
Land Use and Implementation Plan

***Proposed Ronkonkoma Hub
Transit-Oriented Development
(TOD)***

Ronkonkoma, Town of Brookhaven
Suffolk County, New York

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October 2013

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1.0 Introduction

This *Ronkonkoma Hub Transit-Oriented Development (TOD) Land Use and Implementation Plan* (hereinafter the “*Land Use and Implementation Plan*”) has been prepared as a result of the extensive planning process conducted by the Town of Brookhaven (the “*Town*”) for the redevelopment and revitalization of the 53.73±-acre area surrounding the Ronkonkoma Station on the Long Island Railroad (LIRR) Ronkonkoma Branch (the “*TOD area*” also known as the “*Ronkonkoma Hub area*”). Through the use of implementation tools (including the development of a form-based code), the Town’s vision is to encourage pedestrian-friendly, transit-oriented development with higher densities and a mix of uses, including new housing opportunities, retail, office and other uses that support the existing transportation infrastructure in the area, specifically the LIRR train station.

The *Land Use and Implementation Plan* provides an overview of the Ronkonkoma Hub area, the background and history of the Town’s planning process, the proposed form-based code (FBC), and a redevelopment concept that illustrates the overall type and level of development that could take place with the application of the proposed FBC.

This *Land Use and Implementation Plan* relies on data, assumptions and conceptual plans developed in Phase 2 of the *Ronkonkoma Hub Transit-Oriented Planning Study*, dated March 2009,¹ (hereinafter referred to as the “*Ronkonkoma Hub Planning Study*”), a market analysis conducted in August 2010,² *The Ronkonkoma Hub Study Area Blight Study* (hereinafter the “*Blight Study*”), the *Urban Renewal Plan for the Ronkonkoma Hub* (hereinafter the “*Urban Renewal Plan*”), as well as the Maximum Density Concept Plan that has been prepared as a result of the Request for Expressions of Interest (RFEI) and Request for Qualifications (RFQ) processes undertaken by the Town of Brookhaven Town Board (“*the Town Board*”) to determine market feasibility of the redevelopment concept.

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¹ *Ronkonkoma Hub Transit-Oriented Development Planning Study*, prepared for the Town of Brookhaven by VHB, Inc., March 2009.

² *Market Analysis: Ronkonkoma Hub Transit-Oriented Land Use & Implementation Plan and GEIS*, prepared for the Town of Brookhaven, prepared by BBP & Associates, LLC, August 2010.

2.0 Background and History

This section provides an overview of Ronkonkoma Station, an overview of transit-oriented development as a revitalization tool, and an overview of FBC zoning as an implementation tool. This section also summarizes the *Ronkonkoma Hub Planning Study* (Phases 1 and 2). Phase 1 of this study, which documented existing conditions and identified potential opportunity sites for transit-oriented development, was completed in April 2008. Phase 2 was completed in March 2009 and generated a long-term vision and implementation strategy for the revitalization of the study area.

Overview of Ronkonkoma Station

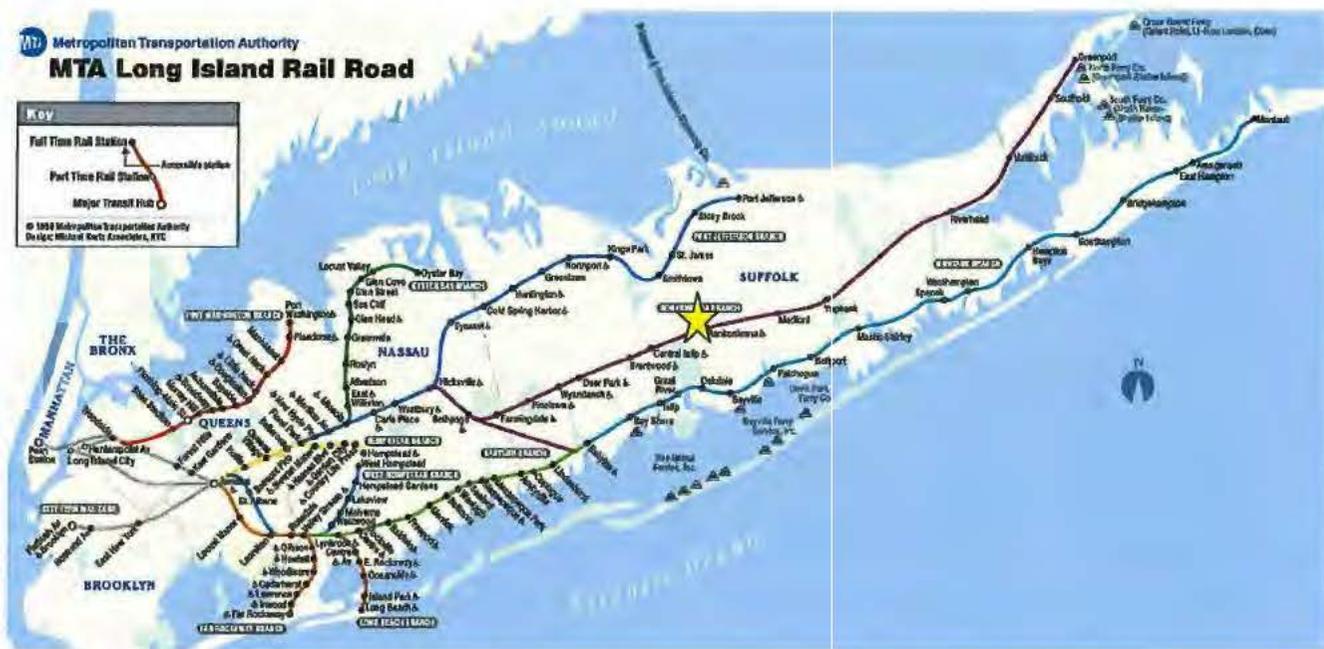
Ronkonkoma Station is located approximately 50 miles east of Penn Station in Manhattan on the Ronkonkoma Branch of the LIRR, which begins at Hicksville and runs east to Greenport. Refer to Figure 1 for a map of the LIRR system. Ronkonkoma Station is one of the busiest suburban stations in the entire LIRR system serving approximately 14 million riders annually.³ Since 1987, it has served as the eastern terminus of the electrification of the Main Line. A daily weekday, non-holiday schedule includes 30 westbound trains with a 66 to 87-minute ride to Penn Station and 33 eastbound trains with a 68 to 96-minute ride from Penn Station to Ronkonkoma Station.⁴ The Station also functions as a major multi-modal transportation hub that serves Suffolk County Transit bus routes S57, S59, 6A, and 7A. There are shuttle bus connections to/from MacArthur Airport and local taxi service provided at the Station as well.

Ronkonkoma Station originally opened in 1883 as the Lakeland Depot. It underwent major renovation/expansion in 1997, including a new station house, clock tower, plaza, pedestrian bridge, and parking garage. In 2010, surface parking improvements were implemented on the east side of the Station.

³ Metropolitan Transit Authority, *MTA Financial Plan and Proposed LIRR Reduction Reductions Supplemental Information*, 2010. (website: http://www.mta.info/news/pdf/LIRR_Supplemental_Info.pdf)

⁴ According to the MTA schedule as of May 2013. (website: <http://mta.info/lirr/Timetable/Station/RonkonkomaKO3.pdf>)

Figure 1 – Location Map of Ronkonkoma Station



Ronkonkoma Hub Transit-Oriented Planning Study

In 2007, the Town embarked upon a two-phased planning study aimed at revitalizing a multi-block area around the Ronkonkoma Hub. The goal was to develop a vision that supports compact, mixed use, transit-oriented redevelopment (described further below). The outcome of the planning study, known as the *Ronkonkoma Hub Planning Study*, was a long-term development strategy that established clear and predictable guidance for the revitalization of the area.

Phase 1, completed in April 2008, focused on documenting existing conditions and identifying potential opportunity sites for transit-oriented development. Subsequently, Phase 2 of the study, which was completed in March 2009, built upon the work completed in Phase 1 to generate a long-term vision and implementation strategy aimed at providing guidance to all interested parties on potential future development around the Station. The outcome of the *Ronkonkoma Hub Planning Study* is a long-term development strategy that establishes clear and predictable guidance for the revitalization of the area.

Key goals of the *Ronkonkoma Hub Planning Study* included:

- Promote quality and healthy communities
- Redirect growth to areas already served by existing infrastructure
- Expand transportation choices to enhance environmental quality
- Reduce vehicle trips around the station

- Support compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment
- Create a sense of place
- Support local businesses
- Create housing choices
- Explore reverse commute opportunities
- Enhance the tax base for the Town and the region to support the variety of taxing districts

Public meetings were held to gather input from local government, residents, businesses and other stakeholders throughout the planning study, including the development of a vision for the Ronkonkoma Station. Table 1 lists the multiple public meetings held or sponsored by the Town throughout the development of the *Ronkonkoma Hub Planning Study* under Phases 1, 2 and 3 (described further below).

Table 1 – Visioning and Public Meetings

Meeting	Date
Stakeholder Meeting	October 18, 2007
Local Stakeholders and Civic League	November 7, 2007
Public Information Meeting	January 17, 2008
Stakeholder Meeting	June 16, 2008
Public Information Meeting	September 18, 2008
Public Workshop at Town Hall	June 16, 2010
Public Informational Meeting at Ronkonkoma Fire Department	July 14, 2010
DGEIS Public Hearing	October 19, 2010

Overview of Transit-Oriented Development

Transit-Oriented Developments, or TODs, are mixed-use, higher density communities that encourage people to live, work and shop near transit services, and decrease their dependence on driving. They promote the creation or enhancement of walkable communities centered around high-quality public transportation systems. Components of transit-oriented design include: walkability; having a train station as a prominent feature within the community; being a regional node containing a mix of uses including residential, office, retail and civic uses; and high-density, high-quality development within a 10-to-15-minute walk surrounding the train station. (Refer to Figure 4, below, for images of examples of successful TOD projects comparable to the Ronkonkoma Hub).

Since World War II, Long Island has experienced significant sprawl-like development where most residents drive to work, and to shopping and recreation destinations, resulting in traffic congestion and poor air quality. Long Island is currently designated by the U.S. Environmental Protection Agency as a “non-attainment” area for ozone, a primary component of smog. With its extensive service

throughout Long Island and high ridership, the LIRR creates multiple opportunities to apply TOD principles, thereby reducing traffic congestion and air pollution.

According to the Urban Land Institute,⁵ the following ten key principles help ensure the development of successful livable pedestrian-scale communities that promote increased transit ridership and decreased dependency on single-occupancy vehicles, thereby, reducing traffic congestion:

1. Make it Better with a Vision
2. Apply the Power of Partnerships
3. Think Development When Thinking About Transit
4. Get the Parking Right
5. Build a Place, Not a Project
6. Make Retail Development Market Driven, Not Transit Driven
7. Mix Uses, but Not Necessarily in the Same Place
8. Make Buses a Great Idea
9. Encourage Every Price Point to Live around Transit
10. Engage Corporate Attention

In addition to having a transit system (either planned or existing) supported by a growing ridership, a fundamental element of the success of TOD is a variety of housing types for a mix of income levels. Because people of all income levels use public transit, the most successful TOD projects provide diversity in housing options.

Phase 1 of the Ronkonkoma Hub Planning Study

The study area for the *Ronkonkoma Hub Planning Study*, as identified in Phase 1, encompassed 181± acres of land and was generally defined by the LIRR rail line to the south, Express Drive South (LIE South Service Road) to the north, Bay Avenue to the west and Babcock Avenue to the east. Refer to Figure 2 for the Phase 1 study area boundaries and existing land uses.

This initial phase of work included: a site tour; data assembly and review; meetings; creation of goals and objectives; analysis of existing zoning, multi-family housing demand, parking, building space, and transportation infrastructure; and preliminary analysis of the development potential for priority development sites. A questionnaire was distributed during Phase 1 that sought opinions from both the area residents and riders of the LIRR.

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⁵ R. Dunphy, D. Myerson, M. Pawlukiewicz, *Ten Principles for Successful Development Around Transit*, Urban Land Institute, 2003.

Figure 2 – Ronkonkoma Hub Planning Study: Study Area and Existing Land Uses



Data sources:
 Aerial Imagery – I-3 Imagery Prime World, ESRI Online Services
 Assessors Parcels, LIR Rail – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Phase 2 of the Ronkonkoma Hub Planning Study

With input from local government, residents, businesses and other stakeholders, Phase 2 of the *Ronkonkoma Hub Planning Study* included a review of case studies of existing successful TOD projects, identified TOD opportunity sites and included zoning recommendations, identification of transportation improvements, financial implications, and concept plans. Figure 3 shows the TOD opportunity sites that were identified during the planning process.

Figure 3 – Ronkonkoma Hub Planning Study: TOD Opportunity Sites



Also as part of Phase 2, a Vision Plan was developed that called for the transformation of Railroad Avenue into a community “Main Street” with mixed-use buildings that define the street edge. In addition, the Vision Plan included pedestrian amenities such as small plazas at key intersections and streetscape improvements along both sides of Railroad Avenue. Parking was placed at the rear of or internal to these sites to enable new development to front the street. Finally, the Vision Plan called for a mix of housing, retail, recreation and office space.

The highlights of that Vision Plan included:

- Public plazas at key intersections to provide public spaces for pedestrians and help activate the street
- Streetscape enhancements including sidewalks, signage, lighting and landscaping along Railroad Avenue, Mill Road and Hawkins Avenue
- Orientation of buildings towards the street edge along Railroad Avenue and Hawkins to help define the “Main Street” character
- Parking at the rear or interior of lots and seek opportunities for shared parking
- Active pedestrian-oriented uses on the ground floor, particularly along Railroad Avenue between Garrity Avenue and the Station
- New development on the MTA “bus loop” site
- Buildings up to 5 stories on Railroad Avenue, up to 4 stories on Mill Road and up to 2.5 stories on Union Avenue
- Streetscape enhancements to the Station plaza
- Mix of uses on upper floors
- Buildings oriented toward the street edge along Mill Road
- Multi-family buildings oriented toward amenities such as parks or plazas
- Residential unit types mixed within development sites

- Pedestrian connections to Fairfield residential apartments

In addition to the land use goals, the *Ronkonkoma Hub Planning Study* identified numerous opportunities to enhance the streetscape and roadways to improve the public realm and plan for the anticipated growth in development within the study area. Roadway and other streetscape goals included the following:

- Potential new intersection treatment at Railroad and Hawkins Avenues
- Potential roadway and streetscape improvements to Railroad Avenue, Mill Road, Union Street, and Hawkins Avenue
- Streetscape amenities along Railroad Avenue including sidewalks, street trees, lighting, plazas, and landscape improvements at key intersections
- Bike route connections along Railroad Avenue and Mill Road and Union Avenue
- Bike storage at the Train Station

Phase 2: TOD Zoning Recommendations

Based on TOD case studies evaluated as part of Phase 2, as shown in Figure 4, a typical TOD concept includes a ten-minute walk radius. At the time of preparation of Phase 2 of the *Ronkonkoma Hub Planning Study*, such a radius was drawn around the Ronkonkoma Hub as a framework for a potential TOD zoning district, which captured sections of established residential neighborhoods. The intent was that this preliminary district would include the principles of TOD and encompass the land use and urban design features associated with TOD such as, the allowance of higher density housing and taller building heights, including a mix of uses.

Subsequent to the *Ronkonkoma Hub Planning Study*, the TOD area was refined further (reduced from 181± acres to 53.73± acres) to exclude the areas of well-established single-family residential uses and include the core TOD area consisting of the most severely underutilized and underdeveloped parcels with existing compatible land uses (i.e., commercial), as the intent of the action is not to redevelop thriving residential communities. Additionally, the refined 53.73±-acre TOD area was based on an updated market study that determined what could be supported in the area (see Appendix I of the 2010 Draft Generic Environmental Impact Statement [DGEIS], which is described below).

Figure 4 – Ronkonkoma Hub Planning Study: TOD Case Studies



Phase 2: Transportation-Related Infrastructure

The *Ronkonkoma Hub Planning Study* identified the need for transportation-related infrastructure improvements, including capacity enhancements at intersections and the installation/upgrade of traffic signals or construction of roundabouts, and/or other traffic controls, as deemed appropriate. Traffic calming elements, sidewalks and other pedestrian-friendly features, were recommended to create a walkable community and reduce automobile trips. The following is a list of issues and potential improvements that were identified as having an effect on the extent of transportation-related infrastructure improvements:

- A direct link from the Ronkonkoma Station to MacArthur Airport through the airside of the Airport, by either bus rapid transit or light rail, while beneficial, was deemed unlikely at that time due to construction costs, security concerns and FAA safety issues.
- An enhanced shuttle service should have attractive, user-friendly, clean fuel vehicles with frequent service and extended hours in order to attract ridership.
- An enhanced shuttle service could be expanded to also connect to other nearby destinations to further promote ridership.

- Multi-level parking decks should be considered as a way to improve efficiency and overall security
- Paid parking should be considered as a way to increase ride sharing and reduce the use of Single Occupancy Vehicles
- Opportunities within the Town of Islip for newly-constructed shared parking should be explored if appropriate agreements can be implemented with Suffolk County and the MTA.

Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan and Subsequent Studies

Upon completion of the Phase 2 efforts, the Town prepared a *Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan* (“*Draft Land Use and Implementation Plan*”) (Phase 3) and a DGEIS (“2010 DGEIS”) in accordance with the State Environmental Quality Review Act (SEQRA), which evaluated a theoretical maximum development scenario pursuant to the aforesaid *Draft Land Use and Implementation Plan*. The Town Board accepted the 2010 DGEIS as complete and adequate for public review on September 21, 2010, and a public hearing was held on October 19, 2010.

The support for the redevelopment of the Ronkonkoma Hub area was evident from the aforesaid public hearing and the various community meetings that were held throughout the Phase 1 and Phase 2 planning processes (see Table 1). Subsequent to the public hearing on the 2010 DGEIS, the Town, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input as to the financial feasibility of the redevelopment concept. The Town issued a RFEI and ultimately a RFQ for a Master Developer.

Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town prepared a *Blight Study*. The *Blight Study* found sufficient evidence to determine the study area to be a substandard or insanitary area in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town of Brookhaven Town Code. Subsequently, the Town Board, after review of the aforesaid *Blight Study*, by Town Board Resolution 2012-804, dated September 20, 2012, designated the Ronkonkoma Hub as appropriate for urban renewal pursuant to Article 15 of the New York State General Municipal Law, and authorized the preparation of an urban renewal plan. In accordance with the requirements set forth in Article 15 of the General Municipal Law, a draft *Urban Renewal Plan* has been prepared and is being reviewed by the Town.

The draft *Urban Renewal Plan* recommends development at a different mix and density than that contemplated in the aforesaid *Draft Land Use and Implementation Plan* and 2010 DGEIS. The uses and densities proposed in the draft *Urban Renewal Plan* include:

- A potential maximum of 1,450 multi-family residential dwelling units
- Approximately 195,000 square feet of retail space
- Approximately 360,000 square feet of office/medical space
- Approximately 60,000 square feet of "flex" space, to be utilized for conference, exhibition, hospitality, and/or residential uses

The Town is performing further SEQRA review to evaluate maximum development potential in accordance with the draft *Urban Renewal Plan*.

3.0 Proposed TOD District

The proposed Ronkonkoma Hub Transit-Oriented Development District (“TOD District”) as a FBC zoning code is a tool the Town is developing to implement the Vision detailed in the *Ronkonkoma Hub Planning Study*. A draft of the TOD District is included in Appendix A of this document.

The area being considered for rezoning encompasses 53.73± acres, which are comprised of 54 individual parcels within the Town. The boundaries of the TOD area are established by the Town of Brookhaven Building Zone Map, as or hereafter amended. The TOD District establishes objectives, policies, and standards to promote orderly development and redevelopment within the TOD District for purposes of encouraging high density mixed-use development, housing, retail, office and other supportive uses.

The following section provides an overview of FBC zoning and a description of the elements of the proposed TOD District, including the regulating plan and other plans that support the code.



Form-Based Code Zoning

The key goal of FBC zoning is to meet community visions not achievable through existing or conventional zoning. FBC zoning is different from conventional zoning in that it emphasizes building form and appearance rather than specifying and distinguishing uses or establishing set back, building height, or lot coverage restrictions. Figure 5 illustrates this difference. FBC zoning focuses on regulating the public realm, including street types, blocks, and civic spaces and provides for flexibility in use, site and architectural design. FBC zoning also includes an extensive use of graphics to illustrate, for example, the anticipated relationship of the building to the street or site.

Figure 5 – Conventional Zoning v. Form-Based Codes



Elements of Form-Based Code Zoning

The key components of FBC zoning generally include:

- Regulating Plan
- Building Form Standards
- Public Space/Street Standards
- Administration
- Definitions⁶

Benefits of Form-Based Code Zoning

The key benefits of FBC zoning include:

- More predictable physical result
- Achieves vision established in planning process
- Supports smart growth principles, including:
 - Transit-oriented development;
 - Place making;
 - Compact/mixed use development; and
 - Increased density
- Flexibility in accordance with regulating plan



⁶ *Form-Based Codes: A Guide for Planners, Urban Designers, Municipalities, and Developers*, Daniel Parolek, AIA, Karen Parolek, and Paul Crawford, FAICP, 2008.



Proposed TOD District

The overall purpose of the proposed TOD District and the associated rezoning and redevelopment is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed-use, pedestrian-friendly community. Also, the proposed TOD District aims to encourage development that would enhance the tax base and complement the surrounding communities and uses as well as to better utilize existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership. More specifically, the purpose and intent of the TOD District zoning are to:

1. promote economic development opportunities
2. encourage the efficient use of land
3. encourage land uses that complement existing surrounding uses and better utilize existing public transit infrastructure at the train station
4. encourage building reuse and "infill" to create higher densities
5. encourage a pedestrian-friendly environment, as well as pedestrian-oriented commercial enterprises and consumer services that do not rely on automobile traffic to attract consumers
6. encourage flexibility and consistent high quality in site and architectural design
7. facilitate new development, as well as redevelopment of existing vacant/unoccupied parcels, that increase the area's marketability and enhances the tax base
8. facilitate development of a compact, mixed-use, self-sufficient community that fosters a "sense of place" and serves the diverse needs of workers, visitors, and residents

The Regulating Plan, described below, and which is part of the TOD District, would govern land development activities within the TOD District. The intent of the TOD District is to promote the development of the Ronkonkoma Hub area in accordance with the Regulating Plan.

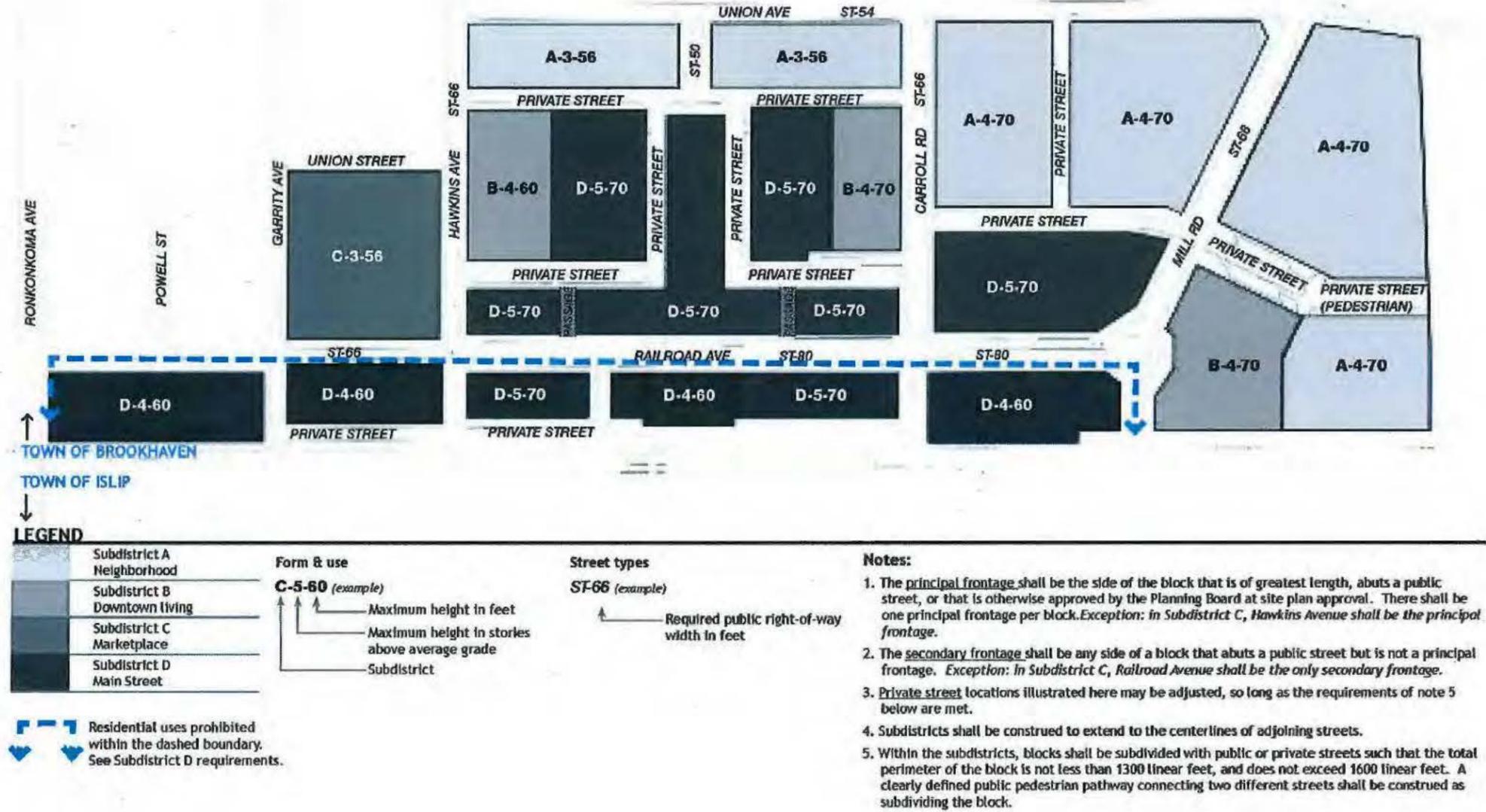
Regulating Plan

A regulating plan is a plan that governs land development activities within the zoning district by promoting orderly development and redevelopment within the TOD area for the purposes of encouraging high-density, mixed-use development, housing, retail, office and other supportive uses. The TOD District Regulating Plan, presented herein as Figure 6, is based upon the key goals to guide the development of the TOD District, as set forth in the *Ronkonkoma Hub Planning Study*, outlined in Section 2.0, above.

The Regulating Plan, presented in Figure 6, and the *Ronkonkoma Hub Planning Study*, when read in concert with the TOD District, establish a comprehensive land use plan for development or redevelopment within the TOD area. In the review of all new development subject to these provisions, the Town shall rely on the development concepts expressed in the Regulating Plan for the administration and enforcement of the TOD District.

As indicated on Figure 6, the Regulating Plan includes four subdistricts, each of which has its own prevailing character, as follows:

- Neighborhood Subdistrict (A) – The Neighborhood Subdistrict is a predominantly residential area with medium-to-high density building types. It allows for a limited amount of ground floor commercial use and live/work units. It provides a transition between single-family homes and more compact mixed-use areas.
- Downtown Living Subdistrict (B) – The Downtown Living subdistrict is predominantly a mixed-use residential area with medium-to-high density building types. It allows for up to 50 percent commercial use.
- Marketplace Subdistrict (C) – The Marketplace Subdistrict allows for predominantly retail-focused mixed-use, maintaining a high level of flexibility to attract diverse local and national retailers.
- Main Street Subdistrict (D) – The Main Street Subdistrict is intended as predominantly a pedestrian-oriented, mixed-use town center. Regional shopping, entertainment, and outdoor dining uses are encouraged.



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Building heights (in stories and feet) are also set forth on the Regulating Plan (see Figure 6), as follows:

- Neighborhood Subdistrict (A) – Maximum height of four stories, 70 feet, east of Carroll Avenue and maximum height of three stories, 56 feet west of Carroll Avenue
- Downtown Living Subdistrict (B) – Maximum height of four stories, 70 feet
- Marketplace Subdistrict (C) – Maximum height of three stories, 56 feet
- Main Street Subdistrict (D) – Maximum height of five stories, 70 feet, with the exception of four blocks south of Railroad Avenue, which would have a maximum height of four stories and 60 feet.

The full text of the TOD District is provided in Appendix A, and a description of permitted and prohibited uses and parking requirements are presented below.

Permitted Uses

Permitted uses of the proposed TOD District include:

1. Farmers' Market
2. Live/work units
3. Parking Garages
4. All residential and commercial uses, accessory uses and special permit uses authorized in Chapter 85, except if specifically noted in the TOD District as prohibited (see below list of prohibited uses).

The following uses are prohibited in the TOD District:

1. All uses exclusively permitted and/or exclusively special permitted in the L Industrial 1, L Industrial 2, L Industrial 4, K Business, MHC-Mobile Home Community, HF-Horse Farm, and PC-Pet Cemetery districts.
2. Outdoor storage, boat storage, motor vehicle repair, heavy construction vehicle dealerships, kennels, lumberyards and/or trucking terminals.

Parking Requirements

Table 2 presents the parking requirements of the proposed TOD District.

Table 2 - TOD District Parking Requirements

Land Use	Minimum Spaces Required
Residential	1.20 spaces per dwelling unit
Restaurants	0.33 spaces per seat
Commercial	2.65 spaces per 1,000 sq. ft. of building area
Office	2.86 spaces per 1,000 sq. ft. of floor area



SEQRA Compliance and the Maximum Density Concept Plan

Compliance with SEQRA is required for the proposed redevelopment of the Ronkonkoma Hub area. The following sections describe the status of the environmental review process as well as the overall type and level of development that could take place with the application of the proposed TOD District, and the evaluation of the potential environmental impacts associated with development in accordance with the TOD District.

SEQRA and the Public Review Process

All proposed “actions” in New York State, such as rezoning and/or development projects, require an environmental impact assessment. Pursuant to 6 NYCRR Part 617.2(b)(1), “actions” include:

- *Projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of any natural resource or structure that:*
 - *Are directly undertaken by an agency; or*
 - *Involve funding by an agency; or*
 - *Require one or more new or modified approvals from an agency or agencies.*

In accordance with SEQRA and its implementing regulations, it is essential that the potential impacts of the entire development be evaluated and to establish conditions for future development. In this case, the proposed action includes the adoption of the proposed TOD District, including, among other things, the rezoning of the project area to the TOD District, to permit redevelopment in accordance with the TOD District, and to advance the Town’s goals in creating a compact, mixed-use TOD.

In May 2010, an Environmental Assessment Form (EAF) was prepared for the proposed action, and after undertaking coordinated review with all potentially involved and/or interested agencies, the Town Board declared itself as Lead Agency for the proposed action on June 15, 2010. On July 14, 2010, a public information session was held to present the proposed TOD zoning district and the Theoretical Full Build Plan to be analyzed for potential environmental impacts. The Town Board issued a Positive Declaration on August 17, 2010 requiring preparation of a DGEIS. The Town Board accepted the 2010 DGEIS as complete and adequate for public review on September 21, 2010, and a public hearing was held on October 19, 2010. The 2010 DGEIS evaluated the following impact categories:

- Soils and Topography
- Water Resources and Sanitary Disposal
- Ecology
- Land Use and Zoning
- Traffic and Parking
- Air Quality
- Noise
- Socioeconomics
- Community Facilities and Services
- Aesthetics
- Cultural Resources

Two alternatives – the no-action alternative and maximum build-out plan – were also evaluated as part of the 2010 DGEIS.

As explained earlier, subsequent to the public hearing on the 2010 DGEIS and RFEI and RFQ processes for a Master Developer, the Town prepared the *Blight Study*. A draft *Urban Renewal Plan* for the Ronkonkoma Hub has also been prepared and is being reviewed by the Town.

As previously discussed, the draft *Urban Renewal Plan* recommends development at a different mix and density than that evaluated in the DGEIS. The uses and densities proposed in the draft *Urban Renewal Plan* include:

- A potential maximum of 1,450 multi-family residential dwelling units
- Approximately 195,000 square feet of retail space
- Approximately 360,000 square feet of office/medical space, and
- Approximately 60,000 square feet of “flex” space, to be utilized for conference, exhibition, hospitality, and/or residential uses

Because of the changes in the potential development levels since the 2010 DGEIS was prepared and accepted, the Town Board issued a Positive Declaration on October 1, 2013 and prepared a Supplemental Draft Generic Environmental Impact Statement to evaluate the potential significant adverse environmental impacts associated with the aforesaid development levels. Upon completion of the SEQRA process (i.e., adoption of a Findings Statement), the Town Board will be able to take action on the Land Use and Implementation Plan.

4.0 Implementation Strategy

The following section outlines the implementation strategy for realizing the Town's vision for the redevelopment of the Ronkonkoma Hub area, including a summary of the market analysis and an overview of approval process.

Market Analysis and Trends

A market analysis⁷ was prepared subsequent to the *Ronkonkoma Hub Planning Study* to evaluate the market conditions (as of 2010, while the Town of Brookhaven, County of Suffolk and surrounding areas were still experiencing the effects of the recession) to determine what ultimately may be supported in the Ronkonkoma Hub area. The market analysis helped to guide the development of the program mix for the Theoretical Full Build Plan evaluated in the 2010 DGEIS. The market analysis suggests there is support for the mixed use concept being contemplated for the Ronkonkoma Hub area. Refer to Appendix I of the 2010 DGEIS for the full market study.

Key Findings by Market Sector

Below are some key findings of the market analysis, by market sector.

Residential Market Key Findings

- The Ronkonkoma Hub area is situated within a primary market area (Towns of Brookhaven and Islip) and secondary market area (Suffolk County) of which the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.
- It is estimated that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately \$50,000 and \$130,000).⁸
- In 2009, there was an estimated 337,000 target market households in the primary and secondary study areas combined. By 2019, it is projected that nearly 11,000 households will be added in these areas.
- Top socioeconomic groups in the market areas are similar in that most households are relatively affluent; consist of married couples; empty nesters

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⁷Note that this market analysis was prepared prior to the RFEI and RFQ processes conducted by the Town, which have, in effect, assessed market conditions through the identification of a Master Developer. The original market study is included as Appendix I of the 2010 DGEIS.

⁸The target market of households most likely to prefer multi-family housing near transit includes households earning \$35,000 to \$150,000 as this is an income range that can afford current market rate rents and purchase prices. Note that this was data from 2010.

(couples without children and baby boomers); persons who live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.

- To appeal to the target demographic, new units should offer a broad range of amenities.⁹

Retail and Restaurant Market Key Findings

- The Ronkonkoma Hub area is situated within four associated trade areas: the convenience goods primary trade area (three-mile radius, roughly equal to a five-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (five-mile radius, roughly equal to a ten-minute drive), and the shoppers goods secondary trade area (Suffolk County).
- Two classifications of retail goods and services may be offered within the Ronkonkoma Hub area: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.).
- Retail spending in each trade area is strong and projected to grow as disposable income rises.
- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development).

Office Market Key Findings

- The primary and secondary office market areas are Suffolk County and Long Island, respectively.
- Existing office uses are minimal within the Ronkonkoma Hub area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.
- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.
- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014. Office space supply is also projected to grow based on past trends in supply.

▼
⁹ Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, is a model for relatively higher density housing catering to the needs and preferences of target market households for the TOD District. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of \$1,875 to \$2,480), which suggest demand is strong for this type of housing near the train station.

- Industries such as real estate, rental and leasing, professional, scientific and technical services, management, and administrative support are compatible with downtown settings and, thus, should be considered targets for office space in the Ronkonkoma Hub area.



Town of Brookhaven Approval and Adoption Process

A key tool for the revitalization of the Ronkonkoma Hub, which the Town has begun, is rezoning the 53.73±-acre TOD area. Through rezoning, the Town is able to encourage transit-oriented development by using the FBC. The TOD District aims to establish objectives, policies, and standards to promote orderly development and redevelopment within the TOD area for purposes of encouraging high density mixed-use development, housing, retail, and office uses.

As previously indicated, the SEQRA process analyzes the potential impacts associated with the creation of the TOD District and its application to the specific tax parcels that comprise the Ronkonkoma Hub area. Furthermore, based upon the TOD District, including the Regulating Plan, a Maximum Density Concept Plan that illustrates the maximum potential development under the parameters set forth in the *Urban Renewal Plan* was developed. The potential impacts of this maximum development plan are also analyzed as part of the SEQRA process.

Once the SEQRA process is completed (i.e., upon adoption of a Findings Statement), the Town Board will be in a position to make a decision on the creation of the TOD District and to rezone the parcels within the Ronkonkoma Hub area to that District. Subsequent to these actions, the Planning Board can then review applications for site plan approval in accordance with the TOD District.



Engineering, Surveying and Landscape Architecture, P.C.

Appendix A

ARTICLE XLVII. RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT DISTRICT
(RONKONKOMA HUB TOD DISTRICT)

§85- __. Overview and Historical Background.

The Ronkonkoma Hub Transit-Oriented Development (TOD) area consists of approximately 53.73 acres in the hamlet of Ronkonkoma, and is generally bounded by Union Avenue on the north, Village Plaza Drive on the east, the Long Island Rail Road (LIRR) tracks (Ronkonkoma Branch) on the south, and Garrity Avenue, Hawkins Avenue, and Ronkonkoma Avenue on the west.

In 2007, the Town embarked upon a multi-phased planning study, known as the “Ronkonkoma Hub Transit-Oriented Planning Study” (hereinafter the “Ronkonkoma Hub Planning Study”), aimed at revitalizing a multi-block area around the “Ronkonkoma Hub,” which is one of the busiest stations in the LIRR system. The area immediately surrounding the train station consists of numerous vacant/unoccupied parcels and/or structures that have a deteriorated or run-down appearance, local businesses, and large surface parking lots, some of which are located along Railroad Avenue, east and west of the existing train station.

The goal of the Ronkonkoma Hub Planning Study was to develop a vision for compact, mixed-use redevelopment of underutilized land that supports and expands on the high passenger volume in, and recent improvements made to, the Ronkonkoma train station. The desired outcome of the planning study was a long-term development strategy that established clear and predictable guidance for the revitalization of the blighted, vacant, and/or underutilized parcels in the Ronkonkoma Hub.

Key goals of the Ronkonkoma Hub Planning Study included:

- Promoting quality and healthy communities;
- Redirecting growth to areas already served by existing infrastructure;
- Expanding transportation choices to enhance environmental quality;
- Reducing vehicle trips around the train station;
- Supporting compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment;
- Creating a “sense of place”;
- Supporting local businesses;
- Creating housing choices;
- Exploring reverse-commute opportunities; and
- Enhancing the tax base for the Town and the region to support the variety of taxing districts.

Phase 1 of the Ronkonkoma Hub Planning Study, completed in April 2008, focused on documenting the existing conditions of an approximately 181±-acre study area, including analysis of existing zoning, multi-family housing demand, parking, building space, and transportation infrastructure, as well as the creation of goals and objectives and preliminary analysis of the development potential for priority development sites. The study area was generally bounded by the LIRR train line on the south, Expressway Drive on the north, Bay Avenue on the west, and Babcock Avenue on the east.

Phase 2 of the Ronkonkoma Hub Planning Study, completed in March 2009, built upon the work completed in Phase 1 and generated a long-term vision and implementation strategy aimed at providing guidance for potential future development around the LIRR Ronkonkoma station.

The implementation phase, or Phase 3, of the Ronkonkoma Hub Planning Study incorporated the principles of the aforesaid planning process, but eliminated the single-family residential areas from the study area, and thus, from any proposed zoning changes or development modifications. As part of the implementation strategy, a proposed Land Use and Implementation Plan was prepared.

Based upon the results of Phases 1 and 2 of the visioning and planning process conducted from 2007 to 2009, as described above, a 53.73±-acre area (which did not include the existing single-family residential communities in the aforesaid study area) was selected to be considered for rezoning and redevelopment, as identified in the proposed Land Use and Implementation Plan. This 53.73±-acre area was identified for potential rezoning and redevelopment mostly because it includes parcels located on key “gateway” roadways serving the train station (Railroad Avenue, Hawkins Avenue, and Mill Road), where higher-density, mixed-use development would be most appropriate.

On _____, 2013, the Town Board adopted an “Urban Renewal Plan for the Ronkonkoma Hub,” as well as a comprehensive plan entitled the “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan,” for the aforesaid 53.73±-acre area. This Ronkonkoma Hub Transit-Oriented Development (TOD) District is adopted pursuant to, and in accordance with, the said urban renewal and comprehensive plans.

§85-___. Legislative Intent.

A. The Town Board’s intent, in adopting this Article and the Ronkonkoma Hub TOD District, is to allow for comprehensive, transit-oriented, and economically-viable revitalization of the area including and proximate to the LIRR Ronkonkoma train station by:

- (1) promoting economic development opportunities;
- (2) encouraging the efficient use of land;
- (3) encouraging land uses that complement existing surrounding uses and better utilize existing public transit infrastructure at the train station;
- (4) encouraging building reuse and “infill” to create higher densities;
- (5) encouraging a pedestrian-friendly environment, as well as pedestrian-oriented commercial enterprises and consumer services that do not rely on automobile traffic to attract consumers;
- (6) encouraging flexibility and consistent high quality in site and architectural design;
- (7) facilitating new development, as well as redevelopment of existing vacant/unoccupied parcels, that increase the area’s marketability and enhances the tax base; and

- (8) facilitating development of a compact, mixed-use, self-sufficient community that fosters a “sense of place” and serves the diverse needs of workers, visitors, and residents.

§85-___. Authority and Supersession of Town Law.

A. This Article is enacted pursuant to Statute of Local Governments §10(6) and Municipal Home Rule Law §§10(1)(ii)(a)(14),10(1)(ii)(d)(3), and 10(2), and is intended to and shall supersede:

- (1) the entirety of Town Law §261-b (relating to incentive zoning);
- (2) Town Law §261-c (relating to planned unit development zoning districts) to the extent that such section requires that certain land uses be provided for through “planned unit development district regulations;”
- (3) Town Law §262 (relating to zoning districts) to the extent that such section requires that regulations within a zoning district be uniform for each class or kind of buildings throughout such district;
- (4) Town Law §263 (relating to comprehensive plans and zoning purposes) to the extent that the zoning purposes therein are inconsistent with the planning goals and principles underlying the aforesaid “Urban Renewal Plan for the Ronkonkoma Hub,” the aforesaid “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan,” and/or this Article;
- (5) Town Law §269 (relating to zoning law conflicts) to the extent that such section provides that regulations made under authority of Article 16 of the Town Law, which impose greater or higher dimensional requirements, shall govern over standards required in any other statute or local law, ordinance or regulation;
- (6) Town Law §270 (relating to an official town map) to the extent that such section provides that such map shall be final and conclusive with respect to the location and width of streets and highways, drainage systems, and the location of parks shown thereon;
- (7) the entirety of Town Law §272-a (relating to town comprehensive plans);
- (8) Town Law §273 (relating to official maps and changes thereto) to the extent that such section requires change or addition to the Town’s official map so as to lay out new streets, highways, drainage systems, or parks, or to widen or close existing streets, highways, drainage systems, or parks, provides that changes or additions to the Town’s official map shall be deemed to be final and conclusive with respect to the location of streets, highways, drainage systems, and parks shown thereon, and provides that the layout, widening or closing, or approval of the layout, widening, or closing, of streets, highways, drainage systems, or parks by the Town Board or the Town Superintendent of Highways shall be deemed to be an addition or change of the Town’s official map and subject to the provisions of Article 16 of the Town Law with regard to such additions or changes;

- (9) Subsections 2(a) and 6 of Town Law §274-a (relating to site plan review and approval) to the extent that such subsections limit required site plan elements to those included in a zoning ordinance or local law authorizing the review, approval, or disapproval of site plans, authorize the board reviewing site plans to require a park or parks suitably located for playground or other purposes before approving a site plan containing residential units, and authorize the board reviewing site plans to require a sum of money in lieu of such park or parks; and
- (10) the entirety of Subdivision 1 of Town Law §280-a (relating to permits for buildings not on improved mapped streets).

§85-___. Terms and Provisions of This Article Control.

The provisions of this Article shall supplant, supersede, and prevail over any other Chapters, Articles, and provisions of the Code of the Town of Brookhaven (hereinafter the "Town Code"). Except as otherwise provided in this Article, any other Chapters, Articles, or provisions of the Town Code that are inconsistent with, in conflict with, or in addition to the aforesaid "Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan" (as it may have been amended), the aforesaid Regulating Plan, this Article, and/or the standards and procedures set forth herein (including, but not limited to, the land development standards of Section 85-50 of this Chapter and the building, outdoor play area, and off-street parking setbacks in Section 85-396(B)(6) of this Chapter) shall have no application, force, or effect within the Ronkonkoma Hub TOD District.

§85-___. The Regulating Plan.

The Regulating Plan incorporated in this Article designates the subdistricts comprising the Ronkonkoma Hub TOD District and the various roadways within and adjacent to those subdistricts. In reviewing proposed development in the Ronkonkoma Hub TOD District, the Planning Board shall determine that such proposed development complies with the Regulating Plan and with the descriptions, building forms, and development parameters applicable to each of the subdistricts, as depicted on the Regulating Plan and set forth in subsequent sections of this Article.

§85-___. Designation of Ronkonkoma Hub TOD District.

The Ronkonkoma Hub TOD District shall encompass the following parcels on the Suffolk County Tax Map, as well as all roadways, shown on the Regulating Plan, that lie between or adjacent to such parcels:

0200-799.00-03.00-032.000
0200-799.00-03.00-033.001
0200-799.00-03.00-033.002
0200-799.00-03.00-034.000
0200-799.00-03.00-035.000
0200-799.00-03.00-036.000

0200-799.00-03.00-037.000
0200-799.00-03.00-038.000
0200-799.00-03.00-039.000
0200-799.00-03.00-040.001
0200-799.00-03.00-040.002
0200-799.00-03.00-041.000
0200-799.00-03.00-042.000
0200-799.00-03.00-043.000
0200-799.00-03.00-044.000
0200-799.00-03.00-045.001
0200-799.00-03.00-049.000
0200-799.00-03.00-050.000

0200-799.00-04.00-044.000
0200-799.00-04.00-047.001
0200-799.00-04.00-048.000
0200-799.00-04.00-049.000
0200-799.00-04.00-051.001
0200-799.00-04.00-052.000
0200-799.00-04.00-053.000
0200-799.00-04.00-054.000

0200-800.00-01.00-027.001
0200-800.00-01.00-028.000
0200-800.00-01.00-031.001
0200-800.00-01.00-033.001
0200-800.00-01.00-034.000
0200-800.00-01.00-035.007
0200-800.00-01.00-035.008
0200-800.00-01.00-035.009
0200-800.00-01.00-036.000
0200-800.00-01.00-038.000

0200-800.00-02.00-009.000
0200-800.00-02.00-010.000
0200-800.00-02.00-011.000
0200-800.00-02.00-012.000
0200-800.00-02.00-013.000
0200-800.00-02.00-014.000
0200-800.00-02.00-015.000
0200-800.00-02.00-016.000
0200-800.00-02.00-017.000
0200-800.00-02.00-018.000
0200-800.00-02.00-019.000
0200-800.00-02.00-020.000
0200-800.00-02.00-021.000

0200-800.00-02.00-022.000
0200-800.00-02.00-023.000
0200-800.00-02.00-028.001
0200-800.00-02.00-028.003
0200-800.00-02.00-028.004

§85-___. Definitions.

The following terms, as used in this Article, shall be defined as follows:

BLOCK

An area bounded by the nearest of (1) a lot line along a public or private street and/or (2) a public pedestrian passageway, and/or (3) as restricted by existing local conditions. A block shall have a perimeter dimension not less than 1,300 linear feet and not greater than 1,600 linear feet. Exception: Where a block spans two subdistricts, each subdistrict within the block shall be considered a separate block for the purpose of calculating permitted land use percentages.

BUILDABLE LOT AREA

The total area of a lot available for construction of building(s) and structures(s), as defined by (1) the boundary of the build-to zone that is closest to the lot line along a street, (2) the lot line along the street where there is no build-to zone, and (3) all required building setback lines.

BUILDABLE SQUARE FOOTAGE

The total building floor area permitted in a block. It is calculated by multiplying the total of the Buildable Lot Areas for all lots in the block by the maximum number of stories permitted in the block.

BUILD-TO ZONE

The range of distances, as measured from the street lot line, within which the ground floor façades of principal buildings must be located along primary and secondary frontages. Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone shall be measured from the inner line -- i.e., the line opposite and farthest from the lot line -- of such designated outdoor space

CONVENTION CENTER

A building or group of buildings designed for single and/or multi day events, industrial/trade shows, and the like, having exhibit areas, conference rooms, hotel accommodations, restaurants, and other related facilities.

DESIGNATED OUTDOOR SPACE

An area or horizontal space, including, but not limited to, a park, green, node, pedestrian median, square, plaza, courtyard, or outdoor eating or drinking area, that is open to and unobstructed from the sky, except for canopies or other structures providing protection or shelter from sun or weather.

LINEAR PRINCIPAL FRONTAGE

The total length, measured parallel to the lot line along a principal frontage, of the façades of all buildings in a block.

LIVE/WORK UNIT

A single unit consisting of both residential and non-residential space.

PARKING GARAGE

A building or structure, or a part of a building or structure, used for the bulk parking of vehicles, with no facilities for motor vehicle repair or service.

PAVILION

A covered open-air structure, typically used for shelter, concerts, exhibits, or temporary retail sales. A pavilion shall not be required to comply with minimum height limits.

PRINCIPAL FRONTAGE

The side of a block that is of greatest length, abuts a public street, and contains one or more main building entrances, or that is otherwise designated by the Planning Board at site plan approval. There shall be one principal frontage per block.

SECONDARY FRONTAGE

Any side of a block that abuts a public street but is not a principal frontage or that is otherwise designated by the Planning Board at site plan approval.

STORY

That portion of a building or structure included between the surface of any floor that is at or above the average grade and the surface of the floor (not including any mezzanine) next above it or, if there is no floor above it, then the space between such floor and the ceiling next above it. A basement not greater than 6' in height above the average grade, any other structure that is not greater than 6' in height above the average grade plane, and attics which do not include any habitable space shall not be considered a story.

TOWER

A vertical architectural element of limited length and width that does not include any habitable space, which is permitted to exceed the maximum height of the subdistrict to the extent permitted by the New York State Building Code.

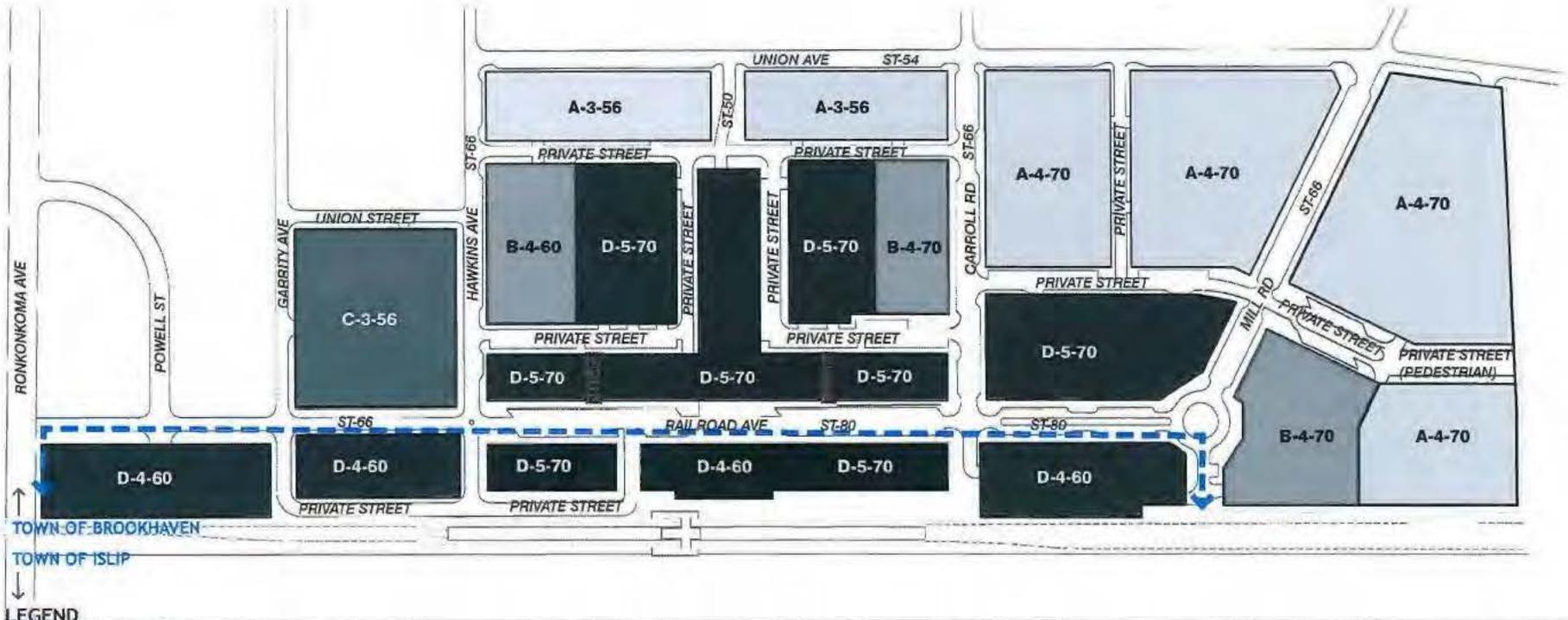
§85-___. Development Standards and Requirements.

A. Recognizing the importance of comprehensive redevelopment of the lands in the Ronkonkoma Hub TOD District in accordance with the aforesaid “Urban Renewal Plan for the Ronkonkoma Hub,” the aforesaid “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan” (as it may have been amended), and the provisions of this Article:

- (1) The development of any lands within the Ronkonkoma Hub TOD District shall require the submission of a site plan application that conforms to the requirements of the Regulating Plan and is subject to Planning Board site plan approval.
- (2) The minimum lot area requirement for any such site plan application shall be 10 acres, except that such minimum lot area requirement shall not apply to a site plan application that (a) seeks to amend a site plan previously approved pursuant to this Article, or (b) is made by an applicant that has previously received site plan approval pursuant to this Article and covers either a minimum of two (2) acres or lands contiguous to (i.e., directly adjoining or located directly across a street or pedestrian passageway from) a site plan previously approved pursuant to this Article.
- (3) Any resolution of approval or conditional approval issued by the Planning Board shall be subject to the applicant obtaining all approvals, licenses and/or permits required from other governmental agencies having jurisdiction of the proposed development. As a condition of approval, the applicant may be required to file appropriate legal documentation as the Planning Board determines necessary to provide for and ensure the continued proper future maintenance, use and ownership responsibility for civic spaces, facilities, utilities and services both in connection with site plan approval and in relation to the planned development of the area as a whole. Such documentation shall be acceptable to the Town Attorney in form and substance.

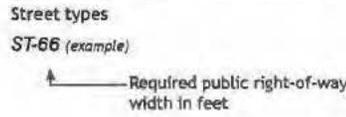
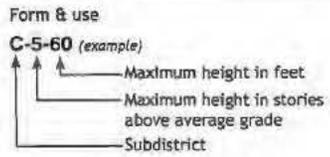
85-___. Severability.

A. If any clause, sentence, paragraph, section or item of this Article shall be adjudged by any 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.



LEGEND

	Subdistrict A Neighborhood
	Subdistrict B Downtown living
	Subdistrict C Marketplace
	Subdistrict D Main Street



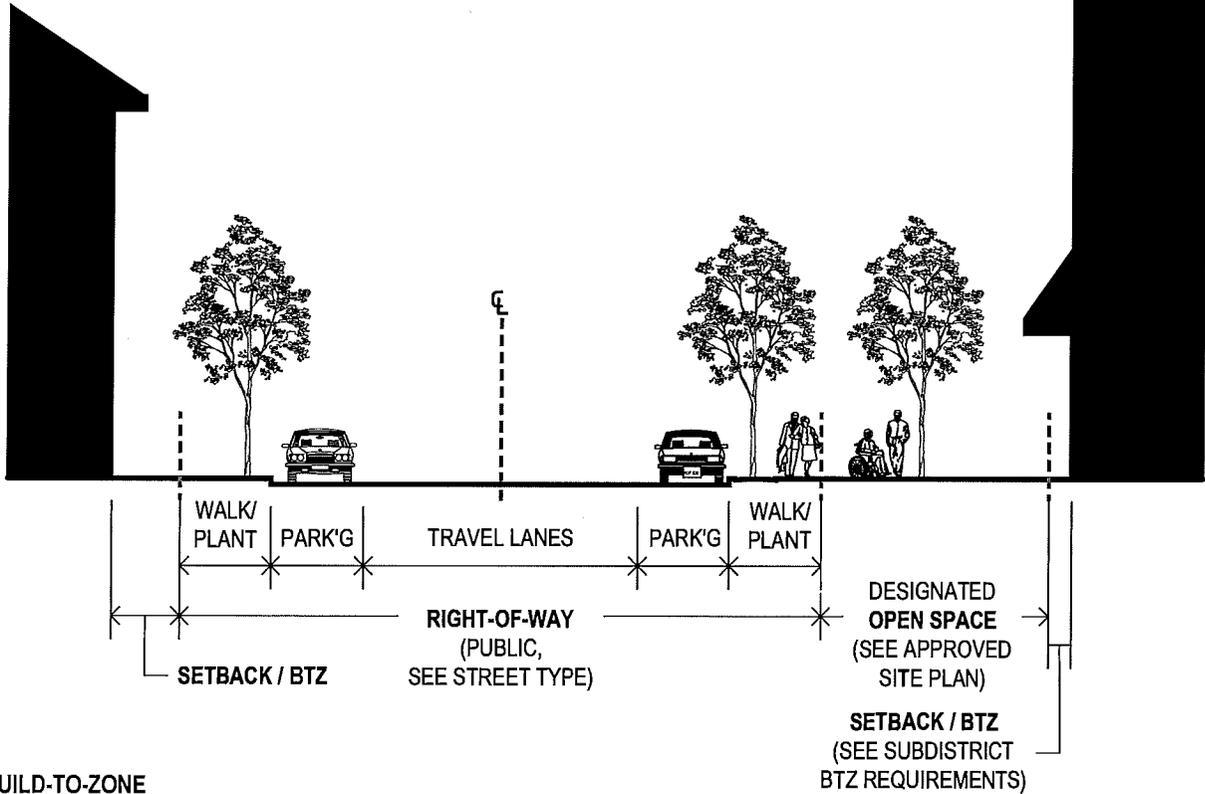
Residential uses prohibited within the dashed boundary.
 Subdistrict D requirements. See Subdistrict D requirements.

- Notes:**
1. The **principal frontage** shall be the side of the block that is of greatest length, abuts a public street, or that is otherwise approved by the Planning Board at site plan approval. There shall be one principal frontage per block. *Exception: in Subdistrict C, Hawkins Avenue shall be the principal frontage.*
 2. The **secondary frontage** shall be any side of a block that abuts a public street but is not a principal frontage. *Exception: in Subdistrict C, Railroad Avenue shall be the only secondary frontage.*
 3. **Private street** locations illustrated here may be adjusted, so long as the requirements of note 5 below are met.
 4. Subdistricts shall be construed to extend to the centerlines of adjoining streets.
 5. Within the subdistricts, blocks shall be subdivided with public or private streets such that the total perimeter of the block is not less than 1300 linear feet, and does not exceed 1600 linear feet. A clearly defined public pedestrian pathway connecting two different streets shall be construed as subdividing the block.

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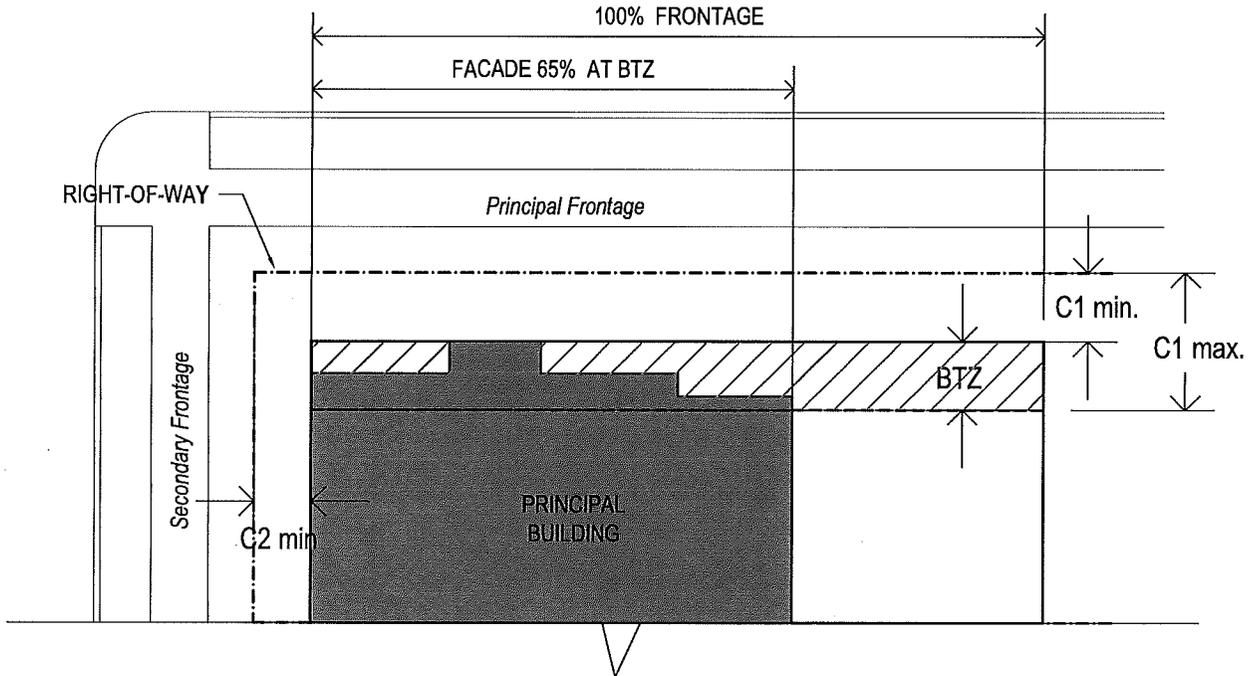
STREET ASSEMBLY

This illustration depicts a generic street assembly, consisting of the street type (which defines the lot lines), a designated open space (optional, where approved by the Town), and a setback established by the build-to-zone.



BUILD-TO-ZONE

This illustration depicts a principal building which meets a 65% build-to requirement. In this illustration, the BTZ is variable between a maximum and minimum requirement, as is common in this Code.





A NEIGHBORHOOD SUBDISTRICT

The Neighborhood subdistrict is a predominantly residential area with medium to high density building types. It allows for a limited amount of ground floor commercial use and live/work units. It provides a transition between single family homes and more compact mixed use areas.

A. USE (see also Table 1)

Residential	Permitted at all levels.
Commercial	Permitted at first floor, Limited to a maximum of 15% of linear principal frontage per block.

B. BUILDING CONFIGURATION

B1. Maximum height, feet	Varies. See regulating plan.
B2. Max. height, stories	Varies. See regulating plan.
B3. Minimum height, stories	2 stories

C. ALIGNMENT- PRINCIPAL BUILDINGS

C1. Principal Frontage BTZ	2 ft. min. 12 ft. max.
C2. Secondary Frontage BTZ	2 ft. min. 12 ft. max.
C3. Setback from TOD District boundary	25 ft. min.
C4. Build-to frontage	65% min. at build-to-zone.

D. ACCESSORY BUILDINGS

Accessory buildings shall be set back from the lot line as specified herein.

D1. Principal Frontage	25 ft. min.
D2. Secondary Frontage	10 ft. min.
D3. Rear lot line setback from TOD District	25 ft. min.

E. PARKING REQUIREMENTS

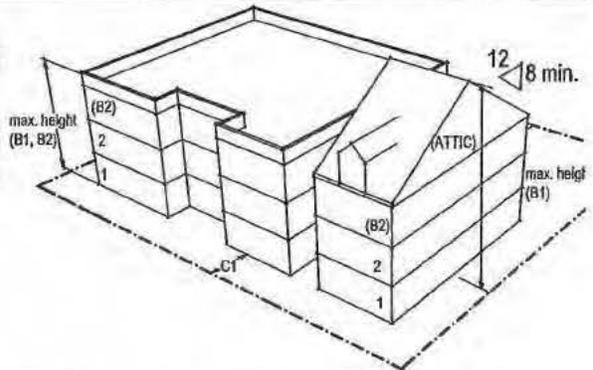
See Table 5

F. STREETScape

Street trees	30' o.c. average
Furnishings	100' o.c. average

BUILDING CONFIGURATION

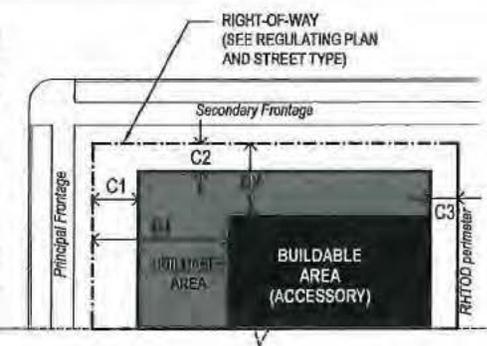
1. Height (B1) is measured from average grade to top of parapet or top of ridge.
2. The number of stories (B2) shall be measured from the average grade and shall exclude attics, basements, and other areas below the average grade.



ALIGNMENT

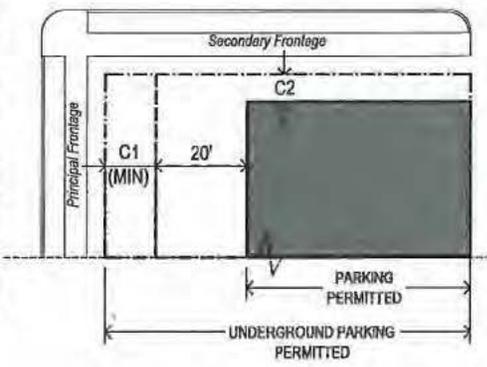
1. Ground floor façades of principal buildings shall be built within the frontage build-to zones (C1, C2) to the minimum specified width (C4).

Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone for such building shall be measured from the inner line (i.e. the line opposite and farthest from the lot line) of such designated outdoor space.



PARKING PLACEMENT

1. Covered and/or surface parking spaces may only be provided where shown in the diagram at right.
2. Underground parking is permitted anywhere within the buildable lot area.
3. Garage entries from the Principal Frontage must serve a minimum of 8 parking spaces. Entrances to individual one and two car garages are not permitted on the Principal Frontage.
4. Surface parking shall be screened from view along secondary frontages.



B DOWNTOWN LIVING SUBDISTRICT



The Downtown Living subdistrict is predominantly a mixed-use residential area with medium to high density building types. It allows for up to 50% commercial use.

© Niles Bolfor Associates

A. USE (see also Table 1)

Residential	Permitted at all levels.
Commercial	Permitted at all levels First floor area for commercial uses in each block is limited to 50% of the linear principal frontage for the block; total area for commercial uses on all floors in a block is limited to 50% of the buildable square footage for the block.

B. BUILDING CONFIGURATION

B1. Maximum height, feet	Varies. See regulating plan
B2. Max. height, stories	Varies. See regulating plan
B3. Minimum height, stories	2 stories

C. ALIGNMENT - PRINCIPAL BUILDINGS

C1. Principal Frontage BTZ	2 ft. min. 6 ft. max.
C2. Secondary Frontage BTZ	2 ft. min. 6 ft. max.
C3. Setback from TOD District boundary	25 ft. min.
C4. Build-to frontage	80% min. at built-to-zone.

D. ACCESSORY BUILDINGS (NOT USED)

E. PARKING REQUIREMENTS

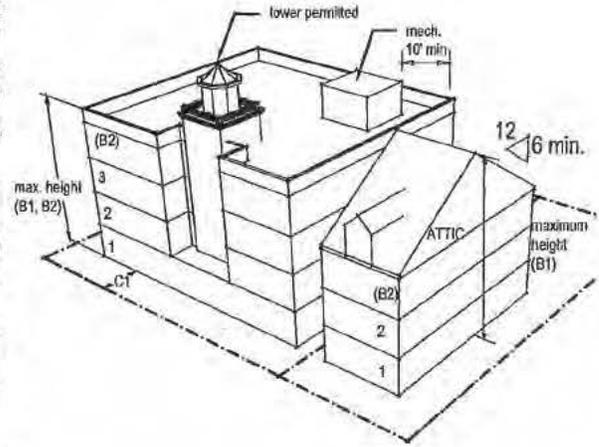
See Table 5

F. STREETSCAPE

Street trees	30' o.c. average
Furnishings	100' o.c. average

BUILDING CONFIGURATION

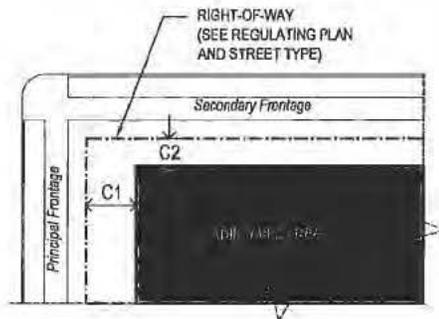
1. Height (B1) is measured from average grade to top of parapet or top of ridge.
2. The number of stories (B2) shall be measured from the average grade and shall exclude attics, basements, and other areas below the average grade.
3. A tower, cupola, or other vertical element shall be permitted above the allowed maximum height, but shall not exceed 20% of the first floor area in size, or 20% of the first floor frontage in length.
4. Mechanical / utility structures and enclosures are permitted above the allowed height, but must be set back at least 10' from the roof perimeter.
5. Except at porches and canopies, or where concealed by a parapet, pitched (shingle) roofs must have an 6:12 or greater slope.
6. For buildings taller than three stories, the building design shall have a distinct two- or three-part vertical composition.



ALIGNMENT

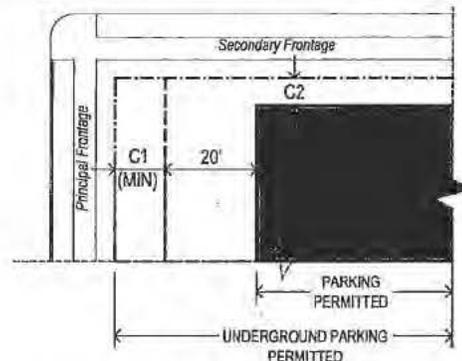
1. Ground floor façades of principal buildings shall be built within the frontage build-to zones (C1, C2) to the minimum specified width (C4).

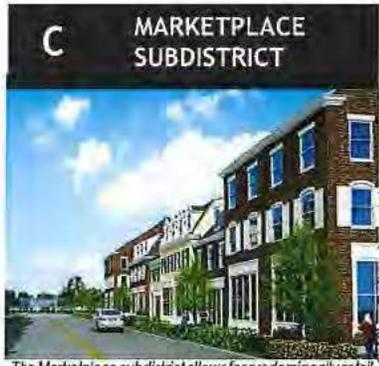
Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone for such building shall be measured from the inner line (i.e. the line opposite and farthest from the lot line) of such designated outdoor space.



PARKING PLACEMENT

1. Covered and/or surface parking spaces may only be provided where shown in the diagram at right.
2. Underground parking is permitted anywhere within the buildable lot area.
3. Garage entries from the Principal Frontage must serve a minimum of 8 parking spaces. Entrances to individual one- and two-car garages are not permitted on the Principal Frontage.
4. Surface parking shall be screened from view along secondary frontages.





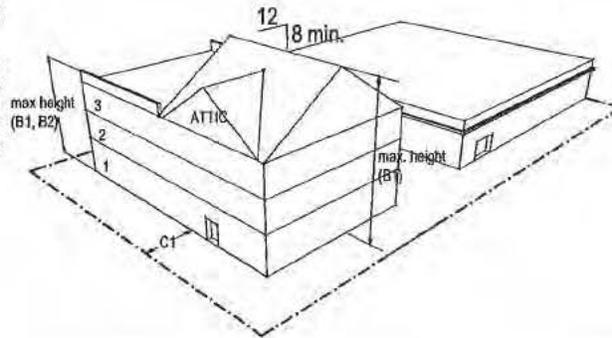
C MARKETPLACE SUBDISTRICT

The Marketplace subdistrict allows for predominantly retail-focused mixed-use, maintaining a high level of flexibility to attract diverse local and national retailers.

© James Bolton Associates

BUILDING CONFIGURATION

1. Height (B1) is measured from average grade to top of parapet or top of ridge.
2. The number of stories (B2) shall be measured from the average grade and shall exclude attics, basements, and other areas below the average grade.



A. USE (see also Table 1)

Residential	Permitted. The area for residential uses in each block is limited to 50% of the buildable square footage for the block.
Commercial	Permitted.

B. BUILDING CONFIGURATION

B1. Maximum height, feet	56
B2. Max. height, stories	3
B3. Minimum height, feet	24

C. ALIGNMENT - PRINCIPAL BUILDINGS

C1. Principal Frontage BTZ	2 ft. min. 6 ft. max.
C2. Secondary Frontage BTZ	2 ft. min, no maximum.
C3. Setback from TOD District boundary	Not Applicable.
C4. Build-to frontage	65% min. at build-to-zone.

D. ACCESSORY BUILDINGS (NOT USED)

E. PARKING REQUIREMENTS

See Table 5

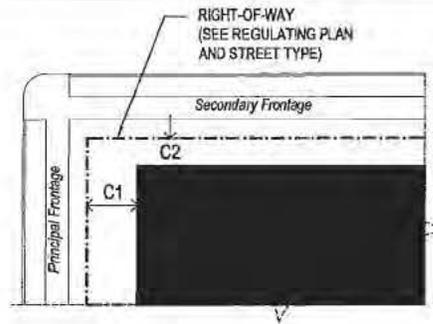
F. STREETScape

Street trees	50 ft c.c. average
Furnishings	50 ft c.c. average

ALIGNMENT

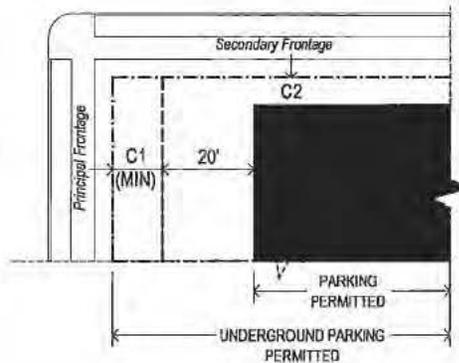
1. Ground floor façades of principal buildings shall be built within the frontage build-to zones (C1, C2) to the minimum specified width (C4).

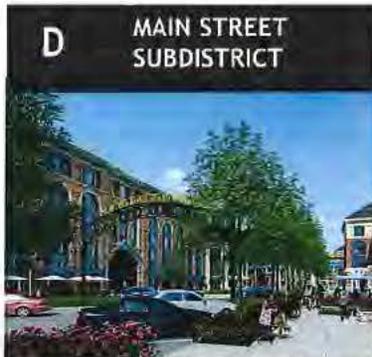
Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone for such building shall be measured from the inner line (i.e. the line opposite and farthest from the lot line) of such designated outdoor space.



PARKING PLACEMENT

1. Covered and/or surface parking spaces may only be provided where shown in the diagram at right.
2. Underground parking is permitted anywhere within the buildable lot area.
3. Garage entries from the Principal Frontage must serve a minimum of 8 parking spaces. Entrances to individual one- and two-car garages are not permitted on the Principal Frontage.
4. Surface parking shall be screened from view along secondary frontages.





The Main Street subdistrict is intended as predominantly a pedestrian-oriented, mixed-use town center. Regional shopping, entertainment, and outdoor dining uses are encouraged.

A. USE (see also Table 1)

Residential	Residential units are permitted above first floor. Residential common areas are permitted at first floor. <i>Exception: Residential uses are not permitted on parcels located south of Railroad Avenue and west of the intersection of Railroad Avenue and Mill Road.</i>
Commercial	Permitted.

B. BUILDING CONFIGURATION

B1. Maximum height, feet	Varies. See regulating plan.
B2. Max. height, stories	Varies. See regulating plan.
B3. Minimum height, stories	3

C. ALIGNMENT - PRINCIPAL BUILDINGS

C1. Principal Frontage BTZ	2 ft. min. 4 ft. max.
C2. Secondary Frontage BTZ	2 ft. min. 4 ft. max.
C3. Setback from TOD District boundary	Not Applicable
C4. Build-to frontage	80% min. at built-to zone

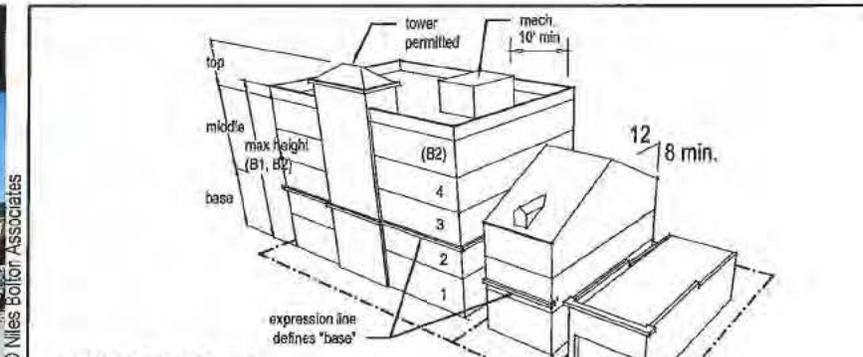
D. ACCESSORY BUILDINGS (NOT USED)

E. PARKING REQUIREMENTS

See Table 5

F. STREETScape

Street trees	50 ft o.c., average
Furnishings	50 ft o.c., average



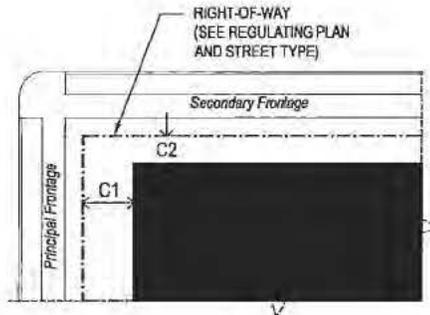
BUILDING CONFIGURATION

1. Height (B1) is measured from average grade to top of parapet or top of ridge.
2. The number of stories (B2) shall be measured from the average grade and shall exclude attics, basements, and other areas below the average grade.
3. Mechanical / utility structures and enclosures are permitted above the allowed height, but must be set back at least 10' from the roof perimeter.
4. A tower, cupola, or other vertical element shall be permitted above the allowed maximum height, but shall not exceed 20% of the first floor area in size, or 20% of the first floor frontage in length.
5. Pitched (shingle) roofs, where not concealed by a parapet, must have an 8:12 or greater slope.
6. For buildings taller than one story, a horizontal expression line is required at the second or third floor line, or between the second and third floor lines.
7. For buildings taller than three stories, the building design shall have a distinct three-part vertical composition consisting of a base, middle, and top.

ALIGNMENT

1. Ground floor façades of principal buildings shall be built within the frontage build-to zones (C1, C2) to the minimum specified width (C4).

Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone for such building shall be measured from the inner line (i.e. the line opposite and farthest from the lot line) of such designated outdoor space.



PARKING PLACEMENT

1. Covered and/or surface parking spaces may only be provided where shown in the diagram at right.
2. Underground parking is permitted anywhere within the buildable lot area.
3. Garage entries from the Principal Frontage must serve a minimum of 8 parking spaces. Entrances to individual one- and two-car garages are not permitted on the Principal Frontage.
4. Surface parking shall be screened from view along secondary frontages.

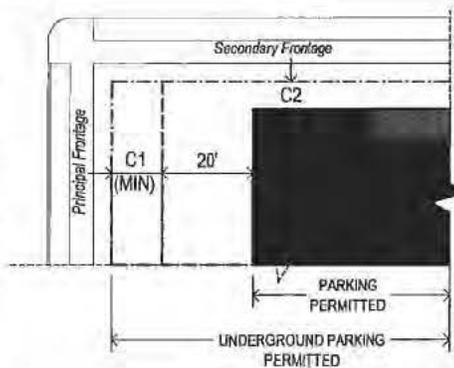


TABLE 2. USES

RONKONKOMA HUB TOD

TABLE 2: Permitted uses. Any building or land in the Ronkonkoma Hub TOD District may include a combination of the uses permitted below.

A. Permitted uses

- 1) Farmers' Market

- 2) Live/Work Units

- 3) Parking Garages

- 4) All residential and commercial uses, accessory uses and special permit uses authorized in Chapter 85 shall be permitted except as listed in Table 2, Section B.

B. Prohibited uses

- 1) All uses exclusively permitted and/or exclusively special permitted in L-Industrial-1 and L-Industrial-2, L-Industrial-4, K Business, MHC-Mobile Home Community, HF-Horse Farm and PC- Pet Cemetery districts shall be prohibited.

- 2) Outdoor storage, boat storage, motor vehicle repair, heavy construction vehicle dealerships, kennels, lumberyards and/or trucking terminals shall be prohibited.

TABLE 3: Public street type designs. These street types may be used for public or private rights-of-way as approved during the detailed site plan process. Streets shall generally be design for 30 miles per hour vehicular traffic. Specific street and roadway designs may vary from the following standard forms to accommodate required traffic mitigation measures (e.g., additional turning lanes). *Final lane widths as determined by the Planning Board.

STREET TYPE 1a		STREET TYPE 1b	
Intended application	Public street	Intended application	Public street
Right-of-Way Width	66 feet	Right-of-Way Width	66 feet (minimum)
Pavement Width*	46 feet	Pavement Width*	46 feet (including median)
Traffic Lanes	2 lanes	Traffic Lanes	2 lanes
Bike Lanes	2 lanes	Bike Lanes	None
Parking Lanes	Both sides, parallel	Median	Varies; 8 feet, minimum (Larger at the request of Master Developer, where approved by the Town)
Curb	Bulbouts required at intersections	Parking Lanes	Both sides, parallel
Walkway Type	10' Sidewalk, minimum	Curb	Bulbouts required at intersections
Planter Type	5'x10' tree well, or as approved in site plan review	Walkway Type	10' Sidewalk
Landscape Type	See Subdistrict requirements	Planter Type	5'x10' tree well or as approved in site plan review
Street Furnishings	See Subdistrict requirements	Landscape Type	See Subdistrict requirements
Utilities	Underground	Street Furnishings	See Subdistrict requirements
		Utilities	Underground

TABLE 3: Public street type designs. (Continued)

STREET TYPE 1c		STREET TYPE 2	
<p>54'-0" R.O.W.</p> <p>BTZ VARIES 8'-0" 8'-0" 4'-0" 11'-0" 11'-0" 4'-0" 8'-0" BTZ VARIES</p>		<p>80'-0" R.O.W.</p> <p>BTZ VARIES 10'-0" 19'-0" 11'-0" 11'-0" 19'-0" 10'-0" BTZ VARIES</p>	
Intended application	Public street	Intended application	Public street
Right-of-Way Width	54 feet	Right-of-Way Width	80 feet
Pavement Width*	38 feet	Pavement Width*	60 feet
Traffic Lanes	2 lanes	Traffic Lanes	2 lanes
Bike Lanes	2 lanes	Bike Lanes	None
Parking Lanes	One side, parallel	Parking Lanes	Both sides, angled
Curb	Bulbouts required at intersections	Curb	Bulbouts required at intersections
Walkway Type	8' Sidewalk	Walkway Type	10' Sidewalk
Planter Type	4'x10' tree well	Planter Type	5'x10' tree well
Landscape Type	See Subdistrict requirements	Landscape Type	See Subdistrict requirements
Street Furnishings	See Subdistrict requirements	Street Furnishings	See Subdistrict requirements
Utilities	Underground	Utilities	Underground

TABLE 3: Public street Type designs. (Continued.)

STREET TYPE 4	
Intended application	Public street
Right-of-Way Width	50 feet
Pavement Width*	22 feet
Traffic Lanes	2 lanes
Bike Lanes	None
Parking Lanes	None
Curb Radius	(undefined)
Walkway Type	5' Sidewalk (minimum)
Planter Type	5' wide planting strip or 5'x10' tree well
Landscape Type	See subdistrict requirements; <i>Exception: at this Street Type, tree requirements must be met on only one side of street</i>
Street Furnishings	See Subdistrict requirements
Utilities	Underground

TABLE 4: Private street type designs. These street types, in addition to the Public Street Types in Table 3, are permitted by right as private street types within the Ronkonkoma Hub TOD District. Private street cartways and sidewalks shall be open to vehicular and pedestrian use by the general public. These shall not be interpreted to limit other configurations of streets, drives, and parking aisles, as approved in detailed site plan review. Specific street and roadway designs may vary from the following standard forms to accommodate required traffic mitigation measures (e.g. additional turning

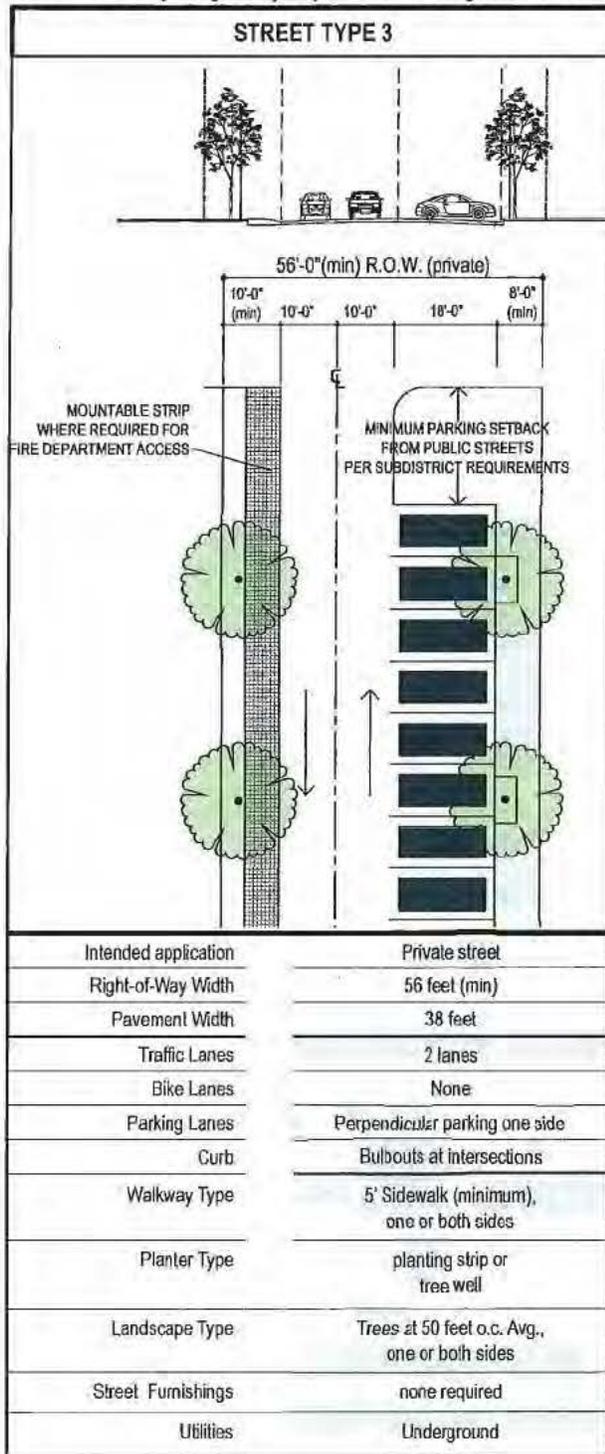


TABLE 5: Parking requirements. Except as noted, the provisions in this table shall be the exclusive parking provisions for the Ronkonkoma Hub TOD District, and shall supersede and prevail over other parking provisions in the Town Code.

Land Use	Minimum parking spaces required
a. Residential	1.20 spaces per dwelling unit
b. Commercial	2.65 spaces per 1,000 square feet of building area
c. Restaurant	0.33 spaces per seat
d. Office	2.86 spaces per 1,000 square feet of building area

Parameter	Requirement
e. Size of parking space	Minimum 9 ft x 18 ft
f. Drive aisle width (double-loaded)	Minimum 24 ft
g. Drive aisle width (single-loaded)	Minimum 20 ft
h. Landscape screening	Required for surface parking abutting primary and secondary frontage
i. Unbuffered garage exposure at principal frontage	Maximum 16 ft interruption of frontage. <i>Exception: Maximum 40 ft. interruption of frontage at vehicular entrance. (see illustration below)</i>

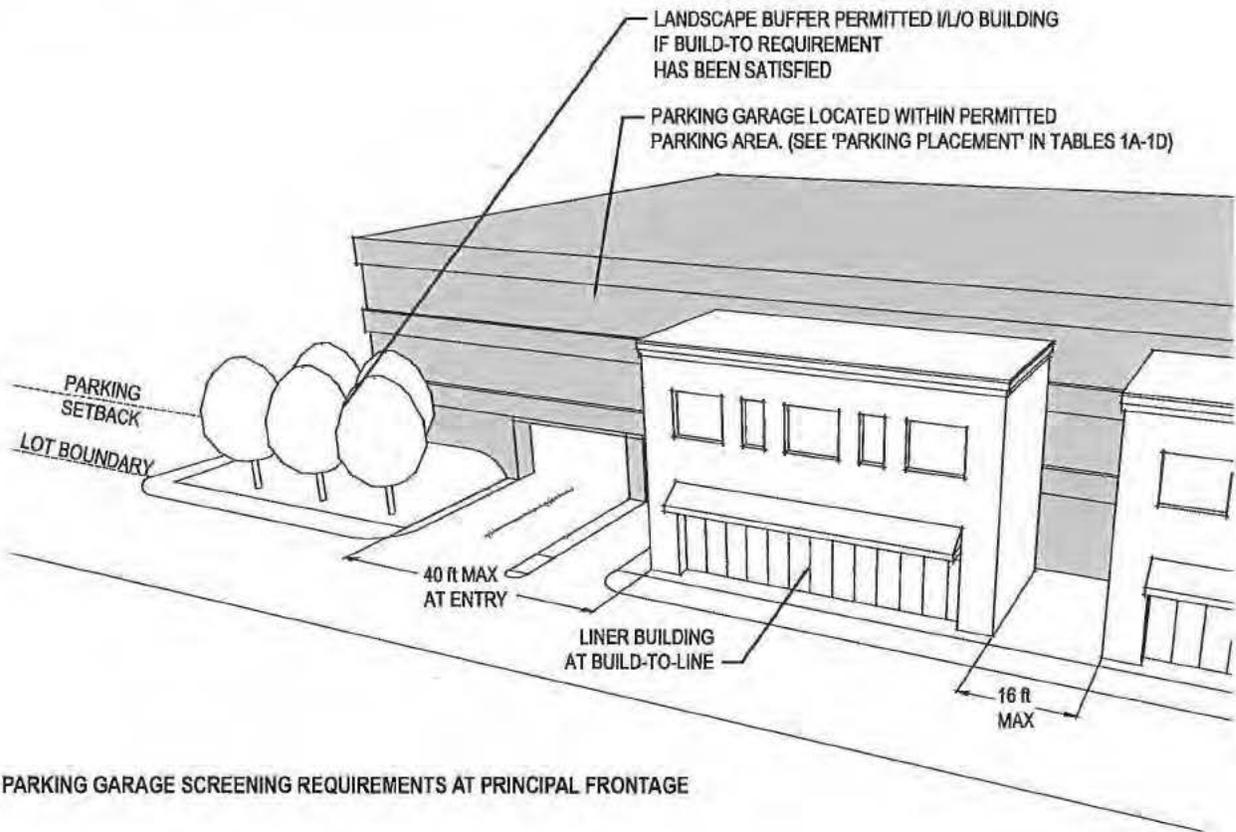


TABLE 6. DESIGNATED OUTDOOR SPACE

RONKONKOMA HUB TOD

TABLE 6a: Designated Outdoor Space. The provisions in this table shall be the exclusive provisions for open space in the Ronkonkoma Hub TOD District, and shall supersede and prevail over any other open space provisions in the Town Code. For each site plan application in the Ronkonkoma Hub TOD District, designated outdoor space shall be provided, as necessary, to ensure that such space, combined with the area of the existing train station plaza and the areas of designated outdoor space provided on all previously-approved site plans in the Ronkonkoma Hub TOD District, does not, at any time, constitute less than 5% of the total buildable lot area covered by the proposed site plan application and all previously-approved site plans in the Ronkonkoma Hub TOD District.

Shade structures, including but not limited to umbrellas, awnings, tensile fabric structures, and brise-soleil shall be permitted in any designated outdoor space.

TABLE 6b: Designated Outdoor Space Types. This table defines types of Designated Outdoor Space which meet the Designated Outdoor Space requirement and the subdistricts in which each Type is permitted

<p>a. Green: An informal outdoor space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building facades. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/8 acre.</p>		<p>e. Outdoor Activity Zone: An outdoor space available for civic or commercial use in which a enlarged sidewalk or landscape area is provided in excess of the minimum required by at least four feet in width. Outdoor dining areas, even where restricted to use by patrons of a specific establishment, qualify as an outdoor activity zone.</p>	
<p>b. Pocket Park: A small outdoor space located within a block or interspersed among blocks. A pocket park may include a playground. Where bounded by landscape walls or formal hedges, a pocket park may be counted toward required buildout at frontage. The minimum size shall be 800 sf.</p>		<p>f. Square: A formal outdoor space available for unstructured recreation and civic purposes. A square is spatially defined by building facades. Its landscape shall consist of paths, lawns and trees, formally disposed. The minimum size shall be 5000 sf. A square may be counted toward required buildout at frontage.</p>	
<p>c. Node: A small formal outdoor space at or within prominent intersections. A node may include art installations, fountains, or structured planters.</p>		<p>g. Plaza: A formal outdoor space available for civic purposes and commercial activities. A plaza shall be spatially defined by building facades. Its landscape shall consist primarily of pavement. Trees are optional. The minimum size shall be 5000 sf. A plaza may be bisected by a street if the pavement and curb profile distinguish the street as part of the plaza area. A plaza may be counted toward required buildout at frontage.</p>	
<p>d. Median: A small outdoor space located within a street right-of-way, separating vehicular travel lanes with either landscape or hardscape. A median must be a minimum of ten feet in width, and include a usable amenity such as seating or bicycle parking to qualify as designated outdoor space.</p>			

TABLE 7: Permitted signs. In addition to all other signs permitted by the Town Code, the specific signage types identified herein are permitted in the indicated subdistricts of the Ronkonkoma Hub TOD District, provided they meet the specifications set forth herein. The signage specifications set forth herein prevail over and supersede any provisions of the Town Code that otherwise prohibit or restrict the signage types set forth herein.

Subdistrict	A	B	C	D	SPECIFICATIONS
 <p>Address or Nameplate Sign</p>	■	■	■	■	Quantity (max) 1 per address Area max 2 sf Width max 24 in Height max 24 in Depth / Projection max 3 in Max mounting height (top) 7 ft Letter Height max 6" Illumination max 185 lumens internal
 <p>Awning with Sign</p>	■	■	■	■	Quantity (max) 1 per window/door Area n/a Width max equals width of Facade Height n/a Depth / Projection min 3 ft, max 6 ft Clearance min 8 ft Max mounting height (top) first floor only Letter Height min 5 in, max 10 in Logo one per business Valance Height max 12 in Distance from Curb min. 2 ft. Illumination External, building-mounted only. Permitted surface materials Fabric, metal roofing, glass. Encroachment into ROW 3 ft permitted
 <p>Band Sign</p>	■	■	■	■	Quantity (max) 1 per 24 ft of facade length Area (max) 2 sf per linear ft Facade Width max 90% width of Facade Height (Subdistrict B) max 10 in Height (Subdistrict C,D) max 3 ft Depth / Projection max 7 in Clearance min 7 ft Letter Height max 24 in Illumination External, building-mounted only.
 <p>Shingle Sign</p>	■	■	■	■	Quantity max 1 per business; max 1 per 24 ft of facade Area (Subdistrict A) max 6 sf Area (Subdistrict B,C,D) max 4 sf Width max 4 ft Height max 4 ft Depth / Projection max 4 ft Clearance min 8 ft Max mounting height (top) n/a Letter Height max 8 in Encroachment into ROW 3 ft permitted
 <p>Marquee and Sign</p>	■	■	■	■	Quantity (max) 1 per block Area n/a Width (max) entrance plus 2' each side Height max 50% story height Depth / Projection min 4 ft, max 10 ft Clearance min 10 ft Max mounting height (top) n/a Letter Height n/a Distance from Curb min 3 ft.

TABLE 7: Permitted signs. (continued)

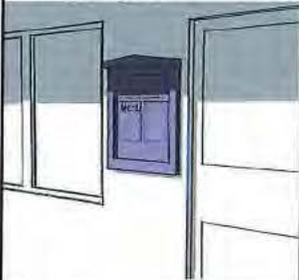
	Subdistrict	A	B	C	D	Specifications
<p>Outdoor Display Case</p> 			■	■	■	<p>Quantity: 1 per entrance</p> <p>Area: max 6 sf</p> <p>Width: max 3.5 ft</p> <p>Height: max 3.5 ft</p> <p>Depth / Projection: max 5 in</p> <p>Clearance: min 4 ft</p> <p>Max.mounting height (top): 8 ft</p> <p>Illumination: max 2000 lumens internal</p>
<p>Sidewalk Sign</p> 			■	■	■	<p>Quantity: 1 per retail or food service business</p> <p>Area: max 8 sf</p> <p>Width: max 26 in</p> <p>Height: max 42 in</p>
<p>Window Sign</p> 			■	■	■	<p>Quantity: 1 per window</p> <p>Area: max 25% of glass</p> <p>Clearance: 4 ft</p> <p>Letter Height: max 12 in</p>
<p>Outdoor Electronic Media Display</p> 					■	<p>LARGE</p> <p>Quantity: 1 maximum in TOD</p> <p>Area: max 620 sf</p> <p>Width: max 40 ft</p> <p>Height: max 23 ft</p> <p>Max.mounting height (top): max 42 ft</p> <p>SMALL</p> <p>Quantity: 3 maximum in TOD</p> <p>Area: max 144 sf</p> <p>Width: max 16 ft</p> <p>Height: max 9 ft</p> <p>Max.mounting height (top): max 42 ft</p>
<p>Neon</p> 					■	<p>Custom-made only</p> <p>Area: max 144 sf</p> <p>Max.mounting height (top): max 42 ft</p>

TABLE 7: Permitted signs. (continued)

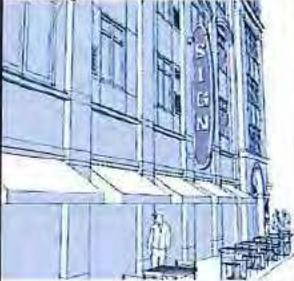
Subdistrict	A	B	C	D	Specifications																
<p>Blade Sign</p> 			■	■	<table border="1"> <tr> <td>Quantity</td> <td>1 per 40 ft of frontage</td> </tr> <tr> <td>Width</td> <td>max 30 in</td> </tr> <tr> <td>Vertical length</td> <td>max 50% of facade height</td> </tr> <tr> <td>Depth</td> <td>max 8 in</td> </tr> <tr> <td>Clearance</td> <td>min 8 ft</td> </tr> <tr> <td>Max mounting height (top)</td> <td>35 ft</td> </tr> <tr> <td>Illumination</td> <td>unrestricted</td> </tr> <tr> <td>Encroachment into R.O.W.</td> <td>2' permitted</td> </tr> </table>	Quantity	1 per 40 ft of frontage	Width	max 30 in	Vertical length	max 50% of facade height	Depth	max 8 in	Clearance	min 8 ft	Max mounting height (top)	35 ft	Illumination	unrestricted	Encroachment into R.O.W.	2' permitted
Quantity	1 per 40 ft of frontage																				
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Max mounting height (top)	35 ft																				
Illumination	unrestricted																				
Encroachment into R.O.W.	2' permitted																				

TABLE 5: Supplementary Public Lighting. The generic lighting types below shall be permitted in the subdistricts indicated. Except as noted, the provisions in this table shall be the exclusive lighting provisions for the TOD zoning district, and shall supersede and prevail over other lighting provisions in the Town Code. This table shall not prohibit any lighting otherwise permitted in the Town of Brookhaven. (The illustrations do not indicate a specific luminaire, only the general form, proportion, and light distribution)

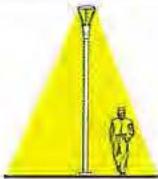
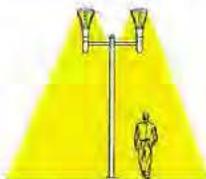
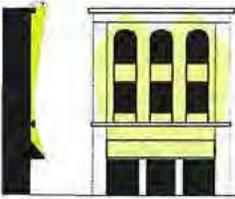
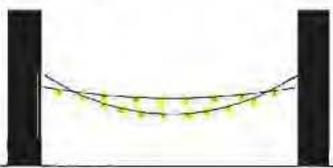
Subdistrict	A	B	C	D	Characteristics
Post 	■	■	■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: fully shielded Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts. Maximum height: 20 ft.
Column 	■	■	■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: fully shielded Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts. Maximum height: 20 ft.
Double Column 		■	■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: fully shielded Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts. Maximum height: 20 ft.
Facade Lighting 			■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: partially shielded (fully shielded from public side) Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts.
Backlit Facade or Video Panel 				■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: (Not applicable) Spill onto adjacent properties: Permitted to spill within and among B, C & D subdistricts.
Catenary or Street-spanning Arch 				■	Permitted only where approved by the Town, and subject to establishment of a maintenance agreement between the Town and the Master Developer. Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Maximum lumens / bulb: 850 lm Color temperature: Unrestricted Cutoff: Non-cutoff Spill onto adjacent properties: Permitted to spill within and among B, C & D subdistricts.

TABLE 5: Supplementary Public Lighting (Continued).

Subdistrict	A	B	C	D	Characteristics
<p>Reflected <i>downlight</i></p> 				■	<p>Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code.</p> <p>Color temperature: Unrestricted</p> <p>Cutoff: Indirect cutoff</p> <p>Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts.</p> <p>Maximum height: 20 ft</p>
<p>Light Column</p> 			■	■	<p>Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code.</p> <p>Color temperature: Unrestricted</p> <p>Cutoff: Fully shielded</p> <p>Spill onto adjacent properties: Permitted to spill within and among the C & D Subdistricts</p> <p>Maximum height: 12'</p>
<p>Neon</p> 				■	<p>Custom-made only (generic, mass-produced neon signs are prohibited)</p> <p>Light source: Neon</p> <p>Color temperature: Unrestricted</p> <p>Cutoff: Unrestricted</p> <p>Spill onto adjacent properties: Permitted to spill within and among the B, C, & D Subdistricts.</p>