future recreational resource.

Approximately ¼-mile east of Westchester, the northern boundary of the Town's Rolling Oaks golf course runs parallel with the trail for some 2,100'. There is an existing cartway in the northeast corner of the course which connects with the clubhouse on Route 25A. It is recommended that consideration be given to formally linking the two, either through the cartway, or through a separate easement along the westerly edge of the golf course. Potential conflict points between golfers and walkers/bicyclists would need to be worked out.

Hallock Landing & Rails-to-Trails - A double crosswalk and signage is needed at this location as this is a more heavily traveled roadway. An existing sidewalk on Hallock from Route 25A terminates approximately 935' south of rails to trails. Extension of this sidewalk would link the trail with the Hallock Landing Town Park and the Rocky Point Commercial Center. The Hallock roadway should be striped for a bicycle lane on either the west or east side to provide bicycle access from the trail to the Rocky Point Commercial Center, which is already marked with a bicycle lane and has extensive sidewalks.

Rocky Point Landing Road & Rails-to-Trails – A LIPA transmission sub-station is located on the east side of Rocky Point Landing narrowing the trail to approximately 29' at the driveway to the facility, and 42' by the existing southerly fence. In addition to a crosswalk and signage on Rocky Point Landing, an appropriate pathway for the trail will need to be defined which respects the needs of both the sub station and trails participants.

Broadway & Rails-to-Trails – At his location, the trail leaves the sheltered LIPA right-of-way and enters downtown Rocky Point for approximately 900'. There is an existing ped crosswalk at the corner of Broadway. The trail proceeds through the Town of Brookhaven municipal parking lot and then back onto the sheltered LIPA right-of-way at approximately Tyler Street.

In concert with the Town's efforts to revitalize Broadway as a "Main Street," eco tourism is encouraged between rails-to-trails, the Broadway Main Street, and the Rocky Point Natural Resources Area immediately south of the Route 25A By-pass. An extensive sidewalk network already exists on Broadway which will facilitate access to businesses and restaurants. On Broadway south of 25A, however, there is only 237' of existing sidewalk. An additional 460' of sidewalk is needed to facilitate ped mobility to the 5,300-acre Rocky Point Natural Resources Area, and the many trailheads which can be accessed at this location. The sidewalk is additionally needed to encourage access to the Broadway Main Street from hikers who have hiked in to the Rocky Point area from points south and east. A shoulder exists on both sides of Broadway which could be striped for a dedicated bicycle lane to further facilitate mobility between Broadway Main Street and the preserve.

Harding Street & Rails-to-Trails – Shortly east of Tyler, the trail shrinks to an average width of approximately 70’ for .6-mile until it widens briefly to a maximum 345’ some 900’ west of Woodville Road (see below). A crosswalk is needed at Harding to facilitate pedestrian and bicycle crossings.

Recommendations - Shoreham

Woodville Road & Rails-to-Trails – The trail widens to a maximum of 345’ some 900’ west of Woodville Road where the trail enters Shoreham from Rocky Point. At Woodville, the trail is approximately 145’ on the west side and some 118’ on the easterly side. A crosswalk is needed at Harding to facilitate pedestrian and bicycle crossings.

North Country Road, Randall Road, Briarcliff Road & Rails-to-Trails – This is a 3-way intersection. The trail varies from 125’ in width on the westerly side of Briarcliff to approximately 60’ on the easterly side of North Country Road. Pedestrian and bicycle crosswalks are needed on Briarcliff and North Country Road.

On the east side of North Country Road, the trail runs parallel to the 13-acre AGFA property which is recommended for future redevelopment as the Tesla Museum. If the museum is built, it is recommended that an entrance to the museum from the trail be considered.

Miller Avenue, Chambord Court, JoMarr Road & Rails-to-Trails - Pedestrian and bicycle crosswalks are needed on Briarcliff and North Country Road, perhaps with signage.

Defense Hill Road, Private Road, Randall Road, Gateway Drive & Rails-to-Trails – This is the final section of the trail within Town of Brookhaven limits. Pedestrian and bicycle crosswalks are needed at each intersection. It is noted that a substantial portion of this segment abuts the LIPA properties in Shoreham. Should these properties ever be commercially developed, there may be opportunities to link the any uses with the trail.

Appendix 13

Subdivisions Proximate to Route 25A Centers

Appendix 13 - Subdivisions Proximate to Route 25A Centers

Mount Sinai		Date	# of Units
Crystal Brook Estates		08/19/1996	19
Brookwood Estates	Section 1	05/21/1962	45
	Section 2	10/29/1962	49
Valleywood		11/01/2004	31
Crystal Run		04/02/2004	8
Whitcomb Acres		05/08/1969	34
Westcliff	Section 1	09/16/1966	12
	Section 2	10/14/1968	98
Island Estates		11/08/1999	50
Ol Schwenke			75
Pleasant Hills	Section 1	03/17/1964	33
	Section 2	09/17/1964	42
	Section 3	09/17/1964	58
	Section 4	09/17/1964	62
Nantucket Estates	Section 1	09/23/1986	35
	Section 2	06/16/1987	35
Knolls at Panfield	Section 1	09/22/1987	27
	Section 2	09/22/1987	34
	Section 3	09/22/1987	26
Woodhull Manor	Section 1	08/25/1970	41
	Section 2	03/30/1973	32
Miller Woods		08/28/1987	37
Liso Knolls	Section 1	03/26/1965	14

Section 2	03/21/1968	13
Section 3	03/21/1968	42

Total for Mount Sinai	952
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Miller Place		Date	# of Units
Miller Farms		03/01/1986	51
Chereb Farms		02/27/1987	11
Old Mill Woods		07/30/1973	40
Mill Park Estates		08/27/1970	52
Sylvan Acres	Section 1	09/03/1964	74
	Section 2	03/27/1967	99
	Section 3/4	03/27/1967	71
Miller Place Estates	Section 1	08/02/1985	22
	Section 2	07/31/1986	17
	Section 3	06/25/1986	16
	Section 4	06/25/1986	12
Imperial Estates	Section 1	03/25/2002	73
	Section 2	05/22/2002	15
	Section 3	03/27/2002	75
	Section 4	05/22/2002	18
	Section 5	11/22/2002	18
Beechwood (Meadow Ponds)			110
Tallmadge Woods			124
Newport Estates		08/13/2009	15
Total for Miller Place			913

Rocky Point		Date	# of Units
Briarwood Terrace	Section 1	10/19/1961	36
	Section 2	03/01/1962	64
	Section 3	10/25/1962	35
	Section 4/5	11/13/1963	50
	Section 6	07/17/1964	25
	Section 7	12/18/1964	26
	Section 8	12/18/1964	31
	Section 9	06/28/1965	26
	Section 10	06/28/1965	34
	Briarwood Terrace Beach Club	Section 1	06/28/1965
Section 2		06/19/1968	29
Briarwood Terrace Country Club	Section 1	08/10/1965	42
	Section 2	08/10/1965	54
	Section 3	12/04/1970	75
	Section 4	12/04/1970	94
	Section 5	12/04/1970	73
	Section 6	12/04/1970	59
	Section 7	12/04/1970	58
	Golf Course Section	06/28/1965	29
Rocky Point Estates		05/13/1954	15
Total for Rocky Point			872

Shoreham		Date	# of Units
Shoreham Farms		07/02/1932	
Shoreham Terrace		12/04/1957	33
Shoreham Estates	Annex	06/21/1972	4
	Section 2	02/28/1964	36
	Section 3	06/24/1965	52
Shoreham Beach	Section 1	02/13/1947	130
	Section 2	02/19/1947	
	Section 3	11/28/1947	65
Shoreham Cove		11/21/1985	13
Shoreham Manor	Section 1	12/29/1970	40
	Section 2	01/30/1974	51
Pleasantdale		04/26/1988	20
The Greens at Shoreham	Section 1	09/23/2003	33
	Section 2	09/23/2003	22
	Section 3	09/23/2003	37
	Section 4	03/31/2004	38
	Section 5	03/31/2004	3
Middle Cross Estates	Section 1	11/30/1988	82
	Section 2	02/08/1996	0
	Section 3	02/08/1996	63
	Section 4	02/08/1996	28
	Section 5	02/08/1996	49
Total for Shoreham			799

PRC - Shoreham Area (Ridge)		Date	# of Units
Leisure Glen	Section 1	12/23/1985	128
	Section 2	01/15/1987	148
	Section 3	01/19/1988	110
	Section 4	10/17/1988	88
	Section 5	07/23/1993	158
	Section 6	09/19/1995	18
Leisure Knoll	Section 1	10/26/1972	123
	Section 2	11/17/1974	230
	Section 3	08/23/1976	14
	Section 4	06/12/1979	53
	Section 5	11/26/1979	10
	Section 6	12/08/1980	47
	Section 7	09/16/1981	58
	Section 8	02/07/1983	56
	Section 9	12/19/1983	71
	Section 10	10/29/1984	44
Leisure Village	Section 1	07/22/1970	58
	Section 2	09/03/1970	26
	Section 3	09/03/1970	52
	Section 4	09/03/1970	26
	Section 5	10/09/1970	62
	Section 6	10/09/1970	44
	Section 7	02/02/1971	34
	Section 8	02/02/1971	74

Section 9	02/02/1971	66
Section 10	07/13/1971	218
Section 11		98
Section 12	03/12/1973	172
Section 13	09/20/1973	168
Section 14	12/13/1973	112
Section 15		98
Section 16	10/25/1977	20
Section 17	10/25/1977	40
Section 17A	06/17/1980	106
Section 18	03/17/1982	26

Total for Ridge

2,382

Appendix 14

Hamlet Center and Overlay District Parcels

Overlay District Parcels

Mount Sinai Commercial Center

Section	Block	Lot
139	3	9
139	3	10
139	3	11
139	5	1
139	5	2.1
139	6	1
139	6	2
139	6	3
139	6	4
139	6	5
139	6	6
139	6	7
140	1	33.1
140	1	33.2
140	1	35.3
140	3	13
140	3	15.1
140	3	16
140	3	17
140	3	18
140	3	20.1
140	3	20.2
140	3	21
140	4	2.1
140	4	3
140	4	4
140	4	5
140	4	6
140	4	7
140	4	8
140	4	9
140	4	10
140	4	11
140	4	12
140	4	13
140	4	14
140	4	15
140	4	16
140	4	21

Section	Block	Lot
140	4	22
140	4	23
140	4	24
140	4	25
140	4	26
140	4	27
140	4	28
140	4	29
140	5	1
140	5	2
140	5	3
140	5	4
140	5	5
140	5	6
140	5	7
140	5	8
140	5	24
140	5	28
140	5	29
140	5	30.1
140	5	30.3
140	5	31
140	5	34
140	5	36.1
140	6	5
140	6	9
140	6	11.3
140	6	12.2
140	6	13.1
140	6	15.1
140	6	16.1
140	6	17.1
140	6	18.1
140	6	19.1
140	6	24.2
140	6	25.2
140	6	37.2
140	6	58.1
140	6	59

Section	Block	Lot
140	6	60
140	6	61
140	6	62
140	6	63
140	6	69
141	1	1.1
141	1	2.1
141	1	3.1
141	1	5
141	1	7.1
141	1	22.2
141	1	23.1
141	1	24
141	1	25
141	1	27.1
141	2	1
141	2	4
141	2	19.1
162	5	1
162	5	3.2
162	5	8
162	5	18
162	5	19
162	5	20
162	5	21
162	5	22
162	5	23
162	5	24
162	5	25
162	5	26
162	5	27
162	5	28
162	5	29
162	5	30
162	5	31
162	5	32
163	1	1
163	1	2
163	1	3
163	1	4
163	1	5
163	1	6
163	1	7

Section	Block	Lot
163	1	8
163	1	9
163	1	10
163	1	11
163	1	12
163	1	13
163	1	14
163	1	15
163	1	16
163	1	17
163	1	18
163	1	19
163	1	20
163	1	21
163	1	22
163	1	23
163	1	24
163	1	25
163	1	26
163	1	27
163	1	28
163	1	29
163	1	30
163	1	31
163	1	32
163	1	33
163	2	1
163	2	2
163	2	3
163	2	4
163	2	5
163	2	6
163	2	7
163	2	8
163	2	9
163	2	10
163	2	11
163	2	12
163	2	13
163	2	14
163	2	15.1
163	2	15.2
163	2	16

Section	Block	Lot
163	2	17
163	2	18
163	2	19
163	2	20
163	2	21
163	2	22
163	2	23
163	2	24
163	2	25
163	2	26
163	2	27
163	2	28

Mount Sinai Transition Overlay District

Section	Block	Lot
117	1	4.3
117	1	4.4
117	1	5.1
117	1	7.1
117	4	15
117	5	2.1
117	5	2.2
117	5	3
117	6	1.3
117	6	2
117	8	2.1
118	1	44.1
118	1	46.1
118	1	47
118	1	48
118	2	2
118	2	3.1
118	2	4
118	4	1
118	4	34
118	4	35
141	2	14.2

Miller Place Commercial Center

Section	Block	Lot
097	2	8.1
097	2	9
097	2	11.1

Section	Block	Lot
097	4	2.3
097	4	8.1
098	7	6.3
098	7	9
119	1	3.1
119	3	1
119	3	20.5
119	3	20.7
119	4	1.2
119	4	1.3
119	4	1.4

Miller Place Transition Overlay District

Section	Block	Lot
098	7	4
098	7	8.1
098	7	15
098	7	16
098	7	22.1
098	7	23.2
098	7	23.3
098	8	16.1
098	8	22.3
098	8	23
098	8	26.1
098	8	27.1
098	8	36.2
098	8	36.3
098	9	1.2
098	9	1.7
098	9	1.8
098	9	3
098	9	5
098	9	6
098	9	7
098	9	19
099	2	6.2
099	2	6.3
099	2	7
099	2	8
099	2	9
099	2	10
099	2	18

Section	Block	Lot
099	3	9
099	3	10
099	3	29
099	3	31.1
099	4	12.3
099	4	14
099	4	15
099	4	16
099	4	18.4
099	5	3
099	5	4
099	5	6.1
099	5	7.1
099	5	8.1
099	5	17
099	5	18
099	5	23.1
099	5	24
099	7	23.2
099	7	23.3
099	8	1
099	8	2
099	8	24.1
099	8	36.2
099	8	36.5
099	8	43
099	9	1.5
099	9	p/o 5.3
099	9	14
099	9	15
099	9	16
099	9	18
099	9	19
100	1	2.2
118	5	1.3

Rocky Point Commercial Center

Section	Block	Lot
101	1	1.8
101	2	10

Section	Block	Lot
101	2	12
101	2	13
101	2	14
101	3	1
101	3	5.2
101.1	1	1
101.1	1	2
101.1	1	3
101.1	1	4
101.1	1	5
101.1	2	2.1
101.1	2	3
101.1	2	4
101.1	2	5.4
101.1	2	6
101.1	3	1.1
101.1	3	1.2
101.1	3	1.3
101.1	3	1.4
102	1	1.3
102	1	2
102	1	3.1
102	1	3.2
102	1	4
102	2	1
102	2	2
102	2	8.1
102	2	9
102	2	10
102	2	11.1

Rocky Point Transition Overlay District

Section	Block	Lot
074	7	10
076	7	2
076	7	3.28
076	7	3.3
076	7	4
077	8	2.2
077	8	2.3
077	8	3

Section	Block	Lot
077	8	4
077	8	5
077	9	1
077	9	2
077	9	3
077	9	4
077	9	5
077	9	6
077	10	2.1
077	12	1
078	5	19
078	5	20
078	5	21
078	5	23
078	5	24
078	5	25.1
078	5	25.2
078	5	26
078	5	27
078	5	28
078	5	39
078	5	40.1
078	5	40.2
078	5	41
078	6	6
078	6	7
078	6	10
078	6	11
078	6	12.3
078	6	12.4
078	6	p/o 13
078	6	33.1
078	6	44
078	6	45
078	6	46.1
078	7	3
078	7	8
078	7	18
078	7	19
078	7	20
078	7	21
078	7	35
078	7	36

Section	Block	Lot
078	7	37
078	9	1
078	9	2
078	9	3
078	9	4
078	9	5
078	10	1
078	10	2
078	10	4.1
078	11	1
078	11	2.7
078	11	2.8
078	11	3.4
079	5	20.2
079	5	21
079	5	22
100	1	3.14
100	1	3.2
100	1	3.6
100	1	4
100	1	9
100	2	15
100	2	19
100	2	21.1
100	2	22
100	2	23
100	2	24
100	2	25
100	4	1
101	1	p/o 1.10
101	1	1.11
101	1	2
101	1	4.3
102	1	5
102	3	1.2
102	4	1.2
102	4	1.3
102	4	2
102	4	3.2
102	4	3.3
102	4	3.8
102	4	3.9
102	4	4

Rocky Point Main Street District

Section	Block	Lot
077	3	20.1
077	3	21
077	3	22
077	4	21
077	4	42.2
077	4	48
077	5	36
077	5	38
077	5	39
077	5	41.1
077	5	41.2
077	5	42
077	5	44.1
077	5	45
077	6	23
077	6	24
077	6	25
077	6	26
077	6	27
077	6	28
077	6	29
077	6	30
077	6	31
077	6	33.2
077	6	33.3
077	6	34
077	6	35
077	6	39.1
077	6	51
077	6	52
077	7	2.1
077	7	8
077	7	9
077	7	10
077	7	14
077	7	15
077	7	16
077	7	17
077	7	18
077	7	19
077	7	20
077	7	21

Section	Block	Lot
077	7	24.2
077	7	24.3
077	7	26
077	7	27
077	7	28
077	7	29
077	7	30
077	7	31
077	7	32
077	7	33
077	7	34
077	7	35
077	7	36
077	7	37.1
077	7	37.2
077	7	38
077	7	39
077	7	40
077	7	41
077	7	42
077	7	43
077	7	44
077	7	45
077	7	46
077	7	47
077	7	48
077	7	49
077	7	50
077	7	55
077	7	56
077	7	57
077	7	58
077	7	59
077	7	66
077	7	67
077	7	69.1
077	7	70
077	7	87
077	7	88.1
077	7	88.2
077	7	89
077	10	3
77	10	4

Section	Block	Lot
077	11	2.3
077	11	4
077	11	5
077	11	6
077	11	7
077	11	9.1
077	11	10
077	11	11
077	11	12
077	11	13
077	11	14
077	11	15
078	8	1
077	8	5.2
238	1	8

Section	Block	Lot
079	4	2
079	4	3
079	4	4
079	4	5
079	6	8
080	4	31
080	4	43.1
080	4	43.2
080	4	44
080	4	45.1
080	4	45.2
080	4	46
104	2	21.2
104	2	22.1

Shoreham Rural Center

Section	Block	Lot
080	4	33.1
080	4	35.2
080	4	35.8
104	2	14.4
104	2	14.5
104	2	18
104	2	19

Shoreham Transition Overlay District

Section	Block	Lot
079	3	13.3
079	3	14.2
079	3	23.3
079	3	23.4
079	3	23.5
079	3	23.6
079	3	27
079	3	28
079	3	40
079	3	46
079	4	1

Appendix 15

Route 25A Corridor Existing Environmental, Historic and Cultural Conditions

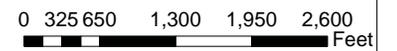


Mount Sinai Environmental Conditions

Legend

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-  WETLANDS
-  150' BUFFER
-  300' BUFFER
-  SuffolkAgDist2010FromCUGIR
-  CGA
-  COR
-  Federal
-  State
-  County
-  Town
-  PDR
-  SCWA
-  Lipa
-  Mt_Sinai_School

Route 25A Corridor Study and Land Use PLAN



JS November 2011



Mount Sinai Historic & Cultural

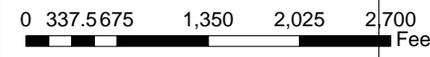
Legend

-  Landmarks
-  National Register
-  SPLIA

Historic Districts

-  District
-  Transition

Route 25A Corridor Study and Land Use Plan





Miller Place Environmental Conditions

Legend

-  NYSDEC fww
-  WETLANDS
-  150' BUFFER
-  300' BUFFER
-  SuffolkAgDist2010FromCUGIR
-  CGA
-  COR
-  Federal
-  State
-  County
-  Town
-  PDR
-  SCWA
-  Lipa
-  Miller_Place_Schools

Route 25A Corridor Study and Land Use Plan





Miller Place Historic & Cultural

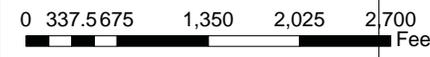
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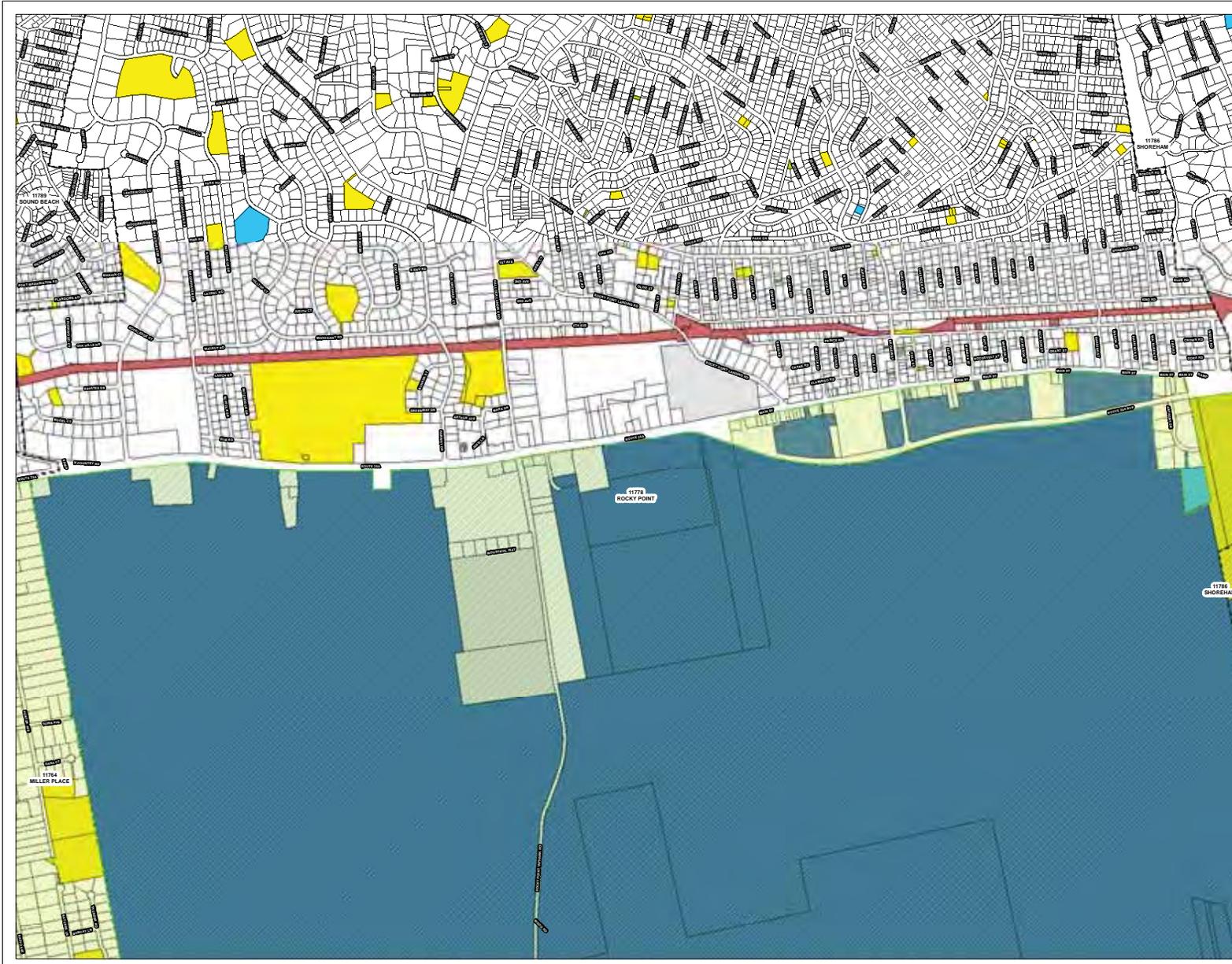
-  Landmarks
-  National Register
-  SPLIA

Historic Districts

-  District
-  Transition

Route 25A Corridor Study and Land Use PLAN





Rocky Point Environmental Conditions

Legend

-  NYSDEC fww
-  WETLANDS
-  150' BUFFER
-  300' BUFFER
-  SuffolkAgDist2010FromCUGIR
-  CGA
-  COR
-  Federal
-  State
-  County
-  Town
-  PDR
-  SCWA
-  Lipa
-  Rocky_Point_Schools

Route 25A Corridor Study and Land Use Plan



JS November 2011

Rocky Point Historic & Cultural



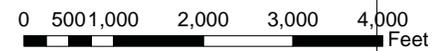
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-  Landmarks
-  National Register
-  SPLIA

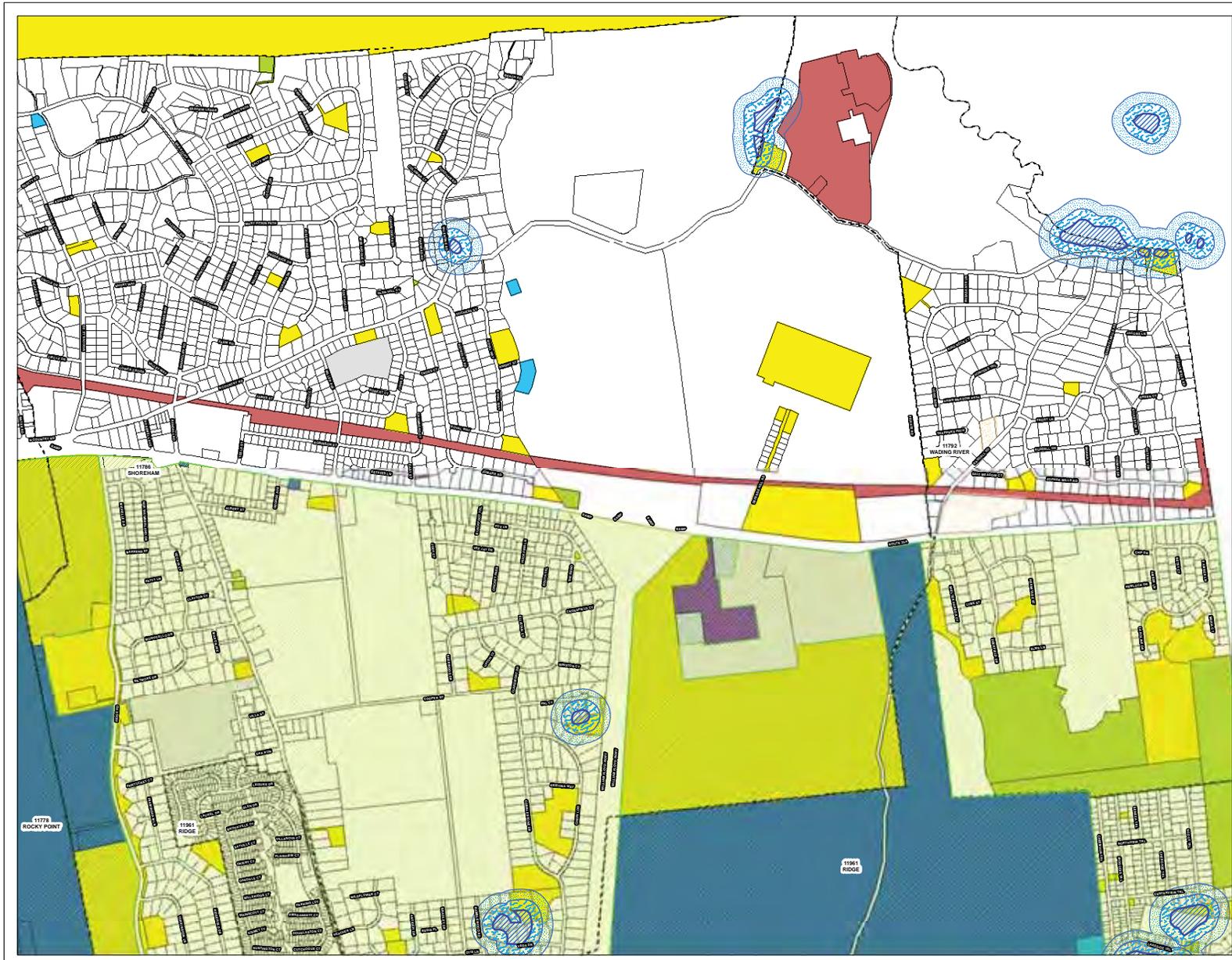
Historic Districts

-  District
-  Transition

Route 25A Corridor Study and Land Use Plan



JS November 2011



Shoreham_WR Environmental Conditions

Legend

-  NYSDEC fww
-  WETLANDS
-  150' BUFFER
-  300' BUFFER
-  SuffolkAgDist2010FromCUGIR
-  CGA
-  COR
-  Federal
-  State
-  County
-  Town
-  PDR
-  SCWA
-  Lipa
-  Shoreham_WR_Schools

Route 25A Corridor Study and Land Use Plan



JS November 2011

Shoreham_WR
Historic & Cultural



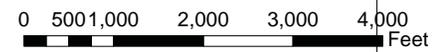
Legend

-  Landmarks
-  National Register
-  SPLIA

Historic Districts

-  District
-  Transition

**Route 25A Corridor Study
and Land Use PLAN**



Appendix 16

Article XXI – J Business 2 (Neighborhood Business)

Appendix 16
Article XXI – J Business 2 (Neighborhood Business)

85-229 Dimensional Criteria.

H. Maximum Size and Location of Certain Structures - Route 25A Hamlet Center Overlay District. (See Appendix XX for a list of parcels contained with the LUP Study Area.)

Within the Route 25A Hamlet Center Overlay District, the maximum permitted size of a commercial structure shall be no greater than between 60,000 and 75,000 square feet of gross floor area, with a strong preference for the lower end of this range; structures within this size range shall be restricted in location to the following commercial centers: Mount Sinai Commercial Center, Miller Place Commercial Center, and Rocky Point Commercial Center. Structures within this size range are not permitted in the transition areas between hamlet centers. (See Appendix XX for a complete list of parcels contained within the Route 25A Hamlet Center Overlay District and the Route 25A Transition Overlay District.)

Planning Rationale for Above J 2 Code Amendment

Maintain the small town feel and character of existing Route 25A Corridor Commercial Centers.

Prevent harmful impacts associated with large format retail including excessive traffic, noise, air, and light pollution.

Protect neighboring residential subdivisions from the above harmful impacts.

Encourage small, locally owned businesses and protect them from harmful impacts associated with large format retail including predatory pricing.

Limit the harmful impacts of large scale parking facilities with impervious surfaces which contribute to run off and environmental harm.

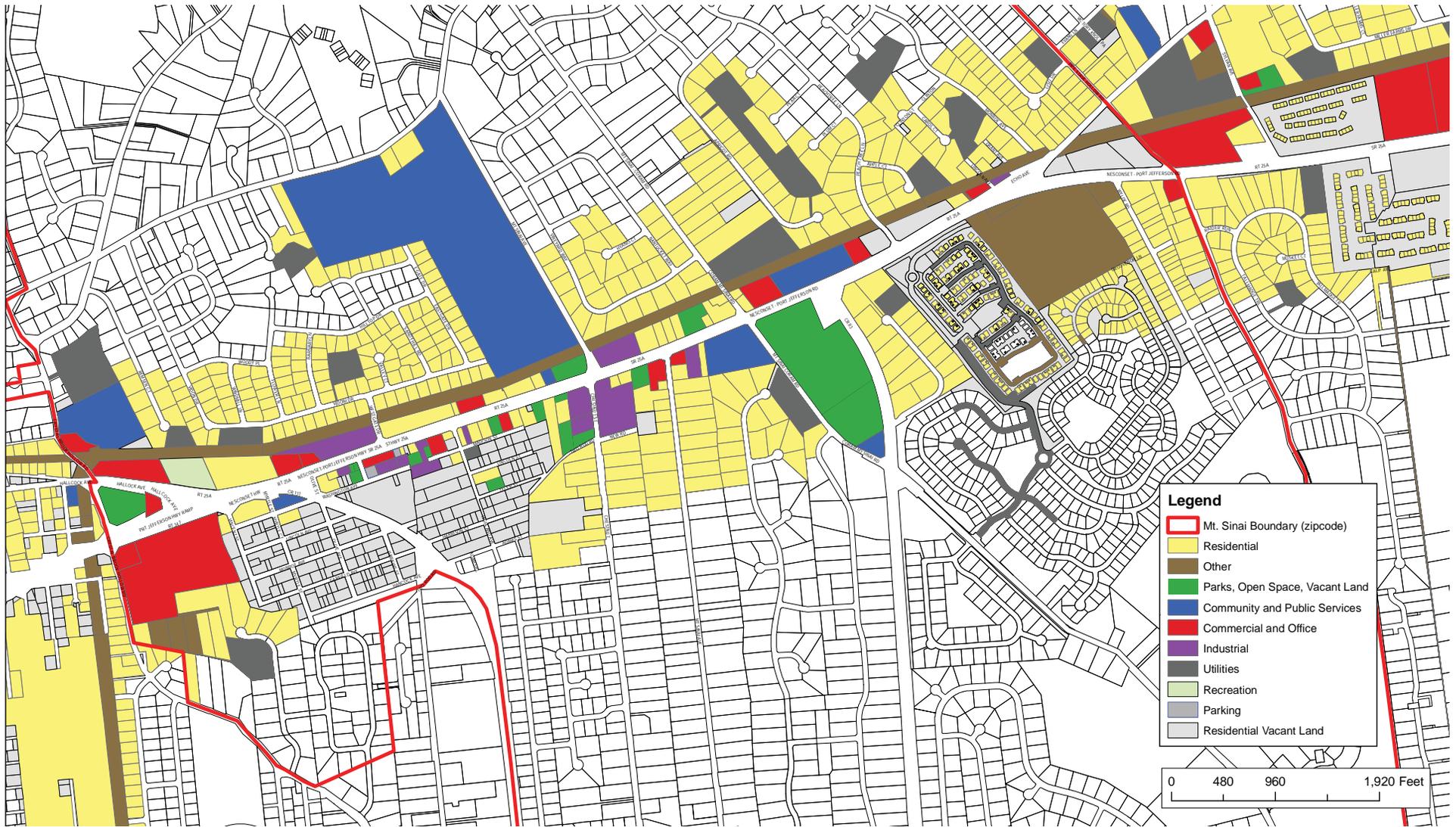
Prevent future commercial sprawl into the transition areas between commercial centers by restricting the location of future commercial structures of between 60,000 and 75,000 SF to existing Route 25A Corridor commercial centers.

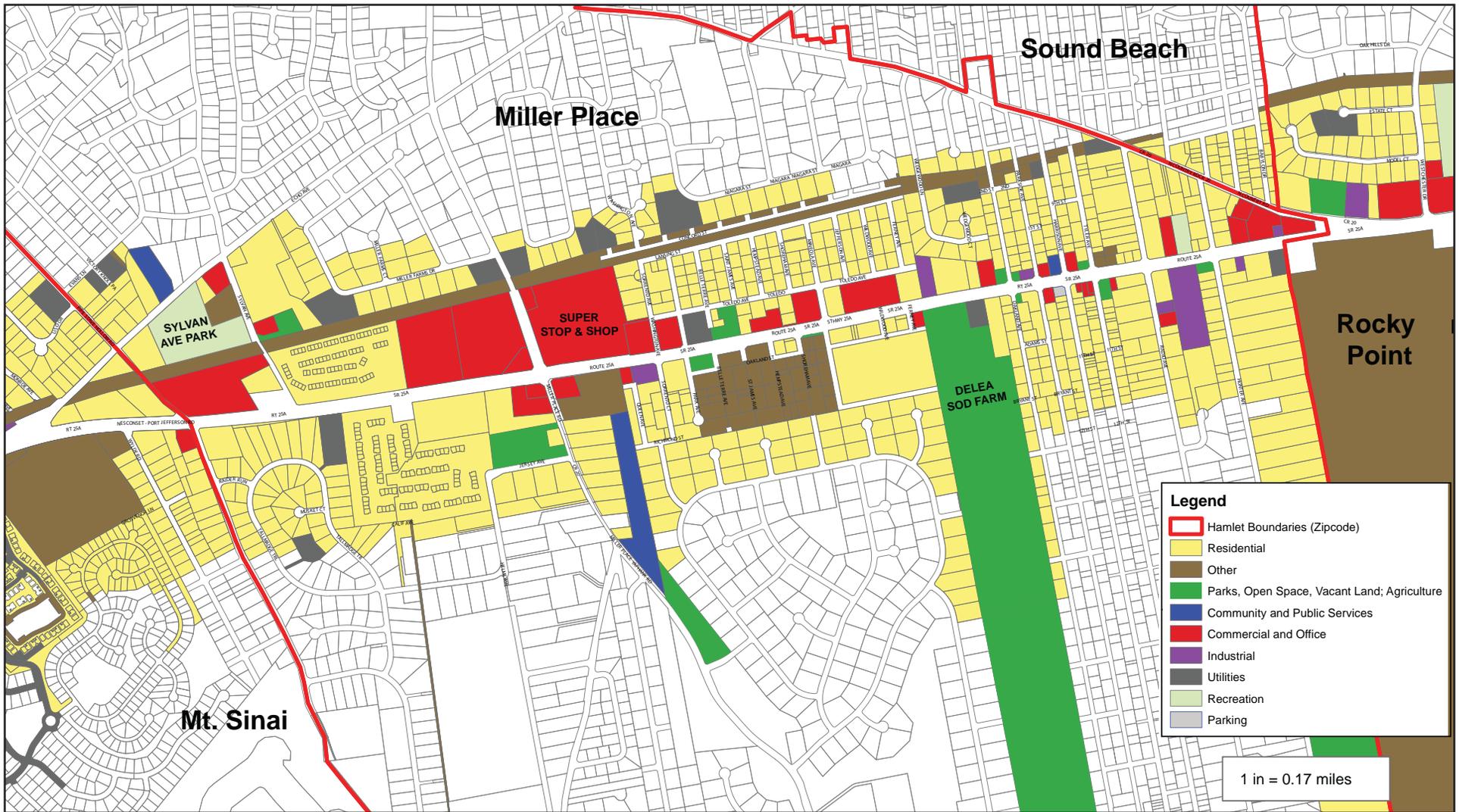
Definition - Large Commercial Retailer within the Route 25A Land Use Plan Study Area

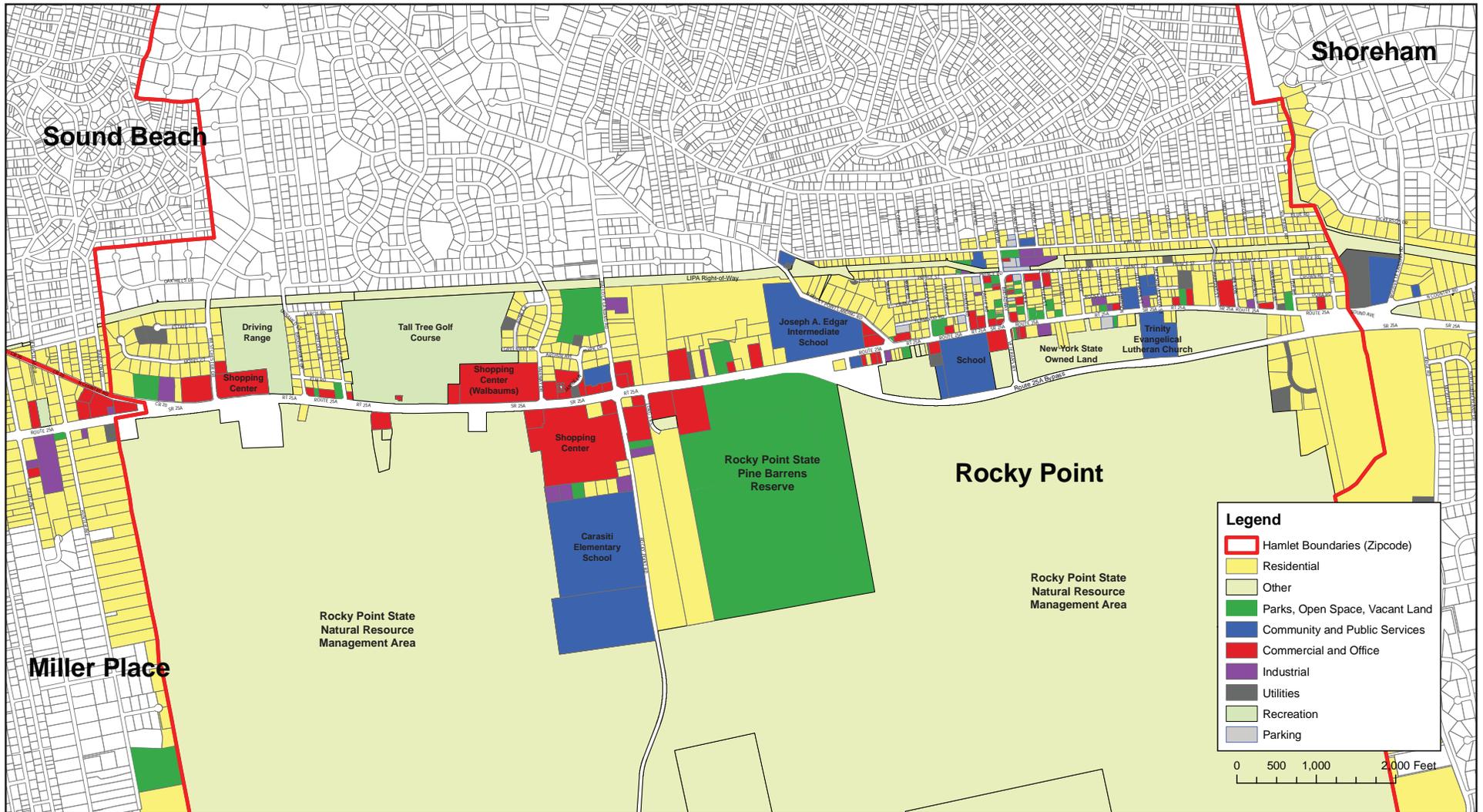
Within the Route 25A Land Use Plan Study Area, a retail use within a commercial center which tenant space is at least 60,000 square feet but not more than 75,000 square feet of gross floor area.

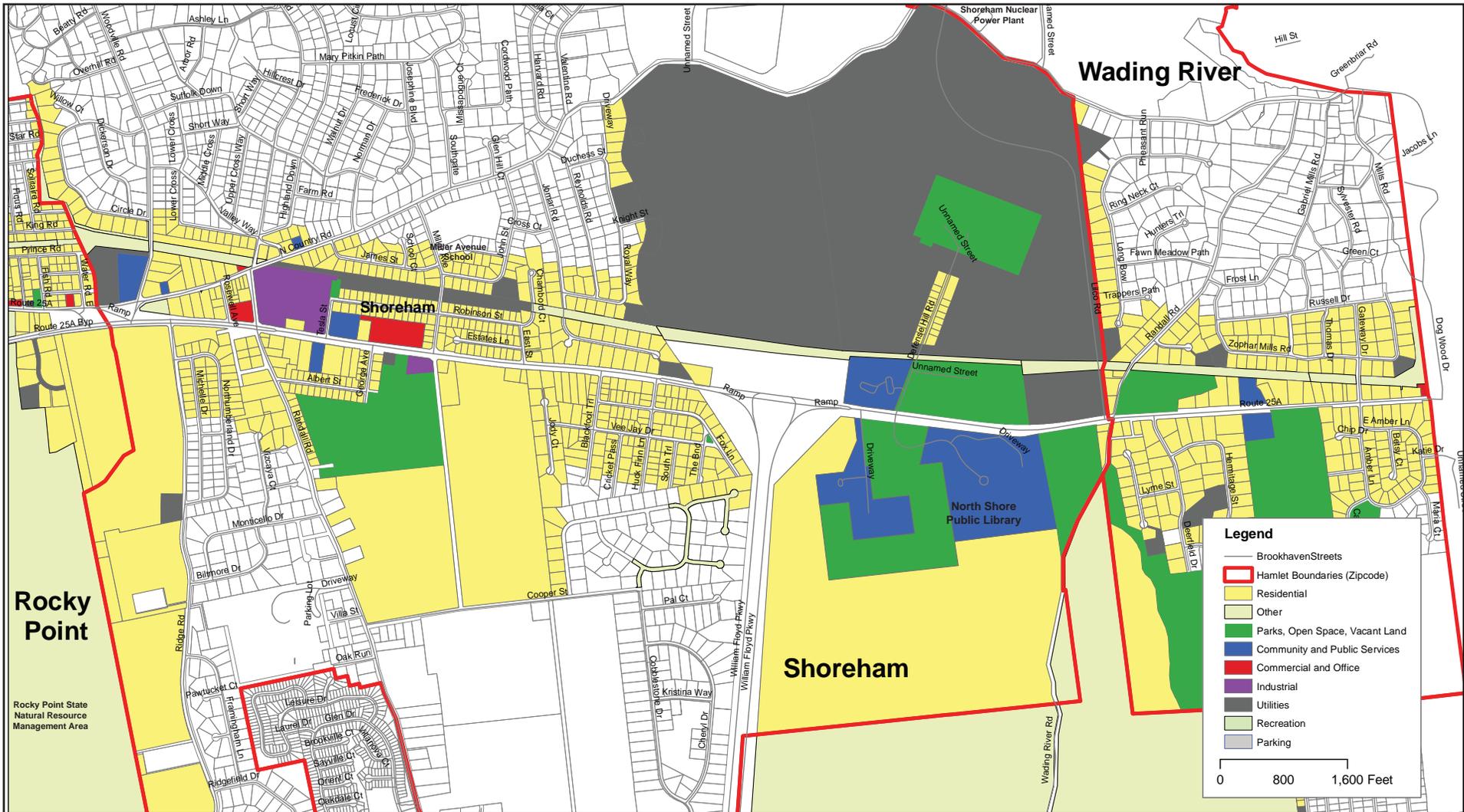
Appendix 17

Existing Land Use Maps









Appendix 18

Land Use Categories

Appendix 18 – Land Use Categories

The Route 25A Corridor Study and Land Use Plan designates specific areas with specific land use categories. Each land use category offers a variety of permitted land uses that are typically associated with that category. This section describes each category and associated permitted land use as they appear in the land use plan.

The categories are also related to the Town of Brookhaven’s land use legislation or Town Code zoning district. This is done in order to better assist the reader and ultimate user of this land use plan and help guide the desired development to the appropriate land use category and zoning district.



Medium Density Residential class refers to the current configuration of the single family residential development pattern of the area. The residential areas throughout the corridor are predominately zoned and developed as B and B-1 Residential (15,000 – 22,500 sq.ft. lots) north of Route 25A and A-1 Residential (40,000 sq.ft. lots) south of Route 25A. Land uses identified in this category are proposed to be zoned and used for single family residential purposes.



High Density Residential class refers to several different attached housing options and types including garden apartments, condominium and townhouse. Opportunities may exist for future multi-family housing within the study area; however, this land use should be limited to those areas identified in the plan. Future development should also be consistent with the Town Code provisions and regulations pursuant to the MF/PRC/PRCHC Residential Zoning District.



Transition areas provide for commercial land uses that prohibit retail commercial uses, consistent with the J Business Zoning District. The Transitional category also provides for a distinctive residential architectural treatment. Development in this class requires a residential architecture. This designation is designed to permit non-retail commercial uses while concentrating retail commercial to more appropriate areas and reducing sprawl.



Office category limits land use development or future development to office related uses only, consistent with the J4 Business District.



Commercial Recreational uses allow for a variety of uses, from miniature golf to social recreation hall, consistent with the CR Commercial Recreation Zoning District. Based on the size and character of this area, larger CR uses permitted in this zoning district should be prohibited.



General Commercial uses allow for a wide variety of land uses, from strip commercial retail to restaurants and pharmacy’s, consistent with the J-2 Business Zoning District.



Main Street class refers to the Broadway Avenue/Main Street area and the Rural Center in Shoreham and is designed to be the pedestrian-oriented center of each community. The uses and site layout are consistent with the J-6 Main Street Business District.



Commercial Centers represent those uses that typically attract consumers both locally and from a large contributing area. Land uses include supermarkets and other large scale retailers on parcels of land in excess of five acres, consistent with the J2 Business District.



Limited Business uses consist of automotive repair and dealerships as well as fast food restaurants, consistent with the J5 Business District.



Heavy Commercial uses consist of gasoline filling stations, automotive repair and dealerships as well as fast food restaurants, consistent with the J5 Business District.



Industrial uses consist of warehouse, manufacturing and automotive repair, consistent with the L-1 Industrial District.



Institutional uses are typically permitted in most zoning districts and include such uses as place of worship and cemetery but may also include municipal uses such as post office, fire department and public utilities.



Agricultural refers to the existing agricultural areas designated to remain an agricultural land use.



Planned Conservation refers to the existing agricultural areas designated for future development utilizing a 70/30 Cluster treatment of single family residential development.



Parks include active and passive recreations sites and may also include pocket parks, ball fields and tot lots as well as village greens.



Open Spaces are areas preserved as natural and undisturbed lands for preservation purposes. Passive recreation uses may also be included in this category.