

**DRAFT GENERIC ENVIRONMENTAL IMPACT
STATEMENT**

for the

**MONTAUK HIGHWAY CORRIDOR
STUDY & LAND USE PLAN FOR MASTIC
& SHIRLEY
PHASE II**

as a

SUPPLEMENT

to the

GENERIC ENVIRONMENTAL IMPACT STATEMENT

for the

**MONTAUK HIGHWAY CORRIDOR AND LAND USE PLAN FOR
MASTIC AND SHIRLEY, NY**

**Hamlets of Mastic and Shirley, Town of Brookhaven
Suffolk County, New York**

NP&V Project No. 05132

April 2010

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**Hamlets of Mastic and Shirley, Town of Brookhaven
Suffolk County, New York**

Brookhaven Town Board (as SEQRA Lead Agency)

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1.0 DESCRIPTION OF THE PROPOSED ACTION

1.1 Introduction

1.1.1 SEQRA Overview and History

This document is a Draft Supplemental Generic Environmental Impact Statement (Draft SGEIS), which is a supplement to a GEIS prepared in 2004 and adopted by the Town Board of the Town of Brookhaven that analyzed the following:

- Adoption of the 2004 Montauk Highway Corridor Study & Land Use Plan for Mastic & Shirley (hereafter the “2004 Plan”);
- Adoption of amendments to the Town Zoning Code (amendments to the J Business 6 zoning district law and definitions); and
- Implementation of various zone changes on the Town Board’s own motion.

On June 3, 2004, the Brookhaven Town Board accepted the Draft GEIS for the above noted actions as complete with respect to scope and content, commenced public review and circulated the document to interested agencies for comment. A public hearing was held on July 13, 2004 and public comments received through July 23, 2004. The Town accepted a Final GEIS on August 3, 2004 and the Findings Statement was adopted on August 23, 2004 (see **Appendix A**).

The proposed action, the adoption of the Montauk Highway Corridor Study & Land Use Plan for Mastic & Shirley, Phase II (hereafter, the “Phase II Plan”), has been prepared as a supplement to the 2004 Plan (and was accepted by the Town Board on March 23, 2010). Several figures from the Phase II Plan are contained in **Appendix B** for convenience. The proposed action also includes adoption of an Overlay District for a portion of the study area as an amendment to the Town Zoning Code (provided in **Appendix C**).

The Phase II Plan furthers the goals of the 2004 Plan and provides more specific recommendations with regard to land use, zoning, transportation, parking, pedestrian mobility and safety, and provide recreational/open space for the entire study area analyzed in the 2004 Plan (see **Figure 1-1** and Figure 1 in **Appendix B**). In addition, the Phase II Plan provides specific recommendations for an area between the Mastic and Shirley Main Street Business Districts (MSBDs) along Montauk Highway to establish a transitional area between the two MSBDs. This area, known as the Transitional Area Overlay District, is depicted in **Figure 1-2**.

As described in the Phase II Plan, the TAOD area is established to:

...enhance the aesthetic and visual character of the Montauk Highway corridor and to provide visual definition between the hamlet centers in Shirley and Mastic along this major transportation route. The establishment of the new Overlay District will promote uses and aesthetic improvements which create distinction between the two hamlet centers. As this commercial corridor is nearly completely developed, the goal will be to create an appearance of transition which is supported by the development design and orientation of new or redeveloped sites. It is recommended that the TAOD maintain the underlying zoning, but establish design guidelines for all future development and



redevelopment, and provide opportunities and incentives for alternative land uses and site design, including expedited administrative approval for projects that conform to the Plan.

The TAOD will apply generally to the area bounded by Park Avenue to the west, Clinton and Carlton Avenues to the south, Cumberland Street and Lambert Drive to the east, and Hoover Court/Smith Street to the north. This area contains more than ten street blocks and is currently zoned mostly J-2 Neighborhood Business with some parcels that are split between J-2 Business and A-1 Residential zoning districts, and one L-1 Industrial parcel.

This Draft SGEIS evaluates the potential impacts of the adoption of the Phase II Plan, and adoption of an amendment to Chapter 85 of the Town Zoning Code to establish a new overlay zoning district that would be applied to a portion of the Corridor. This latter district has been delineated so that future development within it would serve as an appropriate transition between two MSBD areas of the Corridor.

1.1.2 Background of Proposed Action

Brookhaven Town completed a Comprehensive Land Use Plan Update in 1996. The Update reviewed zoning, land use, demographic and environmental trends in the Town and provided a basis for land use recommendations to guide the Town into the 21st Century. The subsequent 2004 Plan was a continuation of the Town's ongoing comprehensive planning efforts, and was intended to address specific concerns identified by the Town's elected officials, professional planning staff, and stakeholders from the Mastic & Shirley community regarding land use patterns and related impacts along the Montauk Highway corridor between William Floyd Parkway and the Forge River. The goals of the 2004 Plan were as follows:

- Identify and develop defined Main Street Business Districts (MSBDs).
- Develop MSBDs that are controlled and compact, to encourage and support more traditional neighborhoods that can increase utilization of the district while fostering a greater sense of community.
- Provide for a mix of land use opportunities within the MSBDs.
- Design transitional areas between MSBDs with site and building design guidelines.
- Create opportunities for strong economic activity to provide jobs and a sustainable tax base.
- Adopt appropriate zoning regulations to ensure proposed development in compliance with these goals.
- Support appropriate roadway improvements to adequately serve the adjacent land uses. Ensure that improved roadways are aesthetically pleasing.
- Introduce traffic calming measures where appropriate to enhance the relationship among the built environment, transportation needs and quality of life.
- Support the MSBDs with convenient parking that will reduce vehicle usage, and encourage and enhance walkability between uses.
- Support pedestrian-friendly MSBDs with attractive landscaping, public parks and plazas.
- Provide affordable housing opportunities.
- Develop incentive techniques to accomplish these goals.
- Enforce existing codes, ordinances and regulations.



- Eliminate deterioration and obsolescence.
- Provide for larger and centrally located public spaces to provide a staging area for community events and festivals that increase civic identity and encourage participation.
- Enhance the aesthetic appeal of the area with particular attention to the streetscape and building architecture.
- Improve overall streetscape by moving utilities underground and increasing peripheral landscaping to screen gray areas such as parking lots.
- Establish architectural guidelines within the community to promote a sense of place and identity.

The 2004 Plan included recommended amendments to the Town Zoning Code and associated zone changes for groups of parcels within the study area to create three neighborhood districts and essentially foster a sense of identity for the hamlets of Shirley and Mastic.

The 2004 Plan resulted in numerous changes in the project area. The Town Board of the Town of Brookhaven on its own motion rezoned two areas in the study area to J-6 (Main Street Business District) to foster traditional downtown development in these areas. The western Shirley MSBD is located in the area near William Floyd Parkway (CR 46) and is a hub of commercial activity and is adjacent to a successful shopping center known as the South Port Shopping Center. The eastern MSBD, designated the Mastic MSBD, is located near the intersection of Mastic Road and CR 80 between Stuyvesant Drive/Denton Place and Mastic Road (plus a property with $\pm 400'$ on CR 80 to the east) and includes a smaller shopping center that includes a movie theatre. The 2004 Plan recommended a third Main Street area, located between the two nodes centered at Titmus Drive, with all intervening areas along CR 80 rezoned to J-Business; however, due to considerable opposition to this proposal, the Town Board did not include this area in the rezoning; however, the impact of the proposal for a third J-6 district was evaluated in the GEIS. The future of this area between the Shirley and Mastic MSBDs is one of the key focuses of the Phase II Plan.

In addition to zoning changes, the 2004 Plan recommended that the CR 80 reconstruction project incorporate raised medians and roundabouts at three locations along the corridor. Although the Phase II Plan emphasizes the value of such streetscape improvements in improving the sense of place, the Phase II Plan also recognizes the value that a uniform roadway with continuous sidewalks and proper drainage will enhance the character of the corridor regardless of the inclusion of medians/roundabouts.

The Phase II Plan provides goals and objectives to steer the physical development of a specific portion of the overall Montauk Highway/CR 80 corridor for the next 20 years; and recommends that additional rezoning proposed in the 2004 Plan be reconsidered, including the establishment of high density housing or mixed use to support the Shirley MSBD area.

The proposed action is considered a Type I Action under the New York State Environmental Quality Review Act (SEQRA). Since the Phase II Plan addresses a broad scope of land use policies and recommendations, including the establishment of an overlay district along approximately 1.8 miles of CR 80 in the Mastic-Shirley area, several recommended zone changes, and various transportation and pedestrian related improvements and recommended



acquisitions to support redevelopment along the corridor through transfer of development rights and providing recreational facilities for the community, a supplement to the GEIS is appropriate for this action. In accordance with the provisions of Section 617.15 of SEQRA, a GEIS may be utilized to assess the potential impacts related to those actions that may not have immediately identifiable impacts. **Appendix D** contains the Environmental Assessment Form (EAF) Parts 1 and 2, which describe the proposed action and its anticipated impacts. The Town Board will review the EAF and consider its contents in administering the SEQRA process (see also **Section 1.4**).

This document supplements the impact analyses contained in the GEIS prepared for the 2004 Plan. It evaluates the impact of development resulting from the proposed actions (i.e., implementation of the Phase II Plan and associated Town Zoning Code amendments) as compared to the impacts evaluated in the GEIS for the 2004 Plan. For purposes of this document, the latter is established by use of the Findings Statement for the 2004 Plan's GEIS.

This analysis reviews the relevant environmental issues as well as weighs relevant social and economic factors related to the adoption of the Phase II Plan and subsequent actions. As noted above, the 2004 Plan GEIS evaluated the potential impact of the establishment of three MSBDs, as well as additional rezonings and concluded that no significant impact would result from the adoption of the plan and rezonings. The analysis provided herein compares the potential density of development under the current zoning, the potential development that could have been expected under the formerly proposed zoning analyzed in the GEIS and the potential density under the proposed overlay district. Based upon a build out analysis (see **Appendix F**), the difference in density under the proposed TAOD as compared to potential density under the formerly proposed combined J-6 District and J-1 Business zoning for this area is negative (i.e., the potential floor area under the proposed TAOD is less than formerly proposed). Therefore the impact from the proposal is comparable to, or less significant, than the former proposal evaluated under the GEIS in 2004.

The analysis contained in this document focuses on any significant environmental factors that have changed, or for which new information has been revealed since the 2004 GEIS and any key variations in the recommendations that may have a significant impact on environmental resources.

1.2 Purpose, Need and Benefits of the Proposed Action

The study area addressed by the proposed action has experienced significant growth in the past decades. Development along this portion of Montauk Highway is best characterized as commercial sprawl wherein land use is a mix of retail stores, service businesses and offices (either as stand-alone or in strip centers), with separate parking areas, curb cuts and free-standing signs. No consistent architectural theme is present, front yard parking is generally the dominant feature and, consistent with characteristics of commercial sprawl, the focus is on the automobile and not the pedestrian. For the majority of businesses, customers rarely use other means of transportation to reach the uses. In choosing the recommended J-6 nodes, planners considered



areas with a potential for walkability, potential for increased residential density and civic spaces. The transitional area provides limited opportunity for a downtown center at this time; however, it is noted that future transportation initiatives may change the potential for a third MSBD.

The adopted J-6 zoning areas were chosen due to their existing density, potential for walkability, potential for supporting new mixed use development, public spaces and a civic identity. The area between the eastern and western nodes provides limited opportunity for a neighborhood center at this time. The analysis conducted as part of this study examined the current need for a new central MSBD and found that based upon land use, planning and economic data, the community can not support a third retail neighborhood center at this time. However, an alternative land use option for this area between the MSBD centers is presented in this Plan which is intended to encourage appropriate uses and design guidelines to assist in creating a transitional area between the recently established neighborhood centers. It is noted that future transportation initiatives (connections to Sunrise Highway and possible railroad crossings), and further economic growth over time, may potentially increase the need for a new central MSBD.

In preparing the Phase II Plan, the Town retained a marketing professional to study the potential for increase in retail/restaurant use along the corridor. A Maryland-based economic/market research firm, ZHA, Inc., was retained to conduct a Retail Market Analysis for the Mastic-Shirley area of Montauk Highway. This study is included as Appendix A of the Phase II document. The market study concluded that the currently zoned J-6 MSBD areas are appropriately located at this time, and would tend to be supported by contributing market areas and economic trends. The economic analysis found that there is insufficient market support for a third, central MSBD at this time, but recognized the future potential for such a district in the vicinity of Titmus Drive and Montauk Highway; the marketing analysis supports the conclusion that a third MSBD in this area could be supported if a connection is provided from Titmus Drive to Sunrise Highway and further demographic growth and economic demand occur in the future. If access is provided to Sunrise Highway at Titmus Drive, and a railroad crossing is provided over Hawthorne Street, a third node should be re-evaluated due to a potential change in traffic patterns.

This Phase II Plan also considers the now on-going transportation improvements of the Suffolk County Department of Public Works (SCDPW) for the portion of CR 80 included in the study area. The improvements are illustrated and discussed in a design report and environmental assessment for the reconstruction of CR 80 from CR 46 (William Floyd Parkway) to Mastic Road. The report identified the need for added capacity at the CR 80/CR 46 intersection, a reduction in traffic volumes through redirection of traffic, and other provisions such as curbs, continuous sidewalks and drainage improvements.

1.3 Objectives of the Town

The Town's objectives with respect to the proposed action are to achieve the goals of the Phase II Plan, which include:



- provide a refinement to the 2004 Plan with detailed solutions to specific challenges. The process was intended to identify and analyze the important issues, provide supportable recommendations to meet planning goals and community needs, and provide an action plan to initiate implementation.
- guide the future physical development of the transitional area of the corridor, including providing design guidelines through zoning recommendations, opportunities for short term improvements and criteria for handling of split zoned parcels within the TAOD area.
- encourage appropriate development and enhancement of established uses along the corridor and provide clear direction for landowners for development and redevelopment in harmony with the goals for the corridor.
- support partnerships and develop consensus with residents, community leaders and the public.

Specific goals for the corridor were identified through a public process and with Town input and are provided in list form below. Where appropriate, these goals were evaluated through the preparation of this plan and potential opportunities were explored. In some instances, there are other initiatives referenced herein related to formation of a sewer district and ongoing inter-agency transportation committee meetings to study the feasibility for new Sunrise Highway connections.

Transportation Goals

- Support transportation linkages that reduce vehicle miles traveled.
- Promote multi-modal transportation enhancements that are sustainable within the context of current and future land uses.
- Alleviate traffic congestion and provide safe access for motorists and pedestrians.
- Establish appropriate development standards that work in the context of the SCDPW improvements for CR 80.
- Consider potential new access to and from Sunrise Highway within the corridor.
- Reduce the quantity of curb cuts where alternative road access exists from parallel or perpendicular streets. Where such connections do not exist, reduce curb cuts through application of cross-easements between adjoining properties.
- Provide adequate parking to support uses in the corridor and encourage walkability between uses.
- Improve access to public transportation and facilitate use of multi-modal alternatives to support the MSBDs.
- Where possible, interconnect roadways north and south of the CR 80 corridor to provide safe alternative roadway access to retail/service uses for neighborhoods north and south of Montauk Highway and provide alternative east-west routes to CR 80.
- Consider alternative vehicular access for existing shopping centers (in addition to CR 80 access).
- Eliminate unnecessary short blocks (both improved and paper roads), which end at CR 80.

Economic Goals

- Determine whether the corridor conditions would support an additional centrally located MSBD under current and future conditions (if connection to Sunrise Highway is created and/or additional Long Island Rail Road (LIRR) crossings were established).
- Evaluate market potential for retail/restaurant use along the corridor and establish land use recommendations accordingly.



- Identify and quantify current market potential for new or expanded retail.
- Develop incentives that support appropriate development and redevelopment.

Land Use and Zoning Goals

- Provide land use and zoning recommendations consistent with the findings of the Market Analysis.
- Provide incentives for redevelopment and investment throughout the corridor.
- Reduce the appearance of commercial sprawl between the MSBDs by creating a distinct transitional area for that part of the Montauk Highway corridor between the Shirley and Mastic J-6 MSBDs.
- Create compact, orderly and efficient MSBDs supported by infrastructure with attractive pedestrian amenities.
- Promote preservation of unique structures that provide identity in the community.
- Provide clear and predictable guidance to develop market confidence and maintain collaborative and respectful relationships with the community.
- Use development recommendations and design guidelines to encourage appropriate and aesthetically pleasing development in the transitional area.
- Support the existing J-6 MSBDs with appropriate land uses in proximity to these districts.
- Identify permitted uses for split-zoned parcels and reconcile the zoning of these parcels with the goals of the Plan.

Infrastructure/Utility Goals

- Evaluate requirements necessary to site utilities below grade.
- Investigate methods to conform to Suffolk County Department of Health Services (SCDHS) density limitations under Article 6 of the Suffolk County Sanitary Code (SCSC) through on-site systems, wastewater treatment facilities and transfer of sanitary credits in order to support increased density in MSBDs.
- Coordinate between multiple agencies with regard to infrastructure improvements to avoid inefficiency and redundancy.
- Continue to study the formation of a sewer district and identify funding sources for its construction.

Community Character Goals

- Provide definition and identity for the Shirley and Mastic MSBDs.
- Create a distinct transitional area and establish streetscape and architectural standards for the transition area.
- Enhance aesthetics along the corridor (improved architecture, signage, landscaping, etc.)
- Preserve and enhance historical & unique structures.
- Establish and/or enhance gateway treatments.
- Preserve significant trees where possible in consideration of roadway plans and include new trees.
- Identify funding opportunities for enhancing aesthetic appeal of the corridor.
- Identify methods for maintenance of streetscape.



Pedestrian Environment Goals

- Create enhancements to promote a walkable environment along the corridor where appropriate, and provide needed pedestrian connections (such as between parking areas of adjacent uses, within parking areas, and between residential areas and business areas).
- Enhance the pedestrian environment to create safe and appealing opportunities for walking and bicycling. Provide handicap accessibility.
- Provide physical improvement of sidewalks and establishment of new sidewalk connections where appropriate.
- Provide pedestrian and bicycling connections wherever appropriate both to interconnect surrounding communities to the CR 80 corridor as well as to improve interconnection along the CR 80 corridor.
- Define areas where pedestrian connections are needed or that already exist but are unimproved (i.e. existing footpaths).
- Provide adequate lighting and amenities such as benches, trash receptacles, and bike racks for pedestrians and bicyclists.
- Enhance pedestrian connections between shopping areas and within large shopping centers.
- Identify paper streets that may be used as multi-purpose walkways and provide improvements for all users including provisions for wheelchair and bicycle access.
- Improve pedestrian linkages to bus stops and the LIRR station.

Recreation and Open Space Goals

- Identify appropriate locations for recreation in the community.
- Identify open space for drainage and passive recreation.
- Where possible, preserve properties adjacent to the Forge River and provide access to open space associated with protected lands adjacent to the Forge River.
- Inventory publicly owned parcels within study area that may be appropriate for recreational use.
- Develop private-public partnership for funding of improvements consistent with this Plan.
- Provide incentives for creating public open space on private commercial parcels; encourage use of plazas, benches and gathering areas, focal points (i.e. fountains, sculptures, etc.) and other points of interest to enhance the business environment and public space.

1.4 Approvals Required

The actions addressed in this Draft SGEIS include the adoption of the Phase II Plan, amendment to Chapter 85 of the Town Zoning Code to include a new zoning district (Overlay District) for the TAOD area and revision to the Town Zoning Map to indicate the parcels that are included in the TAOD area (and within the TAOD area, the Hoover Court area which has special provisions). The Suffolk County Planning Commission (SCPC) has authority to review the adoption of the land use plan and new zoning regulations, and is considered an interested agency under SEQRA. SCPC review is required prior to adoption of the Phase II Plan by the Town Board. Although the Town Board is the only involved agency, this entity is required to conduct coordinated review under SEQRA, and is established as lead agency for this Type I Action.



This document is intended to comply with the SEQRA requirements as administered by the Town Board of the Town of Brookhaven. This Draft SGEIS is intended to provide the Brookhaven Town Board with information that will assist it in rendering its decision on the proposed action.

The Town Board must accept this document as complete for the purpose of commencing a period of public and agency review. At the Town Board's discretion, the Draft SGEIS may be the subject of a public hearing during this period; regardless of whether a public hearing is held, all substantive comments on the Draft SGEIS will be addressed in a Final SGEIS. After completion of a Final SGEIS, a 10-day public consideration period must pass, after which the Town may issue a Statement of Findings that would form the basis for its decision on the proposed action. In addition to compliance with SEQRA, completion of this process ensures that interested agencies, parties of interest and the public have an opportunity to comment on and provide input, and further ensures that the Town Board has the benefit of this input in the decision-making process.

The Town Board will consider the SGEIS record and Statement of Findings on the proposed action prior to any decisions on legislative changes, policy or Town management/implementation associated with the proposed action. The Town Board is the primary and, in effect, the only board that has approval authority to implement key elements of the proposed action. As necessary, the Town Board will direct preparation of legislation by the Town Attorney and follow proper hearing, notice and filing requirements prior to enacting legislation.



2.0 ENVIRONMENTAL SETTING, ANTICIPATED IMPACTS AND MITIGATION MEASURES

The GEIS for the 2004 Plan contained thorough and complete descriptions and analyses of the environmental resources (and potential impacts from that plan) within the study area. These discussions were presented in a series of 11 separate and distinct sections, one for each of the 11 categories of resources analyzed. As the Phase II Plan addresses the same geographical area as was studied previously, this Draft SGEIS also analyzes the same set of resources and investigates the possible impacts of the current plan. However, this document supplements the prior GEIS (and therefore includes it herein by reference), so this document need only discuss the changes in the impacts anticipated from the proposed action (the Phase II Plan) as compared to those of the 2004 Plan. As noted in **Section 1.1.2**, the impacts of the 2004 Plan were established in the Findings Statement for that proposal; therefore, the following discussions of the proposed actions's impacts begin with the corresponding impact discussions of the Findings Statement.

2.1 Land Use and Zoning

2.1.1 Environmental Setting

The following is taken from the Findings Statement for the 2004 Plan.

The proposed action is expected to achieve the following goals:

- Place limits on the sprawl of incompatible mixed land uses and strip malls prevalent along the Montauk Highway Corridor in the Mastic/Shirley area.
- Promote more concise land use zones that will create areas with distinctly similar land uses.
- Remove existing zoning districts and regulations that are considered either as being ineffective or obsolete.
- In some cases, help to eliminate or consolidate zoning classifications that are considered to be very similar.
- Promote a more concise and cohesive set of compatible uses along the Montauk Highway Corridor.
- Cause more potential uses along Montauk Highway to be classified as "special permit uses," which will require developments to conform to a variety of stricter standards which relate to a number of issues which are important to a community.
- Establish more appropriate buffer and setback requirements, landscaping regulations, and architectural review of buildings along Montauk Highway.
- Protect open space, improve aesthetic conditions, provide for screening and limited habitat for small birds and other animals.
- Implement standards for additional parking in addition to revising current standards to more restrictive levels.
- Implement valuable zoning and density incentives for infrastructure improvements to the area including: street furniture and lighting, additional parking, increased sewage capacity, transfer of development rights and increased open space in the form of parks and civic areas.



- Put into effect an increase in some lot area requirements within the commercially zoned districts that line both sides of Montauk Highway. This will allow for adequate space for buffering, landscaping, buildings, and on-site parking on these properties.
- Give the Town of Brookhaven the express authority to revoke variances and special permits when permittees fail to comply with the criteria set forth in the Town code.

The proposed dimensional requirements and other controls which accompany the zoning district as amended, will be adequate to accommodate permitted uses, and there will be a number of safeguards and standards to help prevent environmental degradation of the sites that will be affected. Where applicable, future development actions would be required to conform to the mandates and specifications of SEQR, and as such, those actions determined to be Type I or Unlisted would be subject to additional environmental review. This additional review will provide further opportunity to focus impact analysis on site-specific conditions and the specifics of individual development proposals from which anticipated impacts can be evaluated, on a site-and project-specific basis.

During the course of plan development and environmental reviews, a question was raised concerning the potential for rezoning the parcel of land located along the Forge River which contains the Swift Stream Farms retail establishment to a J-6 Business zone. The subject property may be well suited to support development compatible with J-6 Business standards and the goals of the community and the Montauk Highway Corridor Plan. Additional consideration to rezone this parcel to J-6 Business will be provided at the time of the corridor rezonings. Information provided during the public participation process and conceptual design discussions between the Town and the property owner suggest that development of the site could occur in an environmentally sensitive manner which would protect the river and its adjacent wetlands. However, any future consideration of rezoning and redeveloping the site will be subject to additional site plan and environmental reviews and approvals.

It is important to recognize that the impetus behind this proposal was specifically to improve physical, environmental, land use, and transportation conditions along the Montauk Highway corridor within the Mastic/Shirley area, while striking an appropriate balance with important social and economic considerations. In fact, the proposed action is focused on promoting the protection and preservation of the local environment. Therefore, despite the need for subsequent site and project-specific environmental assessments, it is not anticipated that the proposed action will have any significant adverse impacts on the environment and, it actually is expected that this action will provide an overall, long-term environmental benefit.

The use of zoning as a tool to advance the Town's land use planning goals and objectives is indispensable and well established under both law and practice. However, in cases where individuals feel aggrieved by a particular building or zoning regulation, they would be entitled to petition for relief under the Zoning Board of Appeals variance process, thereby providing an additional means of mitigating possible impacts to such individuals on a site-by-site basis.

2.1.2 Anticipated Impacts

The GEIS for the 2004 Plan analyzed the impact of that plan on the land use and zoning resources of the study area and determined that *"...despite the need for subsequent site- and project-specific environmental assessments, it is not anticipated that the [then-] proposed action will have any significant adverse impacts on the environment and, it actually is expected that this*



action will provide an overall, long-term environmental benefit.” The 2004 Plan also recommended changing the zoning of a portion of the study area to J-6 (MSBD), in order to obtain a higher yield than would be allowed under the site’s current yields under J-6 (Business) and J (Business). The Findings Statement found that no adverse significant impacts were anticipated for this action. With the minor exceptions of the sites that have been developed in the study area since 2004, the land use and zoning characteristics and patterns of the study area have not changed significantly from those described and analyzed in the GEIS for the 2004 Plan.

In order to determine the relative impact of the proposed action on yields, a Build-Out Analysis was completed for the TAOD area (see **Section 1.1.1** and **Table 2-1**), which compares the potential yields assuming this area’s:

- current zoning
- formerly proposed zoning (as described in the 2004 Plan)
- proposed zoning under the Phase II Plan.

The results of this analysis (which estimates non-residential square footage as a basis for comparing yields) indicates that the potential yield in the TAOD area under the proposed action would be 12.4% greater than that of this area under its existing zoning, but would be 17.1% less than that under the 2004 Plan. Note that the GEIS prepared for the 2004 Plan determined that no significant adverse impacts were expected from implementation of the 2004 Plan.

Table 2-1
BUILD-OUT ANALYSIS
TAOD Area

Condition Analyzed	Maximum Permissible Floor Area (SF)
Build-out under existing zoning	485,516
Build-out under 2004 Plan	658,732
Increase in yield if 2004 Plan proposals implemented, over existing zoning build-out	173,216
Build-out under proposed TAOD/Phase II Plan	545,917
Increase in yield for TAOD/Phase II Plan over yield assumed in 2004 Plan	-112,815*

* Negative value indicates that proposed action would allow for significantly less yield in proposed TAOD area (in terms of floor area) than could be realized in this area under zoning assumed in 2004 Plan.

As the proposed action represents a 17.1% reduction in yield from that prior plan, it is expected that there likewise would be no adverse impacts from the proposed action as compared to that which was already evaluated in the GEIS and Findings. In addition, the character of the TAOD area, as expressed by the land uses and yields allowed after implementation of the proposed project, would be more in conformance with the area and with public goals than those absent to proposed project. As stated in the Phase II Plan (see **Appendix B**):



It is expected that because largely private individuals and corporations will implement the changes, the progress will be incremental. However, each individual action that is implemented (each façade, landscaping, sidewalk, lighting, new site plan) will provide momentum and continual improvements, so that over a hopefully short period of time, the changes in the corridor environment will be evident. Evidence of incremental improvements have already been noted and it is expected that this trend will continue. The goal to create a definite transition area between the main street centers on either end of the corridor will be enhanced through transportation and pedestrian improvements proposed by SCDPW. Incremental improvements on individual sites will help to provide a catalyst for lasting changes and revitalization along the corridor; and ultimately, the transition area corridor will emerge into a recognizable district between the hamlet centers of Mastic and Shirley, which is unique to the corridor.

As a result, it is expected that there will be a beneficial change in the land use character along the TAOD area. This will occur as a result of setbacks, landscaping and improved uses in the TAOD area and as a result of reduced curb cuts, shared parking and improved streetscape design throughout the overall corridor. These changes are facilitated by this Phase II Land Use Plan and, as a result, no significant adverse impact is expected.

Potential impacts with respect to Town population increases, land use plan conformance, increases in the density of development and precedence-setting effects related to the proposed action were noted in the EAF Part 2. The following briefly addresses these concerns.

- The amount of residential development that may occur as a result of the proposal would not generate a significant Town-wide population increase (let alone a 5% increase).
- The proposed action has been developed in conformance with the 2004 Plan.
- The proposed action will incrementally increase the amount and therefore, the density, of development within the TAOD area over existing, potential for zoning. However, this increase would be incremental in magnitude, and reflects established Town and community plans and goals and is significantly less than density potential under the 2004 Plan build-out.
- The proposed action has been formulated specifically to reflect existing land use patterns, so that development conforming to this plan would not set a precedent for development.

2.1.3 Mitigation Measures

In consideration of the above-noted fact that the proposed action represents a 17.1% reduction in potential yield of the study area as compared to the amount of development that could occur under the 2004 Plan, it is apparent that the corresponding impacts on land use and zoning would be mitigated as well.

In addition, future development in the study area will be subject to Town review and approval associated with site plan application submitted under the proposed project, as well as by discretionary decisions of the various boards and entities that will implement zoning.



2.2 Geology and Hydrogeology

2.2.1 Environmental Setting

It is not expected that the geological and/or hydrogeological conditions of the study area have changed significantly by the minor amount of development that has occurred from that described and reviewed for the GEIS prepared for the 2004 Plan. The Findings Statement of the 2004 Plan provides the following with respect to geology and hydrogeology:

The proposal may lead to improved protection of the local aquifer system because:

- Required setbacks and buffers will be increased along the Montauk Highway corridor, which likely will decrease the maximum extent of impermeable surfaces and improve the recharge characteristics of developed sites.
- The range of uses allowed as-of-right will be decreased, while the range of uses requiring a special permit will be expanded, thereby giving the Town Board increased authority to seek mitigation for potential adverse effects to groundwater resources (among other impacts).
- Certain intensive uses that are allowed under the current Code will be eliminated by the proposed revisions, thereby avoiding potential adverse effects to groundwater resources (among other impacts).
- The proposed action includes a recommendation for a municipal sewage treatment plant, which will enhance the protection of groundwater quality.

Similarly, the proposal will not increase the potential for soil erosion or other impacts to geological resources. Moreover, by requiring expanded setbacks and buffers, this action would be expected to result in less extensive clearing and grading on development sites, which may actually provide a slight benefit with respect to erosion control.

In balance, the proposal will be at least as protective as geological and hydrogeological resources, and will include certain provisions that may actually provide some minor benefits, as compared to existing conditions.

The subject site is within Groundwater Management Zone VI, identified in the 208 Study as a shallow flow zone that discharges to the south shore bays. **Figure 2-1** illustrates the Groundwater Management Zone associated with the study area. The lot size for a single-family residence in Zone VI is 40,000 SF, or the density equivalent would permit a sanitary discharge of 300 gallons/day/acre (gpd/acre). Groundwater flow is generally perpendicular to groundwater contours, or toward the south in the northwest part of the corridor, and to the southeast in the majority of the corridor (**Figure 2-2**). The depth to groundwater varies based on topography and the elevation of groundwater; however, the majority of the study area is at a sufficient elevation to ensure depth to groundwater that would permit conventional subsurface sanitary systems. The study area lies within the glacial outwash plains area, and soils are generally well drained. **Figure 2-3** illustrates the general soils of the study area; these soils fall broadly within the Riverhead, Carver and Plymouth association, noted as well drained soils. The topography of the study area is relatively flat, also due to the glacial outwash plain origin of the area (**Figure 2-4**).



Soils, topography and groundwater do not present a significant constraint to development within the study area, provided existing rules and regulations are adhered to.

The SCDHS is presently updating its Suffolk County Comprehensive Water Resources Management Plan (SCCWRMP; 1987) in order to reflect more recent development trends, resource plans and studies, and government programs and regulations pertinent to water supply and water resource protection. As part of this effort, the SCDHS has identified the Montauk Highway Corridor (within the Forge River watershed) as: “...*the case study that will serve as the template for future modeling evaluations of land use development proposals.*” The draft SCCWRMP update assumes the 2004 Plan yields to compute cumulative groundwater nitrogen concentrations in the Forge River watershed. The results of this analysis indicate a simulated nitrogen concentration in shallow groundwater beneath the study area of 12.5 mg/l, which is consistent with water quality data collected from nearby monitoring wells.

SCDHS implements Article 6 of the Suffolk County Sanitary Code (SCSC) through realty subdivision review for residential sites, and site plan review for commercial sites. Any projects that exceed the allowable flow, or density, must utilize sewage treatment or obtain Board of Review waiver. The Board of Review considers groundwater impact potential, precedent, magnitude of the variance and mitigation in the form of sanitary flow credits. Transfer of sanitary credits may be used to increase density of use on a site in conformance with SCDHS policy (see **Appendix E**); this policy limits transfer of credits to less than double the allowable flow for a site, provided that transferred credits result in the sterilization of acreage in the same groundwater management zone.

There is currently no municipal sewage treatment plant available to serve the study area. All existing development utilizes on-site conventional sanitary systems. Uses existing since prior to 1981 are allowed to continue, and re-use of such properties must not exceed the existing sanitary flow for a given site. New uses must conform to the density limitations of Article 6.

SCDHS also regulates installation of sanitary systems to ensure that conventional systems function properly. Test borings are required in connection with subdivisions, and test holes are required on all sites prior to installation of systems. Soil borings and test holes are used to ensure that installed systems are at least 3 feet above seasonal high water table levels, and to ensure good quality leaching subsoils. All subsoils are observed by SCDHS, and all conventional systems are reviewed for conformance to design requirements prior to installation.

The area of the subject site is served by public water supplied by the Suffolk County Water Authority. There is an extensive existing distribution system in place consisting of water mains along all roads in the study area.

The Flood Emergency Management Agency (FEMA) establishes base flood elevations in flood prone areas for the purpose of construction standards to reduce potential property damage due to flooding. The Flood Insurance Rate Maps (FIRM) are provided by “community panel” and identify flood prone areas and elevation requirements for new construction. **Figure 2-5** provides an illustration of the eastern part of the study area where lands are within the flood prone area



associated with the Forge River and tributaries. The remainder of the study area is identified as not lying within flood prone areas.

With respect to surface water, the extreme east end of the study area includes surface water associated with the Forge River and its tributaries. **Figure 2-6** illustrates the surface watershed area for the Forge River, indicating that stormwater generated in the east part of the Montauk Highway corridor that is not otherwise recharged would be expected to travel toward the Forge River. The water table contour map illustrated in **Figure 2-2** referenced above, provides a contour map of the water table. As noted in review of the shape of the water table, there is a north-south divide whereby, groundwater east of the divide flows east toward the Forge River, groundwater on or near the divide flows radially, but generally toward the south, and groundwater west of the divide flows west toward Bellport Bay. **Figure 2-4** has been annotated to locate this divide, illustrating the portion of the eastern study area that is expected to be within the Forge River groundwater contributing area.

The Forge River has Impaired Waterway designation under Part 303d of the Clean Water Act. Existing conditions are such that the influx of nitrogen to the Forge River, causes elevated nutrient levels that result in algae blooms. When the algae “dies off”, it consumes oxygen, resulting in fish kills. The Impaired Waterway designation allows agencies to complete a Watershed Management Plan, and establish a Total Maximum Daily Load (TMDL) as a target to be achieved over time in a manner that will allow the Forge River to experience improved water quality through recommendations and goals for nitrogen reduction. The Town has contracted a consultant to prepare a watershed management plan and preliminary setup for a TMDL. This effort will identify and quantify relative sources of nutrients to the River, so that management techniques can be implemented to improve the water quality of the River. There is evidence that the density of development of the Mastic peninsula (particularly seasonal homes that are now occupied year round) results in elevated groundwater nitrogen entering the Forge River through groundwater outflow at concentrations in the range of 14 milligrams/liter (mg/l). Further, there is evidence that former duck farm practices have resulted in residual duck sludge deposits that can be liberated to elevate nitrogen concentrations in the Forge River. Ongoing efforts by the Town and agencies that will assist in implementation of a management plan will be necessary to realize improvements and meet the TMDL once this is established. Consideration will be given to the Montauk Highway corridor and expected development under the Phase II Land Use Plan study in the following section.

2.2.2 Anticipated Impacts

There are no steep slopes within the potential development locations of the study area as existing topography is relatively flat. Site-specific design of development plans will be reviewed for conformance to engineering principles with respect to grading and drainage. Disturbance which exceeds one (1) acre will require the preparation of a Stormwater Pollution Prevention Plan (SWPPP), review by the Town under Chapter 86 of the Town Code, filing of a Notice of Intent (NOI), site inspections during construction, and establishment of groundcover in order to comply with the requirements for construction sites and stormwater permits under State Pollutant



Discharge Elimination System (SPDES) General Permit (GP) 0-008-001. Given the flat topography, required protection measures and the ability of the Town to review site-specific proposals to ensure that soils are stabilized, no significant topographic impacts are expected.

Subsoils are not expected to exhibit significant constraints due to the glacial origin of lands within the study area. As noted, existing regulatory procedures require test borings/holes to ensure suitable leaching soils and adequate depth to groundwater to ensure properly functioning systems. Permits to construct issued by the SCDHS for site-specific proposals will ensure that any new systems within the study area will function properly.

Groundwater impacts may occur as a result of sanitary discharge and generation of stormwater. Proper stormwater handling in conformance with Chapter 86 and GP 0-08-001 will ensure that stormwater impacts are controlled. Site plan review can consider limitation of fertilized areas and use of Low Impact Development (LID) techniques to limit nitrogen from fertilizer.

The primary consideration of groundwater impacts related to sanitary flow is under the purview of the SCDHS. As noted, Article 6 of the SCSC establishes density limitations in order to achieve best groundwater management practices relative to nitrogen load in sanitary effluent. The requirements stem from the Long Island Waste Treatment Management program published in 1978 under funds provided by Section 208 of the Water Pollution Control Act of 1972. The 208 Study identified hydrogeologic zones based on groundwater recharge and flow characteristics, water quality, long-term water supply goals and potential impacts to water bodies receiving groundwater outflow. Article 6 of the SCSC codified the findings of the 208 Study in the form of minimum lot size equivalents for residential development, which are related to commercial development using design flow and allowable discharge per acre.

Much of the existing development along Montauk Highway was constructed prior to Article 6. As a result, some uses may exceed the discharge limitation of 300 gpd/acre. SCDHS policy would permit re-development of sites; however, discharge may not exceed the existing flow. As a result, any re-development associated with the rezoning and/or implementation of the Phase II Land Use Plan would not increase sanitary discharge and therefore, no significant adverse impact would be expected to groundwater.

New development must conform to the 300-gpd/acre discharge limitation under Article 6, except under certain provisions. If sewage treatment is provided, this would provide treatment that would remove nitrogen to conform to SPDES discharge limitations and as a result, significant groundwater impacts would not be expected. SCDHS also has a TDR policy, which permits a doubling of density of land use through Board of Review, project-specific approval, provided that sanitary flow is transferred from another parcel within the same groundwater management zone. This results in the sterilization of the off-site parcel, and permits a limited density increase on the developed parcel. The Board of Review and SCDHS staffs study each case to ensure that the transfer is warranted, that no significant groundwater impacts occur, and that the density increase is reasonable and will not contravene the groundwater protection goals of the County as embodied in Article 6. As a result, new development would not be expected to have a significant adverse impact on groundwater resources.



SCDHS also establishes design flow for various uses, which is important to understand as related to sending and receiving of density. A single-family residence of 1,200 SF or more in size has an assigned flow of 300 gpd. Residences of between 600 and 1,200 SF have a flow of 225 gpd and for dwellings less than 600 SF and senior-citizen residences, the assigned flow is 150 gpd. Commercial flow is based on wet and dry uses, and there is recognition that food service uses have a higher flow of gray water (non-nitrogen bearing waste) and therefore density limitations are based on the nitrogen-bearing component of the flow. Use of transferred sanitary credits for increases in commercial density can be accomplished by relating the design flow of commercial use to the discharge limitation of the site (i.e. 300 gpd/acre, which can be increased to 600 gpd/acre with transferred sanitary credits).

It is noted that Suffolk County is in the process of updating the Comprehensive Water Resources Management Plan. Drafts of various report sections are available from Suffolk County, including a draft of Task 5.2 – Future Land Use Impacts (dated January 25, 2008). This document includes the Montauk Highway Corridor Case Study. The Study assigned nitrogen load factors to various land use categories, in order to model the expected nitrogen load/concentrations from various land use scenarios. The Study also anticipated the Phase I Land Use Plan proposed project density, which involved creation of three (3) nodes of Main Street District and also involved the conversion of various land use types, to more intense land use types according to the Phase I LUP, specifically, the following land use conversions of more than 20 acres (or greater than 7.5% of the total land use) changes were simulated:

- 85± acres of vacant land to medium density residential;
- 39± acres of commercial land to main street district;
- 36± acres of vacant land to recreation and open space;
- 34± acres of recreation and open space to medium density residential; and
- 24± acres of medium density residential to medium-high density residential

Based on these land use changes, the draft SCCWRMP update indicates a 14.5 mg/l total nitrogen concentration in shallow groundwater for the proposed development scenario analyzed in that document. This represents an 18% increase in this value from the existing condition of 12.5 mg/l. However, it should be noted that this projected value does not account for changes in the land use plan based on this Phase II document. As a result, the estimated increase is conservative and overestimates the expected nitrogen concentration for the following reasons:

- The proposed action would generate substantially less new development in the study area than would be realized in the scenario assumed for the SCCWRMP update. Specifically, the 2004 Phase I Plan would generate 112,815 SF of new development more than would be realized by the proposed action (Phase II Plan).
- The SCCWRMP (Task 5.2 simulation) assumed that residential development would represent a significant component of this additional growth, where the proposed action does not make this assumption. Generally, residential development generates significantly greater groundwater impacts than non-residential uses, with respect to nitrogen. The proposed action anticipates that SCDHS Board of Review will review applications for sanitary density, and will require mitigation and impact assessment as needed to ensure that excessive nitrogen loading will not occur.



As noted in the preceding discussions, any increase in density above the existing allowable flow for parcels in the study area should be and will be reviewed by SCDHS for Article 6 conformance and mitigation as needed for density increases.

- The proposed action will conform to SCSC Article 6 restrictions and requirements, as well as with SCDHS Board of Review and approvals, which would ensure that a proper level of groundwater protection is provided.
- Transfer of Development Rights (TDR) may be used for development of other sites within the Forge River watershed, so that there would be no net increase in development in this area.

In addition, there are several other factors which will help to ensure that groundwater impacts will not occur as a result of the Phase II Plan, including two key considerations:

- Community sewage treatment (i.e., STP) is recommended for the area, which would reduce nitrogen concentration in sanitary effluent and protect groundwater quality.
- The Town of Brookhaven is currently preparing a watershed management plan and total maximum daily load (TMDL) “setup” for the Forge River which will further assess the contribution of existing nitrogen sources, identify the assimilative capacity of the Forge River, and provide methods/mechanisms for reduction in nitrogen influx to the Forge River.

In summary, the analyses in the draft SCWRMP are conservative and are based on the 2004 Plan which would overestimate the amount of new development with a projected large increase in residential density. This is not expected to be the case under the Phase II Plan. Any new subdivision or site plan development occurring after 1981 must conform to the density provisions of Article 6, provide wastewater treatment, or obtain a waiver from the Suffolk County Board of Review and transfer sanitary density in a manner that would not adversely impact groundwater. Article 6 is implemented through SCDHS review of realty subdivisions and site plans. Finally, the long-term plan is to seek sewage treatment options for the Montauk Highway Corridor, in order to facilitate revitalization in conformance with the Land Use Plan. This along with the Watershed Management Plan and TMDL “setup” that is currently occurring will ensure that the long-term scenario includes reduction of nitrogen sources to the Forge River. These analyses, in-place mechanisms and future planning efforts will ensure that no significant adverse impact to groundwater will occur to groundwater resources or the Forge River, in connection with the Phase II Montauk Highway Corridor Study and Land Use Plan.

Increase in water usage to serve this growth is not anticipated to significantly impact the groundwater supply or the ability of water suppliers to serve the area. The Suffolk County Water Authority (SCWA) maintains well fields and distribution systems, which are available to serve the study area under its charter, which is to supply water in accordance with their tariff schedule. As a result, it is expected that the volume of this resource is adequate, and the infrastructure is in place, or can be economically extended.

As noted in **Section 2.11**, there are flood prone areas associated with the Forge River. Any development that occurs in the flood-prone area must ensure that living space and mechanical equipment is constructed above the base flood elevation for the flood zone depicted on the FIRM



community panel (see **Figure 2-5**). This affects only a small portion of the study area, but recognition of these constraints ensures that development is properly protected and able to receive flood insurance. The Phase II Land Use Plan does not significantly change the potential for development in these areas. As a result, no significant adverse impact is expected with respect to flood prone areas.

With respect to surface water, as noted in **Section 2.1.1**, the east end of the study area includes lands within the surface and groundwater areas of the Forge River. Surface watershed impacts are controlled through provisions of Town land use review that ensure that all stormwater is retained and recharge on a given site. Drainage systems must be designed to properly contain stormwater, and the provisions of Chapter 86 of the Town Code ensure strict design parameters are adhered to, and stormwater quality and quantity issues are addressed. Chapter 86 requires that an SWPPP be prepared for disturbance in excess of 1-acre, and the SWPPP is reviewed and approved by the Town before filing of an NOI under the SPDES GP 0-08-001 requirements. As a result, surface watershed impacts are not expected with respect to the Forge River.

Groundwater in the east part of the study area flows toward the Forge River. Groundwater impacts of concern would relate to increased density causing excess nitrogen discharge such that groundwater outflow increases nitrogen concentrations in the Forge River causing surface water impacts identified in **Section 2.1.1**. As noted above, groundwater is protected through SCDHS land use review and approval, and conformance with Article 6 of the SCSC. As a result, significant groundwater impacts are not expected, and consequently, no adverse impact is expected to occur to the Forge River. One consideration would be to ensure that any increase in density through Board of Review approval of transferred sanitary flow credits, result from transfer of sanitary flow from a parcel within the Forge River groundwater contributing area illustrated on **Figure 2-7** so that there is no net increase in nitrogen in recharge.

An important consideration for Draft SGEIS purposes is the actual anticipated increase (or decrease) in development or density that would occur as a result of the Phase II Plan. The proposed project envisions that the central neighborhood node recommended in the 2004 Plan would not be supported or appropriate at this time. In addition, the maximum permissible floor area can be determined for several land use scenarios, noted as follows:

- Build out under existing zoning
- Build out under the 2004 Plan, and
- Build out under the proposed Phase II Plan

Table 2-1 provided a build-out analysis under these three scenarios: As noted in that table, the Phase II Plan will decrease the permissible floor area by 112,815 SF, resulting in a decrease in density of development. This together with the impact analysis of topography, soils, groundwater and surface water provided above, results in a finding that the proposed project will not cause a significant adverse impact on geology or hydrogeology.



2.2.3 Mitigation Measures

- Ensure compliance with Article 6 of the SCSC consistent with the requirements of Groundwater Management Zone VI.
- It is recommended that the Town and County continue efforts to locate a sub-regional or regional STP for the purpose of treatment of sanitary waste, which would facilitate revitalization of the Montauk Highway corridor and would assist in addressing water quality impacts from existing development within the Forge River groundwater watershed area.
- Provide sewage treatment for densities which exceed Article 6, or utilize the SCDHS Board of Review process to limit density of the development to no more than twice the Article 6 density, provided the Board of Review approves a project-specific plan for transfer of sanitary credits.
- If transfer of sanitary credits is contemplated to increase density on a development site, while sterilizing an off-site parcel, for projects within the groundwater contributing area of the Forge River consider transfer from a parcel within the same contributing area.
- Provide site-specific site plan review of grading and drainage, to ensure that stormwater is retained and recharged on-site in conformance with Town Engineer design requirements.
- Ensure compliance with Chapter 86 of the Town Code and SPDES GP 0-008-001 for disturbance of more than 1-acre.
- Ensure compliance with FEMA development guidelines for projects within a flood prone area, as implemented through site plan and building permit review by the Town.
- Limit fertilization through LID and site plan/subdivision review.



2.3 Surface Water and Wetlands

2.3.1 Environmental Setting

The study area contains the Mastic Forge River drainage swale, which is a 230-foot wide by 3,200-foot long by 20-foot deep glacial feature that serves as a conduit for stormwater draining to the Forge River from upland areas (see **Figure 2-4**). The drainage swale is characterized by steep slopes and native Pine Barrens vegetation such as Pitch Pine and Scarlet Oak with a heath understory. The Town has recognized the value of preserving the integrity of the glacial drainage swale and has an active acquisition program to prevent development within it. The area is located in the northeastern portion of the study area, an area that is characterized by residential or vacant parcels. Many of the vacant parcels are publicly owned. The following discussion of surface water and wetland resources has been taken from the Findings Statement for the 2004 Plan:

The proposal may lead to somewhat improved protection of surface water and wetland resources along the Montauk Highway corridor within the Mastic/Shirley area because:

- Increases in required setbacks and buffers will decrease the maximum extent of impermeable surfaces, thereby decreasing stormwater volumes and the associated potential for impacts to surface waters and wetlands.
- Increases in setbacks and buffers would result in less extensive clearing and grading, thereby decreasing potential erosion and associated surface water and wetland impacts.
- The number of uses requiring a special permit will be expanded, giving the Town Board increased authority to seek additional measures to mitigate potential adverse effects.
- Certain intensive uses that are allowed under the current Code will be eliminated by the proposal, thereby precluding potential adverse effects to surface water and wetland resources (among other impacts) associated with said uses.

All major projects will still be required to undergo necessary environmental reviews, and will still need to include suitable measures to mitigate any potentially significant, site-specific impacts to these resources. Therefore, the proposal will be at least as protective of these resources, and will include certain provisions that may actually provide some minor benefits, as compared to existing conditions.

2.3.2 Anticipated Impacts

The GEIS for the 2004 Plan concluded that that plan would be at least as protective of surface water and wetland resources as then-current requirements, which indicated that the 2004 Plan would not cause significant adverse impacts. Similarly, the Phase II Plan would continue to implement the 2004 Plan with respect to these resources. Therefore, it is expected that the proposed action would also not produce significant adverse impacts upon surface waters and wetlands.

The proposed Phase II Plan addresses a recommendation for a walking path throughout the study area, including the area surrounding the Mastic Forge River swale. The Phase II Plan does not



recommend other forms of future development in this area. In addition, the Phase II Plan recommends the acquisition (complete or partial) of the vacant property within the study area, which includes parts of the Forge River Watershed (see **Figure 2-7**) and includes parcels in the Mastic Swale.

As a result, no adverse impacts on the existing surface water or wetland resources of the study area are expected in association with implementation of the Phase II Plan.

2.3.3 Mitigation Measures

Based on the minor amounts of development that have taken place in the study area since the 2004 Plan was prepared, and the absence of surface water and wetlands resources in this area, no changes in these resources are anticipated to have occurred.

The recommendations for acquisition of the currently vacant properties along the Forge River under the Phase II Plan would not result in any adverse impacts on these resources, and so no mitigation measures are necessary or proposed.

2.4 Natural Resources

2.4.1 Environmental Setting

The majority of the study area is developed with commercial development along the CR 80 corridor, Mastic Boulevard, and areas surrounding the Shirley MSBD. The remaining areas are predominantly residential with pockets of vacant land, especially in the vicinity of Mill Pond and the Forge River (see **Figure 2-8**). As such, no significant amounts or types of natural resources are present in the study area.

The following is taken from the Findings Statement for the 2004 Plan:

Implementing the proposal may result in improved protection of natural resources as compared to existing conditions. As an added benefit, enhanced buffers will improve the effectiveness of natural filtration processes in removing contaminants from runoff flowing to these sensitive environments.

Another goal of the proposal is to promote development (and redevelopment) along the Montauk Highway corridor in the Mastic/Shirley area. This may encourage the preservation of existing habitat outside of this area.

Small measures included in the proposed action which may result in improvements in the habitat potential of areas where development does occur in the future include the establishment of landscaping buffers, the conversion of specific properties from more intense to less intense uses, and the continued promotion of clustering as a development theme.



Site-specific environmental assessments will still be required for major projects. If the anticipated impacts of any given project are great enough or not sufficiently mitigated, the Town and other involved agencies can require that appropriate steps be taken to preserve the diminishing natural resources in the area.

2.4.2 Anticipated Impacts

The Findings Statement does not indicate any significant adverse impacts on natural resources with respect to the 2004 Plan. As the Phase II Plan would continue the 2004 Plan with respect to these resources, it is expected that the proposed action would also not produce any adverse natural resource impacts.

As no significant natural resources are present in the study area, and the proposed action would add to the amount of preserved land along the Forge River and in the study area, there would be no adverse impacts to natural resources from the Phase II Plan.

The Phase II Plan includes a recommendation for public acquisition of specific parcels of land for public open space or recreational use. The Phase II Plan:

...illustrates vacant properties within the study area and identifies those which should be considered for purchase as open space or for parks. The [Phase II Plan] also illustrates how open space and recreational opportunities may be linked by pedestrian and bicycling routes and a nature trail.

The 33± acre parcel that fronts on the Forge River is an ideal location for a passive and active recreational park with a nature center and was also identified in the 2004 Plan for acquisition.

In the absence of funding for acquisition, the Town should consider the future use of vacant parcels by applying creative site plan design to incorporate a portion of the property for public use (as green space or plaza). For example, there are several vacant properties located on the north side of McGraw Avenue, west of South Port, which may provide a recreational opportunity as the MSBD revitalizes.

The acquisition of vacant parcels along CR 80 in the Transitional Area would aid in the goal of providing distinction between the two hamlet centers. There are several vacant or underdeveloped parcels directly fronting on CR 80 which may be appropriate for passive or recreational use, or as community open space. Several of the vacant parcels would be appropriate candidates. High priority should be given to the vacant property opposite Fulton Avenue, which is a vacant parcel currently zoned for residential use and located in the transitional area. The property is comprised of several tax parcels and has frontage on both CR 80 and Classon Avenue, providing a highly accessible location for a passive use park.

Thus, the Phase II Plan would preserve existing open space for public use, which would incrementally reduce potential natural resources impacts as compared to the 2004 Plan.



2.4.3 Mitigation Measures

As there would be no adverse impacts to natural resources from the proposed action, no mitigation in this regard is necessary or proposed. In fact, the proposed action would reduce the amount of development that could occur in the TAOD area from that of the 2004 Plan, and so would reduce the amount and intensity of land use and, therefore, of natural resources impacts.

2.5 Economic Conditions

2.5.1 Environmental Setting

As there is a relatively small amount of development that has occurred in the study area since the 2004 Plan was prepared, and such growth has been non-residential in nature (in conformance with zoning), it is expected that the economic impact of such growth has not been significant. The 2004 Plan's Findings Statement states as follows for economic conditions:

Economic impacts associated with the proposal may include:

- Minor adjustments in the local community's tax revenues due to changes in the tax assessments of some sites, depending on the changes in land uses permitted and prohibited and the type and size of buildings to be constructed;
- A generally positive impact to property values originating from the redevelopment and revitalization of commercial land within the proposed Main Street J-6 Business Districts; and
- Enhancement of the natural and man-made environment, with an anticipated overall benefit to the community.

It is very difficult and impractical to quantitatively determine with any degree of certainty what the potential economic effects of a zoning revision or amendment will be on the community as a whole. It is also impractical to accurately determine the potential economic impact, positive or negative, to each individual lot that is directly or indirectly affected by the proposed amendments given the scope of a GEIS.

It is not anticipated that the proposal will have a significant adverse economic impact on the community when reviewed from a broad and general perspective. This is because the Plan will promote a sense of place and improvement in various conditions along the Montauk Highway corridor in the Mastic/Shirley area. Furthermore, these measures will ensure higher quality development, creating more appropriate and compatible land development, and fostering community sustainability, without significantly diminishing the usability of individual sites.

A further intent is to create more cohesive, discrete, and compatible districts in terms of permitted land uses. This, in conjunction with the implementation of beneficial land development and review standards, should provide a benefit to the community in terms of property values and general economic vitality.

More specifically, the proposed changes will result in improved economic conditions because:



- Specifying a greater proportion of special permit uses, which necessitate conformance with various standards and safeguards, will protect adjacent landowners, the community, and the involved property owners from physical encroachment and potential nuisance impacts of development. This will be economically beneficial, as it will ensure safer, higher quality, and more highly planned developments (specifically in the J-6 Main Street Districts) in support of the general healthy, safety, and welfare of the community and the preservation of property values.
- Especially intensive commercial land uses would be permitted in the higher density Main Street Districts rather than along the entire Montauk Highway Corridor, thereby providing for greater control and more suitable siting of these uses. This also helps to preserve or augment property values in areas where such uses are not as suited and assists in averting potential nuisance conditions.
- Site design standards will be improved and more stringent site plan reviews will be required. This will enhance quality of life and desirability of the Mastic/Shirley area as a place to live, work, and do business. Some parking standards will be expanded to ensure the availability of adequate space for persons doing business in the Mastic and Shirley Main Street Districts, thereby ensuring that customers have convenient access to retail facilities.
- Uses which detract from the viability of other uses within the zoning district will be phased out and eventually replaced with more compatible uses.
- There should be no major impacts on the structure of the workforce and the availability of jobs in the various sectors. In fact, an increase in job opportunities should occur as most of the rezoning involves a redistribution of future land uses and seeks to address contemporary commercial needs.
- The proposed action will not significantly alter the nature of changes in future tax revenue streams or needs for capital improvements and community services in the Mastic/Shirley area, since the proposed modifications primarily involve very modest changes to the supply and patterns of land uses. Some listed uses will be eliminated that are considered to be obsolete, which should promote land uses that may be more marketable in their respective districts, under current circumstances.

There may be some small potential impacts to resale values of individual properties under the proposal. These will be primarily due to changes in the demand for the land as determined by the uses that are permitted. These changes are anticipated to be positive in many cases and the implementation of the amendments over time should have an overall positive effect. However, in some cases the overall return on property may be negatively affected. A remedy is available to those who can demonstrate that they are significantly aggrieved by a rezoning or dimensional restriction, through variance applications to the Town's Zoning Board of Appeals, which will provide a means of mitigating possible impacts to affected property owners on a site-by-site basis.

2.5.2 Anticipated Impacts

The Findings Statement for the GEIS on the 2004 Plan indicates that no significant adverse impacts on economic conditions would occur (other than potential impacts to the value of individual properties, though a remedy is provided by the variance process). As the Phase II Plan would continue the 2004 Plan, it is expected that the proposed action would similarly not produce a significant adverse impact.



In formulating the Phase II Plan, a retail Market Analysis was prepared to study the potential for increased retail/restaurant space within the corridor. The study concluded that the currently zoned J-6 MSBD areas are appropriately located, and would tend to be supported by contributing market areas and economic trends. The analysis found insufficient market support for a third, central MSBD at this time, but recognized the potential for such a district in the future.

Development in the TAOD area encouraged by the Phase II Plan (and its associated rezonings) would cause an improvement in the overall economic conditions in the study area. As a result of promoting revitalization and beneficial development, the Phase II Plan provides better assurance that the scale and density of proposed uses is more in keeping with the needs of the area as based upon the Market Analysis. This would result in potential economic growth would come in the form of increased commercial (retail and office) spaces (if the Town Board chooses to adopt the recommended zone changes to support higher density residential use near the Shirley MSBD). The combination of increased business spaces and increased customer bases for these businesses, along with increased property taxes, would incrementally increase the level and breadth of economic activity of the study area, and represents a beneficial impact in terms of economic conditions.

Potential impacts with respect to municipal budgeting and employment related to the proposed action were noted in the EAF Part 2. The following briefly addresses these concerns.

- The amount of development associated with the proposed action is not expected to be sufficient in type or scale as to necessitate a significant increase in Town expenditures for capital improvements or services. This development would be privately owned and maintained, so that increased public costs would be minimal, and would be at least partially offset by the increased tax revenues generated by this development and allocated to these services.
- Commercial development associated with the proposed action, as well as all construction activities for both commercial and residential development, will generate employment opportunities. These permanent and temporary jobs, respectively, will add to the economy of the community and region, which represent beneficial impacts.

2.5.3 Mitigation Measures

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

2.6 Community Services and Facilities

2.6.1 Environmental Setting

The Findings Statement for the 2004 Plan states the following with respect to community services and facilities:



Since the Plan proposes increasing density within the planned Main Street District areas, an increase in tax revenue raised from new development will be sufficient to pay for required services to meet future community service demands of the Mastic/Shirley area (i.e. police and fire) without causing school impacts.

Transportation improvements and traffic calming recommendations will aid in decreasing the number of vehicular accidents throughout the corridor. These improvements may provide a secondary benefit in terms of savings in the demand on emergency service providers who respond accidents relating to current traffic conditions.

There will also be stricter controls on the expansion of strip retail development. This use along Montauk Highway has been found to be associated with unusually high rates of vehicular accidents, due in large measure to conflicts in traffic flow associated with multiple curb cuts. As a result, these two provisions should reduce future demands on emergency aid requirements.

The Montauk Highway Corridor and Land Use Plan intended to develop Main Street Districts in both Mastic and Shirley, could also expand the availability of recreational opportunities to local residents while decreasing the demand on public recreational facilities by acquiring two contiguous parcels of land for the establishment of passive public park along the Forge River. The main purpose of this park would be to provide the public access to the natural resources and scenic views of the area. Furthermore, several vacant parcels within the corridor have been identified as potential sites for park, greenway or civic land uses, including the parcels of land between Old Montauk Highway and Montauk Highway. Under the proposed action, these parcels can be converted to neighborhood parks, squares, plazas, greenways, parkways, and other community common areas. These types of open spaces increase social activity, recreation, and visual enjoyment of the residents of the community.

2.6.2 Anticipated Impacts

The Findings Statement does not indicate any significant adverse impacts on community services or facilities from the 2004 Plan. Additionally, it is anticipated that the minor amount of development since the 2004 Plan was prepared would not have caused a significant change in the types or levels of usage of the area's community services or facilities.

The Phase II Plan recommends the following improvements with respect to community recreational resources:

Recommendation 20: Acquire Properties for Recreational Use

Figure 10 [see **Appendix B**] illustrates vacant properties within the study area and identifies those which should be considered for purchase as open space or for parks. The figure also illustrates how open space and recreational opportunities may be linked by pedestrian and bicycling routes and a nature trail.

In the absence of funding for acquisition, the Town should consider the future use of vacant parcels by applying creative site plan design to incorporate a portion of the property for public use (as green



space or plaza). For example, there are several vacant properties located on the north side of McGraw Avenue, west of South Port, which may provide a recreational opportunity as the MSBD revitalizes.

The acquisition of vacant parcels along CR 80 in the Transitional Area would aid in the goal of providing distinction between the two hamlet centers. There are several vacant or underdeveloped parcels directly fronting on CR 80 which may be appropriate for passive or recreational use, or as community open space. Several of the vacant parcels indicated on Figure 10 would be appropriate candidates. High priority should be given to the vacant property opposite Fulton Avenue, which is a vacant parcel currently zoned for residential use and located in the transitional area. The property is comprised of several tax parcels and has frontage on both CR 80 and Classon Avenue, providing a highly accessible location for a passive use park.

Recommendation 21: Create a Public Plaza Adjacent to the Mastic Memorial

Create a public plaza adjacent to the Mastic Memorial in association with the closure of the curb cut at the western end of Old Montauk Highway; the Town should explore redevelopment of the pavement area for expanded public space.

Recommendation 22: Create a multi-use trail

Utilize publicly owned property north of the CR 80 corridor along the west side of the Mill Pond to create a multi purpose recreational trail for walking, bicycling, rollerblading, etc. The trail should be wheel chair accessible where feasible (where terrain conditions allow as a portion of this area contains steep slopes). Ultimately the trail may connect to the envisioned Bedford Trail, which will link to a path along the Forge River.

Recommendation 23: Establish a Neighborhood Park

Consider acquisition of the property on the east side of Mastic Road (SCTM No. 0200-853-10-2) for establishment of a neighborhood park. This site is within ½ mile of census blocks which are home to approximately 3,085 people including over 1,000 children^[1] (see the following graphic illustrating a ½ mile radius from the property within the study area).

Recommendation 24: Expand and Enhance Existing Community Center

A community center is located on Herkimer Street. Programs and hours should be expanded to meet the current needs of the community. The Town should seek input from the community regarding program and facility improvements at the existing center (establishment of programs such as “teen night” for example).

Since the Phase II Plan would continue to implement the 2004 Plan recommendations with respect to these resources, it is expected that the proposed action would also not produce any adverse impacts.

The increased amounts of development that are anticipated to occur in the study area as a result of implementing the Phase II Plan’s recommendations will increase the usage of the various community services and facilities. However, it should be noted that the increased costs of these services would be borne by the increased property taxes generated by this growth that is allocated to these services. It is also noted that the Phase II Plan reduces the potential build out as compared with the 2004 Plan. Thus, more appropriate development is expected and the

^[1] Based upon Census 2000 data



burden on community services will not be increased. In general, it is expected that the increased usages will be offset by the increased tax allocations, so that no significant net adverse impact would occur.

A potential impact with respect to demand for additional community services was noted in the EAF Part 2. The following briefly addresses this concern.

- The subject area is already served by a range of community services and the proposed action would not produce a land use type that is not already present in the area, so the incremental increase in development is not expected to necessitate any new types of community services. In addition, development associated with the proposed action is not expected to be sufficient in type or scale as to necessitate a significant increase in usage of the community services that are already present.

2.6.3 Mitigation Measures

As noted above, implementing the Phase II Plan's recommendations will result in increased usage of the community's public services and facilities. This would occur through the increased development in the study area, which would increase the numbers of residents and business patrons in the area. However, these increased usages are not anticipated to be sufficiently large as to cause an unsustainable level of usage, and the increased taxes generated by this growth would be sufficient to offset the increased costs for these service providers. In addition, the reduction in the amount of future development and revitalization facilitated by the Phase II Plan, along with the flexibility inherent in the land use and zoning aspects of the Phase II Plan, would enable significant reductions in development. These considerations would reduce the potential usage of community services and facilities in comparison to the levels that would have occurred under the 2004 Plan. In such a case, no additional mitigation would be necessary and is not proposed.

2.7 Transportation

2.7.1 Environmental Setting

As cited in the Findings Statement for the 2004 Plan:

The proposed actions in the Draft 2004 Montauk Highway Corridor Study and Land Use Plan will not reverse the trend for increasing traffic along Montauk Highway due to future growth. However, by supporting clustering, reducing commercial sprawl, and advancing the development of traditional Main Street Districts, the proposed action will help mitigate to a certain degree many of the less desirable changes in transportation trends that have occurred along Montauk Highway over the past several decades under the current Town Code.

The proposal may lead to improved transportation conditions along the Montauk Highway corridor within the Mastic/Shirley area because:



- A new mix of compatible, pedestrian accessible mixed-use facilities will generate fewer automobile trips, which will help curb congestion on local roadways caused by future development, as compared to conditions that could occur under the current Town Code.
- The development of Main Street Districts, as encouraged by the proposed changes, would contribute to efforts in minimizing future sprawl.
- The closing and reuse of Versa, Park, Haven, Cedar and Lefferts Places as pedestrian alleyways will channel vehicular traffic to orderly access and egress points from the rear parking lots proposed in the plan and provide additional safety and traffic calming effects.
- The elimination of multiple, uncontrolled curb cuts will increase pedestrian and vehicular safety by decreasing points of conflict along the corridor.
- The addition of a new grade crossing at Hawthorne Street will give residents south of the LIRR improved access to Montauk Highway and an additional northerly evacuation route in case of emergency.
- It is anticipated that traffic along Montauk Highway will be calmed and safety increased by reduced vehicle speeds and increased flow rates with the proposed construction of roundabouts at Montauk Highway and Titmus Avenue, Fulton Avenue, and Herkimer Street as well as at the intersection of McGraw Street and Grand Avenue.
- The number and length of vehicle trips may decrease as services offered in a particular area along Montauk Highway are expanded.
- Increases parking requirements for buildings along Montauk Highway will mitigate traffic congestion by alleviating illegally parked cars.

Increasing the intensity of use in particular areas may very well pose the potential for deterioration in transportation conditions in that immediate area. However, the action mandates that all businesses that include drive-through windows must be located either in the rear or on the sides of structures facing Montauk Highway, with drive-through lanes flowing out to the roadway from parking lots in the rear. As a result, traffic impacts will probably be minimized due to orderly flow and the creation of specific, controlled points of access and egress. Additionally, the action calls for an upgrade of Montauk Highway to a boulevard with roundabouts, sidewalks, parallel parking and a planted median, which will improve traffic flow, reduce vehicular and pedestrian conflicts and promote traffic calming.

The Phase II Plan differs from the 2004 Plan in that the roadway construction plans will not include medians or roundabouts. The roadway improvement plans will, however, create a uniform roadway corridor that has continuous sidewalks, uniformly constructed curb cuts with proper turning radii and bicycle lane. The Phase II Plan also recommends opening the roadway grid to the north and south of CR 80, so that residents and transients have a continuous alternative route to CR 80 both north and south of the main highway. Finally, the Phase II Plan encourages multi-modal transportation by incorporating pedestrian routes throughout the study area, with sidewalks and bicycle route signs.



2.7.2 Anticipated Impacts

The Findings Statement does not indicate that any significant adverse impacts on the transportation resources of the area would occur because of the 2004 Plan.

The 2004 Plan acknowledged an overall increase in the intensity of use in particular areas of the corridor and concluded that there was *“the potential for deterioration in transportation conditions in that immediate area.”* However, the Findings Statement stresses that the mitigating factors would result in designs that minimize impact due to the orderly flow of new trips and controlling access. In addition, it was noted that the Montauk Highway improvements to be implemented by Suffolk County would improve traffic flow, as well as reduce pedestrian conflicts, thereby improving transportation conditions. The relative impact of the proposed action, which decreases the intensity of use in relation to the existing conditions and those assessed in the GEIS for the 2004 Plan is less, and therefore there is no net increase in the potential for transportation impacts. The establishment of regular curb cuts, and uniform roadway conditions as well as continuous sidewalks is expected, when complete, to dramatically improve the transportation network in the area. In addition, the Phase II Plan includes recommendations for roadway openings to facilitate east-west travel to the north and south of CR 80, to provide an alternative for short trips in the area. These improvements are described in the Phase II Plan Recommendations as follows:

Recommendation 8: Require Shared Parking Between Adjacent Parcels

Require shared parking and/or connectivity for all new development and redevelopment and reduce required off-street parking in association with combined parking areas. Encourage and facilitate cross-access agreements for site plan approvals along the corridor and, if appropriate, file agreements as a condition of approval. Coordinated site planning should be required for Hoover Court properties and south of South Port with parking configurations similar to the ones illustrated in Figures 9B and 9C [see **Appendix B**].

Recommendation 9: Explore New Road Connections to Sunrise Highway

The Town should continue to work with the State and County to explore the feasibility of new connections to Sunrise Highway at Titmus Drive as well as the feasibility for a “private” connection from the South Port Shopping Center to a new Sunrise Highway South Service Roadway.

Recommendation 10: Open the Roadway Grid North and South of CR 80

The Town should facilitate the improvement of the following existing paper roads located north and south of Montauk Highway as illustrated on Figure 7 [see **Appendix B**] to provide alternative east-west routes in the study area.

- a. There are several road connections currently being used by the community which have not been improved by the Town. The following prioritized improvements are recommended to pave existing dirt road connections on:
 - i. Allyn Street between Franklin and Washington Avenues (note, requires acquisition of vacant privately owned property for connection between Dana and Washington Avenues – see below) and
 - ii. Belden Street between Dana and Franklin Avenues
 - iii. Clinton Avenue between Madison Avenue and Cedar Place,



- iv. Cumberland between Clinton Avenue and Mastic Blvd (two 250-foot lengths), and
- v. Monroe Street between Wood Avenue and Mastic Blvd (255± feet).
- b. Improve Smith Street between Titmus and Lambert Avenues. (It is noted that this street is adjacent to vacant land which has been identified in this Plan for potential community space. If the property is improved as a community space, the installation of a full road may not be in the best interest of the community and this recommendation should be revisited).
- c. Widen and extend Oakland Road (which currently has reduced width access) north to Lee Place utilizing the publicly owned property between 1st Place and Lee Place to provide an east west connection between Oakland and Fulton Avenues.

It is recommended that the Town consider acquisition of two parcels to provide necessary east west connections, as detailed below:

- d. Acquisition of vacant tax parcel identified as tax lot 200-824-5-40 to provide connection between Dana Avenue and Washington Avenue. It is noted that there is no other east-west connection alternative between these two avenues.
- e. Acquisition or access agreement for roadway connection between Lambert Avenue and Oakland Avenue of parcel identified as tax lot 200-823-10-4.4. It is noted that there is an alternative east-west connection; however it is via Hart Place, which is located over 2,000 feet north of Montauk Highway.

The connections proposed will result in a roadway grid to the north and south of CR 80 which is reasonably achievable in the short term.

Recommendation 11: Reduce the Number of Curb Cuts along Montauk Highway by:

- a. Closing or dead-ending one or more of the following short north-south streets which intersect with Montauk Highway, including: Park Avenue (completed); Miller Place (currently an unpaved access connects to Clinton Avenue); and Etna Place.
- b. Support the abandonment of the paper street known as Clinton Place.
- c. Create a pedestrian connection on St. John Place in lieu of constructing a full specification Town road.
- d. Closing Old Montauk Highway west of Dana Avenue to Washington Avenue to remove traffic conflicts while providing an opportunity to expand upon an existing pocket park as a civic plaza.
- e. Applying block design standards, encouraging mixed-use development, and establishing shared parking standards and incentives to reduce overall parking demands and the number of entrances onto CR 80.

Recommendation 12: Consider Future Access over LIRR – Acquire parcel at end of Hawthorne Street

It is recommended that the Town acquire the 50-foot x 100-foot vacant tax lot identified as tax lot 200-852-8-12 and indicated on Figure 7 [see **Appendix B**] in consideration of enhanced circulation needs of the population of the Mastic peninsula. The parcel is located at the southern intersection of Hawthorne Street and Mastic Boulevard, north of the LIRR tracks and provides a potential crossing location.

Finally, the Phase II Plan includes several Recommendations regarding pedestrian and bicycling improvements to facilitate alternative modes of transportation in the study area:



Recommendation 13: Install Wide Sidewalks in Main Street Business Districts

The SCDPW CR 80 project will incorporate a five-foot wide sidewalk along Montauk Highway. While a 5-foot wide sidewalk is wide enough to accommodate pedestrians in a residential area, in a business district wider sidewalks are typically recommended to accommodate amenities such as street furniture and trash receptacles and to accommodate a higher volume of pedestrian activity. As a result, wider sidewalks are recommended in the J-6 Business District areas, widths of 10-12 feet are optimum, but any size increase would be a benefit. The Town should work with the County DPW to develop a downtown sidewalk specification to facilitate installation of 10-foot wide sidewalks which may be used throughout the Town where appropriate.

Recommendation 14: Install Sidewalks on Side Streets

To complement the proposed sidewalks that the County is installing on both sides of CR 80, the Town should install sidewalks on proximate side streets and highly trafficked roadways as indicated on Figure 11 [see **Appendix B**] to encourage safe walking in the community.

In addition, the Town should consider the following paper streets for use as an improved multi-use path to link sidewalks and bicycle route:

- St. John Street
- Pershing Street
- Leffert's Place

It is noted that abandonment of these paper streets by adjacent land owners would not result in a public benefit and would preclude the opening of the road if needed in the future; thus a partial improvement provides a benefit in the short term and does not preclude the opening of these roads by the Town in the future if needed.

Recommendation 15: Establish a Bicycling Route

The CR 80 roadway improvements will include a 6-foot wide shoulder in both directions which will accommodate bicycling. Shared use of the roadway signage will also be provided to help keep motorists aware of bicyclists. However, it is recommended that the Town initiate a bicycle route where feasible as an alternative to busy roadways. Figure 11 [see **Appendix B**] illustrates recommended bicycle routes that provide an alternative to Montauk Highway which connects the north and south sides of Montauk Highway at Titmus Drive. The crossing location would need improvements to alert drivers and is a potential site for use of pavers to draw attention to the crossing.

It is envisioned that bicycle routes will be designed to lead to existing shopping centers and retailers should provide secure bike racks.

Recommendation 16: Install Bicycle Racks

Both the Mastic and Shirley MSBDs should include multiple locations for securing bicycles. Bike racks should be located appropriately to encourage use and dissuade vandalism (well lit location sheltered from vehicular traffic and convenient to destinations).

Recommendation 17: Establish a Trail System

Establish a trail between the Forge River and unimproved portions of Bedford Avenue in the southeastern part of the study area as well as along the west side of West Mill Pond in the northeastern area of the study area. Where the trail intersects proposed residential development, the Bedford Trail can be continued as a modified sidewalk.



In the eastern portion of the study area, Bedford Avenue is not improved. This is partially due to the relatively steep terrain and natural drainage patterns that exist in this area that complicate road construction (as well as home site selection).

It is noted that there are large undeveloped tracts of land owned by the County and Town of Brookhaven on the west side of West Mill Pond which provide a potential opportunity for continuation of a recreational trail to the north of CR 80 as illustrated in Figure 10 [see **Appendix B**]. The recreational trail may connect other locations within the study area such as a new community park recommended east of Titmus Avenue (see recommendation #20), as well as along the northern border of the study area, the west side of the Mill Pond and Forge River.

The Phase II Plan reduces the build out density of the corridor and provides many traffic improvement recommendations. As a result, intermodal transportation opportunities and improved circulation and safety recommendations associated with the Phase II Plan will provide a means to improve traffic conditions. Consequently, no significant adverse environmental impact is expected with respect to traffic and transportation.

2.7.3 Mitigation Measures

It is expected that, in combination with roadway improvements associated with the County's Montauk Highway project, as well as individual site plan reviews to be conducted by the Town for each development proposal in the Study Area, the potential for significant adverse impacts on the operation of Montauk Highway (and other roadways in the study area) will be minimized. As a result, no additional mitigation is necessary or proposed.

2.8 Noise

2.8.1 Environmental Setting

The following is taken from the Findings Statement for the 2004 Plan:

The proposal will have a minor secondary benefit with respect to mitigating noise impacts caused by new development. It is anticipated that the proposed action will make it less likely that an intrusive commercial use will be allowed in proximity to residential neighborhoods. In cases where such proximity is unavoidable, stricter design standards (with respect to setbacks and landscaping) will provide a certain degree of mitigation.



2.8.2 Anticipated Impacts

The Findings Statement suggests that no significant adverse noise impacts would occur with the 2004 Plan. As the Phase II Plan would continue the 2004 Plan with respect to these resources, it is likewise expected that the proposed action would also not produce any adverse noise impacts.

The noise environment of the study area varies dependent upon the level of vehicular traffic that is present on CR 80. In most of the study area, transportation noise is the primary factor in the ambient noise environment. The LIRR trackbed is located a minimum of approximately 900 feet south of and roughly parallel to CR 80. This transportation resource presents an additional source of noise for study area occupants; however, due to the nature of this resource, train-related noises are episodic and limited in length of time. As a result, train noises are not anticipated to represent a significant impact on the noise environment.

The proposed action will indirectly result in an incremental increase in noise in the study area, due to the development that would result from implementing the Phase II Plan's recommendations. However, the magnitude of this growth is not significant (12.4%; see **Table 2-1**) and would be 17.1% less than that which would have resulted from the 2004 Plan.

In addition, the factors that presently cause traffic-generated noises from impacting the area would continue to be in effect for the proposed action. In this way, the incremental increase in vehicle trips would not generate a significant increase in noise impacts in the study area.

2.8.3 Mitigation Measures

As noted in **Section 2.7.3** above, it is expected that Town reviews of development applications in the study area will analyze potential traffic impacts that, as the majority of noises generated in the study area are associated with traffic, will serve to mitigate noise impacts as well. Additional noise mitigation measures would be associated with conformance to applicable building standards and requirements.

2.9 Community Character

2.9.1 Environmental Setting

The following discussion has been taken from the Findings Statement for the 2004 Plan:

The proposed zoning and architectural improvements are expected to have a positive generic impact on the environment in terms of community character issues and will not result in significant adverse environmental impacts for the following reasons:

- Strengthened special permit standards of the Town Code would be in effect, which would help to support the preservation and enhancement of community character on many fronts.



- Permits and approvals that are conditioned upon the issuance of a special permit, rather than being allowed as-of-right, will require greater scrutiny during application reviews, thereby providing opportunities for mitigating potential impacts or denying applications that would have significant impacts on community character.
- New regulations pertaining to the provision of buffers, landscaping, and architectural treatments will help to augment the aesthetic conditions and character of commercial areas, improve the scale and density of development, and promote the preservation of rural and suburban character in the Town's communities.
- The proliferation of commercial strip development would be more effectively controlled and unwanted sprawl would be reduced.

Where applicable, future development actions would be required to conform to the mandates and specifications of SEQRA, and as such, those actions determined to be Type I or Unlisted would be subject to additional environmental review. This additional review will provide further opportunity to focus on site-specific conditions and the intricacies of development proposals from which anticipated impacts to community character could be mitigated through design revisions and the imposition of conditional approvals, or could be prevented by the denial of inappropriate applications. There would also be greater opportunity for public input in development decisions.

2.9.2 Anticipated Impacts

The Findings Statement does not indicate that significant adverse impacts on the community character would be expected from the 2004 Plan. The Phase II Plan would continue to implement the 2004 Plan with respect to this resource, so that the proposed action would also not produce adverse impacts.

The Phase II Plan provides the following Recommendations regarding community character:

Recommendation 25: Support the Establishment of a Business Improvement District

A BID will have the potential to improve the district in ways that are meaningful to the area and expenditures can vary dependent upon the immediate needs. The money a BID spends towards improving the district can create a more beautiful, cleaner, safer and more user-friendly business district. The BID revenue would provide a reliable source of funding for projects that improve the environment for all of the members and will likely result in an overall enhancement in property values, and possible increase in customer base revenue for the individual businesses.

Recommendation 26: Implement a Façade Improvement Program

Develop a façade improvement program to provide 50% reimbursement for eligible façade improvements using Community Development Block Grant funds. Develop a brochure and reach out to business owners along CR 80 suggesting the types of changes that may be eligible for partial funding.

Recommendation 27: Enforce Sign Regulations

In addition to improving the appearance along the corridor, enforcing sign codes and restricting the number of signs on a property will reduce visual confusion for drivers and increase safety along the corridor. Consider implementing an annual review which would include an intensive Town effort to investigate, identify and eliminate illegal signs in the study area.



Recommendation 28: Improve Sidewalk Environment Appearance

Work with the Chamber of Commerce, Merchant Association and BID to install such amenities as pole mounted banners, flagpoles, hanging plants, planter boxes, seasonal/holiday decorations, coordinated trash receptacles, bronze sculptures, etc. to improve the appearance and enhance the “human scale” of the sidewalk environment. The Town could also work with the community by:

- Providing coordinated landscape recommendations for upgrades, additions, and removal of landscape materials in the form of a master landscape plan for the area, and,
- Exploring unifying streetscape elements (i.e. benches, trash receptacles, lighting, planters, sidewalk treatment, statuary, etc.) for commercial areas as well as pocket park and open space areas as appropriate; seek funding/cooperative efforts and work with appropriate agencies/departments to implement improvements.

The proposed action is specifically intended to not change the character of the study area; it is intended to provide for additional growth in the area but that growth is to be similar in nature and density as the existing (and surrounding) development. In addition, for those sites within the TAOD area, the Phase II Plan encourages revitalization in the area and would, through the flexibility in site design associated it, stimulate additional growth. However, the character of this growth (particularly with respect to “sprawl”) would be strictly controlled by the proposed landscaping, architectural design and roadway setback/buffer requirements of this overlay district. Thus, the TAOD area and its associated development requirements will produce substantial benefits to the community with respect to the protection and enhancement of its character.

As a result, implementing the above Recommendations of the Phase II Plan would benefit the study area by enhancing its pattern and quality of residential and non-residential uses and building appearances. Consequently, no significant adverse impact to community character is expected.

2.9.3 Mitigation Measures

It is expected that the recommendations of the proposed action will minimize the potential for adverse impacts on community character and are expected to improve the character and appearance of the community.



2.10 Archaeological and Historical Resources

2.10.1 Environmental Setting

During the course of the planning effort for the Phase II Plan, several cultural resources were identified in the study area. There are a number of culturally and historically significant structures along the Mastic-Shirley corridor. Between Old Montauk Highway and Montauk Highway at the eastern end of the study area are the Sterling House and the Mastic Memorial. The “Petty House”, an historic structure dating back to the 1700’s, is located in front of the South Port Shopping Center and has recently been restored. In addition, the Shore Manor Restaurant, located on the north side of Montauk Highway within the study area, is included on the Town of Brookhaven’s Historic Building Structure Inventory.

Finally, there are reportedly remains of an historic cemetery (#129) located in the vicinity of Montauk Highway near Titmus Drive. Although a portion of the property is currently developed, records provided by the Mastic Peninsula Historical Society indicate that a portion of the property which has not been excavated in recent years still contain burial grounds, although no headstones remain.

The following is taken from the Findings Statement for the 2004 Plan:

The proposed zoning revisions will not adversely impact the Town’s archaeological and historic resources. There will be greater architectural review of certain land uses and the imposition of design standards. Increases in the scope of special permit uses may generate increased leverage for the Town to obtain commitments from developers for mitigation to protect archaeological and historic resources (among other environmental resources).

2.10.2 Anticipated Impacts

The Findings Statement for the 2004 Plan does not indicate that any significant adverse impacts to cultural resources were expected. As the Phase II Plan would continue to seek implementation of the 2004 Plan with respect to these resources, it is likewise expected that the proposed action would also not produce any adverse cultural resource impacts.

The Phase II Plan includes the following Recommendations addressing cultural resources:

Recommendation 29: Acquire Sterling House

Utilize public funds to acquire the Sterling House, a historic building located between Montauk Highway and Old Montauk Highway, which provides a suitable location for a small community meeting center north of the CR 80 corridor. It is noted that on street parking is available on Old Montauk Highway and side streets in the area; in addition, the closure of this portion of Gunther (to eliminate access to Montauk Highway) would facilitate on street parking on this street.

Recommendation 30: Protect & Acknowledge Sensitive Resources



Work with property owners to permit historical markers on culturally significant sites, including the documented cemetery located proximate to Titmus Drive, the Petty House, Sterling House and Manor House. Consider limiting depth of excavation of previously undisturbed areas at former graveyard site near Titmus Drive.

The Phase II Plan presents recommendations for the preservation and appreciation of the cultural resources in the study area including recommending purchase of a non-registered, though notable structure for a community center, the recognition of potential historic cemetery at the corner of Titmus Drive at Montauk Highway and recommendations for maintaining its sensitive status. As a result of the Phase II Plan, and the lack of identified impacts in the Findings for the 2004 Plan, no significant adverse impact is expected to cultural resources.

A potential impact with respect to existing cultural resources in the community was noted in the EAF Part 2. The following briefly addresses this concern.

- Implementing the above-noted Recommendations with respect to the Sterling House and protection of other cultural resources in the area would address concerns regarding impacts to cultural resources.

2.10.3 Mitigation Measures

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

2.11 Energy

2.11.1 Environmental Setting

The 2004 Plan Findings Statement states the following regarding energy resources:

It does not appear that the proposed zoning revisions will significantly impact energy use. Elements of the proposal that will moderate the allowable density and intensity of development would be expected to lessen the increase in energy demand associated with new facilities. On the other hand, elements of the proposed action that are directed at fostering redevelopment of existing downtown areas may result in continued (or modified) use of less energy-efficient structures. These increases in downtown development may result in better and more widely used public transportation, but also may lead to increased road congestion.

2.11.2 Anticipated Impacts

The 2004 Plan's Findings Statement does not indicate that significant adverse impacts to energy resources were expected. In addition, the relatively small level of growth that has taken place within the study area since 2004 is not anticipated to be sufficiently large to have caused a



significant change in the provision or use of energy resources. As the Phase II Plan would continue to seek implementation of the 2004 Plan with respect to this resource, it is likewise expected that the proposed action would also not produce any adverse energy resources impacts.

In addition, the Town recognizes the trend in energy efficiency in site and building design, construction and operations not only for conservation of energy supplies but for reduction in energy costs for building owners/occupants. To this end, it is expected that building owners/developers may seek certification under the LEED[®] (Leadership in Energy and Environmental Design) program, or may incorporate LEED[®] criteria in construction. Regardless of whether development seeks LEED[®] certification, the Phase II Plan would encourage a tendency toward more energy-efficient development than would otherwise occur. Such development would simultaneously revitalize the study area and facilitate new, more energy-efficient land uses.

2.11.3 Mitigation Measures

As no significant adverse impacts on the energy resources of the area are anticipated from the Phase II Plan, no additional mitigation in this regard is necessary or proposed.



3.0 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

No unavoidable adverse environmental impacts are anticipated from the adoption of the Phase II Plan. It was developed utilizing, as key criteria, the protection of resources and environmental management practices as outlined herein. Within the planning process, subsequent development actions are subject to review for potential environmental impacts, including evaluation relative to the criteria of the adopted Phase II Plan. The mechanisms for these reviews are currently effective within the Town in compliance with Article 8 of the NYS Environmental Conservation Law.



4.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Adoption of the Phase II Plan does not directly commit land to development. It is anticipated that the lots with redevelopment potential in the study area only occur gradually and as sanitary density options evolve, and that this subtle growth will allow a continual reassessment of the basic development strategies outlined in the Phase II Plan.



5.0 GROWTH INDUCEMENT

The proposed Phase II Plan does not increase the potential land use available to individual properties, and only through amendment of local land use regulations are the other restrictions on opportunities for land use modified. The Phase II Plan depicts an overall decrease in the intensity of development by 17% as compared with formerly proposed land use recommendations evaluated in the 2004 GEIS. The proposed variations will not only reduce the density of potential development from the formerly proposed zoning designations, the proposal will encourage redevelopment of the corridor according to required performance standards which will mitigate increased density over the current development.



6.0 ALTERNATIVES CONSIDERED

SEQRA calls for a description and evaluation of the range of reasonable alternatives to a proposed action that are reasonable and feasible, considering the objectives of the project sponsor. The discussion and analysis of each alternative should be conducted at a level of detail sufficient to allow for the comparison of various impact categories by the decision-making agencies.

The Town's objectives are presented in **Section 1.3**. The proposed action represents a supplementary planning effort by the Town, operating within the overall goals of the 2004 Plan, by providing specific development recommendations for a designated area between the Mastic and Shirley MSBDs. As the prior GEIS had thoroughly examined the range of reasonable alternatives to the 2004 Plan, no additional alternatives are necessary here. Therefore, for the subject application, there is only one alternative:

- **No Action:** This scenario assumes that the proposed action is not implemented; as the Town Board had voted not to implement the change of zone for the central proposed MSBD as recommended in the 2004 Plan (see **Section 1.1.2**), this alternative assumes that the "Build-out under existing zoning" as provided in **Table 2-1** would describe the appropriate yield, which results in a 60,401 SF reduction in yield in the TAOD Zone.

6.1 **Land Use and Zoning**

If the proposed action were not implemented, it is assumed that the existing zonings within the TAOD Zone would apply, to allow for a total of 485,516 SF of commercial space.

In general, the impacts of commercial development are directly proportional to the amount of floor space constructed. Other things being equal, an increase in the amount of this type of development would increase its associated impacts. Thus, there would be adverse impacts for this alternative to traffic conditions, water use and wastewater generated, vehicle noises, use of public utilities and services, etc. These impacts would be alleviated by the land use and development controls that apply, such as conformance to land use plans, zoning design guidelines or architectural standards.

The impacts of this alternative would be less than those of the proposed action, because the yield of this alternative is less than that of the proposed action. However, while the quantity of growth would be less than that of the proposed project, the quality of that growth, as expressed in its visual character, site amenities, building design and appearances, lot layouts, etc. would be lower as well, as these development controls (which are the salient feature of the proposed action) are not assumed in this alternative.

While this alternative would produce less new development in the TAOD area compared to the growth assumed for the proposed action, this alternative would not provide for the higher quality



of growth that is the goal of the community and Town. Thus, the No Action scenario would represent an adverse impact.

6.2 Geology and Hydrogeology

In the No Action scenario, new development in the study area would necessitate new clearing for construction of buildings, paved parking areas, roadways, etc. This would then result in increased volumes of stormwater runoff to be accommodated in new drainage systems. The resulting impacts on geology and hydrogeology would be associated with soil disturbance and/or removal, and impacts on groundwater quality and water table elevations due to the increased volume of stormwater recharged.

It is acknowledged that these impacts would be quantitatively less than the corresponding impacts anticipated for the proposed action, though the impacts for either scenario would not be significant, as conformance to Town and County design controls would fully mitigate potential impacts.

6.3 Surface Water and Wetlands

The increase in developed surfaces of this alternative would be comparable to the preferred alternative with respect to stormwater generation and runoff, which may cause adverse impacts on surface water quality and the health of wetlands in the area. Under either alternative, stormwater impacts are mitigated to the maximum extent practicable through best management practices encouraged and enforced through the site plan review process.

Development in the northeastern area of the study area may increase runoff via the existing Mastic Forge River Drainage Swale (see **Figure 2-4**), which is a natural drainage channel. Here, natural topography directs surface runoff into West Mill Pond (and thence to the Forge River) at a point just south of the NYS Route 27 crossing. Any pollutants from road surfaces, parking areas, etc. and entrained in the runoff stream would impact surface water quality. Thus, the amount of impervious surfaces that contribute to runoff volume is directly proportionate to the potential impact to river water quality. It is noted that the proposed No Action Alternative would not encourage the acquisition of parcels in the Drainage Swale as is recommended in the Phase II Plan.

6.4 Natural Resources

It is not expected that the No Action development scenario or the proposed action would cause a significant impact on the natural resources of the study area, as little if any such resources are present. However, the proposed action recommends acquisition of many vacant parcels within the study area and outside, within the Forge River Watershed area which is expected to benefit any natural resources present in the area.



6.5 Economic Conditions

Implementing the No Action alternative could result in beneficial and/or adverse impacts on the economic conditions of the study area; the direction and degree of impact would depend on the types and amounts of commercial development that would be built, as well as on its quality (i.e., whether the increased sales are attributable only with the increase amount of space, or if the heightened quality of the new commercial spaces would generate additional patronage as well).

In general however, if redevelopment occurred under the No Action Alternative, a positive impact on the economic conditions of the area would be expected, due to increase in commercial space and fiscal revenue from new construction. However, it is believed that the proposed action would generate a greater positive economic impact, from its greater commercial yield as well as from its increased quality of development.

6.6 Community Services and Facilities

In the No Action scenario, new commercial development in the study area would cause incremental increases in the level of usage of community services and facilities. However, the incremental increases in tax revenues generated would offset the increased public costs to provide these services.

Likewise, the proposed action would cause an increased level of growth in the area that would also increase the amount of usage of these services; the greater amount of growth would cause a correspondingly greater level of usage. However, the greater amount of taxes generated would also serve to offset the increased costs to the public to provide these services.

6.7 Transportation

In general, the number of vehicle trips generated by development is directly proportionate to its potential impacts on traffic conditions. Growth in an area, therefore, would tend to increase impacts on such conditions. As both the No Action alternative and the proposed action would increase commercial space in the area, there would be adverse impacts on traffic conditions associated with both of these scenarios; since the proposed action would generate more growth, it would be expected to cause additional trip generation.

The transportation-related recommendations of the 2004 Plan would be applied within the entire study area, including the portion that would otherwise have been established as the TAOD area. In addition, the ongoing roadway improvements of the SCDPW are expected to alleviate some of the traffic impacts that would occur under either scenario. As a result, the potential adverse traffic impacts of either the proposed action and the No Action alternative would be mitigated.



6.8 Noise

Both the No Action alternative and the proposed action would result in increases in area commercial development, so that either scenario would increase potential impacts to the area noise environment. In general, commercial spaces in a local downtown area (particularly such an area astride a regional roadway) would tend to be characterized by traffic noises, building noise and mechanical system noises, as well as train noise of the LIRR. As the proposed action would generate a greater amount of new development, this scenario would generate the greater potential impacts as well.

6.9 Community Character

Both the No Action alternative and the proposed action would increase the amount of commercial development in the area; however, as commercial use is already the dominant land use of the CR 80 corridor, the character of the community would not be changed by either scenario. Under the No Action alternative, the type of redevelopment would not be enhanced to the degree as would be required under the proposed Phase II Plan.

As noted in **Section 6.1** above, commercial development would benefit the area's character if that growth were conducted in a way that enhanced the architecture, density of development and aesthetics of the area; adverse impacts would occur if growth were uncoordinated, unattractive, inappropriate, inaccessible or not useful to either the community or its customers.

In the absence of specific architectural design guidelines and development standards applicable to this area, such development as would occur could easily be constructed in an uncoordinated manner, so that excessive curb cuts, unconnected parking areas, building designs that are not in harmony with neighboring properties or structures, inadequate or unattractive landscaping, and the like would cause an adverse impact on the character (and hence, on the attractiveness of the area for patrons and the neighboring residents) of the study area. Avoiding such impacts is central to the goals of the proposed action, whereas the No Action scenario does not include any additional character-protective features.

6.10 Archaeological and Historical Resources

It is expected that implementation of either the No Action alternative or the proposed action would result in incremental adverse and beneficial impacts on the cultural resources of the study area. These impacts would be associated with the incremental increases in population in the study area, which could both benefit cultural resources (through the increased potential attendance and appreciation of these resources) and impact cultural resources (by increasing congestion and degradation of these resources).



6.11 Energy

Energy consumption would be increased for both the No Action scenario and the proposed action; the difference in the increases would be directly proportionate to the amounts of new commercial spaces constructed. As the proposed action would cause a greater increase in new floor spaces, its energy use would be greater than that of the No Action scenario, and therefore its impact on energy supplies would be greater.

The lesser amount of growth in the No Action alternative would incrementally decrease the growth rate of regional usage of electricity and natural gas, and thereby of the strain on regional energy suppliers.

6.12 Summary and Conclusions

6.12.1 Summary

The following briefly summarizes the above discussions of the potential impacts of the No Action alternative, along with a summary of the corresponding impacts of the proposed action.

No Action - If the proposed action is not implemented, the TAOD area would not be instituted and the Town's code would not be revised to establish an overlay district to encourage aesthetically pleasing redevelopment between the Shirley and Mastic MSBDs. The potential full build-out of 485,516 SF of commercial floor space could be built in the TAOD area under the existing zoning. This amount of development would result in: increased density of land uses; increases in traffic, water consumption, stormwater runoff and sanitary wastewater generation and potential adverse impacts on groundwater and surface water quality; and increased usages of energy and community services. Lesser impacts would be expected in regard to noise conditions and cultural resources.

In compensation, there would be an increase in tax revenues generated, which would help to offset at least a portion of the increased costs of community services. The increased development would be constructed in conformance with existing land use plans and zoning requirements

Proposed Action - Here, the TAOD area is instituted and the J-6 zone is amended to reflect the proposed MSBD regulations, so that the intended benefits of these land use controls would be realized in the study area. As a result, as maximum of 60,401 SF of commercial space could be developed in the TAOD area, which would significantly reduce the impacts of commercial development as compared to the No Action scenario (see above). This development would also be constructed in conformance with the development and design controls central to the proposed action, so that this growth would be more consonant with the aesthetics and capabilities and desires of the Town and community, and the potential land use impacts would be significantly reduced.

In general, the proposed action would result in the following:



- Imposition of appropriate and desired design and development controls on future growth;
- Significant reduction in the amount of future commercial development;
- Substantial reductions in the amount of future water use and sanitary wastewater generation;
- Substantial reductions in trip generation from future development;
- Substantial reduction in usages of community services and facilities from future development;
- Significant reductions in potential for impacts on surface and groundwater from future development;
- Potential for development of 2nd-floor residential units;

6.12.2 Conclusions

The discussions above suggest that the proposed action would offer the community a reasonable balance between the beneficial impacts of development against the adverse impacts that arise from growth, as well as meeting the goals and needs of the community versus the legitimate concerns of the Town and public regarding both the natural and the human resources of the area.

This analysis indicates that the proposed action would provide a greater yield than that which would occur absent the proposal, which would cause somewhat greater impacts to a number of resources than would occur if the proposal were not undertaken. However, the above qualitative analysis suggests that these differences are not significant, and most importantly, the proposed action includes a significant development design and control component. This latter feature is not available currently, and would provide for superior site development of the types that are actively supported by the Town and community, as evidenced by the longstanding 2004 Plan. The proposed action is a continuation of this prior Plan, and has been specifically formulated to extend its recommendations and reflect the evolving land use goals of the community.



Figures



Town of Brookhaven
 Montauk Highway Corridor Study &
 Land Use Plan for Mastic & Shirley Phase II
 Draft Supplemental GEIS

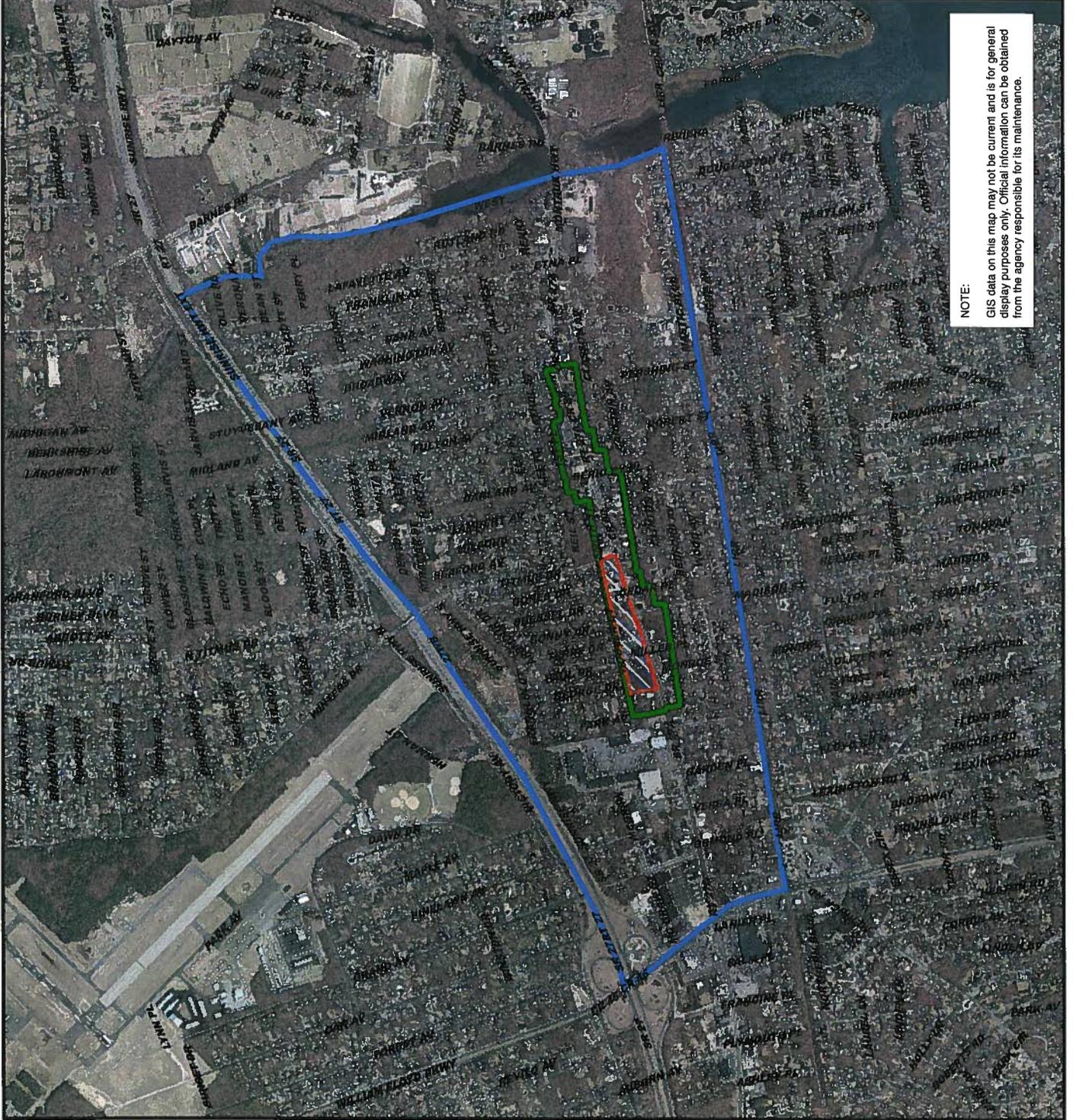
FIGURE 1-1
STUDY AREA MAP
PHASE II PLAN

Legend

-  Study Area
-  Hoover Court Area
-  Transitional Area Overlay District

Source: Town of Brookhaven GIS - 2006 Data
 2007 Aerial Photography from NYS GIS

1 inch = 1,800 feet



NOTE:
 GIS data on this map may not be current and is for general display purposes only. Official information can be obtained from the agency responsible for its maintenance.



Town of Brookhaven
 Montauk Highway Corridor Study &
 Land Use Plan for Mastic & Shirley Phase II
 Draft Supplemental GEIS

FIGURE 2-1

**GROUNDWATER
 MANAGEMENT ZONE MAP**

Legend



Study Area

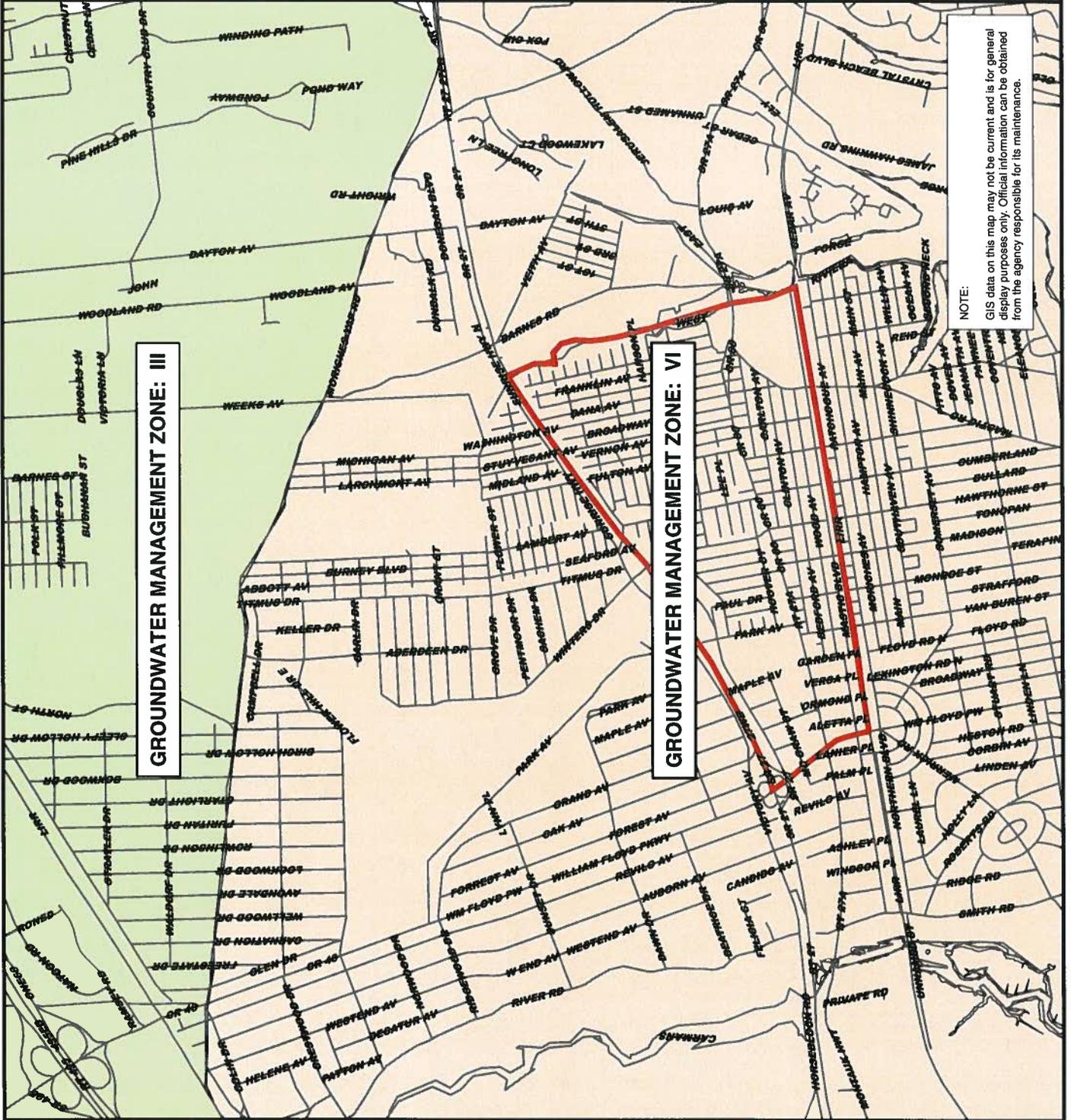
Suffolk County Sanitary Code Art. 6

Groundwater Management Zones



Source: Suffolk County Department of Health
 Digitized by NP&V

1 inch = 3,000 feet





Town of Brookhaven
 Montauk Highway Corridor Study &
 Land Use Plan for Mastic & Shirley Phase II
 Draft Supplemental GEIS

FIGURE 2-2

GROUNDWATER ELEVATION MAP

LEGEND

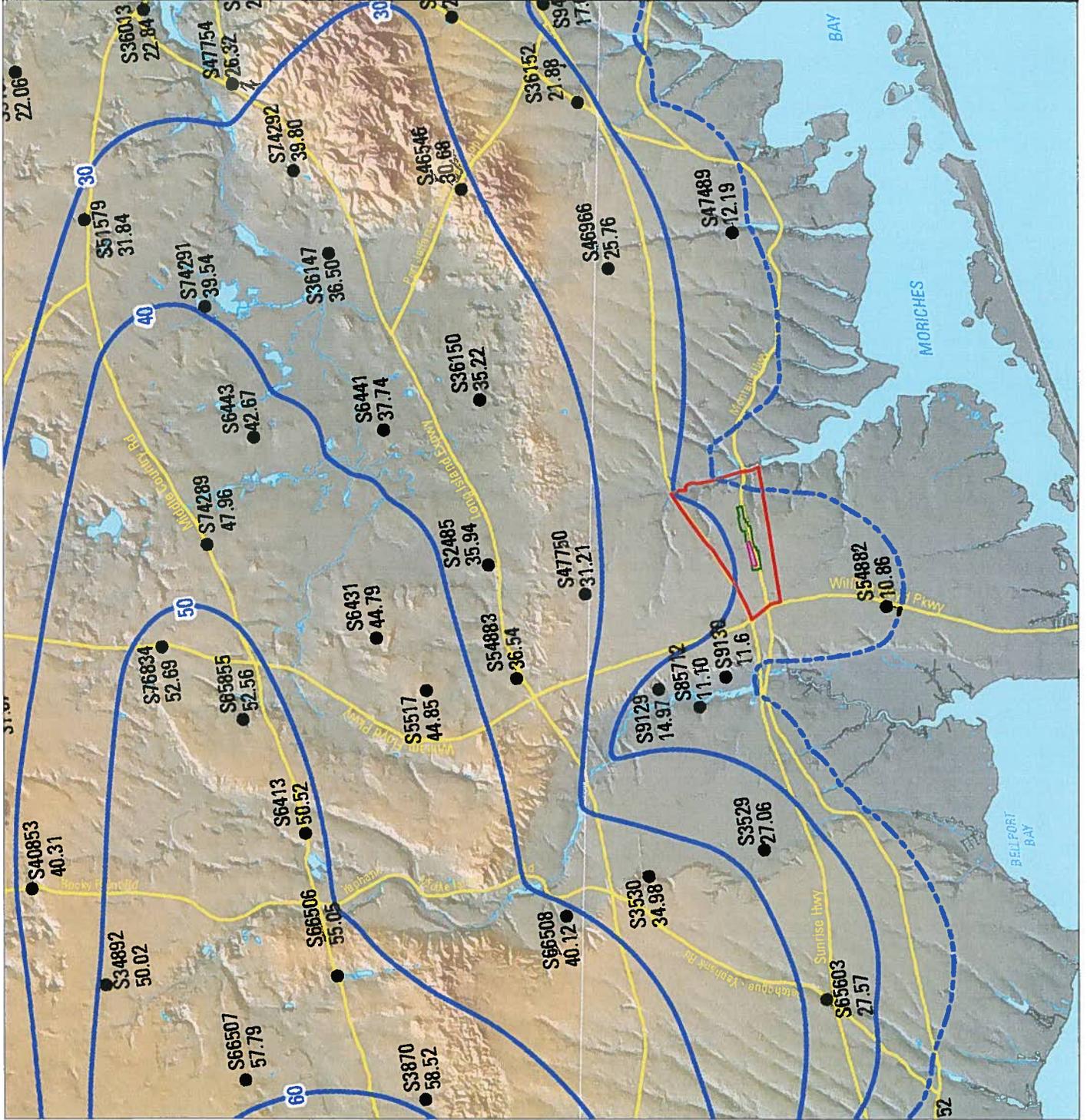
- Study Area
- Hoover Court Area
- Transitional Area Overlay District

Source: USGS Water Resources Investigation
 Report, 2009

1 inch = 10,000 feet



NPSW
 NELSON AUSTIN & ASSOCIATES, LLC
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Town of Brookhaven
 Montauk Highway Corridor Study &
 Land Use Plan for Maestic & Shirley Phase II
 Draft Supplemental GEIS

FIGURE 2-4
TOPOGRAPHIC MAP

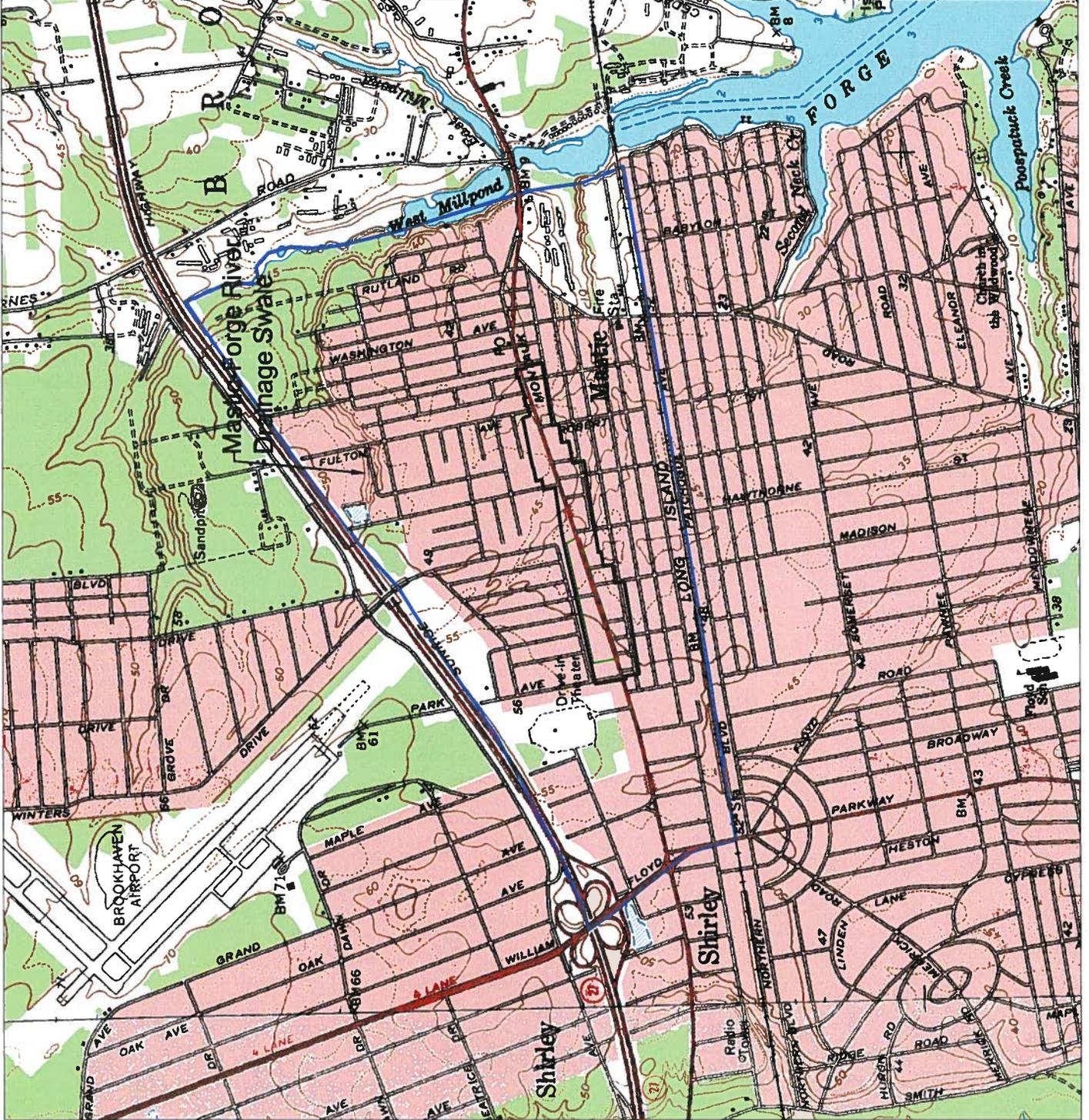
- LEGEND**
- Study Area
 - Hoover Court Area
 - Transitional Area Overlay District

Source: USGS Topographic Quadrangle,
 Bellport & Moriches

1 Inch = 2,000 feet



NELSON AKE & VOORHEES, LLC
 ENVIRONMENTAL • PLANNING • CONSULTING





Town of Brookhaven
Montauk Highway Corridor Study &
Land Use Plan for Mastic & Shirley Phase II
Draft Supplemental GEIS

FIGURE 2-5

FLOOD PLAIN MAP

LEGEND

Study Area

SPECIAL FLOOD HAZARD AREAS SUBJECT TO FOUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include areas of inundation by the 1% annual chance flood. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A
 No Special Flood Elevation determined

ZONE AE
 Base Flood Elevation determined

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in height.

OTHER FLOOD AREAS

Areas of 0.2% annual chance flood, areas of the annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 1% annual chance flood.

OTHER AREAS

Areas determined to be outside the 0.2% annual chance floodplain.



Source: FEMA Flood Maps, Panel 730, 736 & 737

1 inch = 1,500 feet





Town of Brookhaven
 Montauk Highway Corridor Study &
 Land Use Plan for Mastic & Shirley Phase II
 Draft Supplemental GEIS

FIGURE 2-6

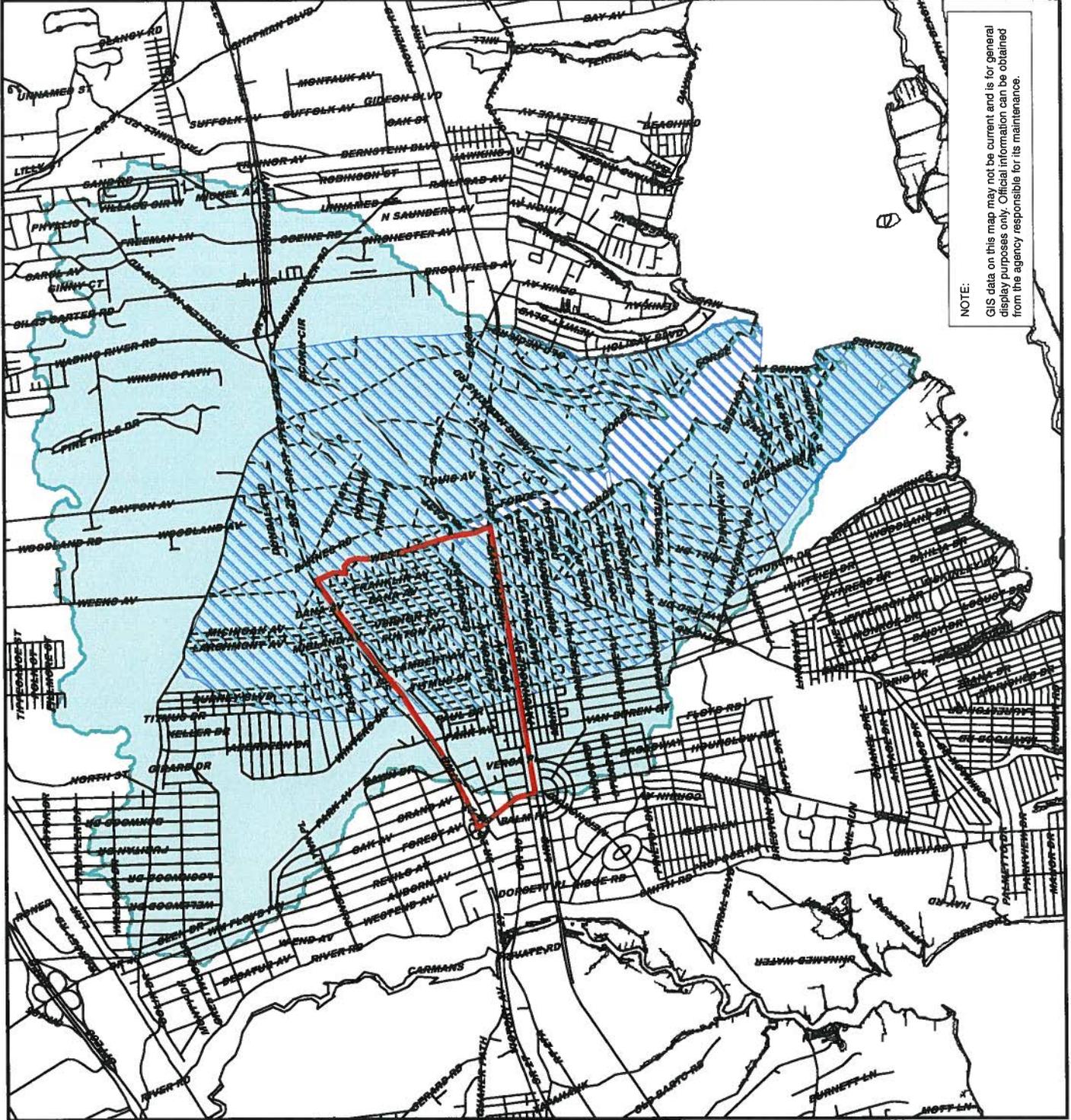
FORGE RIVER
 WATERSHED AREAS

Legend

-  Study Area
-  Forge River Groundwater Contributing Area
-  Forge River Surface Water Watershed Area

Source: Town of Brookhaven GIS - 2006 Data
 2007 Aerial Photography from NYS GIS

1 inch = 5,000 feet





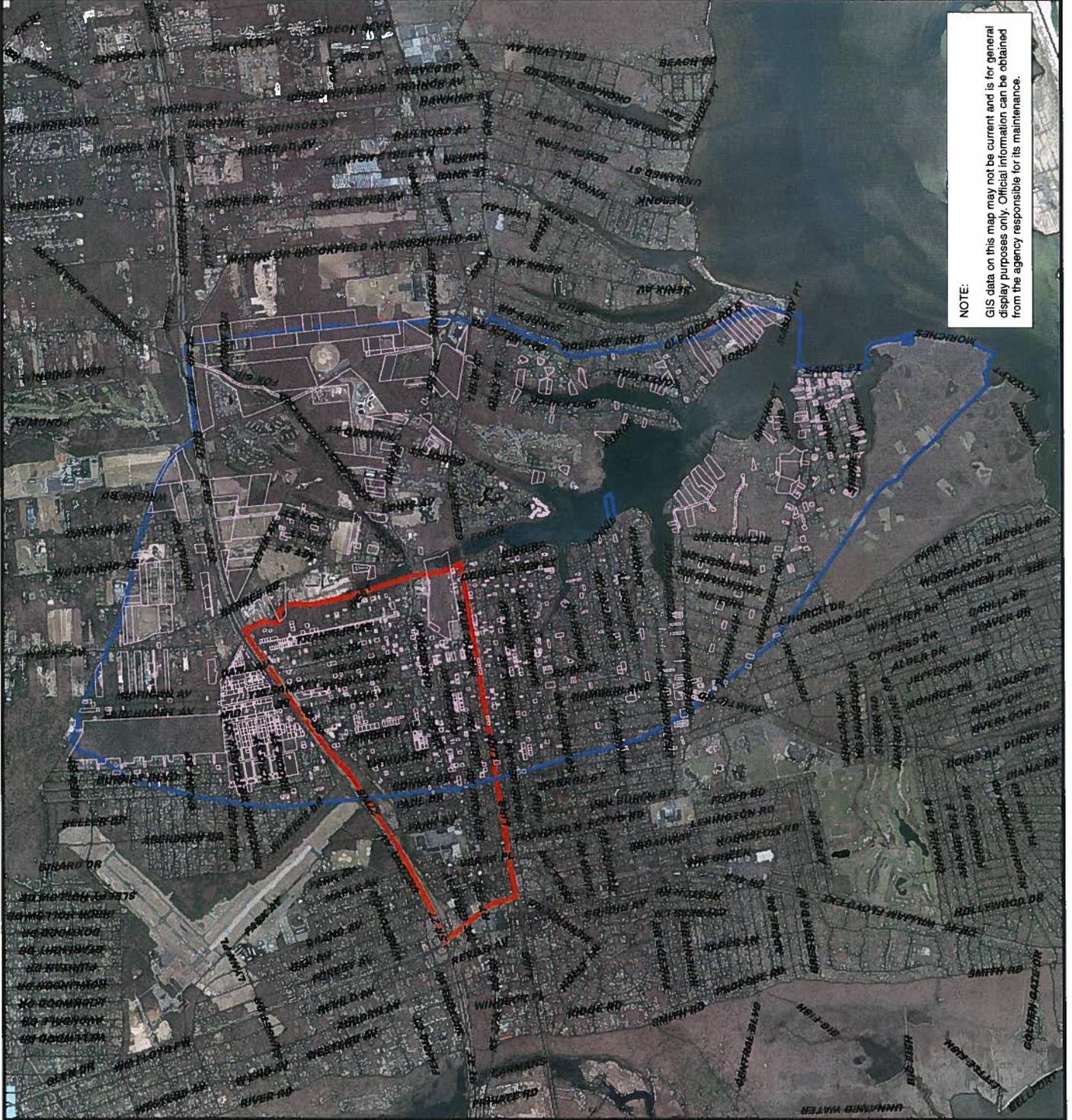
Town of Brookhaven
 Montauk Highway Corridor Study &
 Land Use Plan for Mastic & Shirley Phase II
 Draft Supplemental GEIS

FIGURE 2-7
RECOMMENDED PROPERTY
ACQUISITION ALONG
FORGE RIVER

- Legend**
- Study Area
 - Vacant privately owned properties

Source: Town of Brookhaven GIS - 2006 Data
 Land Use based on NYS Assessors' Code
 (Updated Where Feasible)

1 inch = 4,000 feet



NOTE:
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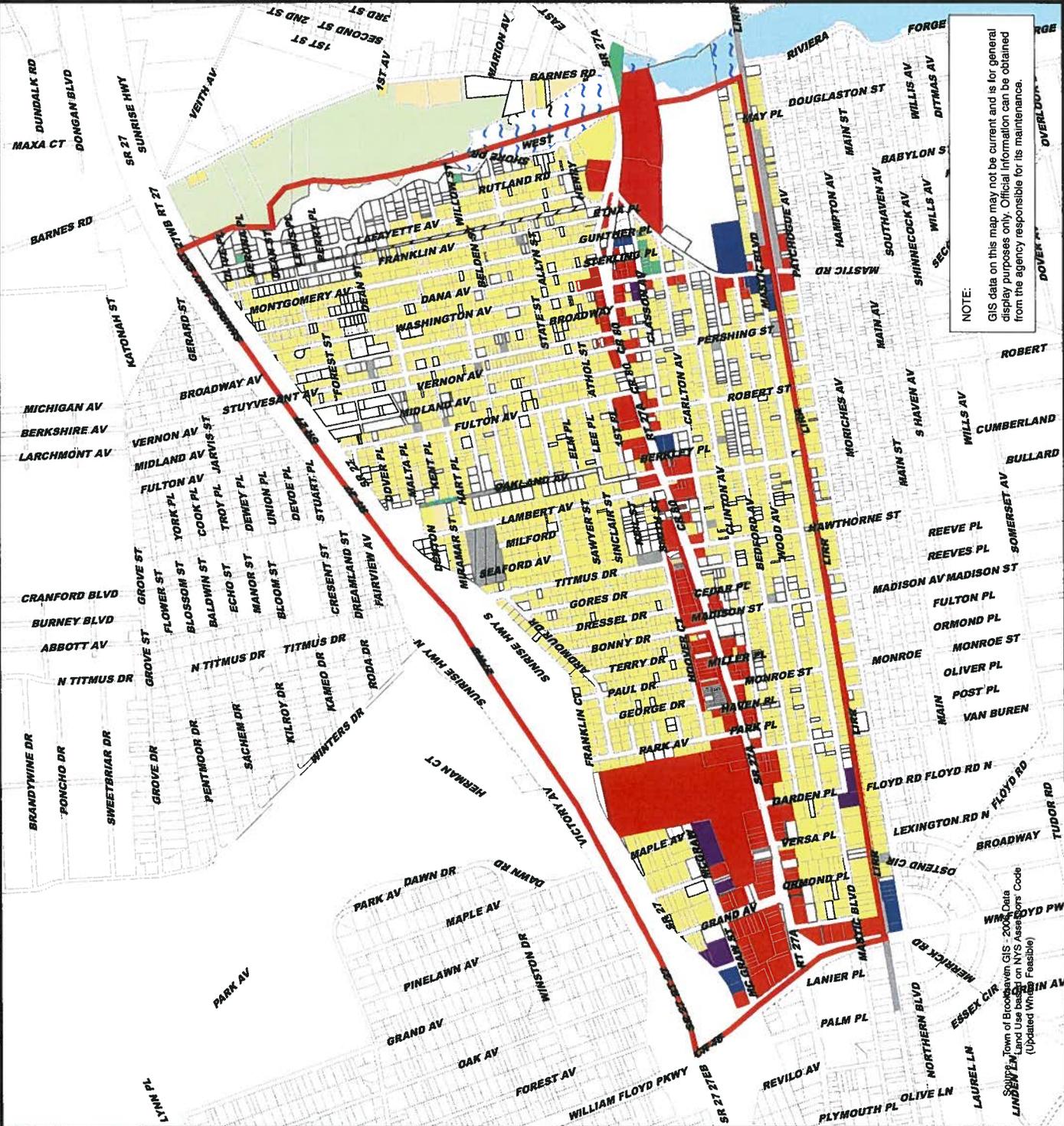
Town of Brookhaven
 Montauk Highway Corridor Study &
 Land Use Plan for Mastic & Shirley Phase II
 Draft Supplemental GEIS

FIGURE 2-8

LAND USE MAP, STUDY AREA

- Legend**
- Study Area
 - Land Use**
 - Low Density Residential
 - Med - High Density Residential
 - Agriculture
 - Commercial
 - Industrial
 - Institutional
 - Recreation & Open Space
 - Surface Waters
 - Transportation
 - Utilities
 - Vacant
 - Unknown

1 inch = 1,558.904173 feet



NOTE:
 GIS data on this map may not be current and is for general display purposes only. Official information can be obtained from the agency responsible for its maintenance.

Town of Brookhaven GIS - 2004 Data
 Land Use based on NYS Assessor's Code
 (Updated Wherein Possible)



Appendices



**Appendix A
Findings Statement, 2004 Plan**

Brookhaven Town Board

August 23, 2004



Town of Brookhaven

Office of the Town Clerk

Stanley Allan - Town Clerk & Registrar

Lauri Murray - Deputy Clerk and Registrar
Jayme Short - Secretary to Town Clerk

TO: Commissioner Daniel Gulizio, PED

RE: Acceptance Of Finding Statement For Generic Environmental Statement For
Chapter 85 "J" Business 6" & Adoption Of Montauk Highway Corridor Study

DATE: August 27th, 2004

Enclosed please find a copy of Acceptance of Findings Statement, adopted by the Brookhaven Town Board at their Special Meeting of August 26th, 2004, in conjunction with the above captioned matter.

Please process and return proof of distribution to this Office as soon as available.

Sincerely,

STANLEY ALLAN
Town Clerk

SA:lg/enc.

CC: Marie Nordenberg, Law

RESOLUTION NO. 5
MEETING OF: AUGUST 26, 2004

ACCEPTANCE OF FINDINGS STATEMENT
FOR GENERIC ENVIRONMENTAL
STATEMENT FOR CHAPTER 85
J BUSINESS 6 AND ADOPTION OF
MONTAUK HIGHWAY CORRIDOR STUDY

WHEREAS, adoption of amendments to the Town Code of the Town of Brookhaven, Chapter 85, entitled "Zoning", the adoption of the Montauk Highway Corridor Study and Land Use Plan, and various related changes of zone are under consideration by the Town Board of the Town of Brookhaven; and

WHEREAS, on May 20, 2004, the Town Board adopted a Positive Declaration and required that a Draft Generic Environmental Impact Statement (DGEIS) be prepared in order to determine whether the proposed action, the proposed amendments to the Town Code, that will revise J Business 6 District and will also require compliance with the Town's "Main Street Business Design Manual"; the adoption of the Montauk Highway Corridor Study and Land Use Plan ("Land Use Plan"), and the adoption of various related zonings that will implement the Land Use Plan, would result in a significant impact on the environment; and

WHEREAS, a Draft GEIS was accepted by the Town Board on June 3, 2004, a public hearing was held to obtain public comments on the Draft GEIS on July 13, 2004, written comments on the DRAFT GEIS were accepted until July 23, 2004, and the Final Generic Environmental Impact Statement was accepted by the Town Board on August 3, 2004; and

WHEREAS, this Town Board finds that the Finding Statement attached hereto accurately and adequately examines environmental issues presented by the proposed amendments to the Town Code and rezonings; and

WHEREAS, the Town Board finds that for the reasons described in the Findings Statement that the proposed action with[^] benefit the environment and that any adverse impacts will be adequately mitigated.

NOW, THEREFORE, BE IT RESOLVED by the Town Board of the Town of Brookhaven that the Findings Statement for the proposed Amendments to the Town Code, Chapter 85, is hereby accepted and adopted by the Town Board, and be it further

RESOLVED that the SEQRA Notice of Adoption of Findings shall be filed as required by the State Environmental Quality Review Act.

**GENERIC ENVIRONMENTAL IMPACT STATEMENT
FINDINGS STATEMENT**

***MONTAUK HIGHWAY CORRIDOR AND LAND USE PLAN FOR
MASTIC AND SHIRLEY, NY
TOWN OF BROOKHAVEN, SUFFOLK COUNTY, NEW YORK***

AUGUST 23, 2004



Required By and Prepared For: Town of Brookhaven
Town Board
3233 Route 112
Medford, New York 11763

Contact Name: Daniel J. Gulizio, Commissioner
Town of Brookhaven
Dept. of Planning, Environment and Development
3233 Route 112
Medford, New York 11763
(631) 451-6370

Prepared By: Cashin Associates, P.C.
1200 Veterans Memorial Highway
Hauppauge, NY 11788

NAME OF PROPOSED ACTION:

Adoption of the Montauk Highway Corridor and Land Use Plan for Mastic and Shirley,
NY.

SEQRA CLASSIFICATION:

Type I

LOCATION:

The Mastic and Shirley study area pertains to the area of Mastic and Shirley bounded by the Long Island Expressway to the north, William Floyd Parkway to the west, the Long Island Railroad right-of-way to the south and the Forge River to the east. The study area is located in the Town of Brookhaven, Suffolk County, New York.

DESCRIPTION OF PROPOSED ACTION:

The proposed action evolved from an intense process of public participation. Under this action, the Brookhaven Town Board proposes to adopt the 2004 Montauk Highway Corridor Study and Land Use Plan, adopt amendments to the existing J Business 6 zoning districts law and a list of definitions provided in § 85-1 of the Town Code, and implement various zone changes. Through the adoption of this plan and its implementing legislation, the Town will establish three separate Main Street Districts along the Mastic/Shirley Montauk Highway Corridor (Chapter 85-1 of the Town Code) by adopting zone changes, particularly with regard to the requirements for various non-residential (i.e., commercial) zoning districts. The implementation of this Plan will require the adoption of the new Article XXV, J Business 6 District Law; amendments of Section 85-1; and the rezoning of certain properties to J-6 Business District, MF-PRC, and D-Residence.

The proposed action consists of three distinct, though inter-related, components, which are summarized as follows:

- a) the adoption of the 2004 Mastic/Shirley Montauk Highway Corridor Study and Land Use Plan by the Town Board;
- b) adoption of the new Article XXV J Business 6 District, Chapter 85 of the Town Code (Zoning) to designate Main Street Districts in established downtown areas, central business districts, and/or main street areas, and existing or planned future adjacent areas that have commercial and/or mixed-use development while focusing priority on pedestrians and transit services when available; and

- c) amendments to the official zoning map of the Town of Brookhaven, entailing changes to the zoning classification of approximately 137 tax lots to the new J-6 Business District zone.

The proposed Plan contains a compilation of inventory analysis and recommendations with regard to zoning, land use, transportation, as well as and other infrastructure including utilities, sanitary, drainage, public parking and public transportation within the Montauk Highway Corridor. The Plan also includes implementation strategies for the Town's goal of achieving a Traditional Neighborhood within the corridor.

Improvements for this study include the reconstruction of Montauk Highway as a boulevard along its entire length through the Mastic/Shirley area. Three Main Street Districts are proposed, with the first (Shirley Main Street District) located in Shirley along Montauk Highway between William Floyd Parkway and Park Avenue. In that immediate area, Main Street boulevard improvements also are proposed along Grand Avenue from Montauk Highway, north to McGraw Street, and along McGraw Street from William Floyd Parkway east to Grand Avenue. The second Main Street District (West Mastic Main Street District) will be located in Mastic between Bonny Drive/Madison Street and Oakland Avenue/Berkley Place. Main Street boulevard improvements will be proposed along Titmus Drive from Montauk Highway north to Sunrise Highway, where a new interchange will be located. The third Main Street District (East Mastic Main Street District) is proposed along Montauk Highway between Stuyvesant Avenue/Denton Place and the western side of the Forge River. In addition, Main Street boulevard improvements are also proposed for Herkimer Street from Montauk Highway south to Classon Avenue.

In the proposed Main Street Districts, boulevards would be constructed consisting of two 12-foot travel lanes, two 8-foot parallel parking lanes, two 5-foot bicycle lanes and a 12-foot planted, raised median. In the Main Street Districts, new parking opportunities will be made available in the rear of all new structures along Montauk Highway with pedestrian alleyways providing access to storefronts facing Montauk Highway. These new alleyways will necessitate the elimination of a few unimproved streets and substandard roadways, namely: Versa Place, Park Place, Haven Place, Cedar Place, Etna Place, and Lefferts Place. A majority of the lots along Montauk Highway will be rezoned, to J-6 Business District.

Additionally, two transitional areas are proposed along Montauk Highway and will consist of all of the boulevard features, minus the two 8-foot parallel parking lanes. The Transitional Areas will be located between the proposed Main Street Districts, more specifically: along Montauk Highway between Park Avenue and Bonny Drive/Madison Street, and between Oakland Avenue/Berkley Place and Stuyvesant Avenue/Denton Place.

To provide a more integrated transportation network and alternate routes to Montauk Highway and William Floyd Parkway, other important roadways are proposed to be

improved with two 12-foot travel lanes, 4-foot shoulders, new street plantings and sidewalks. These areas are located at:

- *Garden Place* – From Montauk Highway south to Bedford Avenue.
- *Park Avenue* – From Montauk Highway north to Sunrise Highway.
- *Clinton Avenue* – From Van Buren Street east to Hawthorne Street.
- *Bedford Avenue* – From Garden Place east to Hawthorne Street.
- *Hoover Court* – Along the entire length of the roadway.
- *Hawthorne Street* – From Montauk Highway south to Somerset Avenue.
- *Carlton Avenue* – From Hawthorne Street east to Herkimer Street.
- *Smith Street* – From Titmus Drive east to Lambert Avenue.
- *1st Place* – From Lambert Avenue east to Fulton Avenue.

To enhance mobility and improve traffic movements in the area, roundabouts are proposed to be constructed at the following locations:

- The McGraw Street and Grand Avenue intersection
- The Montauk Highway and Titmus Drive/Hawthorne Street intersection
- The Montauk Highway and Fulton Avenue intersection
- The Montauk Highway and Herkimer Street/Washington Avenue intersection

A new railroad grade crossing is proposed to be constructed at Hawthorne Street. This will provide a new access point to Montauk Highway for the large number of residents who live south of the railroad. These residents currently have only two options of crossing north and south of the railroad, William Floyd Parkway and Mastic Road.

To facilitate public transit usage, bus stops will be upgraded to provide safety from the elements and increased access to neighborhood retail centers. Specifically, the Plan calls for bus stops with shelters and bus lane turnouts.

Through the Town's power of zoning, the proposed amendments will alleviate inappropriate development and associated congestion and pedestrian alienation within the Mastic/Shirley Montauk Highway Corridor. The proposed amendments address a variety of important land use issues by directing new commercial and residential development in Main Street Business Districts in downtown areas, as well as ensuring the adequacy of aesthetic design, buffering, parking requirements, and other aspects of non-residential development by means of updated design standards. Overall, the Town's long-range goal is to provide a more effective zoning framework which is consistent with recommendations that have evolved from recent planning initiatives, thereby protecting and, to a certain degree, revitalizing the character of the Mastic and Shirley communities.

The following is a summary of the proposed amendments to Chapter 85.

Sections to be Deleted in their Entirety and Replaced with New Language

- **Article XXV (J Business 6 District) – Under the proposed amendments:**
 - the statement of purpose will be expanded to include the creation of Main Street Business Districts in long-established downtown areas to allow for development and redevelopment of fully integrated, mixed-use, pedestrian-oriented main street centers;
 - special permit uses will be limited to four specific uses that, when authorized by the Town Board after public hearing, shall be subject to the criteria set forth in Article IV §85-31.2;
 - elimination of intense uses;
 - drive-through facilities will be permitted as an accessory use to a bank or pharmacy, in addition to fast food restaurants;
 - new criteria will be established to enhance mitigation for accessory uses, including outside retail display, outside seating, and outside loudspeakers or live entertainment;
 - new setback requirements for front, side and rear yards, as well as minimum lot area and width, will be established for all permitted uses;
 - criteria will be implemented for maximum permitted height and maximum permitted floor area ratio, as well as for second or third-story residential density;
 - landscaping and buffering plans shall comply with §85-50 A 3, 5, 6, 7 and 8 of the Town Code;
 - building design and architecture must comply to the Design Standards contained in the Main Street Business Design Manual (which was the impetus behind the architectural requirements of the Plan) and any amendments thereto;
 - it will be required that all parking be located to the rear of the Main Street Business District;
 - new criteria will be established for outdoor seating areas (in terms limiting such facilities to food service purposes and restricting hours of use) and

outdoor displays (in terms of setback from roadways and landscaping requirements); and

- zoning incentives may be granted in order to increase the FAR, reduce parking requirements or other land development standards, as deemed appropriate for the development, based on the provision of amenities such as public parking, sewage treatment plant capacity, civic park space, or downtown infrastructure improvements. These incentives include an Industrial/Commercial Incentive Plan (485B & Double 485B); a Sanitary Density Transfer Program; an Empire Zone; Payment in Lieu of Parking (PILOT) Program; small business loans; expedited review and approvals; and a relocation program.

Sections to be Amended

- **Section 85-1 (Definitions)** – It is proposed that new definitions be added for the following terms: artist studio, indoor recreation, health club, live performances, outside retail display, private parking garage, personal service shops, community movie theater, and regional movie theater. The purpose of these amendments is to eliminate ambiguities and clarify the intent of the Zoning Code with respect to the involved terms.

In association with the proposed Code amendments described above, the Town Board also is proposing, on its own motion, to change the zoning classification of approximately 137 individual tax lots comprising a total of approximately 15 acres of land in the Mastic/Shirley Montauk Highway Corridor study area.

The proposed zoning actions include the rezoning of three specific areas along and adjacent to Montauk Highway, from a mixed zoning use into the J-6 Business District, for the creation of three MSDs. Transitional zoning will be applied between the proposed MSDs. A change in residential land use is also proposed by the Plan in order to incorporate multi-family residential (MF-PRC Zoning) land uses among the MSDs.

Furthermore, the Plan proposes a residential zone change from an A District to a D District along Titmus Drive. The same situation will also affect properties along Mastic Boulevard East between Aletta Place and Versa Place. In addition, proposed changes in zoning will affect both the east side of Aletta Place and the west side of Versa Place between Montauk Highway and Mastic Boulevard East, where the current A District will be rezoned to a D district. Finally, the same rezoning proposal includes property north of the proposed Multi-Family District proposed along the north side of McGraw Street between Grand Avenue and the Southport Shopping Center.

AGENCY JURISDICTIONS:

The proposed Montauk Highway Corridor and Land Use Plan was referred to the Town of Brookhaven Planning Board and the Suffolk County Planning Board for review and recommendations, although those agencies do not have formal approval/denial authority over this proposed action. The Brookhaven Town Board has the ultimate approval authority and sole discretion over the adoption of the Plan, as well as related Code amendments and zoning changes.

DATE FEIS ACCEPTED:

August 3, 2004

SUMMARY OF FACTS AND CONCLUSIONS IN THE GEIS RELIED UPON TO SUPPORT THE DECISIONS:

The following is a synopsis of the main environmental issues relating to the proposed action, which will be relied upon to support the decisions made by the Brookhaven Town Board regarding this matter. The full details of the information supporting the decision-making process, and which were considered in composing this Findings Statement, are contained in the June 3, 2004 DGEIS and the August 3, 2004 FGEIS that were prepared in connection with this action.

LAND USE AND ZONING:

The proposed action is expected to achieve the following goals:

- Place limits on the sprawl of incompatible mixed land uses and strip malls which are prevalent along the Montauk Highway Corridor in the Mastic/Shirley area.
- Promote more concise land use zones that will create areas with distinctly similar land uses.
- Remove existing zoning districts and regulations that are considered either as being ineffective or obsolete.
- In some cases, help to eliminate or consolidate zoning classifications that are considered to be very similar.
- Promote a more concise and cohesive set of compatible uses along the Montauk Highway Corridor.

- Cause more potential uses along Montauk Highway to be classified as “special permit uses”, which will require developments to conform to a variety of stricter standards which relate to a number of issues which are important to a community.
- Establish more appropriate buffer and setback requirements, landscaping regulations, and architectural review of buildings along Montauk Highway.
- Protect open space, improve aesthetic conditions, provide for screening and limited habitat for small birds and other animals.
- Implement standards for additional parking in addition to revising current standards to more restrictive levels.
- Implement valuable zoning and density incentives for infrastructure improvements to the area including: street furniture and lighting, additional parking, increased sewage capacity, transfer of development rights and increased open space in the form of parks and civic areas.
- Put into effect an increase in some lot area requirements within the commercially zoned districts that line both sides of Montauk Highway. This will allow for adequate space for buffering, landscaping, buildings, and on-site parking on these properties.
- Give the Town of Brookhaven the express authority to revoke variances and special permits when permittees fail to comply with the criteria set forth in the Town code.

The proposed dimensional requirements and other controls which accompany the zoning district, as amended, will be adequate to accommodate permitted uses, and there will be a number of safeguards and standards to help prevent environmental degradation of the sites that will be affected. Where applicable, future development actions would be required to conform to the mandates and specifications of SEQR, and as such, those actions determined to be Type I or Unlisted would be subject to additional environmental review. This additional review will provide further opportunity to focus impact analysis on site-specific conditions and the specifics of individual development proposals from which anticipated impacts can be evaluated, on a site- and project-specific basis.

During the course of plan development and environmental reviews, a question was raised concerning the potential for rezoning the parcel of land located along the Forge River which contains the Swift Stream Farms retail establishment to a J-6 Business zone. The subject property may be well suited to support development compatible with J-6 Business standards and the goals of the community and the Montauk Highway Corridor Plan. Additional consideration to rezone this parcel to J-6 Business will be provided at the time of the corridor rezonings. Information provided during the public participation process and conceptual design discussions between the Town and the property owner suggest that development of the site could occur in an environmentally sensitive manner which would protect the river and its adjacent wetlands. However, any future consideration of

rezoning and redeveloping the site will be subject to additional site plan and environmental reviews and approvals.

It is important to recognize that the impetus behind this proposal was specifically to improve physical, environmental, land use, and transportation conditions along the Montauk Highway corridor within the Mastic/Shirley area, while striking an appropriate balance with important social and economic considerations. In fact, the proposed action is focused on promoting the protection and preservation of the local environment. Therefore, despite the need for subsequent site and project-specific environmental assessments, it is not anticipated that the proposed action will have any significant adverse impacts on the environment and, it actually is expected that this action will provide an overall, long-term environmental benefit.

The use of zoning as a tool to advance the Town's land use planning goals and objectives is indispensable and well-established under both law and practice. However, in cases where individuals feel aggrieved by a particular building or zoning regulation, they would be entitled to petition for relief under the Zoning Board of Appeals variance process, thereby providing an additional means of mitigating possible impacts to such individuals on a site-by-site basis.

GEOLOGY AND HYDROGEOLOGY:

The proposal may lead to improved protection of the local aquifer system because:

- Required setbacks and buffers will be increased along the Montauk Highway corridor, which likely will decrease the maximum extent of impermeable surfaces and improve the recharge characteristics of developed sites.
- The range of uses allowed as-of-right will be decreased, while the range of uses requiring a special permit will be expanded, thereby giving the Town Board increased authority to seek mitigation for potential adverse effects to groundwater resources (among other impacts).
- Certain intensive uses that are allowed under the current Code will be eliminated by the proposed revisions, thereby avoiding potential adverse effects to groundwater resources (among other impacts).
- The proposed action includes a recommendation for a municipal sewage treatment plant which will enhance the protection of groundwater quality.

Similarly, the proposal will not increase the potential for soil erosion or other impacts to geological resources. Moreover, by requiring expanded setbacks and buffers, this action would be expected to result in less extensive clearing and grading on development sites, which may actually provide a slight benefit with respect to erosion control.

In balance, the proposal will be at least as protective of geological and hydrogeological resources, and will include certain provisions that may actually provide some minor benefits, as compared to existing conditions.

SURFACE WATER AND WETLANDS:

The proposal may lead to somewhat improved protection of surface water and wetland resources along the Montauk Highway corridor within the Mastic/Shirley area because:

- Increases in required setbacks and buffers will decrease the maximum extent of impermeable surfaces, thereby decreasing stormwater volumes and the associated potential for impacts to surface waters and wetlands.
- Increases in setbacks and buffers would result in less extensive clearing and grading, thereby decreasing potential erosion and associated surface water and wetland impacts.
- The number of uses requiring a special permit will be expanded, giving the Town Board increased authority to seek additional measures to mitigate potential adverse effects.
- Certain intensive uses that are allowed under the current Code will be eliminated by the proposal, thereby precluding potential adverse effects to surface water and wetland resources (among other impacts) associated with said uses.

All major projects will still be required to undergo necessary environmental reviews, and will still need to include suitable measures to mitigate any potentially significant, site-specific impacts to these resources. Therefore, the proposal will be at least as protective of these resources, and will include certain provisions that may actually provide some minor benefits, as compared to existing conditions.

NATURAL RESOURCES:

Implementing the proposal may result in improved protection of natural resources as compared to existing conditions. As an added benefit, enhanced buffers will improve the effectiveness of natural filtration processes in removing contaminants from runoff flowing to these sensitive environments.

Another goal of the proposal is to promote development (and redevelopment) along the Montauk Highway corridor in the Mastic/Shirley area. This may encourage the preservation of existing habitat outside of this area.

Small measures included in the proposed action which may result in improvements in the habitat potential of areas where development does occur in the future include the

establishment of landscaping buffers, the conversion of specific properties from more intense to less intense uses, and the continued promotion of clustering as a development theme.

Site-specific environmental assessments will still be required for major projects. If the anticipated impacts of any given project are great enough or not sufficiently mitigated, the Town and other involved agencies can require that appropriate steps be taken to preserve the diminishing natural resources in the area.

ECONOMIC CONDITIONS:

Economic impacts associated with the proposal may include:

- minor adjustments in the local community's tax revenues due to changes in the tax assessments of some sites, depending on the changes in land uses permitted and prohibited and the type and size of buildings to be constructed;
- a generally positive impact to property values originating from the redevelopment and revitalization of commercial land within the proposed Main Street J-6 Business Districts; and
- enhancement of the natural and man-made environment, with an anticipated overall benefit to the community.

It is very difficult and impractical to quantitatively determine with any degree of certainty what the potential economic effects of a zoning revision or amendment will be on the community as a whole. It is also impractical to accurately determine the potential economic impact, positive or negative, to each individual lot that is directly or indirectly affected by the proposed amendments given the scope of a GEIS.

It is not anticipated that the proposal will have a significant adverse economic impact on the community when reviewed from a broad and general perspective. This is because the Plan will promote a sense of place and improvement in various conditions along the Montauk Highway corridor in the Mastic/Shirley area. Furthermore, these measures will ensure higher quality development, creating more appropriate and compatible land development, and fostering community sustainability, without significantly diminishing the usability of individual sites.

A further intent is to create more cohesive, discrete, and compatible districts in terms of permitted land uses. This, in conjunction with the implementation of beneficial land development and review standards, should provide a benefit to the community in terms of property values and general economic vitality.

More specifically, the proposed changes will result in improved economic conditions because:

- Specifying a greater proportion of special permit uses, which necessitate conformance with various standards and safeguards, will protect adjacent landowners, the community, and the involved property owners from physical encroachment and potential nuisance impacts of development. This will be economically beneficial, as it will ensure safer, higher quality, and more highly planned developments (specifically in the J-6 Main Street Districts) in support of the general health, safety, and welfare of the community and the preservation of property values.
- Especially intensive commercial land uses would be permitted in the higher density Main Street Districts rather than along the entire Montauk Highway Corridor, thereby providing for greater control and more suitable siting of these uses. This also helps to preserve or augment property values in areas where such uses are not as suited and assists in averting potential nuisance conditions.
- Site design standards will be improved and more stringent site plan reviews will be required. This will enhance quality of life and desirability of the Mastic/Shirley area as a place to live, work, and do business. Some parking standards will be expanded to ensure the availability of adequate space for persons doing business in the Mastic and Shirley Main Street Districts, thereby ensuring that customers have convenient access to retail facilities.
- Uses which detract from the viability of other uses within the zoning district will be phased out and eventually replaced with more compatible uses.
- There should be no major impacts on the structure of the workforce and the availability of jobs in the various sectors. In fact, an increase in job opportunities should occur as most of the rezoning involves a redistribution of future land uses and seeks to address contemporary commercial needs.
- The proposed action will not significantly alter the nature of changes in future tax revenue streams or needs for capital improvements and community services in the Mastic/Shirley area, since the proposed modifications primarily involve very modest changes to the supply and patterns of land uses. Some listed uses will be eliminated that are considered to be obsolete, which should promote land uses that may be more marketable in their respective districts, under current circumstances.

There may be some small potential impacts to resale values of individual properties under the proposal. These will be primarily due to changes in the demand for the land as determined by the uses that are permitted. These changes are anticipated to be positive in many cases and the implementation of the amendments over time should have an overall positive effect. However, in some cases the overall return on property may be negatively affected. A remedy is available to those who can demonstrate that they are significantly aggrieved by a rezoning or dimensional restriction, through variance applications to the

Town's Zoning Board of Appeals, which will provide a means of mitigating possible impacts to affected property owners on a site-by-site basis.

COMMUNITY SERVICES AND FACILITIES:

Since the Plan proposes increasing density within the planned Main Street District areas, an increase in tax revenue raised from new development will be sufficient to pay for required services to meet future community service demands of the Mastic/Shirley area (i.e. police and fire) without causing school impacts.

Transportation improvements and traffic calming recommendations will aid in decreasing the number of vehicular accidents throughout the corridor. These improvements may provide a secondary benefit in terms of savings in the demand on emergency service providers who respond accidents relating to current traffic conditions.

There will also be stricter controls on the expansion of strip retail development. This use along Montauk Highway has been found to be associated with unusually high rates of vehicular accidents, due in large measure to conflicts in traffic flow associated with multiple curb cuts. As a result, these two provisions should reduce future demands on emergency aid requirements.

The Montauk Highway Corridor and Land Use Plan intended to develop Main Street Districts in both Mastic and Shirley, could also expand the availability of recreational opportunities to local residents while decreasing the demand on public recreational facilities by acquiring two contiguous parcels of land for the establishment of passive public park along the Forge River. The main purpose of this park would be to provide the public access to the natural resources and scenic views of the area. Furthermore, several vacant parcels within the corridor have been identified as potential sites for park, greenway or civic land uses, including the parcels of land between Old Montauk Highway and Montauk Highway. Under the proposed action, these parcels can be converted to neighborhood parks, squares, plazas, greenways, parkways, and other community common areas. These types of open spaces increase social activity, recreation, and visual enjoyment of the residents of the community.

TRANSPORTATION:

The proposed actions in the *Draft 2004 Montauk Highway Corridor Study and Land Use Plan* will not reverse the trend for increasing traffic along Montauk Highway due to future growth. However, by supporting clustering, reducing commercial sprawl, and advancing the development of traditional Main Street Districts, the proposed action will help mitigate to a certain degree many of the less desirable changes in transportation trends that have occurred along Montauk Highway over the past several decades under the current Town Code.

The proposal may lead to improved transportation conditions along the Montauk Highway corridor within the Mastic/Shirley area because:

- A new mix of compatible, pedestrian accessible mixed-use facilities will generate fewer automobile trips, which will help curb congestion on local roadways caused by future development, as compared to conditions that could occur under the current Town Code.
- The development of Main Street Districts, as encouraged by the proposed changes, would contribute to efforts in minimizing future sprawl.
- The closing and reuse of Versa, Park, Haven, Cedar and Lefferts Places as pedestrian alleyways will channel vehicular traffic to orderly access and egress points from the rear parking lots proposed in the plan and provide additional safety and traffic calming effects.
- The elimination of multiple, uncontrolled curb cuts will increase pedestrian and vehicular safety by decreasing points of conflict along the corridor.
- The addition of a new grade crossing at Hawthorne Street will give residents south of the LIRR improved access to Montauk Highway and an additional northerly evacuation route in case of emergency.
- It is anticipated that traffic along Montauk Highway will be calmed and safety increased by reduced vehicle speeds and increased flow rates with the proposed construction of roundabouts at Montauk Highway and Titmus Avenue, Fulton Avenue, and Herkimer Street as well as at the intersection of McGraw Street and Grand Avenue.
- The number and length of vehicle trips may decrease as services offered in a particular area along Montauk Highway are expanded.
- Increases parking requirements for buildings along Montauk Highway will mitigate traffic congestion by alleviating illegally parked cars.

Increasing the intensity of use in particular areas may very well pose the potential for deterioration in transportation conditions in that immediate area. However, the action mandates that all businesses that include drive-through windows must be located either in the rear or on the sides of structures facing Montauk Highway, with drive-through lanes flowing out to that roadway from parking lots in the rear. As a result, traffic impacts will probably be minimized due to orderly flow and the creation of specific, controlled points of access and egress. Additionally, the action calls for an upgrade of Montauk Highway to a boulevard with roundabouts, sidewalks, parallel parking and a planted median, which will improve traffic flow, reduce vehicular and pedestrian conflicts and promote traffic calming.

NOISE:

The proposal will have a minor secondary benefit with respect to mitigating noise impacts caused by new development. It is anticipated that the proposed action will make it less likely that an intrusive commercial use will be allowed in proximity to residential neighborhoods. In cases where such proximity is unavoidable, stricter design standards (with respect to setbacks and landscaping) will provide a certain degree of mitigation.

COMMUNITY CHARACTER:

The *Draft 2004 Montauk Highway Corridor Study and Land Use Plan* was initially conceived through an initiative to formulate a vision for enhancing the community character of the hamlets of Mastic and Shirley. The Plan was then developed through a public process of consensus building, which included numerous community meetings to insure a maximum level of input from the interested public.

The proposed zoning and architectural improvements are expected to have a positive generic impact on the environment in terms of community character issues and will not result in significant adverse environmental impacts for the following reasons:

- Strengthened special permit standards of the Town Code would be in effect, which would help to support the preservation and enhancement of community character on many fronts.
- Permits and approvals that are conditioned upon the issuance of a special permit, rather than being allowed as-of-right, will require greater scrutiny during application reviews, thereby providing opportunities for mitigating potential impacts or denying applications that would have significant impacts on community character.
- New regulations pertaining to the provision of buffers, landscaping, and architectural treatments will help to augment the aesthetic conditions and character of commercial areas, improve the scale and density of development, and promote the preservation of rural and suburban character in the Town's communities.
- The proliferation of commercial strip development would be more effectively controlled and unwanted sprawl would be reduced.

Where applicable, future development actions would be required to conform to the mandates and specifications of SEQRA, and as such, those actions determined to be Type I or Unlisted would be subject to additional environmental review. This additional review will provide further opportunity to focus on site-specific conditions and the intricacies of development proposals from which anticipated impacts to community character could be mitigated through design revisions and the imposition of conditional

approvals, or could be prevented by the denial of inappropriate applications. There would also be greater opportunity for public input in development decisions.

ARCHAEOLOGICAL AND HISTORICAL RESOURCES

The proposed zoning revisions will not adversely impact the Town's archaeological and historic resources. There will be greater architectural review of certain land uses and the imposition of design standards. Increases in the scope of special permit uses may generate increased leverage for the Town to obtain commitments from developers for mitigation to protect archaeological and historic resources (among other environmental resources).

ENERGY

It does not appear that the proposed zoning revisions will significantly impact energy use. Elements of the proposal that will moderate the allowable density and intensity of development would be expected to lessen the increase in energy demand associated with new facilities. On the other hand, elements of the proposed action that are directed at fostering redevelopment of existing downtown areas may result in continued (or modified) use of less energy-efficient structures. These increases in downtown development may result in better and more widely used public transportation, but also may lead to increased road congestion.

MITIGATION:

Sections 2 through 12 of the DGEIS and Section 2 of the FGEIS demonstrate that adoption of the proposal will not result in any significant adverse environmental impacts. In fact, implementation of the plan and associated legislation will reduce the magnitude of future impacts for a number of important environmental parameters. As compared to the No-Action Alternative, whereby development along the Montauk Highway corridor in the Mastic/Shirley area would be allowed to proceed under the local laws and regulations currently in place, enactment of the more stringent zoning controls specified under proposed action will result generally in the benefits discussed above under each of the subject areas considered in the review process.

Any project that is proposed in the Town of Brookhaven in accordance with the Town Code still will be fully governed by the requirements of SEQR with respect to further environmental review. Since any significant future development will require, at a minimum, a discretionary site plan approval by the Town, the potential environmental impacts of such actions will be required to be assessed by means of an Environmental Assessment Form (EAF). This requires the presentation of detailed, project-specific information and analyses, leading to the issuance of a Determination of Significance. If it is determined that any given application submitted to the Town in the future entails the

potential for one or more significant environmental impacts, the need for the issuance of a Positive Declaration and preparation of a site-specific Environmental Impact Statement would be indicated. This would lead to site-specific mitigation requirements.

Finally, a remedy is available to those who can demonstrate that they are significantly aggrieved by a rezoning, through variance applications to the Town's Zoning Board of Appeals. This provides a means of mitigating possible impacts to affected property owners on a site-by-site basis.

ALTERNATIVES

The alternatives to the proposed zoning revisions presented under consideration by the Brookhaven Town Board that were examined in the GEIS were:

Alternative Design 1

No Build – No action is taken by the Town of Brookhaven and the Montauk Highway in the Mastic/Shirley area is left status quo.

Alternative Design 2

Zoning improvements are implemented, but roadway improvements are not constructed and LIRR crossing is not constructed.

Alternative Design 3

Zoning improvements are implemented, roadway improvements are not constructed, but LIRR crossing is constructed at Hawthorne Street.

Alternative Design 4

Zoning improvements are implemented, all roadway improvements are constructed, but new LIRR crossing is not constructed at Hawthorne Street.

Alternative Design 5

Zoning improvements are not implemented, roadway improvements are constructed and new LIRR crossing is constructed at Hawthorne Street.

Alternative Design 6

Zoning improvements are not implemented and roadway improvements are not constructed, but new LIRR crossing at Hawthorne Street is constructed.

Alternative Design 7

Zoning improvements are not implemented, roadway improvements are constructed, and new LIRR crossing at Hawthorne Street is not constructed.

Alternative Design 8

The implementation of a transfer of development rights program if the proposed sewage treatment plant is not constructed.

These alternatives have been reviewed and are deemed to be inferior to the current proposal which has evolved through an intensive, interactive process of public participation that involved a series of modifications of the Town of Brookhaven's Final 1996 Comprehensive Land Use Plan and the Main Street Business Design Manual (Town of Brookhaven 1996, 2003).

The DGEIS and FGEIS detail the ways that the proposal would reduce potential environmental impacts as compared to status quo conditions. The no-action alternative may appear to be more favorable to some individual property owners since, as compared to the specifics of the proposal; it places fewer restrictions on the types of activities that can be undertaken on their land. Some property owners may feel that the additional constraints and more stringent controls and stricter standards that would be established under the proposal may result in a decrease in their property values. However, adherence to the proposal should result in higher quality development and would be expected to induce positive property value externalities. Furthermore, in terms of the general public benefit and the preservation of community character and other important environmental resources, the proposed action clearly is preferred to the no-action alternative.

Given the extensive planning process, the comments prior to the SEQRA process, and comments received through the SEQRA process, the Town Board is satisfied that it has selected the best alternative for action in the Mastic/Shirley study area. As is the case with any legislative body, the Town Board will not cease weighing comments and suggestions received from the public regarding the development of the Main Street Districts, and it is altogether possible that this proposed action may be subsequently modified to some degree following completion of this particular SEQRA review if, in the eyes of the Town Board, the proposal can be further improved.

Having considered the FGEIS (including the DGEIS), and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR Part 617.11, this Statement of Findings certifies that:

- 1) the requirements of 6 NYCRR Part 617 have been met by the GEIS process for the proposed action; and

- 2) this Statement of Environmental Findings has considered the relevant environmental impacts, facts and conclusions disclosed in the FGEIS, as summarized herein; and
- 3) consistent with social, economic and other essential considerations from among the reasonable alternatives available, the current proposed action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable; and
- 4) consistent with social, economic and other essential considerations, adverse environmental effects revealed in the GEIS process have been minimized or avoided to the maximum extent practicable by the current proposed action.

State Environmental Quality Review

FINDINGS STATEMENT SIGNATURE SHEET

Certification to Approve/Undertake

Having considered the draft and final Environmental Impact Statement and having considered the preceding written facts and conclusions relied on to meet the requirements of 6 NYCRR Part 617.11, this Statement of Findings certifies that:

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

Lead Agency: Town Board of the Town of Brookhaven, New York

Stanley Allan
Signature of Responsible Official

Town Clerk
Title of Responsible Official

Name of Responsible Official

August 26, 2004
Date

Town of Brookhaven
Town Board
3233 Route 112
Medford, New York 11763



Appendix B

Phase II Plan (selected figures)

December 2009



Town of Brookhaven
Montauk Highway Corridor Study &
Land Use Plan for Mastic & Shirley
Phase II

FIGURE 1

STUDY AREA &
MAIN STREET BUSINESS DISTRICTS

Legend

-  Study Area
-  J6 Main Street Business District Parcels

Source: NYS Orthoimagery Program, 2007
 Town of Brookhaven GIS

Date: 09-26-2008
 1 inch = 1,000 feet





Town of Brookhaven
Montauk Highway Corridor
Study & Land Use Plan for Mastic & Shirley
Phase II

FIGURE 7

RECOMMENDED ROAD
IMPROVEMENTS, CONNECTIONS &
CLOSURES

- Legend**
- Recommended Acquisition - High Priority
 - Road Connection Recommendations**
 - Improve Connection - High Priority
 - Improve Paper Street/Town Land - High Priority
 - Potential Future Connection - High Priority
 - Recommended Improvement - Medium Priority
 - Potential Future Connection - Lower Priority
 - Recommended Pedestrian Connection
 - Close Curb Cut
 - Potential Location for RR Xing
 - Proposed 280-A Court
 - Consider Closure
 - Improved Recently
 - Existing Roads
 - Public Lands

Source: NYS Orthoimagery Program, 2007
 Town of Brookhaven Geodatabase
 NP&V GIS Library

Date: 12-10-2008

1 inch = 500 feet



NOTE:
 GIS data on this map may not be current and is for general display purposes only. Official information can be obtained from the agency responsible for its maintenance.



Town of Brookhaven
 Montauk Highway Corridor
 Study & Land Use Plan for Mastic & Shirley
 Phase II

FIGURE 9B

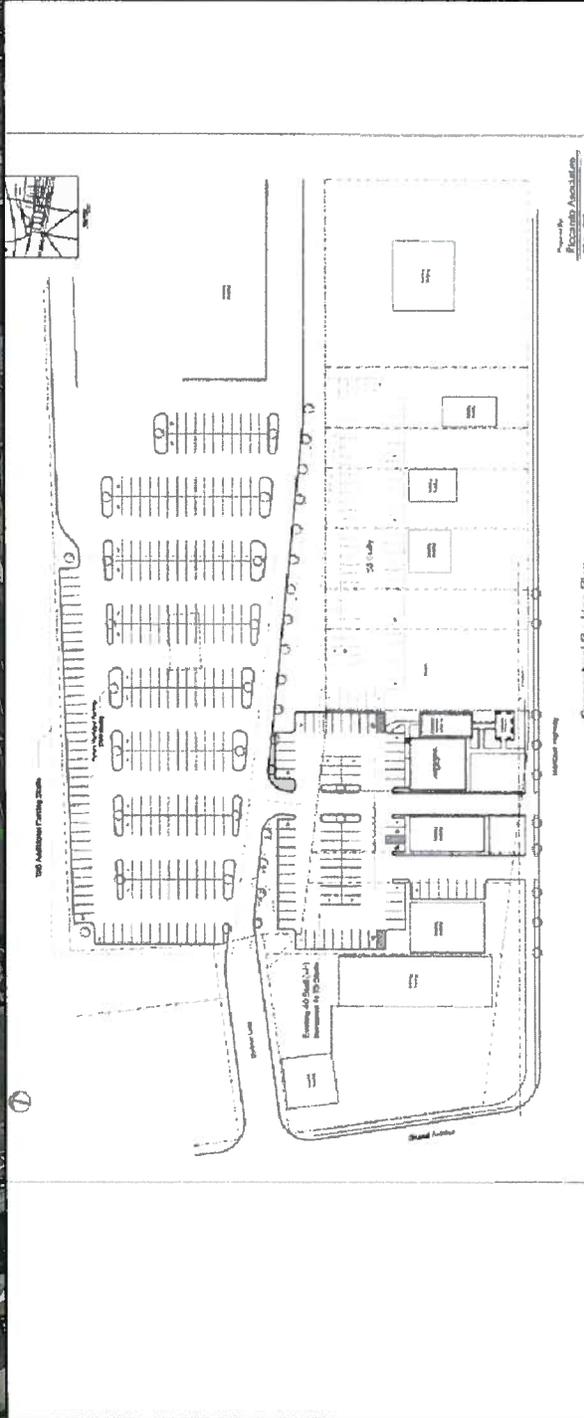
CONCEPTUAL
 PARKING PLAN
 WEST AND SOUTHWEST
 OF SOUTH PORT SHOPPING CENTER

Legend



Possible Parking Improvement

Source: NYS Orthimagery Program, 2007
 Courtesy of Riccardo Associates
 Date: 09-26-2008
 Scale: 1 inch = 125 feet





Town of Brookhaven

Montauk Highway Corridor Study & Land Use Plan for Mastic & Shirley Phase II

FIGURE 10

OPPORTUNITIES FOR OPEN SPACE, PUBLIC RECREATION, AND PRESERVATION OF SIGNIFICANT TREES

Legend

- Potential Community Facility
- Potential Neighborhood Park
- Potential Boat Launch Location
- Recreational Trail
- Large contiguous open space areas including privately owned vacant property
- Publicly owned
- Vacant

Significant Trees to Preserve

- Deciduous Tree
- Evergreen

Source: Town of Brookhaven GIS - 2006 Data
Land Use based on NYS Assessors' Code
NYS Orthoimagery Program, 2007

Print Date: 12-21-2009

1 inch = 900 feet





Town of Brookhaven
Montauk Highway Corridor
Study & Land Use Plan for Mastic & Shirley
Phase II

FIGURE 11

RECOMMENDED PEDESTRIAN & BICYCLING IMPROVEMENTS

Legend

- Proposed Bike Rack
- LIIR
- Proposed Crosswalk
- Existing Bike Lane
- Proposed Alternate Bike Route
- Alternate Secondary Bike Route & Recreational Trail
- Proposed Sidewalks
- Existing Sidewalks
- Public Lands
- Improved Recently
- Existing Roads

Source: NYS Orthoimagery Program, 2007
 Town of Brookhaven Geodatabase
 NPBV GIS Library
 Date: 09-24-2009
 1 inch = 800 feet





Town of Brookhaven

Montauk Highway Corridor Study & Land Use Plan for Mastic & Shirley Phase II

FIGURE 1

STUDY AREA & MAIN STREET BUSINESS DISTRICTS

Legend

- Study Area
- J6 Main Street Business District Parcels

Source: NYS Orthoregistry Program, 2007
Town of Brookhaven GIS

Date: 09-26-2008

1 inch = 1,000 feet



NOTE:
GIS data on this map may not be current and is for general display purposes only. Official information can be obtained from the agency responsible for its maintenance.



Town of Brookhaven
Montauk Highway Corridor
Study & Land Use Plan for Mastic & Shirley
Phase II

FIGURE 7

RECOMMENDED ROAD IMPROVEMENTS, CONNECTIONS & CLOSURES

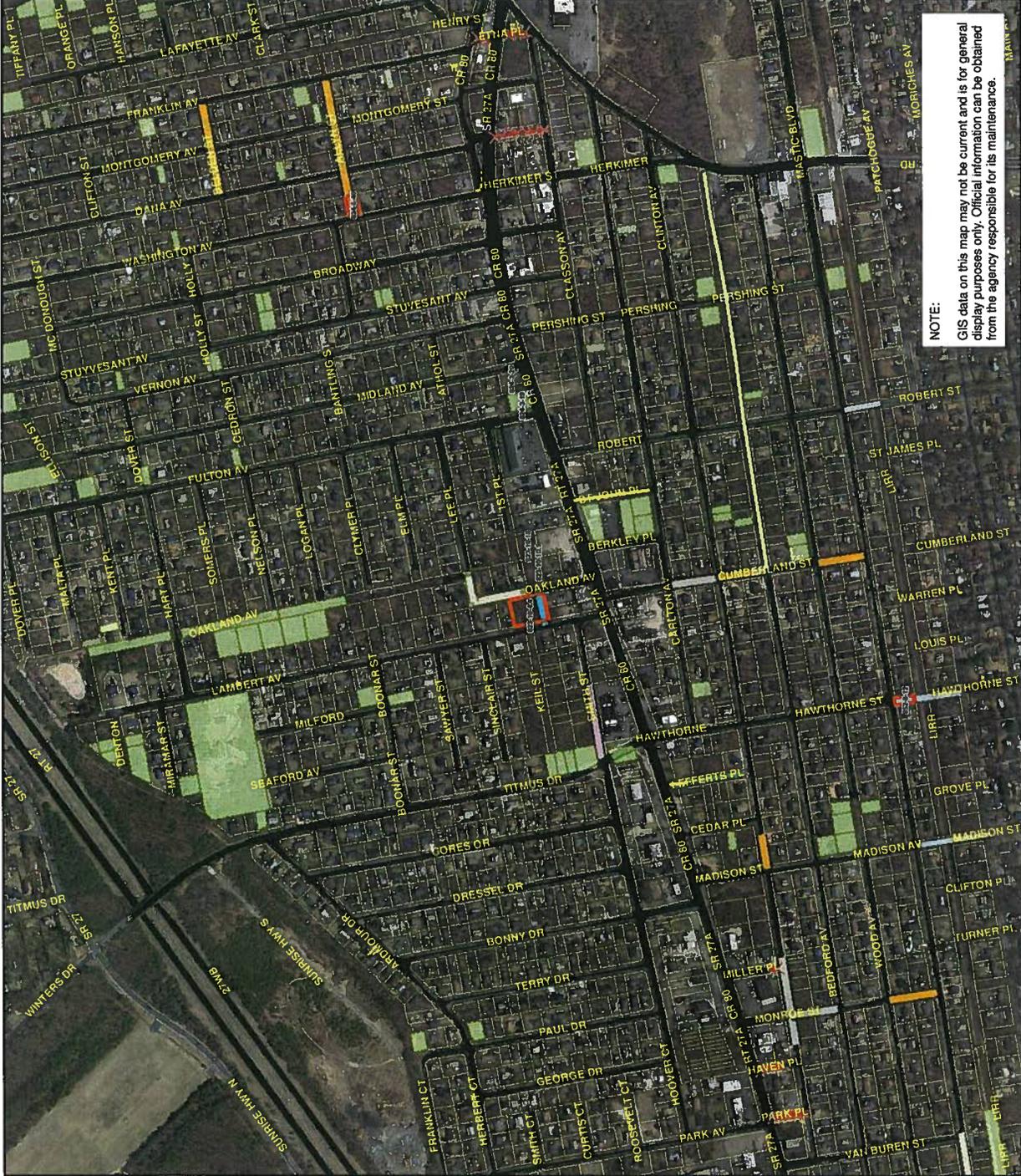
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Source: NYS Orthoimagery Program, 2007
 Town of Brookhaven Geodatabase
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Town of Brookhaven
 Montauk Highway Corridor
 Study & Land Use Plan for Mastic & Shirley
 Phase II

FIGURE 9B

CONCEPTUAL
 PARKING PLAN
 WEST AND SOUTHWEST
 OF SOUTH PORT SHOPPING CENTER

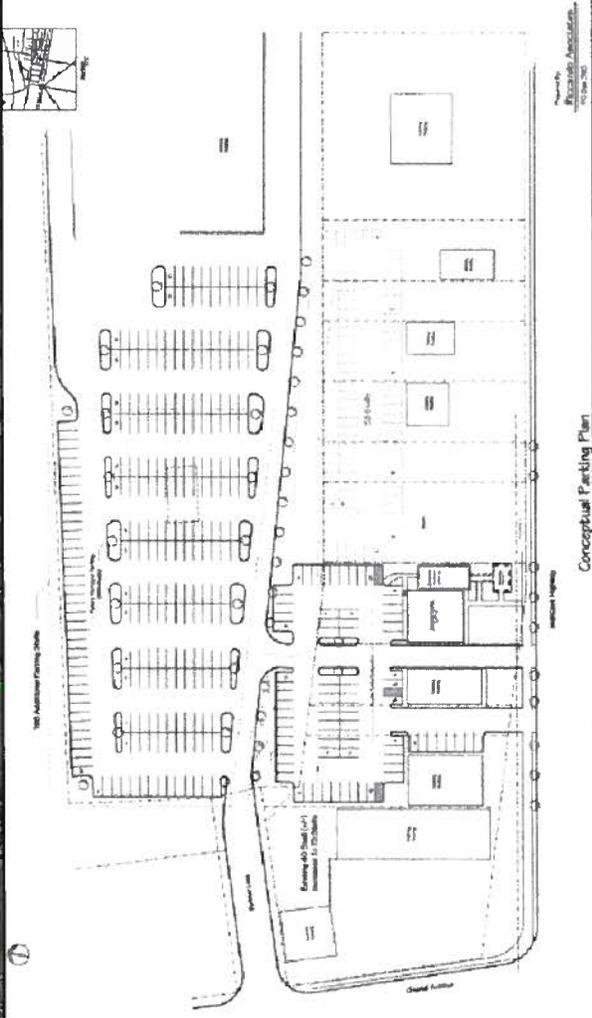


Legend



Possible Parking Improvement

Source: NYS Orthoimagery Program, 2007
 Courtesy of Riccardo Associates
 Date: 09-26-2008
 Scale: 1 inch = 125 feet



Conceptual Parking Plan

Prepared by:
 Riccardo Associates
 10/26/08-200



Town of Brookhaven

Montauk Highway Corridor Study & Land Use Plan for Mastic & Shirley Phase II

FIGURE 10

OPPORTUNITIES FOR OPEN SPACE, PUBLIC RECREATION, AND PRESERVATION OF SIGNIFICANT TREES

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- Potential Community Facility
- Potential Neighborhood Park
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Large contiguous open space areas
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Publicly owned

Vacant

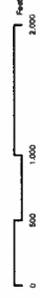
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Land Use based on NYS Assessors' Code
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Print Date: 12-21-2009

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Town of Brookhaven
 Montauk Highway Corridor
 Study & Land Use Plan for Mastic & Shirley
 Phase II

FIGURE 11
**RECOMMENDED PEDESTRIAN &
 BICYCLING IMPROVEMENTS**

Legend

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Source: NYS Orthoimagery Program, 2007
 Town of Brookhaven Geodatabase
 NP&V GIS Library
 Date: 09-24-2009
 1 inch = 800 feet





Appendix C Proposed Town Zoning Code Revisions



Appendix C
Montauk Highway Mastic Shirley Corridor
Draft Code Language
Transitional Area Overlay District

85-xxx.1. Legislative purpose and intent.

This legislation is enacted to specifically enhance the aesthetic and visual character on a portion of the Montauk Highway (CR 80) corridor and to provide visual definition for an area between the two Main Street Business District centers in Shirley and Mastic along this major transportation route.

The proposed Transitional Area Overlay District has been recognized as an area along the Montauk Highway corridor in need of revitalization through implementation of land use measures and incentives to improve the existing land use pattern and promote coordinated orderly development. The intent is to encourage, promote and provide incentives for improved architecture, landscaping and setbacks, in a manner that establishes less intense uses and improved aesthetics between the Main Street Business Districts of Shirley and Mastic, while retaining the option for development under the existing zoning. In addition, the district will provide a new list of permitted uses that may be constructed on those lots which are zoned for both residential and commercial use.

The overlay district is intended to supplement the regulations of the underlying zoning districts and to provide incentives for more creative design and compatible development along the Montauk Highway corridor. Furthermore, the intent of the overlay district zone is to allow existing businesses to re-invest in improvements while promoting alternative and economically viable uses which improve the aesthetics and function of the transitional portion of the corridor.

This will be accomplished by generally maintaining the existing zoning pattern with added site design and development standards intended to provide greater setbacks and buffering along Montauk Highway. In addition, uses which are an alternative to general business allowed under the J-2 district shall be encouraged through use incentives, in order to reduce the continuation of commercial sprawl.

The specific objectives of the Transitional Area Overlay District as related to redevelopment are to:

- A. Support the area between the hamlet centers as a transitional area district encouraging a mix of new non-retail compatible uses, while continuing to allow uses permitted based upon the underlying zone of the property.
- B. Promote alternative uses to general retail business including office, service oriented and neighborhood businesses and second story residential and/or office use.



- C. Provide stability to existing business interests and incentives for compatible renovation and redevelopment opportunities to promote a more defined transitional area.
- D. Reverse the appearance of commercial and suburban sprawl in the district through predictable setback, buffering and redevelopment criteria.
- E. Enhance aesthetics and improve safety through a visually improved landscape environment, a streetscape with sidewalks and appropriate lighting and site design standards.
- F. Promote the safe and efficient use of the roadway network for motorists, pedestrians and bicyclists along the corridor by reducing movements and curb cuts onto Montauk Highway.
- G. Improve the appearance, function and availability of parking areas throughout the corridor.
- H. Improve visual appearance and reduce visual distraction by establishing uniform sign criteria.
- I. Provide opportunities to retain and create open space in the transitional area of the corridor for its visual benefits, and community recreational opportunities and/or passive recreation.
- J. Utilize the opportunity created by the 50 foot common strip of land north of Montauk Highway, beginning 300 feet east of Park Avenue along both Montauk Highway and Hoover Court and extending east to Titmus Drive, to create coordinated parking and access design along Hoover Court and improved aesthetics along Montauk Highway, where possible.

85-xxx.2. Designation of Montauk Highway Corridor Transitional Area Overlay District.

- A. The provisions contained in this section apply to all properties within the Montauk Highway Corridor Transitional Area Overlay District as described herein and shown on the official Zoning Map.
- B. Under existing rules and regulations, the development of vacant property and the redevelopment of properties within the Montauk Highway Corridor Transitional Area Overlay District shall be permitted pursuant to Chapter 85 of the Town Code or after the issuance of a variance by the Board of Zoning Appeals. With the enactment of this Article, this code will encourage new uses appropriate for a transitional area by providing development incentives in the form of density increases and relaxed parking



requirements, while allowing the uses permitted in the underlying zoning district without incentives. New setback, design and landscape standards will be applied to all new development and redevelopment.

- C. Extension of the overlay district boundary may be permitted at the discretion of the Commissioner to accomplish orderly development and meet the goals of the plan within the district with the appropriate protection of adjacent residential properties.

85-xxx.3. Existing development and applicability.

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

85-xxx-4. General procedures.

- A. Landowners and developers of land within the Montauk Highway Corridor Transitional Area Overlay District may pursue development for uses in conformance with the existing zoning of sites or may follow the procedure outlined herein to pursue a development consistent with the goals of this chapter.
- B. A yield map may be prepared to establish the maximum allowable density under the current zoning (illustrating conforming building, parking and landscaping). In the Hoover Court Area, use of the parking easement area may be used to establish yield as is customary in this area and shall be used in lot area in calculating Floor Area Ratio (FAR).
- C. A site development map shall be prepared consistent with the setback, parking and landscaping requirements. If the maximum building size allowable under these standard is less than allowable by the yield map, the Commissioner of the Department of Planning, Environment and Land Management (“Planning Commissioner”), including a designee under direction of the Commissioner, may relax the requirements slightly to permit the alternative development.
- D. Upon receipt of an application for approval of development or redevelopment within the Montauk Highway Corridor Transitional Area Overlay District, the Commissioner of the Department of Planning, Environment and Land Management (“Planning Commissioner”), including a designee under direction of the Commissioner, shall review and consider the proposed development.



- E. In review of an application for development or redevelopment, the Planning Commissioner, including a designee under direction of the Commissioner, shall determine whether the proposal is subject to the requirements of this section, and require compliance with this local law. Review of all proposals shall consider whether the proposed development is consistent with the overall development goals of this Section.
- F. Any redevelopment project deemed by the Planning Commissioner or his designee to meet the intent of this section of code shall have Planning Board site plan review waived in favor of administrative review by the Commissioner or his designee.

85-xxx.5. Site development review standards.

- A. Purpose and Intent. In order to assure that the goals of this Article are met, and to reduce incompatible use and adverse impacts on the visual experience and functional operation along the corridor, considerations, guidelines, incentives and requirements have been created for use by the Planning Board and Planning Commissioner in reviewing land use applications and project design. These are provided below in subsections related to specific site design considerations.

85-xxx.6. Dimensional Requirements

- A. Minimum front yard setback.

1. The setback for structures, vehicular movement, and vehicular parking areas shall be twenty-five (25) feet, with the exception of permitted curb cuts and access drives (only where necessary) and the Hoover Court area (see below). Previously developed lots, may seek relief from this section provided the minimum relief is sought and all other landscape and buffer requirements are met or similar minimum relief is sought.
2. For through lots (lots with frontage on parallel streets) and corner lots facing existing side roads, the secondary front yard setback shall also be a minimum of 25’.
3. Except as otherwise provided herein, the minimum required landscaped front yard shall be twenty-five (25) feet.
4. Hoover Court: The area on the north side of Montauk Highway, beginning 300 feet east of Park Avenue, along both Montauk Highway and Hoover Court and extending east to Titmus Drive¹, (from herein to be known as the Hoover Court Area) contains a 50 foot (as well as 25’ along the west side of Bonny Drive) strip of land which is

¹ With the exception of the parcel identified as SCTM# 200-852-1-063.1 which does not include the strip of land designated for parking.



neither Town owned nor privately owned, but exists for the common use of the adjoining parcels. Only in areas where this common land is present, the building setback from the private property line along Montauk Highway may be reduced to a minimum of one (1) foot in order to maintain landscaping along the Montauk Highway side of the parcels and to provide coordinated parking to the north of the uses with access from Hoover Court.

B. Required side yard setback.

1. The minimum side yard setback shall be 10'.

C. Required rear yard.

1. The minimum rear yard setback shall be 25'.

D. Floor Area Ratio (FAR)

1. The maximum FAR within the Transitional Area Overlay District shall be 35% except in the Hoover Court area where it shall be 30%.
2. In the Hoover Court area, the lot area and resulting FAR calculation should include the 50' wide common area described above.
3. Front porches which enhance the residential style of a building may be excluded from the FAR.

E. Height.

1. Maximum height may not exceed 35' or 2 ½ stories.
2. The maximum height of accessory structures may not exceed 18' in height.

F. 2nd Story Residential Density

1. Must conform to Suffolk County Sanitary Code or as approved by SCDHS BOR for additional density.

85-xxx.7. Parking and access considerations.

- A. Parking requirements shall be based upon the requirements of §85-353 with the exception of mixed use buildings containing office space or residential use on the 2nd floor where a reduced parking rate may be applied. Required parking for the 2nd floor portion of mixed



use buildings within the Transitional Area Overlay District shall be based upon 1 stall per 500 square feet of floor area.

- B. All parking shall be located to the greatest possible extent in the rear and or side yard areas of structures fronting Montauk Highway as determined by the Planning Board or the Planning Commissioner.
- C. Parking lots for passenger vehicles, permitted prior to the adoption of the District, may be permitted in a required front yard, provided that said parking area is located to the rear of a twenty-five foot landscape buffer area. The intent is to ultimately relocate all front yard parking behind the actual building setback. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses, may waive or modify said requirement provided the intent to provide the maximum possible landscaping along Montauk Highway is met.
- D. In the Hoover Court Area, parking shall be permitted in the required front yard which faces Hoover Court provided that a minimum 20' landscaped area is established adjacent to Hoover Court right of way. No parking is to be located in the required setback area fronting Montauk Highway.
- E. Access to any property within the Transitional Area Overlay District shall be coordinated with adjacent properties and shall attempt to eliminate curb cuts onto Montauk Highway in favor of access from side streets, inter-connection between parking lots and shared curb cuts with cross-access agreements. Curb cuts along Montauk Highway shall be eliminated where practical.
- F. The Planning Board or the Planning Commissioner, as part of its site plan review, may request the consent of the applicant/owner for future access to or from an adjoining property to allow inter-connection between parking lots and shared curb cuts, where appropriate and feasible. In such cases the applicant/owner shall file a cross-access agreement in a form satisfactory to the Town Attorney. The above cross-access agreement shall not apply to single or two-family residences.
- G. Shared parking shall be considered to the benefit of the applicant/owner where cross-access agreements between adjoining property owners ensure that adequate parking is provided; this shall be a factor in Planning Board, Town Board or Zoning Board of Appeals consideration of relief from parking requirements pursuant to Town code.
- H. Where deemed appropriate by the Planning Board or the Planning Commissioner, an applicant/owner shall be given credit for Payment in Lieu of Parking (PILOP) by contributing funds on a per parking stall basis. PILOP payments will be deposited to a designated account for use in creating parking opportunities within the area of the Montauk Highway Transitional Area Overlay District; this shall be a factor in Planning



Board, Town Board or Zoning Board of Appeals consideration of relief from parking requirements pursuant to Town code.

85-xxx.8. Design considerations.

- A. The Planning Board and Planning Commissioner or his designee, shall consider architectural appearance as part of site plan review. The following shall apply to new structures, including additions to existing structures or those undergoing rehabilitation of greater than 50% of their assessed value.
1. Architecture which is more in character with residential style structures shall be favored. Residential style architectural elements encouraged include: traditional siding (brick, clapboard, shingle, board and batten of wood or wood-like synthetic materials), gables, dormers, interrupted roof lines, residential style window treatments, shutters, front porches, chimneys, steeper roof pitch and related structural elements.
 2. Orientation of structures should favor reduced apparent mass as viewed from the street. This could include reduced width of buildings fronting Montauk Highway as compared with depth, gabled roofs oriented with the ridge perpendicular to Montauk Highway and/or other creative elements to reduce the apparent mass.
- B. Architectural plans including elevation plans, proposed materials, color and related architectural information shall be submitted in connection with site plan review. If design and material of all elements of the building comply with these guidelines, the Commissioner or his designee can approve the architectural plans in lieu of the Planning Board.

85-xxx.9. Site lighting requirements.

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



D. No backlighting of signs is permitted.

85-xxx.10. Landscape requirements.

- A. A landscape plan shall be submitted in conjunction with the development or redevelopment plan that is compatible with the specifications contained herein. The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement, including parking. The location, size and description of all landscaping materials shall be indicated. Landscape Plans shall be reviewed for adequate screening and buffering of residential uses.
- B. For Hoover Court area, a 20' landscape buffer is required from the Hoover Court right of way.
- C. The following requirement shall apply:
1. For those pre-existing nonconforming uses which contain outdoor storage areas in front yards along the corridor, an evergreen hedge or buffer of at least 42" in height shall be planted to shield outdoor storage areas from view to the maximum extent practicable, and must be designed so as not to impede sight distance at access points, including adjacent side streets on corner lots. Where appropriate, the Planning Board or the Planning Commissioner or his designee shall entertain variations which achieve the objective of screening outdoor storage areas whilst minimizing the impact of the screening mechanism.

Existing "significant" trees shall be preserved where feasible. Noteworthy trees were inventoried as part of the Land Use Plan for Mastic & Shirley Phase II and a figure illustrating the location of significant trees is included in the report.

85-xxx.11. Sign requirements.

- A. Purpose and Intent. The purpose and intent of this Section is to regulate the use of publicly visible displays/signs within the Montauk Highway Corridor Transitional Overlay District; to enhance property values and the character of this arterial highway; and to protect the health safety, and welfare of the public in use of these roadways. The regulations contained in this Section are intended to provide fairness for all uses along the corridor, and permit signs to be clearly visible, while controlling sign clutter, improving the aesthetic appeal of signs, minimizing visual distractions to motorists, promoting convenience for passersby and ensuring a reasonable level of visibility for businesses along the corridor.



B. Standards

1. All signs shall conform to the requirements of Chapter 57A of the Town Code and any specific regulations for the underlying zoning district in addition to the regulations herein set forth.
2. Applicants for new or replacement signs in the District shall apply to the Planning Commissioner, for conformance review prior to submittal for a building permit.
3. Individual rate signs or price signs shall be prohibited. Motor vehicle fuel and service stations shall be allowed to integrate fuel and price information into one freestanding, detached business identification sign.
4. Free standing portable signs, on or off the premises are prohibited.
5. Temporary signs are prohibited, however, a special permit for the use of temporary signage for a limited time period may be obtained from the Building Department as per §57A-9 provided that certain requirements are met and arrangements are provided for removal of the signs.
6. Materials, colors and shapes of proposed or replacement signs shall be compatible throughout the Montauk Highway Corridor Transitional Overlay District. Wood or wood-like signs with direct lighting shall be required throughout the District.
7. No new freestanding signs shall be permitted within the District. All existing legally permitted and conforming freestanding signs shall be landscaped with a clustering of plant species.
8. No blinking, flashing, or rotating signs shall be permitted. No wind toys or fluttering devices are permitted.
9. Any sign located on property that is unoccupied for a period of sixty (60) days or more, shall be deemed abandoned. The owner of the sign or the owner of the property shall remove an abandoned sign. If the owner or lessee fails to remove the sign, the Town shall give the owner thirty (30) days written notice to remove the abandoned sign. Upon failure to comply with this notice, the Town may initiate such action as may be necessary to gain compliance.
10. Professional use signs shall be permitted in all underlying zoning districts.



85-xxx.12. Screening of outdoor storage.

Outdoor storage is permitted only in industrial zones, and is considered incompatible with the area of the Montauk Highway Corridor Transitional Area Overlay District. As a result, only legally pre-existing, non-conforming uses with outdoor storage are recognized and shall be entitled to the statutory protection offered to such uses. Pre-existing, non-conforming uses may not be expanded or modified; however, owner/operators of sites with such storage are encouraged to provide visual screening of outdoor storage from the public right of way, internal roadways and adjacent properties. Vegetative landscape screening may be installed without the need for full site plan review, provided landscaping is installed pursuant to a landscape plan authorized by the Commissioner. Screening which involves fencing is also encouraged, but must meet the requirements of the Building Code and Building Department.

85-xxx.13. Permitted uses.

- A. Purpose and Intent. The uses herein shall be permitted on any parcel within the defined Montauk Highway Corridor Transitional Overlay District. Uses as permitted in the J Business 2 Zoning District on those parcels currently zoned J-2 may be applied for through site plan review subject to the Site Development Review Standards contained in this part.
- B. All permitted uses identified herein shall comply with the Site Development Review Standards contained in this part. The following uses have been determined to be low intensity uses in terms of trip generation, etc. and appropriate uses for the form desired along the transitional area – i.e. residential in style.
 1. New construction of single family and two-family dwelling on business zoned parcels. Site plan requirements shall be waived and lot development may be processed through the Building Department consistent with the dimensional and other requirements contained in this part.
 2. Home office.
 3. Office (charitable, administrative, financial, business and professional).
 4. Art gallery, framing shop, museum or nonprofit cultural center, artist studio or artisan's workshop.
 5. Bank (without drive-through).
 6. Day care facility including licensed day care in private homes.



7. Personal services, including but not limited to barbershops, beauty salons, shoe repair shops, jewelry and watch repair, repair of musical instruments, small appliance/computer repair, tailor shops, day spa, body art, interior design showroom, animal grooming, and business support services.
8. Health Club.
9. Indoor Recreation.
10. Massage Establishment.
11. Place of worship (or religious assembly), cultural services, libraries or municipal buildings or uses.
12. Undertaker's establishment.
13. Bed and Breakfast uses which conform to the requirements of Chapter 85, §85-67.
14. Take-out restaurant (containing no more than 2,000 SF – such as coffee shops and cafés).
15. Non-degree granting school – tutoring center, art school, dance school.
16. Delicatessen/Bakery.
17. Accessory retail sales incidental to permitted service uses included herein.
18. Veterinarian - provided that all activities take place inside the building.

85-xxx.15. Planning Board Special Permits.

A. The Planning Board shall be authorized to permit where appropriate, specific Special Permit Uses within the Montauk Highway Corridor Transitional Area Overlay District; subject to the criteria as set forth in Article VIA, § 85-51, in addition to the criteria contained herein. Similar to permitted uses, the intent is to encourage, promote and provide incentives for alterative uses to general business, in a manner that establishes less intense uses and improved aesthetics between the more established hamlet centers in Shirley and Mastic. The following uses, while achieving the goals of this part, may be construed as more intense than the permitted uses, and are more appropriate as uses which require a Special Permit from the Planning Board.

1. Restaurants (not including fast-food, and not involving a drive-through facility).



2. Bank with a drive-through facility.
3. Private or public automobile parking field or garage for automobiles and commercial vehicles with a gross vehicle weight rating of less than 10,000 pounds.
4. Mixed-use building which involves ground floor nonresidential use as permitted herein, combined with residential use as an apartment or condominium on the second floor.



Appendix D EAF Parts 1 & 2

Nelson. Pope & Voorhis, LLC

October 12, 2009
Revised December 2009



Board of Zoning Appeals

BZ-06 rev. 4/04

One Independence Hill, Farmingville, NY 11738
(631) 451-6477 FAX:(631) 451-6926

PLEASE TYPE OR PRINT CLEARLY

The Full Environmental Assessment Form (EAF) is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

Part I: Provides objective data and information about a given project and its site. By identifying basic data, it assists a reviewer in the analysis that takes place in Parts II and III.

Part II: Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially large impact. The form also identifies whether an impact can be mitigated or reduced.

Part III: If any impact in Part II is identified as potentially large, then Part III is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE – Type I and Unlisted Actions

1. Identify portions of EAF completed for project: Part I Part II Part III

2. Upon review of the information recorded on this EAF (Parts I, II and III if appropriate) and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact (s) and, therefore, is one that will not have a significant impact on the environment; therefore, a **NEGATIVE DECLARATION** will be prepared.
- B. Although the project could have a significant effect on the environment, there **will not** be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required; therefore, a **CONDITIONED NEGATIVE DECLARATION*** will be prepared.
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment; therefore, a **POSITIVE DECLARATION** will be prepared.

*A conditioned Negative Declaration is only valid for Unlisted Actions.

3. NAME OF ACTION: Town of Brookhaven Montauk Highway Corridor Study Land Use Plan for Mastic & Shirley, Phase II	
4. NAME OF LEAD AGENCY: Brookhaven Town Board	
5. NAME OF OFFICER IN LEAD AGENCY: Town Supervisor Mark Lesko	
6. SIGNATURE OF RESPONSIBLE OFFICER IN LEAD AGENCY:	7. SIGNATURE OF PREPARER:
8. DATE:	



Board of Zoning Appeals

BZ-06 rev. 4/04

One Independence Hill, Farmingville, NY 11738
(631) 451-6477 FAX:(631) 451-6926

PLEASE TYPE OR PRINT CLEARLY

Part I – PROJECT INFORMATION
Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form Part A through O. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts II and III.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

1. NAME OF PROJECT: Town of Brookhaven Montauk Highway Corridor Study & Land Use Plan for Mastic & Shirley, Phase II	
2. PROJECT LOCATION: Montauk Highway Corridor, between Park Ave. and Stuyvesant Ave., Mastic & Shirley	
3. NAME AND ADDRESS OF APPLICANT/SPONSOR: Town Board, One Independence Hill, Farmingville, NY 11738	4. BUSINESS PHONE: (631) 451-6400
5. NAME AND ADDRESS OF OWNER, IF DIFFERENT: (private owners)	
6. S.C. TAX PARCEL NUMBER: (see attached)	7. PRESENT ZONING: A-1, J-2, L-1, J-6
8. DESCRIPTION OF ACTION: (PLEASE BE SPECIFIC; ATTACH ADDITIONAL SHEET IF NECESSARY) Proposed Phase II Plan to supplement Phase I Corridor Study & Land Use Plan adopted by Town Board in 2005. Phase II Plan would establish land use & development standards and incentives for a limited portion of the overall study area adjusted in the Phase I Plan and provide additional recommendations to supplement the 2004 Plan.	

PLEASE COMPLETE EACH QUESTION – INDICATE “N/A” IF NOT APPLICABLE:

- A. LAND USE:** (If not applicable, check here and go to Section B) N/A
Physical setting of overall project, both developed and undeveloped areas.
1. Present land use: Urban Industrial Commercial
 Residential Suburban Rural (non-farm) Forest
 Agriculture Other (Specify) _____
- B. CRITICAL ENVIRONMENTAL AREA:**
1. Is the site located in or substantially contiguous to a Critical Environment Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617?
 YES NO N/A
- C. ZONING AND PLANNING INFORMATION:**
1. Does proposed action involve a planning or zoning decision?
 YES NO Town: Coastal Zone Area South
- If yes, complete 1-13 below; if no, go to section D:
- Zoning Amendment Zoning Variance Special Use Permit
 Subdivision Site Plan New (Revision) of Land Use Plan
 Resource Management Plan Other _____
2. What is the zoning classification(s) of the site? A-1, J-2 (properties subject to newly proposed overlay district)

3. What is the maximum potential development of the site if developed as permitted by the present zoning?
+/- 485,516 SF of commercial & residential floor area (+/-0.33 FAR) _____
4. What is the PROPOSED zoning of the site? Existing zoning with Overlay District
5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?
+/- 545,917 SF of commercial floor area (+/- 0.337 FAR) _____
6. Is the proposed action consistent with the recommended used adopted or recommended in local land use plans?
 YES NO Action is a supplement which builds upon and refines the goals of the 2004 LUP.
7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?
Residential, commercial, vacant, recreational, transportation; A-1, J-2, J-6, L-1
8. Is the proposed action compatible with adjoining/surrounding land used within a ¼ mile?
 YES NO
9. If the proposed action is a subdivision of land, what is the number of lots proposed? N/A
a. What is the minimum sized lot proposed? N/A
10. Will proposed action require any authorization(s) for the formation of sewer or water districts?
 YES NO (However, the Plan recommends the creation of a sewer district for the corridor).
11. Is the project site presently used by the community or neighborhood as an open space or recreation area?
 YES NO
12. Will the proposed action create a significant demand for any community provided services (recreation, education, police, fire protection)? YES NO
a. If YES, is existing capacity sufficient to handle projected demand? YES NO
13. Will the proposed action result in the generation of traffic significantly above present levels? YES NO
a. If YES, are existing roads adequate to handle the additional traffic? YES NO

D. **SITE DESCRIPTION:** (If not applicable, check here & go to Section E) N/A

Total Lot Area: _____ square feet acres PRESENTLY AFTER COMPLETION *

Meadow or Old Field (non-agriculture)		
Forested		
Agricultural (include orchards, pasture etc.)		
Unvegetated (rock, earth or fill)		
Roads, buildings and other paved surfaces		
Beach, Dune or Bluff		
Surface Water		
Tidal Wetlands (as per Chapter 81 and Art. 25		
Freshwater Wetlands or 24 of the ECL)		
Landscaped		
Other (indicate type)		

*Unknown at the present time

E. PROJECT DESCRIPTION: (If not applicable, check here and go to Section F) N/A

1. Physical dimensions and scale of project (fill in dimensions as appropriate):
 - a. Total contiguous acreage owned or controlled by project sponsor: _____
 - b. Project area to be developed: _____ initially; _____ ultimately square feet acres
 - c. Project area to remain undeveloped _____ square feet acres
 - d. Length of project, in feet and/or miles, if appropriate: _____ feet miles
 - e. If the project is an expansion, indicate percent of expansion _____ %
 - f. Number of off-street parking spaces existing _____, proposed _____
 - g. Maximum vehicular trips generated upon completion of the project? _____ hourly
 - h. Frontage along a public thoroughfare _____ linear feet
 - i. If residential: Number and type of housing units:

	ONE FAMILY	TWO FAMILY	MULTI-FAMILY	CONDOMINIUM
Initially:	_____	_____	_____	_____
Ultimately:	_____	_____	_____	_____
 - j. Dimensions of largest proposed structure.

_____ Height	_____ Width	_____ Length
--------------	-------------	--------------
2. Will blasting occur during construction? YES NO
3. Will project require relocation of any facilities? YES NO
If YES, explain _____

F. LAND RESOURCES: (If not applicable, check here and go to Section G) N/A

1. What is/are the predominant soil type(s) on project site? (Please consult Suffolk County Soil Survey and Soil Conservation Service – Phone: 727-2315)
List types: PIA, CuB, RdA
2. Is project or any portion of project located in a 100-year flood plain?
 YES NO N/A
3. Soil drainage:

Well-drained	100	% of site
Moderately well drained of site	_____	% of site
Poorly drained	_____	% of site
4. If any agricultural land is involved, how many acres of soil are classified within soil groups 1 through 4 of the NYS Land Classification System? (See 1 NYCRR 370 (1).) N/A acres N/A
5. Are there any dunes, bluffs, swales, kettleholes, strands or other geological formations on the project site?
 YES NO If YES, Describe: Mastic Forge River Swale is located in Northeastern Area of the Study Area.
6. Are there bedrock outcroppings on project site? YES NO
 - a. What is depth to bedrock? 1,800 +/- (in feet) N/A
7. Approximate percentage of the project site with slopes (0-100%):
0-10% 95 10-15% 5 15% or greater _____
8. How much natural material (i.e. rock, earth, etc.) will be removed from the site? N/A cubic yards
9. Will the disturbed areas be reclaimed? YES NO N/A
 - a. If YES, for what intended purpose is the site being reclaimed? _____
 - b. Will topsoil be stockpiled for reclamation? YES NO
 - c. Will upper subsoil be stockpiled for reclamation? YES NO
10. Grading: YES NO N/A If yes, complete a. through i.
 - a. Total area to be regraded: _____ square feet acres
 - b. Total cubic yards of cut: _____ cubic yards
 - c. Total cubic yards of fill: _____ cubic yards
 - d. Greatest depth of excavation or cut: _____ feet (excluding recharge basin)
 - e. Greatest depth of any recharge basin: _____ feet
 - f. Greatest depth of fill: _____ feet
 - g. Greatest depth of excavation or cut: _____ feet (excluding recharge basins)
 - h. Maximum artificial slopes after construction (check one)
 2:1 or greater 3:1 5:1 10:1 or less
 - i. Will the project require the use of retaining walls? YES NO
 - j. Briefly describe method(s) to reduce erosion/runoff during and after construction: _____

G. VISUAL-CULTURAL RESOURCES: (If not applicable, check here and go to Section H) N/A

1. Visual:

- a. Will the project be noticeably visible from surrounding areas after its completion?
 YES NO N/A Ideally with redevelopment, project area will be visually enhanced.
- b. Will the project remove vegetation that currently screens the project site from surrounding areas?
 YES NO N/A
- c. Will the project partially or completely block, or contrast with, scenic views from surrounding areas or from the site?
 YES NO N/A
- d. Does the present site include scenic views known to be important to the community?
 YES NO If yes, please explain: _____

2. Cultural:

- a. Does the project site contain a building or site, and/or is it located within or substantially contiguous to a building, site or district listed on the State or the National Registers of Historic Places or Register of National Landmarks?
 YES NO N/A
- b. Does the project site contain a building or site, which is substantially contiguous to or within a Town Historic District or Town Historic District Transition Zone?
 YES NO N/A
- c. Is the project site contiguous to or does it contain a site or building which is designated a Town Landmark?
 YES NO N/A
- d. Will the project be noticeably visible from, be adjacent to, or result in the partial or complete demolition of any structures listed on the State or National Registers of Historic Places, or a Town Historic Landmark?
 YES NO N/A
- e. Will the project result in the partial or complete demolition or relocation of any structures greater than 50 years old?
 YES NO N/A
- f. Will the project result in the partial or complete removal of any documented or known Native American site?
 YES NO N/A
- g. Does the project site contain or is it located adjacent to a cemetery or gravesite?
 YES NO N/A Documentation of historic burial area near Titmus Drive at CR 80.

H. WATER RESOURCES: (If not applicable, check here and go to Section I) N/A

- 1. Will there be a potential discharge as a result of an approval of this application into a body of water either on or off-site?
 YES NO N/A
If Yes, please explain: _____
- 2. Method of handling runoff (check all that apply):
 Leaching Pools Dry Wells Recharge Basin (off-site)
 Recharge Basin (on-site) Other (describe): _____
- 3. What is the minimum depth to the water table on site? ¹⁰ _____ feet
(Please cite date and source of information) GEIS, Montauk Highway Corridor Study & Land Use Plan for Mastic &
a. Seasonal variation +/-4 feet Shirley, Cashin Associates, May 2004
- 4. Are there any lakes, ponds, swamps, bogs, marshes, or freshwater wetlands within or contiguous to project area?
 YES NO N/A
a. Name of lake/pond or wetland: Mill Pond
- 5. Are there any streams within or contiguous to the project site?
 YES NO N/A Name: Forge River and Moriches Bay
a. Name of body of water to which it is tributary: _____
- 6. Are there any Creeks, Embayments, Harbors or tidal wetland areas within or contiguous to the project area?
 YES NO N/A Name(s) Forge River
a. Name of body of water to which it is tributary: Moriches Bay

7. Is the site located over a primary, principal or sole source aquifer?
 YES NO N/A
8. Will surface area of an existing water body increase or decrease by proposal?
 YES NO Please explain: _____

I. **FLORA-FAUNA-AQUATICS:** (If not applicable, check here and go to Section J) N/A

1. Do hunting, fishing or shellfishing opportunities presently exist in the project area?
 YES NO N/A
2. Is the project site utilized by, or contain any species of plant or animal life that is identified as rare, threatened, endangered, protected or identified as a species of special concern?
 YES NO UNKNOWN If yes, identify each species: _____

3. What wildlife species have been confirmed or would be expected to occur on site? _____
 Small mammals and birds typical of disturbed urban areas.
4. What vegetation species have been confirmed or would be expected to occur on site? Trees, shrubs & groundcovers
 typical of developed urban areas.
5. Are there any rare or protected plants or unique plant communities present on site?
 YES NO If yes, identify each species: _____
6. How many acres/sq. ft. of vegetation (trees, shrubs, ground covers) would be removed from site?
unknown at the present time acres square feet N/A
7. Will any mature forest (over 100 years old) or any other locally important vegetation be removed by this project?
 YES NO N/A

J. **UTILITIES:** (If not applicable, check here and go to Section K) N/A

1. Is the site served by existing public utilities? YES NO
 a. If yes, does sufficient capacity exist to allow connection? YES NO
 b. If yes, will improvements be necessary to allow connection? YES NO
2. Will project result in an increase in energy use? YES NO
 If yes, indicate types: _____
3. What type water supply is from wells, indicate pumping capacity: _____ gallons/minute.
4. Total anticipated water usage per day: _____ gallons/day.

K. **WASTE DISPOSAL:** (If not applicable, check here and go to Section L) N/A

1. Will a State Pollutant Discharge Elimination System (SPDES) permit be required? YES NO
 If yes, for what type of material?
2. Is surface liquid waste disposal or storage involved? YES NO
 a. If yes, indicate type of waste (sewage, industrial, etc.) amount and method of disposal _____
3. Is subsurface liquid waste disposal involved (including sanitary)? YES NO
 If yes, please indicate:
 a. Type of waste: _____
 b. Volume of waste: _____ gallons per day
 c. Sanitary waste treatment on-site septic-system
 municipal treatment plant
 modified subsurface sewage disposal system
 community sewage disposal system
 other _____

4. Are there any point source discharges not previously described associated with this project?
 YES NO N/A If yes, explain: _____
5. Will the project generate solid waste? YES NO N/A
 - a. If yes, what is the amount per month? _____ tons
 - b. If yes, will an existing solid waste facility be used? YES NO
 - c. If yes, give name: _____ location: _____
 - d. Will any wastes not go into a sewage disposal system or into a sanitary landfill?
 YES NO If yes, explain: _____
6. Will the project involve the storage or disposal of solid waste? YES NO
 (If yes, please attach a list itemizing same)
 - a. If yes, what is the anticipated rate of disposal? _____ tons/month.
 - b. If yes, what is the anticipated site life? _____ years.
7. As part of the construction or use of the site will the project routinely use herbicides or pesticides?
 YES NO
 If yes, describe the type, amount and method of application: _____
8. Has the site ever been used for the disposal of solid or hazardous wastes?
 YES NO UNKNOWN If yes, explain fully on a separate sheet.
9. If an industrial use is proposed for the site, describe the product and the manufacturing process involved:
 N/A _____
10. Will any hazardous or toxic substances or waste be stored or generated on site?
 YES NO N/A
 - a. If yes, identify the substance, amount and method of storage or disposal. _____
11. Will project routinely project odors more than 1 hour/day? YES NO
12. Will project produce operating noise exceeding the local ambient noise levels? YES NO
 If yes, source of noise: _____

L. ECONOMICAL IMPACTS: Completed for all commercial/industrial projects and residential projects greater than 10 units. (If not applicable, check here and go to Section M) N/A

1. Does project involved Local, State or Federal funding? YES NO
2. If single phase project:
 anticipated period of construction N/A _____ months, (including demolition)
3. If multi-phased: N/A
 - a. Total number of phases anticipated: _____
 - b. Expected date of commencement phase 1 (including demolition): _____
 - c. Approximate completion date of final phase: _____ month _____ year.
 - d. Is phase 1 functionally dependent on subsequent phases? YES NO
4. Number of jobs generated during construction * _____ After project is complete * _____
5. Number of jobs eliminated by this project: * _____
6. What are the current tax revenues generated by the project site? * _____ dollars
7. What tax revenues will project generate after completion? * _____ dollars
8. What is the estimated cost of construction? * _____ dollars
9. How many schoolchildren is the project expected to generate? * _____ N/A
10. What is the estimated cost of educating the school-age children generated by the completion of this project? * _____ N/A

*Unknown at the present time

M. APPROVALS REQUIRED: **TYPE** **SUBMITTAL DATE**

Town Board	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Plan Adoption & Local Law Amending Chapter 85	November 2009
Town Planning Board	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Town Zoning Board	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Town; Environmental Protection	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Town; Building Department	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Country Health Department	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Local Agencies	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	SCPC 239	Review Land Use Plan
State Agencies	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Federal Agencies	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Other Agencies	<input type="checkbox"/> YES <input type="checkbox"/> NO		

N. ADDITIONAL INFORMATION:

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

O. VERIFICATION:

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

1. NAME OF APPLICANT/SPONSOR: Kathryn J. Eiseman, AICP	2. SIGNATURE: 
3. TITLE: Partner/Division Manager Nelson, Pope & Voorhis, LLC	4. DATE: 10-12-09
5. NAME OF OWNER:	6. SIGNATURE:
7. TITLE:	8. DATE:

Note: *If the action is in the Coastal Area and you are a state agency, complete the Coastal Assessment Form before proceeding with the assessment.*

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable?** The reviewer is not expected to be an expert environmental analyst.
- ! The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Construction or expansion of a sanitary landfill.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

Proposed Action would enable re-development of properties within a generally commercial corridor.

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

• Specific land forms:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
------------------------	--------------------------	--------------------------	--

No unique or unusual landforms present within existing generally commercial corridor.

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO YES

Examples that would apply to column 2

• Developable area of site contains a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Dredging more than 100 cubic yards of material from channel of a protected stream.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Extension of utility distribution facilities through a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated freshwater or tidal wetland.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

Plan recommends establishment of sewer district to enhance protection of ground and surface water while enabling redevelopment and acquisition of property adjacent to Forge River, and therefore a significant benefit would occur.

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

• A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction of a body of water that exceeds 10 acres of surface area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

1	2	3	
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change	

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|-------------------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action would change flood water flows | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may cause substantial erosion. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action is incompatible with existing drainage patterns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow development in a designated floodway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Proposed Action will enable re-development of properties in a generally commercial corridor. The SCDPW has a full drainage plan for roadway improvements which will improve drainage on CR80.

IMPACT ON AIR

7. Will Proposed Action affect air quality?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|-------------------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will induce 1,000 or more vehicle trips in any given hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in the incineration of more than 1 ton of refuse per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the amount of land committed to industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the density of industrial development within existing industrial areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Proposed Action not expected to provide for uses that would tend to contain or emit air pollutants. Increased traffic generated by new development not expected to be sufficient to significantly impact air quality.

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

No significant areas of habitat present which are proposed to be removed.

9. Will Proposed Action substantially affect non-threatened or non-endangered species?
 NO YES

Examples that would apply to column 2

• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?
 NO YES

Examples that would apply to column 2

• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
No agricultural land present.			

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)
 NO YES

Examples that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Beneficial Impact; Proposed Action designed to provide incentives for attractive, coordinated building designs.			

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?
 NO YES

Examples that would apply to column 2

• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

- | | 1
Small to
Moderate
Impact | 2
Potential
Large
Impact | 3
Can Impact Be
Mitigated by
Project Change |
|------------------|-------------------------------------|-----------------------------------|--|
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

No historic, prehistoric or paleontologic resources will be impacted. Recommendations included in Phase II Plan to preserve, enhance or recognize historic resource.

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

- NO YES

Examples that would apply to column 2

- | | | | |
|---|--------------------------|--------------------------|--|
| • The permanent foreclosure of a future recreational opportunity. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • A major reduction of an open space important to the community. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Recommendation: to increase open space and provide recreational amenities.

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?

- NO YES

List the environmental characteristics that caused the designation of the CEA.

Coastal Zone, Moriches Bay

Examples that would apply to column 2

- | | | | |
|---|--------------------------|--------------------------|--|
| • Proposed Action to locate within the CEA? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quantity of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quality of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will impact the use, function or enjoyment of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Proposed Action is contiguous to Town Coastal Zone Area South.

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|-------------------------------------|--------------------------|------------------------------|-----------------------------|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in major traffic problems. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Proposed Action would enable re-development in a generally commercial corridor, with an associated potential increase in trip generation, which would negatively impact local roadways and intersections, however, increase is less than previously analyzed in GEIS for proposed 2004 Plan.

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|-------------------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Minimal increase in energy consumption anticipated from re-development resulting from proposed action.

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Blasting within 1,500 feet of a hospital, school or other sensitive facility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Odors will occur routinely (more than one hour per day). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will remove natural barriers that would act as a noise screen. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

No noise or odor impacts anticipated (other than temporary impacts during construction).

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed Action will set an important precedent for future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will create or eliminate employment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

Proposed action would reinforce the existing "downtown" mixed residential/commercial character of the project area by promoting additional such development, and thereby enhancing the qualities of the project area.

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?
 NO YES
- Public has participated actively in formulation of proposed action.

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

**Montauk Highway Corridor Study & Land Use Plan
For Mastic and Shirley, Phase II
Part I EAF Attachment
List of Parcels in Study Area**

CR 80 Study Area Parcels

200 750.000 4 1.000
200 750.000 4 2.000
200 750.000 4 3.000
200 750.000 4 4.000
200 750.000 4 5.000
200 750.000 4 6.001
200 750.000 4 7.001
200 750.000 4 8.001
200 750.000 4 9.001
200 750.000 4 10.001
200 750.000 4 11.001
200 750.000 4 12.000
200 750.000 4 14.003
200 750.000 4 14.004
200 750.000 4 14.008
200 750.000 4 15.004
200 750.000 4 15.006
200 750.000 4 16.002
200 750.000 4 16.003
200 750.000 4 16.005
200 750.000 4 17.002
200 750.000 4 17.003
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200 750.000 5 26.010
200 750.000 5 26.013
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200 787.000 1 19.000
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**Montauk Highway Corridor Study & Land Use Plan
For Mastic and Shirley, Phase II
Part I EAF Attachment
List of Parcels in Study Area**

200 787.000 1 23.000	200 787.000 2 25.000	200 787.000 3 41.002	200 787.000 4 3.000	200 787.000 4 55.000
200 787.000 1 24.000	200 787.000 2 26.001	200 787.000 3 41.003	200 787.000 4 4.000	200 787.000 4 56.000
200 787.000 1 25.000	200 787.000 2 27.001	200 787.000 3 41.004	200 787.000 4 5.000	200 787.000 4 58.001
200 787.000 1 26.000	200 787.000 2 28.000	200 787.000 3 41.005	200 787.000 4 6.000	200 787.000 4 59.000
200 787.000 1 27.000	200 787.000 2 29.000	200 787.000 3 41.006	200 787.000 4 7.000	200 787.000 4 60.000
200 787.000 1 28.000	200 787.000 2 30.002	200 787.000 3 41.007	200 787.000 4 9.001	200 787.000 4 61.000
200 787.000 1 29.001	200 787.000 2 30.003	200 787.000 3 41.008	200 787.000 4 10.001	200 787.000 4 62.000
200 787.000 1 29.002	200 787.000 2 30.004	200 787.000 3 41.009	200 787.000 4 11.000	200 787.000 4 63.000
200 787.000 1 30.000	200 787.000 2 31.000	200 787.000 3 41.010	200 787.000 4 12.000	200 787.000 4 64.000
200 787.000 1 31.000	200 787.000 2 32.001	200 787.000 3 42.000	200 787.000 4 13.000	200 787.000 4 65.000
200 787.000 1 32.000	200 787.000 2 32.002	200 787.000 3 43.000	200 787.000 4 14.000	200 787.000 4 67.001
200 787.000 1 33.000	200 787.000 2 33.000	200 787.000 3 46.002	200 787.000 4 15.000	200 787.000 4 68.000
200 787.000 1 34.000	200 787.000 2 34.000	200 787.000 3 46.003	200 787.000 4 17.001	200 787.000 4 69.000
200 787.000 1 35.000	200 787.000 2 35.000	200 787.000 3 46.004	200 787.000 4 18.002	200 787.000 4 70.000
200 787.000 1 36.000	200 787.000 2 36.000	200 787.000 3 46.005	200 787.000 4 18.003	200 787.000 4 71.000
200 787.000 1 37.000	200 787.000 2 37.000	200 787.000 3 47.001	200 787.000 4 18.004	200 787.000 4 72.000
200 787.000 1 39.001	200 787.000 2 38.000	200 787.000 3 47.002	200 787.000 4 19.000	200 787.000 4 73.000
200 787.000 1 40.000	200 787.000 2 39.000	200 787.000 3 48.000	200 787.000 4 20.000	200 787.000 4 74.000
200 787.000 1 41.000	200 787.000 2 40.000	200 787.000 3 49.002	200 787.000 4 21.000	200 787.000 4 75.000
200 787.000 1 42.000	200 787.000 2 41.000	200 787.000 3 51.004	200 787.000 4 22.000	200 787.000 4 76.000
200 787.000 1 43.000	200 787.000 2 42.000	200 787.000 3 51.008	200 787.000 4 23.000	200 787.000 5 1.000
200 787.000 1 44.000	200 787.000 2 43.000	200 787.000 3 52.001	200 787.000 4 24.000	200 787.000 5 2.000
200 787.000 1 45.000	200 787.000 2 44.000	200 787.000 3 52.002	200 787.000 4 25.000	200 787.000 5 3.000
200 787.000 1 46.000	200 787.000 2 45.000	200 787.000 3 52.003	200 787.000 4 26.000	200 787.000 5 4.000
200 787.000 1 47.000	200 787.000 2 46.000	200 787.000 3 53.002	200 787.000 4 27.000	200 787.000 5 5.000
200 787.000 1 48.000	200 787.000 3 1.000	200 787.000 3 53.003	200 787.000 4 28.000	200 787.000 5 6.000
200 787.000 2 1.000	200 787.000 3 2.000	200 787.000 3 53.004	200 787.000 4 29.000	200 787.000 5 7.000
200 787.000 2 2.000	200 787.000 3 3.000	200 787.000 3 54.000	200 787.000 4 30.000	200 787.000 5 8.000
200 787.000 2 3.000	200 787.000 3 4.000	200 787.000 3 55.001	200 787.000 4 31.000	200 787.000 5 9.000
200 787.000 2 4.000	200 787.000 3 5.000	200 787.000 3 55.002	200 787.000 4 32.000	200 787.000 5 10.000
200 787.000 2 5.000	200 787.000 3 6.000	200 787.000 3 55.003	200 787.000 4 33.000	200 787.000 5 11.000
200 787.000 2 6.000	200 787.000 3 7.000	200 787.000 3 55.004	200 787.000 4 34.000	200 787.000 5 12.000
200 787.000 2 7.000	200 787.000 3 8.000	200 787.000 3 56.000	200 787.000 4 35.000	200 787.000 5 14.001
200 787.000 2 8.000	200 787.000 3 9.000	200 787.000 3 57.000	200 787.000 4 36.000	200 787.000 5 15.005
200 787.000 2 9.001	200 787.000 3 10.000	200 787.000 3 58.000	200 787.000 4 37.000	200 787.000 5 15.007
200 787.000 2 9.002	200 787.000 3 11.000	200 787.000 3 59.000	200 787.000 4 38.000	200 787.000 5 15.008
200 787.000 2 9.003	200 787.000 3 12.000	200 787.000 3 60.000	200 787.000 4 39.000	200 787.000 5 16.001
200 787.000 2 10.000	200 787.000 3 13.000	200 787.000 3 61.000	200 787.000 4 40.000	200 787.000 5 16.002
200 787.000 2 11.000	200 787.000 3 14.000	200 787.000 3 62.000	200 787.000 4 41.000	200 787.000 5 17.000
200 787.000 2 12.000	200 787.000 3 15.000	200 787.000 3 63.000	200 787.000 4 42.001	200 787.000 5 18.000
200 787.000 2 13.000	200 787.000 3 16.000	200 787.000 3 64.000	200 787.000 4 42.002	200 787.000 5 19.000
200 787.000 2 14.000	200 787.000 3 17.000	200 787.000 3 65.000	200 787.000 4 43.000	200 787.000 5 20.000
200 787.000 2 15.000	200 787.000 3 18.001	200 787.000 3 66.000	200 787.000 4 44.002	200 787.000 5 21.000
200 787.000 2 16.001	200 787.000 3 18.002	200 787.000 3 67.000	200 787.000 4 44.003	200 787.000 5 22.000
200 787.000 2 16.002	200 787.000 3 19.000	200 787.000 3 68.000	200 787.000 4 44.004	200 787.000 5 25.001
200 787.000 2 16.003	200 787.000 3 20.000	200 787.000 3 69.000	200 787.000 4 46.002	200 787.000 5 26.000
200 787.000 2 16.004	200 787.000 3 23.001	200 787.000 3 70.001	200 787.000 4 46.003	200 787.000 5 27.000
200 787.000 2 17.000	200 787.000 3 23.002	200 787.000 3 70.002	200 787.000 4 47.000	200 787.000 5 28.000
200 787.000 2 18.000	200 787.000 3 24.000	200 787.000 3 71.000	200 787.000 4 48.000	200 787.000 5 29.000
200 787.000 2 19.000	200 787.000 3 25.000	200 787.000 3 72.000	200 787.000 4 49.000	200 787.000 5 30.000
200 787.000 2 20.000	200 787.000 3 26.000	200 787.000 3 73.000	200 787.000 4 50.000	200 787.000 5 31.000
200 787.000 2 21.000	200 787.000 3 28.001	200 787.000 3 74.000	200 787.000 4 51.000	200 787.000 5 32.000
200 787.000 2 22.000	200 787.000 3 29.000	200 787.000 3 75.000	200 787.000 4 52.000	200 787.000 5 33.000
200 787.000 2 23.000	200 787.000 3 30.000	200 787.000 4 1.000	200 787.000 4 53.000	200 787.000 5 34.000
200 787.000 2 24.000	200 787.000 3 41.001	200 787.000 4 2.000	200 787.000 4 54.000	200 787.000 5 35.000

**Montauk Highway Corridor Study & Land Use Plan
For Mastic and Shirley, Phase II
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List of Parcels in Study Area**

200 787.000 5 36.000	200 787.000 6 36.000	200 787.000 8 21.001	200 822.000 4 6.000	200 823.000 1 12.000
200 787.000 5 37.000	200 787.000 6 37.000	200 787.000 8 21.002	200 822.000 4 7.000	200 823.000 1 13.000
200 787.000 5 38.000	200 787.000 6 38.000	200 787.000 8 22.000	200 822.000 4 8.000	200 823.000 1 14.000
200 787.000 5 39.000	200 787.000 6 39.000	200 787.000 8 23.000	200 822.000 4 9.000	200 823.000 1 15.000
200 787.000 5 40.000	200 787.000 6 40.000	200 787.000 8 24.000	200 822.000 4 10.000	200 823.000 1 16.000
200 787.000 5 41.001	200 787.000 6 41.000	200 787.000 8 25.000	200 822.000 4 11.000	200 823.000 1 17.000
200 787.000 5 41.002	200 787.000 6 42.000	200 787.000 8 26.000	200 822.000 4 12.000	200 823.000 1 18.000
200 787.000 5 42.000	200 787.000 6 43.000	200 787.000 8 27.000	200 822.000 4 13.000	200 823.000 1 19.000
200 787.000 5 43.000	200 787.000 6 44.000	200 787.000 8 28.000	200 822.000 4 14.001	200 823.000 1 20.000
200 787.000 5 44.000	200 787.000 6 45.000	200 787.000 9 2.001	200 822.000 4 14.004	200 823.000 1 21.000
200 787.000 5 45.000	200 787.000 6 46.000	200 787.000 9 3.000	200 822.000 4 15.000	200 823.000 1 22.000
200 787.000 5 46.001	200 787.000 6 47.000	200 787.000 9 4.000	200 822.000 5 1.000	200 823.000 1 23.000
200 787.000 5 46.002	200 787.000 6 48.000	200 787.000 9 5.000	200 822.000 5 2.000	200 823.000 1 24.000
200 787.000 5 47.000	200 787.000 7 1.000	200 787.000 9 6.000	200 822.000 5 3.000	200 823.000 2 1.000
200 787.000 5 48.000	200 787.000 7 2.000	200 787.000 9 7.000	200 822.000 5 6.003	200 823.000 2 2.000
200 787.000 5 49.000	200 787.000 7 3.000	200 787.000 9 8.000	200 822.000 5 6.004	200 823.000 2 3.000
200 787.000 5 50.000	200 787.000 7 4.000	200 787.000 9 9.000	200 822.000 5 6.005	200 823.000 2 4.000
200 787.000 5 51.002	200 787.000 7 5.000	200 787.000 9 10.000	200 822.000 5 6.006	200 823.000 2 5.000
200 787.000 5 51.003	200 787.000 7 6.000	200 787.000 9 11.000	200 822.000 5 6.007	200 823.000 2 6.000
200 787.000 5 51.004	200 787.000 7 7.000	200 787.000 9 12.000	200 822.000 5 6.008	200 823.000 2 7.000
200 787.000 5 52.000	200 787.000 7 8.000	200 787.000 9 13.000	200 822.000 5 7.002	200 823.000 2 8.000
200 787.000 6 2.001	200 787.000 7 9.000	200 787.000 9 14.000	200 822.000 5 8.002	200 823.000 2 9.000
200 787.000 6 3.000	200 787.000 7 10.000	200 787.000 9 15.000	200 822.000 5 9.000	200 823.000 2 10.000
200 787.000 6 4.000	200 787.000 7 11.000	200 787.000 9 16.000	200 822.000 5 10.000	200 823.000 2 11.000
200 787.000 6 5.000	200 787.000 7 12.000	200 787.000 9 18.000	200 822.000 5 11.000	200 823.000 2 12.000
200 787.000 6 6.000	200 787.000 7 13.000	200 787.000 9 19.000	200 822.000 5 12.003	200 823.000 2 13.000
200 787.000 6 7.000	200 787.000 7 14.000	200 787.000 9 21.001	200 822.000 5 12.004	200 823.000 2 14.000
200 787.000 6 8.000	200 787.000 7 15.000	200 787.000 9 21.002	200 822.000 5 12.005	200 823.000 2 15.000
200 787.000 6 9.000	200 787.000 7 16.000	200 787.000 9 22.000	200 822.000 5 12.006	200 823.000 2 16.000
200 787.000 6 10.000	200 787.000 7 17.000	200 787.000 9 23.000	200 822.000 5 13.002	200 823.000 2 17.000
200 787.000 6 11.000	200 787.000 7 18.000	200 787.000 9 24.000	200 822.000 5 15.000	200 823.000 2 18.000
200 787.000 6 12.000	200 787.000 7 19.000	200 787.000 9 25.001	200 822.000 5 16.001	200 823.000 2 19.000
200 787.000 6 13.000	200 787.000 7 20.000	200 787.000 9 26.000	200 822.000 5 16.002	200 823.000 2 20.000
200 787.000 6 14.000	200 787.000 7 21.000	200 787.000 9 27.000	200 822.000 5 16.003	200 823.000 2 21.000
200 787.000 6 15.000	200 787.000 8 1.002	200 787.000 9 28.000	200 822.000 5 17.001	200 823.000 2 22.000
200 787.000 6 16.000	200 787.000 8 1.003	200 787.000 9 29.000	200 822.000 5 17.002	200 823.000 2 23.000
200 787.000 6 17.000	200 787.000 8 2.000	200 787.000 9 30.000	200 822.000 5 17.003	200 823.000 2 24.000
200 787.000 6 18.000	200 787.000 8 3.000	200 787.000 9 32.001	200 822.000 5 17.004	200 823.000 2 25.000
200 787.000 6 19.000	200 787.000 8 4.000	200 787.000 9 33.000	200 822.000 5 17.005	200 823.000 2 26.000
200 787.000 6 20.000	200 787.000 8 5.000	200 787.000 9 34.000	200 822.000 5 18.000	200 823.000 2 27.000
200 787.000 6 21.000	200 787.000 8 6.000	200 787.000 9 35.000	200 822.000 5 19.001	200 823.000 2 29.001
200 787.000 6 22.000	200 787.000 8 7.000	200 787.000 9 36.000	200 822.000 5 19.002	200 823.000 2 30.000
200 787.000 6 23.000	200 787.000 8 8.000	200 787.000 9 37.000	200 822.000 5 20.000	200 823.000 2 31.000
200 787.000 6 24.000	200 787.000 8 9.000	200 787.000 9 38.000	200 822.000 5 21.001	200 823.000 2 32.000
200 787.000 6 25.000	200 787.000 8 10.000	200 787.000 9 39.000	200 822.000 5 21.002	200 823.000 2 33.000
200 787.000 6 26.000	200 787.000 8 11.000	200 787.000 9 40.000	200 823.000 1 1.000	200 823.000 2 34.000
200 787.000 6 27.000	200 787.000 8 12.000	200 787.000 9 41.000	200 823.000 1 3.001	200 823.000 2 35.000
200 787.000 6 28.000	200 787.000 8 13.000	200 787.000 9 42.000	200 823.000 1 4.000	200 823.000 2 36.000
200 787.000 6 29.000	200 787.000 8 14.000	200 787.00010 1.000	200 823.000 1 5.000	200 823.000 2 37.000
200 787.000 6 30.000	200 787.000 8 16.001	200 822.000 4 1.000	200 823.000 1 6.000	200 823.000 2 38.000
200 787.000 6 31.000	200 787.000 8 16.002	200 822.000 4 2.000	200 823.000 1 7.000	200 823.000 2 39.000
200 787.000 6 32.000	200 787.000 8 17.000	200 822.000 4 3.001	200 823.000 1 8.000	200 823.000 3 1.000
200 787.000 6 33.000	200 787.000 8 18.000	200 822.000 4 3.002	200 823.000 1 9.000	200 823.000 3 2.000
200 787.000 6 34.000	200 787.000 8 19.000	200 822.000 4 4.000	200 823.000 1 10.000	200 823.000 3 3.000
200 787.000 6 35.000	200 787.000 8 20.000	200 822.000 4 5.000	200 823.000 1 11.000	200 823.000 3 4.000

**Montauk Highway Corridor Study & Land Use Plan
For Mastic and Shirley, Phase II
Part I EAF Attachment
List of Parcels in Study Area**

200 823.000 3 6.001	200 823.000 4 6.000	200 823.000 5 28.000	200 823.000 6 38.000	200 823.000 7 53.000
200 823.000 3 9.000	200 823.000 4 8.001	200 823.000 5 29.000	200 823.000 6 39.001	200 823.000 7 54.000
200 823.000 3 10.000	200 823.000 4 9.000	200 823.000 5 30.000	200 823.000 6 39.002	200 823.000 8 1.000
200 823.000 3 11.000	200 823.000 4 10.000	200 823.000 5 31.000	200 823.000 6 39.003	200 823.000 8 2.000
200 823.000 3 12.000	200 823.000 4 11.000	200 823.000 5 32.000	200 823.000 6 40.000	200 823.000 8 4.000
200 823.000 3 13.000	200 823.000 4 12.000	200 823.000 5 33.000	200 823.000 7 1.000	200 823.000 8 5.000
200 823.000 3 14.000	200 823.000 4 13.000	200 823.000 5 34.000	200 823.000 7 2.000	200 823.000 8 6.000
200 823.000 3 15.000	200 823.000 4 14.000	200 823.000 5 35.000	200 823.000 7 3.000	200 823.000 8 7.001
200 823.000 3 16.000	200 823.000 4 16.001	200 823.000 5 36.000	200 823.000 7 5.001	200 823.000 8 7.003
200 823.000 3 17.000	200 823.000 4 17.000	200 823.000 5 37.000	200 823.000 7 6.000	200 823.000 8 7.004
200 823.000 3 18.000	200 823.000 4 18.000	200 823.000 5 38.000	200 823.000 7 7.000	200 823.000 8 8.000
200 823.000 3 19.000	200 823.000 4 19.000	200 823.000 5 39.000	200 823.000 7 8.000	200 823.000 8 9.000
200 823.000 3 20.000	200 823.000 4 20.000	200 823.000 5 40.000	200 823.000 7 9.000	200 823.000 8 11.001
200 823.000 3 21.000	200 823.000 4 21.000	200 823.000 5 41.000	200 823.000 7 10.000	200 823.000 8 13.002
200 823.000 3 22.001	200 823.000 4 22.000	200 823.000 5 42.000	200 823.000 7 11.000	200 823.000 8 13.003
200 823.000 3 22.002	200 823.000 4 23.000	200 823.000 5 43.000	200 823.000 7 12.000	200 823.000 8 13.004
200 823.000 3 23.000	200 823.000 4 24.000	200 823.000 5 44.000	200 823.000 7 13.000	200 823.000 8 14.000
200 823.000 3 24.000	200 823.000 4 25.000	200 823.000 5 45.001	200 823.000 7 15.002	200 823.000 8 15.000
200 823.000 3 25.000	200 823.000 4 26.000	200 823.000 5 45.002	200 823.000 7 15.003	200 823.000 8 16.001
200 823.000 3 26.000	200 823.000 4 27.000	200 823.000 6 1.000	200 823.000 7 16.000	200 823.000 8 17.000
200 823.000 3 27.000	200 823.000 4 28.000	200 823.000 6 2.000	200 823.000 7 17.000	200 823.000 8 19.001
200 823.000 3 28.000	200 823.000 4 29.000	200 823.000 6 3.000	200 823.000 7 18.000	200 823.000 8 20.000
200 823.000 3 29.000	200 823.000 4 30.000	200 823.000 6 4.000	200 823.000 7 19.000	200 823.000 8 21.000
200 823.000 3 30.000	200 823.000 4 31.000	200 823.000 6 5.000	200 823.000 7 20.000	200 823.000 8 22.000
200 823.000 3 31.000	200 823.000 4 32.001	200 823.000 6 6.000	200 823.000 7 21.000	200 823.000 8 23.000
200 823.000 3 32.000	200 823.000 4 32.002	200 823.000 6 7.000	200 823.000 7 22.000	200 823.000 8 24.000
200 823.000 3 33.000	200 823.000 4 34.001	200 823.000 6 8.000	200 823.000 7 23.000	200 823.000 8 25.000
200 823.000 3 34.000	200 823.000 4 35.000	200 823.000 6 9.000	200 823.000 7 24.000	200 823.000 8 26.001
200 823.000 3 35.000	200 823.000 4 37.001	200 823.000 6 10.000	200 823.000 7 25.000	200 823.000 8 26.002
200 823.000 3 36.000	200 823.000 5 1.000	200 823.000 6 11.000	200 823.000 7 26.000	200 823.000 8 27.000
200 823.000 3 37.000	200 823.000 5 2.000	200 823.000 6 12.000	200 823.000 7 28.001	200 823.000 8 28.000
200 823.000 3 38.000	200 823.000 5 3.000	200 823.000 6 13.000	200 823.000 7 29.000	200 823.000 8 29.000
200 823.000 3 39.000	200 823.000 5 4.000	200 823.000 6 14.000	200 823.000 7 30.000	200 823.000 8 30.000
200 823.000 3 40.000	200 823.000 5 5.000	200 823.000 6 15.000	200 823.000 7 31.000	200 823.000 8 31.000
200 823.000 3 41.000	200 823.000 5 6.000	200 823.000 6 16.000	200 823.000 7 32.000	200 823.000 8 32.000
200 823.000 3 43.001	200 823.000 5 8.000	200 823.000 6 17.000	200 823.000 7 33.000	200 823.000 8 33.000
200 823.000 3 44.000	200 823.000 5 9.000	200 823.000 6 18.000	200 823.000 7 34.000	200 823.000 8 34.000
200 823.000 3 45.000	200 823.000 5 10.000	200 823.000 6 19.001	200 823.000 7 35.000	200 823.000 8 35.000
200 823.000 3 46.000	200 823.000 5 11.000	200 823.000 6 19.002	200 823.000 7 36.000	200 823.000 8 36.000
200 823.000 3 47.000	200 823.000 5 12.000	200 823.000 6 20.000	200 823.000 7 37.000	200 823.000 8 37.000
200 823.000 3 48.001	200 823.000 5 13.000	200 823.000 6 21.000	200 823.000 7 38.000	200 823.000 8 38.000
200 823.000 3 49.000	200 823.000 5 14.000	200 823.000 6 23.001	200 823.000 7 39.000	200 823.000 8 39.000
200 823.000 3 50.000	200 823.000 5 15.000	200 823.000 6 24.000	200 823.000 7 40.000	200 823.000 8 40.000
200 823.000 3 51.000	200 823.000 5 16.000	200 823.000 6 25.000	200 823.000 7 41.000	200 823.000 8 42.001
200 823.000 3 52.000	200 823.000 5 17.001	200 823.000 6 26.000	200 823.000 7 42.000	200 823.000 8 43.000
200 823.000 3 53.000	200 823.000 5 17.002	200 823.000 6 27.000	200 823.000 7 43.000	200 823.000 8 44.000
200 823.000 3 54.000	200 823.000 5 18.000	200 823.000 6 28.003	200 823.000 7 44.000	200 823.000 8 45.000
200 823.000 3 55.000	200 823.000 5 20.001	200 823.000 6 29.000	200 823.000 7 45.000	200 823.000 8 46.000
200 823.000 3 56.000	200 823.000 5 21.000	200 823.000 6 30.000	200 823.000 7 46.000	200 823.000 8 48.002
200 823.000 4 1.000	200 823.000 5 22.000	200 823.000 6 31.000	200 823.000 7 47.000	200 823.000 8 49.000
200 823.000 4 2.000	200 823.000 5 23.000	200 823.000 6 32.000	200 823.000 7 48.000	200 823.000 8 50.000
200 823.000 4 3.001	200 823.000 5 24.000	200 823.000 6 33.000	200 823.000 7 49.000	200 823.000 8 51.000
200 823.000 4 3.002	200 823.000 5 25.000	200 823.000 6 34.000	200 823.000 7 50.000	200 823.000 8 52.000
200 823.000 4 4.000	200 823.000 5 26.000	200 823.000 6 35.000	200 823.000 7 51.000	200 823.000 8 53.000
200 823.000 4 5.000	200 823.000 5 27.000	200 823.000 6 37.001	200 823.000 7 52.000	200 823.000 8 54.000

**Montauk Highway Corridor Study & Land Use Plan
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List of Parcels in Study Area**

200 823.000 8 55.000	200 823.000 9 30.000	200 823.00010 18.000	200 824.000 3 5.000	200 824.000 3 66.000
200 823.000 8 56.000	200 823.000 9 31.000	200 823.00010 20.000	200 824.000 3 6.000	200 824.000 3 67.001
200 823.000 8 57.000	200 823.000 9 32.000	200 823.00010 21.001	200 824.000 3 7.000	200 824.000 3 67.002
200 823.000 8 58.000	200 823.000 9 33.000	200 823.00010 22.001	200 824.000 3 8.000	200 824.000 3 68.002
200 823.000 8 59.000	200 823.000 9 34.000	200 824.000 1 1.000	200 824.000 3 9.000	200 824.000 3 68.003
200 823.000 8 60.000	200 823.000 9 35.000	200 824.000 1 2.000	200 824.000 3 10.000	200 824.000 3 68.004
200 823.000 8 61.000	200 823.000 9 36.000	200 824.000 1 3.000	200 824.000 3 11.000	200 824.000 3 69.000
200 823.000 8 62.000	200 823.000 9 37.000	200 824.000 1 5.000	200 824.000 3 12.000	200 824.000 3 70.000
200 823.000 8 63.000	200 823.000 9 38.000	200 824.000 1 6.000	200 824.000 3 13.000	200 824.000 3 71.000
200 823.000 8 64.000	200 823.000 9 39.000	200 824.000 1 7.002	200 824.000 3 14.000	200 824.000 3 73.001
200 823.000 8 65.000	200 823.000 9 40.000	200 824.000 1 7.004	200 824.000 3 15.000	200 824.000 3 74.000
200 823.000 8 66.000	200 823.000 9 41.000	200 824.000 1 7.005	200 824.000 3 16.000	200 824.000 4 1.000
200 823.000 8 67.000	200 823.000 9 42.000	200 824.000 1 9.001	200 824.000 3 17.000	200 824.000 4 2.000
200 823.000 8 68.000	200 823.000 9 43.000	200 824.000 1 10.000	200 824.000 3 18.000	200 824.000 4 3.000
200 823.000 8 69.000	200 823.000 9 44.000	200 824.000 1 11.000	200 824.000 3 19.000	200 824.000 4 4.000
200 823.000 8 70.000	200 823.000 9 45.000	200 824.000 1 12.000	200 824.000 3 20.000	200 824.000 4 5.000
200 823.000 8 71.000	200 823.000 9 46.000	200 824.000 1 13.000	200 824.000 3 21.000	200 824.000 4 6.000
200 823.000 8 72.000	200 823.000 9 47.000	200 824.000 1 14.000	200 824.000 3 23.001	200 824.000 4 7.000
200 823.000 8 73.000	200 823.000 9 48.000	200 824.000 1 15.000	200 824.000 3 24.000	200 824.000 4 8.001
200 823.000 8 74.000	200 823.000 9 49.000	200 824.000 1 16.000	200 824.000 3 25.000	200 824.000 4 8.002
200 823.000 8 75.000	200 823.000 9 50.000	200 824.000 1 17.000	200 824.000 3 26.000	200 824.000 4 9.000
200 823.000 8 78.000	200 823.000 9 51.000	200 824.000 1 18.000	200 824.000 3 27.000	200 824.000 4 10.000
200 823.000 8 80.001	200 823.000 9 52.000	200 824.000 1 19.000	200 824.000 3 29.001	200 824.000 4 11.000
200 823.000 8 81.000	200 823.000 9 53.000	200 824.000 1 20.000	200 824.000 3 31.003	200 824.000 4 12.000
200 823.000 8 82.000	200 823.000 9 54.000	200 824.000 1 21.000	200 824.000 3 32.001	200 824.000 4 13.000
200 823.000 8 83.000	200 823.000 9 55.000	200 824.000 2 1.000	200 824.000 3 33.000	200 824.000 4 14.000
200 823.000 8 84.000	200 823.000 9 56.000	200 824.000 2 2.000	200 824.000 3 34.000	200 824.000 4 15.000
200 823.000 9 1.000	200 823.000 9 57.000	200 824.000 2 3.000	200 824.000 3 35.000	200 824.000 4 16.000
200 823.000 9 2.000	200 823.000 9 58.000	200 824.000 2 4.000	200 824.000 3 36.000	200 824.000 4 17.000
200 823.000 9 3.000	200 823.000 9 59.000	200 824.000 2 5.000	200 824.000 3 37.000	200 824.000 4 18.000
200 823.000 9 4.000	200 823.000 9 60.001	200 824.000 2 6.000	200 824.000 3 38.000	200 824.000 4 19.000
200 823.000 9 5.000	200 823.000 9 60.002	200 824.000 2 7.000	200 824.000 3 39.000	200 824.000 4 20.000
200 823.000 9 6.000	200 823.000 9 61.000	200 824.000 2 8.000	200 824.000 3 40.000	200 824.000 4 21.000
200 823.000 9 7.000	200 823.000 9 62.000	200 824.000 2 9.000	200 824.000 3 41.000	200 824.000 4 22.000
200 823.000 9 9.000	200 823.000 9 63.000	200 824.000 2 10.000	200 824.000 3 42.000	200 824.000 4 23.000
200 823.000 9 10.000	200 823.000 9 64.000	200 824.000 2 11.000	200 824.000 3 43.000	200 824.000 4 24.000
200 823.000 9 11.000	200 823.000 9 65.000	200 824.000 2 12.000	200 824.000 3 44.000	200 824.000 4 25.000
200 823.000 9 12.000	200 823.000 9 66.000	200 824.000 2 13.000	200 824.000 3 45.000	200 824.000 4 26.000
200 823.000 9 13.000	200 823.00010 2.000	200 824.000 2 14.000	200 824.000 3 46.000	200 824.000 4 27.000
200 823.000 9 14.000	200 823.00010 4.002	200 824.000 2 15.000	200 824.000 3 47.000	200 824.000 4 28.000
200 823.000 9 15.000	200 823.00010 4.003	200 824.000 2 16.000	200 824.000 3 48.000	200 824.000 4 29.000
200 823.000 9 16.000	200 823.00010 4.004	200 824.000 2 17.000	200 824.000 3 49.000	200 824.000 4 30.000
200 823.000 9 17.000	200 823.00010 5.000	200 824.000 2 18.000	200 824.000 3 50.000	200 824.000 4 32.000
200 823.000 9 18.000	200 823.00010 7.000	200 824.000 2 19.000	200 824.000 3 51.000	200 824.000 4 33.000
200 823.000 9 19.000	200 823.00010 8.000	200 824.000 2 20.000	200 824.000 3 55.005	200 824.000 4 34.000
200 823.000 9 20.000	200 823.00010 9.000	200 824.000 2 21.000	200 824.000 3 56.002	200 824.000 4 35.000
200 823.000 9 21.000	200 823.00010 10.001	200 824.000 2 22.000	200 824.000 3 56.003	200 824.000 4 36.000
200 823.000 9 22.000	200 823.00010 10.002	200 824.000 2 23.000	200 824.000 3 58.002	200 824.000 4 37.000
200 823.000 9 23.000	200 823.00010 11.000	200 824.000 2 24.000	200 824.000 3 58.003	200 824.000 4 38.000
200 823.000 9 24.001	200 823.00010 12.000	200 824.000 2 25.000	200 824.000 3 59.000	200 824.000 4 39.000
200 823.000 9 25.000	200 823.00010 13.000	200 824.000 2 27.001	200 824.000 3 60.000	200 824.000 4 41.001
200 823.000 9 26.000	200 823.00010 14.000	200 824.000 2 28.000	200 824.000 3 61.000	200 824.000 4 42.000
200 823.000 9 27.000	200 823.00010 15.000	200 824.000 3 1.000	200 824.000 3 63.001	200 824.000 4 43.001
200 823.000 9 28.000	200 823.00010 16.000	200 824.000 3 3.001	200 824.000 3 64.000	200 824.000 4 43.002
200 823.000 9 29.000	200 823.00010 17.000	200 824.000 3 4.000	200 824.000 3 65.000	200 824.000 4 44.000

**Montauk Highway Corridor Study & Land Use Plan
For Mastic and Shirley, Phase II
Part I EAF Attachment
List of Parcels in Study Area**

200 824.000 4 45.000	200 824.000 5 30.000	200 824.000 6 30.000	200 824.000 7 6.000	200 824.000 8 7.000
200 824.000 4 46.000	200 824.000 5 31.000	200 824.000 6 31.000	200 824.000 7 7.000	200 824.000 8 8.000
200 824.000 4 47.000	200 824.000 5 32.000	200 824.000 6 32.000	200 824.000 7 8.000	200 824.000 8 9.000
200 824.000 4 48.000	200 824.000 5 34.001	200 824.000 6 33.000	200 824.000 7 10.001	200 824.000 8 10.000
200 824.000 4 50.001	200 824.000 5 35.000	200 824.000 6 34.000	200 824.000 7 11.000	200 824.000 8 11.000
200 824.000 4 51.000	200 824.000 5 36.000	200 824.000 6 35.000	200 824.000 7 12.000	200 824.000 8 12.000
200 824.000 4 52.000	200 824.000 5 37.000	200 824.000 6 36.000	200 824.000 7 13.000	200 824.000 8 13.000
200 824.000 4 53.000	200 824.000 5 38.000	200 824.000 6 37.000	200 824.000 7 14.001	200 824.000 8 14.000
200 824.000 4 54.000	200 824.000 5 39.000	200 824.000 6 39.001	200 824.000 7 14.002	200 824.000 8 15.000
200 824.000 4 55.000	200 824.000 5 40.000	200 824.000 6 40.000	200 824.000 7 15.000	200 824.000 8 16.000
200 824.000 4 56.000	200 824.000 5 41.000	200 824.000 6 41.000	200 824.000 7 16.000	200 824.000 8 17.000
200 824.000 4 57.000	200 824.000 5 42.000	200 824.000 6 42.000	200 824.000 7 17.000	200 824.000 8 18.000
200 824.000 4 58.000	200 824.000 5 43.000	200 824.000 6 43.000	200 824.000 7 18.000	200 824.000 8 19.000
200 824.000 4 59.000	200 824.000 5 44.000	200 824.000 6 44.000	200 824.000 7 19.000	200 824.000 8 20.000
200 824.000 4 60.000	200 824.000 5 45.000	200 824.000 6 45.001	200 824.000 7 20.000	200 824.000 8 21.000
200 824.000 4 61.000	200 824.000 5 46.000	200 824.000 6 45.002	200 824.000 7 21.000	200 824.000 8 22.000
200 824.000 4 62.000	200 824.000 5 48.001	200 824.000 6 46.001	200 824.000 7 22.000	200 824.000 8 23.000
200 824.000 4 63.000	200 824.000 5 49.000	200 824.000 6 46.002	200 824.000 7 23.000	200 824.000 8 24.000
200 824.000 4 64.000	200 824.000 5 50.000	200 824.000 6 47.000	200 824.000 7 24.000	200 824.000 8 25.000
200 824.000 4 65.000	200 824.000 5 51.000	200 824.000 6 48.000	200 824.000 7 25.000	200 824.000 8 26.000
200 824.000 4 66.001	200 824.000 5 52.000	200 824.000 6 49.000	200 824.000 7 26.000	200 824.000 8 27.000
200 824.000 4 67.000	200 824.000 5 53.000	200 824.000 6 50.000	200 824.000 7 28.001	200 824.000 8 28.000
200 824.000 4 68.000	200 824.000 5 54.000	200 824.000 6 51.000	200 824.000 7 29.000	200 824.000 8 29.000
200 824.000 4 69.000	200 824.000 5 55.000	200 824.000 6 52.000	200 824.000 7 30.000	200 824.000 8 30.000
200 824.000 4 70.000	200 824.000 5 56.000	200 824.000 6 53.000	200 824.000 7 31.000	200 824.000 8 31.000
200 824.000 5 1.000	200 824.000 6 1.000	200 824.000 6 54.000	200 824.000 7 32.000	200 824.000 9 1.000
200 824.000 5 2.000	200 824.000 6 2.000	200 824.000 6 55.000	200 824.000 7 33.000	200 824.000 9 2.000
200 824.000 5 3.000	200 824.000 6 3.000	200 824.000 6 56.000	200 824.000 7 34.000	200 824.000 9 3.000
200 824.000 5 4.000	200 824.000 6 4.000	200 824.000 6 57.000	200 824.000 7 35.000	200 824.000 9 4.001
200 824.000 5 5.000	200 824.000 6 5.000	200 824.000 6 58.000	200 824.000 7 36.000	200 824.000 9 4.002
200 824.000 5 6.000	200 824.000 6 6.000	200 824.000 6 59.000	200 824.000 7 37.000	200 824.000 9 5.000
200 824.000 5 7.000	200 824.000 6 7.000	200 824.000 6 60.000	200 824.000 7 38.000	200 824.000 9 6.000
200 824.000 5 8.000	200 824.000 6 8.000	200 824.000 6 61.000	200 824.000 7 40.001	200 824.000 9 7.000
200 824.000 5 9.000	200 824.000 6 9.000	200 824.000 6 62.000	200 824.000 7 41.000	200 824.000 9 8.000
200 824.000 5 10.000	200 824.000 6 10.000	200 824.000 6 63.000	200 824.000 7 42.000	200 824.000 9 9.000
200 824.000 5 11.000	200 824.000 6 11.000	200 824.000 6 64.000	200 824.000 7 43.001	200 824.000 9 10.000
200 824.000 5 12.000	200 824.000 6 12.000	200 824.000 6 65.000	200 824.000 7 44.000	200 824.000 9 11.000
200 824.000 5 13.000	200 824.000 6 13.000	200 824.000 6 66.000	200 824.000 7 45.000	200 824.000 9 12.000
200 824.000 5 14.000	200 824.000 6 14.000	200 824.000 6 67.000	200 824.000 7 46.000	200 824.000 9 13.000
200 824.000 5 15.000	200 824.000 6 15.000	200 824.000 6 68.000	200 824.000 7 47.001	200 824.000 9 14.000
200 824.000 5 16.000	200 824.000 6 16.000	200 824.000 6 69.000	200 824.000 7 48.001	200 824.000 9 15.000
200 824.000 5 17.000	200 824.000 6 17.000	200 824.000 6 70.000	200 824.000 7 49.000	200 824.000 9 16.000
200 824.000 5 18.000	200 824.000 6 18.000	200 824.000 6 71.000	200 824.000 7 50.000	200 824.000 9 17.000
200 824.000 5 19.000	200 824.000 6 19.000	200 824.000 6 72.000	200 824.000 7 51.000	200 824.000 9 18.000
200 824.000 5 20.000	200 824.000 6 20.000	200 824.000 6 73.000	200 824.000 7 52.000	200 824.000 9 19.000
200 824.000 5 21.001	200 824.000 6 21.000	200 824.000 6 74.000	200 824.000 7 53.000	200 824.000 9 20.000
200 824.000 5 21.002	200 824.000 6 22.000	200 824.000 6 75.000	200 824.000 7 54.000	200 824.000 9 21.000
200 824.000 5 22.000	200 824.000 6 23.000	200 824.000 6 76.000	200 824.000 7 55.000	200 824.000 9 22.000
200 824.000 5 23.000	200 824.000 6 24.000	200 824.000 6 77.000	200 824.000 8 1.000	200 824.000 9 23.000
200 824.000 5 24.000	200 824.000 6 25.000	200 824.000 6 78.000	200 824.000 8 2.001	200 824.000 9 24.000
200 824.000 5 25.000	200 824.000 6 26.000	200 824.000 7 1.000	200 824.000 8 2.002	200 824.000 9 25.000
200 824.000 5 26.000	200 824.000 6 27.000	200 824.000 7 2.000	200 824.000 8 3.000	200 824.000 9 26.000
200 824.000 5 27.000	200 824.000 6 28.001	200 824.000 7 3.000	200 824.000 8 5.000	200 824.000 9 27.000
200 824.000 5 28.000	200 824.000 6 28.002	200 824.000 7 4.000	200 824.000 8 6.001	200 824.000 9 28.000
200 824.000 5 29.000	200 824.000 6 29.000	200 824.000 7 5.000	200 824.000 8 6.002	200 824.000 9 29.000

**Montauk Highway Corridor Study & Land Use Plan
For Mastic and Shirley, Phase II
Part I EAF Attachment
List of Parcels in Study Area**

200 824.000 9 30.000	200 825.000 1 9.000	200 851.000 2 18.000	200 851.000 4 28.001	200 851.000 6 15.000
200 824.000 9 31.000	200 825.000 1 10.000	200 851.000 2 19.000	200 851.000 4 29.000	200 851.000 6 16.001
200 824.000 9 32.000	200 825.000 1 13.000	200 851.000 2 20.000	200 851.000 4 30.000	200 851.000 6 16.002
200 824.000 9 33.000	200 825.000 1 15.002	200 851.000 2 21.000	200 851.000 4 31.000	200 851.000 6 17.000
200 824.000 9 34.000	200 825.000 1 16.000	200 851.000 2 22.000	200 851.000 4 32.000	200 851.000 6 18.000
200 824.000 9 35.000	200 825.000 1 17.000	200 851.000 2 23.000	200 851.000 4 33.000	200 851.000 6 19.000
200 824.000 9 36.000	200 825.000 1 18.000	200 851.000 2 24.000	200 851.000 4 34.000	200 851.000 6 20.000
200 824.00010 1.000	200 825.000 1 19.000	200 851.000 2 25.001	200 851.000 4 35.000	200 851.000 6 21.000
200 824.00010 2.000	200 825.000 1 20.000	200 851.000 2 25.002	200 851.000 4 36.000	200 851.000 6 22.000
200 824.00010 3.000	200 825.000 3 1.001	200 851.000 2 26.000	200 851.000 4 37.000	200 851.000 6 23.000
200 824.00010 4.000	200 851.000 1 1.000	200 851.000 2 27.000	200 851.000 4 39.000	200 851.000 6 24.000
200 824.00010 5.000	200 851.000 1 2.000	200 851.000 3 3.001	200 851.000 5 1.000	200 851.000 6 26.000
200 824.00010 6.000	200 851.000 1 3.000	200 851.000 3 3.002	200 851.000 5 2.000	200 851.000 6 27.000
200 824.00010 7.000	200 851.000 1 4.000	200 851.000 3 4.000	200 851.000 5 3.000	200 851.000 6 28.000
200 824.00010 8.000	200 851.000 1 5.000	200 851.000 3 6.001	200 851.000 5 4.000	200 851.000 6 29.000
200 824.00010 9.000	200 851.000 1 6.000	200 851.000 3 7.000	200 851.000 5 5.000	200 851.000 6 30.001
200 824.00010 10.000	200 851.000 1 7.000	200 851.000 3 8.000	200 851.000 5 6.000	200 851.000 6 31.000
200 824.00010 11.000	200 851.000 1 8.000	200 851.000 3 10.001	200 851.000 5 7.000	200 851.000 6 32.000
200 824.00010 12.000	200 851.000 1 9.000	200 851.000 3 11.000	200 851.000 5 8.000	200 851.000 6 33.000
200 824.00010 13.001	200 851.000 1 10.000	200 851.000 3 12.000	200 851.000 5 9.001	200 851.000 6 34.004
200 824.00010 13.002	200 851.000 1 11.000	200 851.000 3 14.001	200 851.000 5 9.002	200 851.000 6 35.000
200 824.00010 14.000	200 851.000 1 12.000	200 851.000 3 25.001	200 851.000 5 10.000	200 851.000 6 36.000
200 824.00010 15.000	200 851.000 1 13.000	200 851.000 3 27.000	200 851.000 5 11.000	200 851.000 6 37.000
200 824.00010 16.000	200 851.000 1 14.000	200 851.000 3 32.001	200 851.000 5 12.000	200 851.000 6 38.000
200 824.00010 17.000	200 851.000 1 15.000	200 851.000 3 33.000	200 851.000 5 13.000	200 851.000 6 39.000
200 824.00010 18.000	200 851.000 1 16.000	200 851.000 3 34.000	200 851.000 5 14.000	200 851.000 6 40.000
200 824.00010 19.000	200 851.000 1 17.000	200 851.000 3 35.000	200 851.000 5 15.000	200 851.000 6 41.000
200 824.00010 20.000	200 851.000 1 18.000	200 851.000 3 36.000	200 851.000 5 16.000	200 851.000 6 42.000
200 824.00010 21.000	200 851.000 1 19.000	200 851.000 3 37.000	200 851.000 5 17.000	200 852.000 1 1.000
200 824.00010 22.000	200 851.000 1 20.000	200 851.000 3 38.000	200 851.000 5 18.000	200 852.000 1 2.000
200 824.00010 23.000	200 851.000 1 21.000	200 851.000 3 39.000	200 851.000 5 19.000	200 852.000 1 3.000
200 824.00010 25.000	200 851.000 1 22.000	200 851.000 3 40.000	200 851.000 5 20.000	200 852.000 1 4.000
200 824.00010 26.000	200 851.000 1 23.000	200 851.000 3 41.000	200 851.000 5 21.000	200 852.000 1 5.000
200 824.00010 27.000	200 851.000 1 24.000	200 851.000 3 42.000	200 851.000 5 22.000	200 852.000 1 6.000
200 824.00010 28.000	200 851.000 1 25.000	200 851.000 3 43.000	200 851.000 5 23.000	200 852.000 1 7.000
200 824.00010 29.000	200 851.000 1 26.000	200 851.000 3 44.000	200 851.000 5 24.002	200 852.000 1 8.000
200 824.00010 30.000	200 851.000 1 27.000	200 851.000 3 45.000	200 851.000 5 24.003	200 852.000 1 9.000
200 824.00010 31.000	200 851.000 1 28.000	200 851.000 3 48.001	200 851.000 5 24.004	200 852.000 1 10.000
200 824.00010 33.001	200 851.000 1 29.000	200 851.000 3 50.001	200 851.000 5 25.000	200 852.000 1 11.000
200 824.00010 34.000	200 851.000 1 30.000	200 851.000 3 51.000	200 851.000 5 26.000	200 852.000 1 12.000
200 824.00010 35.000	200 851.000 2 3.000	200 851.000 3 53.001	200 851.000 5 27.000	200 852.000 1 13.000
200 824.00010 36.000	200 851.000 2 5.001	200 851.000 3 54.000	200 851.000 5 32.001	200 852.000 1 14.000
200 824.00010 37.001	200 851.000 2 5.002	200 851.000 3 55.000	200 851.000 6 1.000	200 852.000 1 15.000
200 824.00010 38.000	200 851.000 2 6.000	200 851.000 3 56.000	200 851.000 6 2.000	200 852.000 1 16.000
200 824.00010 40.001	200 851.000 2 7.000	200 851.000 3 57.000	200 851.000 6 4.002	200 852.000 1 17.000
200 824.00010 41.000	200 851.000 2 8.000	200 851.000 3 58.000	200 851.000 6 5.000	200 852.000 1 18.000
200 824.00010 44.001	200 851.000 2 10.002	200 851.000 4 17.002	200 851.000 6 6.000	200 852.000 1 19.000
200 825.000 1 1.000	200 851.000 2 10.003	200 851.000 4 18.001	200 851.000 6 7.001	200 852.000 1 20.000
200 825.000 1 2.000	200 851.000 2 11.000	200 851.000 4 19.000	200 851.000 6 8.001	200 852.000 1 21.000
200 825.000 1 3.000	200 851.000 2 12.000	200 851.000 4 21.002	200 851.000 6 9.001	200 852.000 1 22.000
200 825.000 1 4.000	200 851.000 2 13.000	200 851.000 4 22.000	200 851.000 6 10.000	200 852.000 1 23.000
200 825.000 1 5.000	200 851.000 2 14.000	200 851.000 4 23.000	200 851.000 6 11.000	200 852.000 1 24.000
200 825.000 1 6.000	200 851.000 2 15.000	200 851.000 4 24.000	200 851.000 6 12.000	200 852.000 1 25.000
200 825.000 1 7.000	200 851.000 2 16.000	200 851.000 4 25.000	200 851.000 6 13.000	200 852.000 1 26.000
200 825.000 1 8.000	200 851.000 2 17.000	200 851.000 4 26.000	200 851.000 6 14.000	200 852.000 1 27.000

**Montauk Highway Corridor Study & Land Use Plan
For Mastic and Shirley, Phase II
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List of Parcels in Study Area**

200 852.000 1 28.000	200 852.000 1 89.000	200 852.000 2 51.000	200 852.000 3 40.000	200 852.000 4 31.000
200 852.000 1 29.000	200 852.000 1 90.000	200 852.000 2 52.000	200 852.000 3 41.001	200 852.000 4 32.000
200 852.000 1 30.000	200 852.000 1 91.001	200 852.000 2 53.000	200 852.000 3 41.002	200 852.000 4 34.000
200 852.000 1 31.000	200 852.000 1 91.002	200 852.000 2 54.000	200 852.000 3 41.003	200 852.000 4 35.000
200 852.000 1 32.000	200 852.000 1 92.000	200 852.000 2 55.000	200 852.000 3 41.004	200 852.000 4 36.000
200 852.000 1 33.000	200 852.000 2 1.000	200 852.000 2 56.000	200 852.000 3 42.000	200 852.000 4 37.000
200 852.000 1 34.000	200 852.000 2 2.000	200 852.000 2 57.000	200 852.000 3 43.000	200 852.000 4 38.002
200 852.000 1 35.000	200 852.000 2 3.000	200 852.000 2 58.000	200 852.000 3 44.000	200 852.000 4 38.003
200 852.000 1 36.000	200 852.000 2 4.000	200 852.000 2 59.000	200 852.000 3 45.000	200 852.000 4 39.000
200 852.000 1 37.001	200 852.000 2 6.001	200 852.000 2 60.000	200 852.000 3 46.000	200 852.000 4 40.000
200 852.000 1 37.002	200 852.000 2 7.000	200 852.000 2 61.001	200 852.000 3 47.000	200 852.000 4 42.001
200 852.000 1 38.000	200 852.000 2 8.000	200 852.000 2 61.002	200 852.000 3 48.000	200 852.000 4 43.000
200 852.000 1 39.000	200 852.000 2 9.000	200 852.000 2 62.000	200 852.000 3 49.000	200 852.000 4 44.000
200 852.000 1 40.000	200 852.000 2 10.000	200 852.000 3 1.000	200 852.000 3 50.000	200 852.000 4 45.000
200 852.000 1 41.000	200 852.000 2 11.000	200 852.000 3 2.000	200 852.000 3 51.000	200 852.000 4 46.000
200 852.000 1 42.000	200 852.000 2 12.000	200 852.000 3 3.000	200 852.000 3 52.000	200 852.000 4 47.000
200 852.000 1 43.000	200 852.000 2 13.000	200 852.000 3 4.000	200 852.000 3 53.000	200 852.000 4 48.000
200 852.000 1 44.000	200 852.000 2 14.000	200 852.000 3 5.000	200 852.000 3 54.000	200 852.000 4 50.000
200 852.000 1 45.000	200 852.000 2 15.000	200 852.000 3 6.000	200 852.000 3 55.000	200 852.000 4 51.000
200 852.000 1 46.000	200 852.000 2 16.000	200 852.000 3 7.000	200 852.000 3 56.000	200 852.000 4 52.000
200 852.000 1 47.000	200 852.000 2 17.000	200 852.000 3 8.000	200 852.000 3 57.000	200 852.000 4 53.000
200 852.000 1 48.000	200 852.000 2 18.000	200 852.000 3 9.000	200 852.000 3 58.000	200 852.000 4 54.000
200 852.000 1 49.000	200 852.000 2 19.000	200 852.000 3 10.000	200 852.000 3 59.000	200 852.000 4 55.000
200 852.000 1 50.000	200 852.000 2 20.000	200 852.000 3 11.000	200 852.000 3 60.000	200 852.000 4 56.000
200 852.000 1 51.000	200 852.000 2 21.000	200 852.000 3 13.001	200 852.000 3 61.000	200 852.000 4 57.000
200 852.000 1 52.000	200 852.000 2 22.000	200 852.000 3 15.000	200 852.000 3 62.000	200 852.000 4 58.000
200 852.000 1 53.000	200 852.000 2 23.000	200 852.000 3 16.000	200 852.000 3 64.001	200 852.000 4 59.000
200 852.000 1 54.000	200 852.000 2 25.001	200 852.000 3 17.000	200 852.000 4 1.000	200 852.000 4 60.000
200 852.000 1 55.000	200 852.000 2 26.000	200 852.000 3 18.000	200 852.000 4 2.000	200 852.000 4 61.000
200 852.000 1 56.000	200 852.000 2 27.001	200 852.000 3 19.000	200 852.000 4 3.000	200 852.000 4 62.001
200 852.000 1 57.000	200 852.000 2 27.002	200 852.000 3 20.000	200 852.000 4 4.000	200 852.000 4 63.000
200 852.000 1 58.000	200 852.000 2 28.000	200 852.000 3 21.000	200 852.000 4 5.000	200 852.000 4 64.000
200 852.000 1 60.001	200 852.000 2 29.000	200 852.000 3 22.000	200 852.000 4 6.000	200 852.000 4 65.000
200 852.000 1 61.000	200 852.000 2 30.000	200 852.000 3 23.000	200 852.000 4 7.000	200 852.000 4 66.000
200 852.000 1 62.000	200 852.000 2 31.000	200 852.000 3 24.000	200 852.000 4 8.000	200 852.000 4 67.000
200 852.000 1 63.001	200 852.000 2 32.000	200 852.000 3 25.000	200 852.000 4 9.000	200 852.000 4 68.000
200 852.000 1 64.000	200 852.000 2 34.001	200 852.000 3 26.000	200 852.000 4 10.000	200 852.000 4 69.000
200 852.000 1 66.001	200 852.000 2 35.000	200 852.000 3 29.001	200 852.000 4 11.000	200 852.000 4 70.000
200 852.000 1 67.000	200 852.000 2 36.000	200 852.000 3 29.002	200 852.000 4 12.000	200 852.000 4 71.000
200 852.000 1 70.001	200 852.000 2 37.001	200 852.000 3 29.003	200 852.000 4 13.000	200 852.000 4 72.000
200 852.000 1 71.000	200 852.000 2 37.002	200 852.000 3 29.004	200 852.000 4 14.000	200 852.000 4 73.000
200 852.000 1 75.001	200 852.000 2 38.000	200 852.000 3 30.000	200 852.000 4 15.000	200 852.000 4 74.000
200 852.000 1 76.000	200 852.000 2 39.000	200 852.000 3 31.000	200 852.000 4 16.000	200 852.000 4 75.000
200 852.000 1 77.000	200 852.000 2 40.001	200 852.000 3 32.000	200 852.000 4 17.000	200 852.000 4 76.000
200 852.000 1 78.000	200 852.000 2 40.002	200 852.000 3 33.000	200 852.000 4 18.000	200 852.000 4 77.000
200 852.000 1 79.000	200 852.000 2 41.000	200 852.000 3 34.000	200 852.000 4 19.000	200 852.000 4 78.000
200 852.000 1 80.000	200 852.000 2 42.000	200 852.000 3 35.000	200 852.000 4 20.000	200 852.000 4 79.000
200 852.000 1 81.000	200 852.000 2 43.000	200 852.000 3 36.001	200 852.000 4 22.001	200 852.000 4 80.000
200 852.000 1 83.001	200 852.000 2 44.000	200 852.000 3 36.002	200 852.000 4 23.000	200 852.000 4 83.001
200 852.000 1 83.002	200 852.000 2 45.000	200 852.000 3 37.000	200 852.000 4 24.000	200 852.000 4 84.000
200 852.000 1 84.000	200 852.000 2 46.000	200 852.000 3 38.001	200 852.000 4 25.000	200 852.000 5 2.001
200 852.000 1 85.000	200 852.000 2 47.000	200 852.000 3 38.002	200 852.000 4 26.000	200 852.000 5 3.001
200 852.000 1 86.000	200 852.000 2 48.000	200 852.000 3 38.003	200 852.000 4 28.001	200 852.000 5 4.001
200 852.000 1 87.000	200 852.000 2 49.000	200 852.000 3 38.004	200 852.000 4 29.000	200 852.000 5 5.001
200 852.000 1 88.000	200 852.000 2 50.000	200 852.000 3 39.000	200 852.000 4 30.000	200 852.000 5 6.001

**Montauk Highway Corridor Study & Land Use Plan
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List of Parcels in Study Area**

200 852.000 5 7.000	200 852.000 6 18.000	200 852.000 6 73.000	200 853.000 1 13.000	200 853.000 1 76.000
200 852.000 5 8.000	200 852.000 6 19.000	200 852.000 6 74.001	200 853.000 1 14.000	200 853.000 1 77.000
200 852.000 5 9.001	200 852.000 6 20.000	200 852.000 6 74.002	200 853.000 1 15.000	200 853.000 1 78.001
200 852.000 5 9.002	200 852.000 6 21.000	200 852.000 7 1.000	200 853.000 1 16.000	200 853.000 1 79.000
200 852.000 5 11.001	200 852.000 6 22.000	200 852.000 7 2.000	200 853.000 1 17.000	200 853.000 1 80.000
200 852.000 5 12.000	200 852.000 6 23.000	200 852.000 7 3.011	200 853.000 1 18.000	200 853.000 1 81.000
200 852.000 5 13.000	200 852.000 6 24.000	200 852.000 7 3.012	200 853.000 1 19.000	200 853.000 1 82.000
200 852.000 5 14.000	200 852.000 6 25.000	200 852.000 7 3.014	200 853.000 1 20.000	200 853.000 1 83.000
200 852.000 5 15.000	200 852.000 6 26.000	200 852.000 7 3.015	200 853.000 1 21.000	200 853.000 1 84.000
200 852.000 5 17.002	200 852.000 6 27.000	200 852.000 7 4.000	200 853.000 1 23.000	200 853.000 2 1.000
200 852.000 5 17.003	200 852.000 6 28.000	200 852.000 7 5.000	200 853.000 1 24.000	200 853.000 2 2.000
200 852.000 5 18.000	200 852.000 6 29.000	200 852.000 7 6.000	200 853.000 1 26.001	200 853.000 2 3.000
200 852.000 5 19.000	200 852.000 6 30.000	200 852.000 7 7.000	200 853.000 1 28.000	200 853.000 2 4.000
200 852.000 5 20.000	200 852.000 6 31.000	200 852.000 7 8.000	200 853.000 1 29.000	200 853.000 2 5.000
200 852.000 5 21.000	200 852.000 6 32.000	200 852.000 7 9.000	200 853.000 1 30.000	200 853.000 2 6.000
200 852.000 5 22.000	200 852.000 6 33.000	200 852.000 7 10.000	200 853.000 1 31.000	200 853.000 2 7.000
200 852.000 5 23.000	200 852.000 6 34.000	200 852.000 7 11.000	200 853.000 1 34.001	200 853.000 2 8.000
200 852.000 5 25.001	200 852.000 6 35.000	200 852.000 7 12.000	200 853.000 1 34.002	200 853.000 2 9.000
200 852.000 5 26.000	200 852.000 6 36.000	200 852.000 7 13.000	200 853.000 1 35.000	200 853.000 2 10.000
200 852.000 5 27.000	200 852.000 6 37.000	200 852.000 7 14.000	200 853.000 1 36.000	200 853.000 2 11.000
200 852.000 5 28.000	200 852.000 6 38.000	200 852.000 7 15.000	200 853.000 1 37.001	200 853.000 2 12.000
200 852.000 5 29.000	200 852.000 6 39.000	200 852.000 8 1.000	200 853.000 1 38.000	200 853.000 2 13.000
200 852.000 5 30.000	200 852.000 6 40.000	200 852.000 8 2.000	200 853.000 1 39.000	200 853.000 2 14.000
200 852.000 5 31.000	200 852.000 6 41.000	200 852.000 8 3.000	200 853.000 1 40.000	200 853.000 2 15.000
200 852.000 5 32.000	200 852.000 6 42.000	200 852.000 8 4.000	200 853.000 1 41.000	200 853.000 2 16.000
200 852.000 5 33.000	200 852.000 6 43.000	200 852.000 8 5.000	200 853.000 1 42.001	200 853.000 2 17.000
200 852.000 5 34.000	200 852.000 6 44.000	200 852.000 8 6.000	200 853.000 1 43.000	200 853.000 2 18.000
200 852.000 5 35.000	200 852.000 6 45.000	200 852.000 8 7.000	200 853.000 1 44.000	200 853.000 2 20.001
200 852.000 5 36.000	200 852.000 6 46.000	200 852.000 8 9.001	200 853.000 1 45.000	200 853.000 2 22.001
200 852.000 5 37.000	200 852.000 6 47.000	200 852.000 8 10.000	200 853.000 1 46.000	200 853.000 2 23.000
200 852.000 5 38.000	200 852.000 6 48.000	200 852.000 8 11.000	200 853.000 1 47.000	200 853.000 2 25.001
200 852.000 5 39.000	200 852.000 6 49.000	200 852.000 8 12.000	200 853.000 1 48.000	200 853.000 2 26.000
200 852.000 5 40.000	200 852.000 6 50.000	200 852.000 8 13.000	200 853.000 1 51.001	200 853.000 2 27.000
200 852.000 5 41.000	200 852.000 6 51.000	200 852.000 8 14.000	200 853.000 1 53.001	200 853.000 2 28.000
200 852.000 5 42.000	200 852.000 6 52.000	200 852.000 8 15.000	200 853.000 1 53.003	200 853.000 2 29.000
200 852.000 5 43.000	200 852.000 6 53.000	200 852.000 8 16.000	200 853.000 1 54.000	200 853.000 2 30.000
200 852.000 5 44.000	200 852.000 6 54.001	200 852.000 8 17.000	200 853.000 1 55.000	200 853.000 2 31.000
200 852.000 5 45.000	200 852.000 6 55.000	200 852.000 8 18.000	200 853.000 1 57.000	200 853.000 2 32.000
200 852.000 6 1.000	200 852.000 6 56.000	200 852.000 8 19.000	200 853.000 1 58.000	200 853.000 2 33.000
200 852.000 6 2.000	200 852.000 6 57.000	200 852.000 8 20.000	200 853.000 1 59.000	200 853.000 2 34.000
200 852.000 6 3.000	200 852.000 6 59.000	200 852.000 8 21.000	200 853.000 1 60.000	200 853.000 2 35.000
200 852.000 6 4.000	200 852.000 6 60.000	200 852.000 8 22.000	200 853.000 1 61.000	200 853.000 2 36.000
200 852.000 6 5.000	200 852.000 6 61.000	200 852.000 8 23.000	200 853.000 1 62.000	200 853.000 2 37.000
200 852.000 6 6.000	200 852.000 6 62.000	200 852.000 8 24.000	200 853.000 1 63.000	200 853.000 2 38.000
200 852.000 6 7.000	200 852.000 6 63.002	200 852.000 8 76.000	200 853.000 1 64.000	200 853.000 2 39.000
200 852.000 6 8.000	200 852.000 6 63.003	200 853.000 1 1.000	200 853.000 1 65.000	200 853.000 2 40.000
200 852.000 6 9.000	200 852.000 6 64.000	200 853.000 1 2.000	200 853.000 1 66.000	200 853.000 2 41.000
200 852.000 6 10.000	200 852.000 6 65.000	200 853.000 1 3.000	200 853.000 1 67.000	200 853.000 2 43.001
200 852.000 6 11.000	200 852.000 6 66.000	200 853.000 1 5.001	200 853.000 1 68.000	200 853.000 2 44.000
200 852.000 6 12.000	200 852.000 6 67.000	200 853.000 1 6.000	200 853.000 1 69.000	200 853.000 2 45.000
200 852.000 6 13.000	200 852.000 6 68.000	200 853.000 1 7.000	200 853.000 1 70.000	200 853.000 2 46.000
200 852.000 6 14.000	200 852.000 6 69.000	200 853.000 1 8.000	200 853.000 1 71.000	200 853.000 2 47.000
200 852.000 6 15.000	200 852.000 6 70.000	200 853.000 1 9.000	200 853.000 1 73.001	200 853.000 2 48.000
200 852.000 6 16.000	200 852.000 6 71.000	200 853.000 1 10.000	200 853.000 1 74.000	200 853.000 3 1.000
200 852.000 6 17.000	200 852.000 6 72.000	200 853.000 1 12.001	200 853.000 1 75.000	200 853.000 3 2.000

**Montauk Highway Corridor Study & Land Use Plan
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List of Parcels in Study Area**

200 853.000 3 3.000	200 853.000 3 43.000	200 853.000 4 35.000	200 853.000 5 14.000	200 854.000 1 6.003
200 853.000 3 4.000	200 853.000 3 44.000	200 853.000 4 36.000	200 853.000 5 15.000	200 854.000 1 7.000
200 853.000 3 5.000	200 853.000 3 45.000	200 853.000 4 37.000	200 853.000 5 16.000	200 854.000 1 8.000
200 853.000 3 6.000	200 853.000 3 46.000	200 853.000 4 38.000	200 853.000 5 17.000	200 854.000 1 9.000
200 853.000 3 7.000	200 853.000 3 47.000	200 853.000 4 39.000	200 853.000 6 1.000	200 854.000 1 10.000
200 853.000 3 8.000	200 853.000 4 1.000	200 853.000 4 40.000	200 853.000 6 2.000	200 854.000 1 11.000
200 853.000 3 9.000	200 853.000 4 2.000	200 853.000 4 42.004	200 853.000 6 3.000	200 854.000 1 12.000
200 853.000 3 10.000	200 853.000 4 3.000	200 853.000 4 42.005	200 853.000 6 4.000	200 854.000 1 13.000
200 853.000 3 11.000	200 853.000 4 4.000	200 853.000 4 43.000	200 853.000 6 5.000	200 854.000 1 14.000
200 853.000 3 12.000	200 853.000 4 5.000	200 853.000 4 44.000	200 853.000 6 6.000	200 854.000 1 15.000
200 853.000 3 13.000	200 853.000 4 6.000	200 853.000 4 45.000	200 853.000 6 7.000	200 854.000 1 16.000
200 853.000 3 14.000	200 853.000 4 7.000	200 853.000 4 46.000	200 853.000 6 8.000	200 854.000 1 17.000
200 853.000 3 15.000	200 853.000 4 8.000	200 853.000 4 47.000	200 853.000 6 9.000	200 854.000 1 18.000
200 853.000 3 16.000	200 853.000 4 9.000	200 853.000 4 48.000	200 853.000 6 10.000	200 854.000 1 19.000
200 853.000 3 17.000	200 853.000 4 10.000	200 853.000 4 49.000	200 853.000 6 11.000	200 854.000 1 20.000
200 853.000 3 18.000	200 853.000 4 12.001	200 853.000 4 50.000	200 853.000 6 12.000	200 854.000 1 21.002
200 853.000 3 20.001	200 853.000 4 13.000	200 853.000 4 51.000	200 853.000 6 13.001	200 854.000 1 21.003
200 853.000 3 21.000	200 853.000 4 14.000	200 853.000 4 52.000	200 853.000 6 13.002	200 854.000 1 21.004
200 853.000 3 23.001	200 853.000 4 15.000	200 853.000 4 53.000	200 853.000 6 14.002	200 854.000 1 22.000
200 853.000 3 24.000	200 853.000 4 16.000	200 853.000 4 54.000	200 853.000 6 15.001	200 854.000 1 23.000
200 853.000 3 25.000	200 853.000 4 17.000	200 853.000 4 55.000	200 853.000 6 16.000	200 854.000 1 24.000
200 853.000 3 26.000	200 853.000 4 18.000	200 853.000 4 56.000	200 853.000 6 17.000	200 880.000 2 1.000
200 853.000 3 27.000	200 853.000 4 19.000	200 853.000 4 57.001	200 853.000 6 18.000	200 880.000 2 2.001
200 853.000 3 28.000	200 853.000 4 20.000	200 853.000 4 58.000	200 853.000 6 19.000	200 880.000 2 2.002
200 853.000 3 29.000	200 853.000 4 21.000	200 853.000 4 59.000	200 853.000 6 20.000	200 880.000 2 3.000
200 853.000 3 30.000	200 853.000 4 22.000	200 853.000 5 1.000	200 853.000 6 21.000	200 880.000 2 4.000
200 853.000 3 31.000	200 853.000 4 23.000	200 853.000 5 2.000	200 853.000 6 22.000	200 880.000 2 5.000
200 853.000 3 32.000	200 853.000 4 24.000	200 853.000 5 3.000	200 853.000 6 40.000	200 880.000 2 6.000
200 853.000 3 33.000	200 853.000 4 25.000	200 853.000 5 4.000	200 853.000 6 41.000	200 880.000 2 7.000
200 853.000 3 34.001	200 853.000 4 26.000	200 853.000 5 5.000	200 853.00010 1.000	200 880.000 2 8.000
200 853.000 3 35.000	200 853.000 4 27.000	200 853.000 5 6.000	200 853.00010 2.000	200 880.000 2 34.000
200 853.000 3 36.000	200 853.000 4 28.000	200 853.000 5 7.000	200 854.000 1 1.000	200 880.000 2 35.000
200 853.000 3 38.000	200 853.000 4 29.000	200 853.000 5 8.000	200 854.000 1 2.000	200 880.000 2 36.000
200 853.000 3 39.000	200 853.000 4 30.000	200 853.000 5 10.001	200 854.000 1 3.000	200 880.000 2 37.000
200 853.000 3 40.000	200 853.000 4 32.000	200 853.000 5 11.000	200 854.000 1 4.000	
200 853.000 3 41.000	200 853.000 4 33.000	200 853.000 5 12.000	200 854.000 1 5.002	
200 853.000 3 42.000	200 853.000 4 34.000	200 853.000 5 13.000	200 854.000 1 6.001	



Appendix E Transfer of Development Rights Standards

SCDHS Division of Environmental Quality

September 30, 1995

COUNTY OF SUFFOLK



STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

SUFFOLK COUNTY DEPARTMENT
OF HEALTH SERVICES
DIVISION OF ENVIRONMENTAL QUALITY

TRANSFER OF DEVELOPMENT RIGHTS STANDARDS

HUMAYUN J. CHAUDHRY, D.O., M.S.
COMMISSIONER OF HEALTH SERVICES

VITO MINEI, P.E.
DIRECTOR OF ENVIRONMENTAL QUALITY

ISSUED SEPTEMBER 30, 1995

STANDARDS FOR ARTICLE 6

TRANSFER OF DEVELOPMENT RIGHTS

General

Article 6, Sections 760-605.C, 760-605.D, 760-607.E and 760-607.F, include provisions to permit the use of transfer of development rights (TDR) that comply with specific criteria.

Article 6 establishes eight Groundwater Management Zones with specific permitted densities in order to protect the integrity of the groundwater where wastewater is discharged through on-site disposal systems. In sewerred areas, Article 6 provides no density requirements as long as a sewage treatment plant is provided. Therefore, any number of TDR credits could be transferred into a sewerred area; it remains a local planning and zoning decision as to the acceptable numbers.

In areas without sanitary sewers, on-site systems will be permitted in accordance with the following development density criteria:

A. TDR – Central Pine Barrens Comprehensive Land Use Plan

The following standards apply when transfers are made using Pine Barrens Credits, pursuant to Environmental Conservation Law Article 57 and the Central Pine Barrens Comprehensive Land Use Plan. Projects involving transfers of development rights that meet the criteria below will not be required to obtain a variance from the Suffolk County Department of Health Services Board of Review.

The table below summarizes the minimum allowable lot sizes (square feet) in receiving zones:

	<u>Groundwater Management Zone</u>							
	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>	<u>V</u>	<u>VI</u>	<u>VII</u>	<u>VIII</u>
Minimum Lot Size	20,000	20,000	20,000	20,000	40,000	40,000	20,000	20,000

1. Transfers within Zone III for single-family residential subdivisions or developments and construction projects must have a minimum lot size of 20,000 square feet or equivalent. Public water must be provided to the TDR receiving sites and, where necessary, to downgradient areas that may be impacted by the TDR development project. The department will determine the extent of public water extension required.
2. Transfers permitted between Groundwater Management Zones:
 - a. From Zone III to Zones I, II, IV, VII, VIII – Single-family residential subdivisions or developments and construction projects in these five receiving zones must have a minimum lot size of 20,000 square feet or equivalent. Public water must be provided to the TDR receiving sites and, where necessary, downgradient areas that may be

impacted by the TDR development project. The department will determine the extent of public water extension required.

- b. From Zone III to Zones V and VI – Single-family residential subdivisions or developments and construction projects in these zones must have a minimum lot size of 40,000 square feet or equivalent.

B. TDR – Within the Same Groundwater Management Zone (Other Than Pine Barrens Plan)

The following standards apply when transfers are made between two properties within the same Groundwater Management Zone; these standards are not applicable where transfers are made using Pine Barrens Credits. Transfers of development rights that meet all of the following criteria will not be required to obtain a variance from the Suffolk County Department of Health Services Board of Review:

- TDR proposals must conform to a land use management plan, or portion thereof, approved by a town or village, which has been reviewed in conformance with SEQRA requirements, and which establish, on a technical/scientific basis, that such plan is in harmony with the intent of Article 6.
- The land-use plan must contain measures to limit nitrogen loading to groundwaters by placing restrictions on the use of fertilizers or by other appropriate means.
- TDR credits must be determined based upon a yield map or other documentation of the sending area acceptable to the Suffolk County Department of Health Services.
- The applicant must specify how the sending parcels for which transfer credits are being requested will be protected from future development (e.g., by dedication to county, town nature preserve, Nature Conservancy), and shall provide sufficient documentation.
- If the parcel for which transfer credits are being requested is going to be donated, then the applicant must contact the Suffolk County Department of Planning to obtain information on appropriate areas that may be suitable for the transfer program. If suitable sites are found, then the applicant must give the property, at no cost to the County, other municipality or non-profit private group (e.g., Nature Conservancy), with the restriction that the property be left as open space or nature preserve. Approval of the TDR sending site will be at the sole discretion of the Suffolk County Departments of Planning and Health Services.
- The applicant must pay all costs associated with obtaining necessary approvals and deed transfers, including, but not limited to, legal land title searches, title insurance, payment of outstanding property taxes, and environmental audits.
- The sending parcel for which transfer credits are being requested must be located in the same township as the receiving site to be developed.

- The maximum allowable sanitary discharge at the site to be developed (receiving area) must be limited to no more than two times Article 6 limits.
- Sanitary systems must conform to all department design standards with regard to sizing, separation distances, etc.
- Public water service must be provided to the TDR receiving sites and, where necessary, downgradient areas which may be impacted by the TDR development project. The department will determine the extent of public water extension required.
- The project must be in compliance with all village, town, state, and federal environmental or other regulations.

Variance or Waiver

An application for a variance or waiver of these standards will be considered under the criteria set forth in Suffolk County Sanitary Code Section 760-609.

APPROVAL BY THE COMMISSIONER OF HEALTH SERVICES

In accordance with Article 2 and Article 6 of the Suffolk County Sanitary Code, the foregoing are the standards of the Suffolk County Department of Health Services for Transfer of Development Rights. These standards are effective September 30, 1995.

Mary E. Hibberd, M.D., M.P.H.
Commissioner of Health Services
Suffolk County

2/23/04

