SUFFOLK COUNTY PLANNING COMMISSION

c/o Suffolk County Department of Economic Development & Planning
100 Veterans Memorial Highway, PO Box 6100, Hauppauge, NY 11788-0099
T: (631) 853-5192 F: (631) 853-4044
Joanne Minieri, Deputy County Executive and Commissioner, Department of Economic Development and Planning
Sarah Lansdale, Director of Planning

Notice of Meeting

June 3, 2015 at 2:00 p.m.
Rose Caracappa Auditorium, W.H. Rogers Legislature Bldg.,
725 Veterans Memorial Highway, Smithtown, NY.

Tentative Agenda Includes:

1. Meeting Summary for April 2015 and May 2015

2. Public Portion

3. Chairman's Report

4. Director's Report

5. Guest Speaker

   - Jefferson Murphree, AICP Building and Planning Administrator, Town of Riverhead

6. Section A 14-14 thru A 14-23 & A 14-25 of the Suffolk County Administrative Code
   - Ronkonkoma Hub Phase I, Town of Brookhaven
     0200-80000-0200-023.000

   - Huntington Station Gateway Neighborhood Plan, Town of Huntington
     0400-09900-0400-018.001
     0400-09900-0400-019.000 thru 22.003, 023.000, 024.000, 025.000, 026.000
     0400-14700-0100-001.002, 003.00, 005.003, 005.005

   - Addition of Article LXIII Planned Development (PD) Zoning District, Town of Riverhead

7. Section A-14-24 of the Suffolk County Administrative Code
   - Bolla Edwards Avenue Realty, LLC, Town of Riverhead
     0600-11700-0100-006000

8. Other Business:

NOTE: The **next meeting** of the SUFFOLK COUNTY PLANNING COMMISSION will be held on July 1, 2015 2 p.m. Rose Caracappa Auditorium, W.H. Rogers Legislature Bldg., 725 Veterans Memorial Highway, Smithtown, NY.

COUNTY OF SUFFOLK

S-1

Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Joanne Minieri
Deputy County Executive and Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-26 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: Bolla Edwards Avenue Reality LLC
Municipality: Riverhead
Location: Westerly side of Edwards Avenue, 2,645 feet southerly of Middle Country Road, in the hamlet of Calverton.

Received: 5/8/15
File Number: S-RH-15-02
T.P.I.N.: 0600 11700 0100 006000
Jurisdiction: NY State designated wetlands, within Agriculture District #7, and within one mile of Calverton Airport.

ZONING DATA

- Zoning Classification: Industrial C (IC) mix of light industrial and commercial recreation.
- Minimum Lot Area: IC = 80,000. Sq. Ft.
- Section 278: N/A
- Obtained Variance: N/A

SUPPLEMENTARY INFORMATION

- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: No
- Received Health Services Approval: No
- Property Considered for Affordable Housing Criteria: No
- Property has Historical/Archaeological Significance: No
- Property Previously Subdivided: No
- Property Previously Reviewed by Planning Commission: No
- SEQRA Information: Unlisted
- SEQRA Type Type I
- Minority or Economic Distressed No

SITE DESCRIPTION

- Present Land Use: Mostly vacant with recreation use (Paintball course).
- Existing Structures: One single family structure, and accessory barn/sheds
- General Character of Site: Rectangular in shape, mostly cleared with a mostly level topography that descends in the rear portion.
- Range of Elevation within Site: 48' to 85' above msl
- Cover: Mostly natural growth with grass adjacent to runway
- Soil Types: Mostly Riverhead sandy loam, some Deerfield wetlands, and some cut & fill
- Range of Slopes (Soils Map): 3-15%
- Waterbodies or Wetlands: Yes (Adjacent, within southwestern portion)

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: Major subdivision application
- Layout: Proposed grid layout with long straight cul-de-sac
- Area of Tract: 24.142 +/- acres
- No. of Lots: 10 lots (80,581 SF to 87,337 SF)
- Open Space: Yes (129,457 SF)

ACCESS

- Roads: Single points of access proposed along Edwards Avenue, connecting to Middle Country Road (SR 25) and Long Island Expressway.
- Driveways: All proposed lots would access along proposed internal roadway.

ENVIRONMENTAL INFORMATION

- Stormwater Drainage
  - Design of System: Utilizing green methodologies for 5 inch rainfall
  - Recharge Basins Catch Basins and Drainage Reserve Areas
- Groundwater Management Zone: III
- Water Supply: Public
- Sanitary Sewers: On-site Individual Septic Systems (Cesspools)

PROPOSAL DETAILS

OVERVIEW – The applicant is proposing to subdivide approximately 24.142 acres of land that is currently utilized for recreation purposes, operated as a "Cousin's Paintball" facility in Calverton. The referred subdivision map contains a total of 10 lots in accordance with the parcel's zoning classification. The subject's zoning classification, as designated by the Town of Riverhead, is "Industrial C", which requires a minimum lot area of 80,000 square feet and permits 40% lot coverage and 60% with impervious surface. The proposed subdivision map depicts building envelopes with 30' front and side yard setbacks, and 50' rear yard setbacks for all proposed ten proposed lots along the adjacent/neighboring north and south property lines. Along the subject property's frontage on Edwards Avenue, the proposed subdivision map depicts a 30' wide 'landscape buffer' in addition to the required 30' side yard setback on proposed Lots #1 and #2.

The proposal intends to create an industrial subdivision with a relatively regimented design layout consisting of a straight 55 foot wide 1,600 foot long cul-de-sac street running through the center of the property ending with a turnaround having radius of 60 feet. The proposed subdivision map depicts five (5) similar sized industrial lots on both sides of the cul-de-sac road for a total of ten (10) lots ranging in size 80,581 SF to 87,337 SF. Beyond the cul-de-sac turnaround, to the west, the proposed subdivision map depicts a 129,457 SF open space/drainage parcel containing the existing freshwater wetlands on-site (flagged 11/3/14 by C. Voorhis), as well as the proposed 'recharge area' to accommodate the stormwater runoff of the subdivision road improvements.

PROPOSAL DETAILS (continued)

Local land uses include light industrial, commercial, agriculture, equestrian, recreation, transportation, utility solar, education, office and research, and a few scattered residences.

STAFF ANALYSIS

GENERAL MUNICIPAL LAW CONSIDERATIONS: New York State General Municipal Law, Section 239-l provides for the Suffolk County Planning Commission to consider inter-community issues. Included in such issues are compatibility of land uses, community character, public convenience and maintaining of a satisfactory community environment.

It is the belief of the staff that the proposed subdivisions could provide an appropriate location for potential economic development while respecting existing natural features of the environment and local ecology.

LOCAL COMPREHENSIVE PLAN RECOMMENDATIONS: Noting that the Town of Riverhead is in the process of amending its 'Comp Plan' per the EPCAL Reuse and Revitalization Study; the Town's last adopted a Comprehensive Land Use Plan and significantly amended its zoning map in 2003. The plan does and would continue to promote industrial development at the terminus of the Long Island Expressway (NYS Rte. 495) and south of Middle Country Road. This designated location with in the Town of Riverhead is also the location of the subject property, and the proposed subdivision would be in accordance with the Plan, as well as its goals to attract development to an area that is economically and environmentally feasible for industrial development especially due to existing zoning, infrastructure and its proximity to major transportation improvements (roads, airport and rail spur).

SUFFOLK COUNTY PLANNING COMMISSION GUIDELINE CONSIDERATIONS:

The Suffolk County Planning Commissions has identified six general Critical County Wide Priorities and include:

1. Environmental Protection
2. Energy efficiency
3. Economic Development, Equity and Sustainability
4. Housing Diversity
5. Transportation and
6. Public Safety

These policies are reflected in the Suffolk County Planning Commission Guidebook (unanimously adopted July 11, 2012). Below are items for consideration regarding the Commission policies:

In terms of environmental protection, the existing freshwater wetlands flagged on the subject property are regulated by the NYSDEC. The proposed subdivision map depicts the wetland boundary line, and both 100' and 150' setback lines. No structural improvements and/or proposed newly created lot lines are depicted on the map to be within said setback lines. However a letter of non-jurisdiction from the NYSDEC may be required for the proposed storm water drainage proximity to the regulated wetlands. It was unclear based on the referral material whether the proposed 'drainage parcel' was to be dedicated to the Town of Riverhead for highway and/or open space purposes. It is noted by the staff that the subject property is neither within the Wild and Scenic Recreational Rivers System for the Peconic River, nor the Pine Barrens Core Protection Area, and was not identified in the referral material as a habitat for endangered species.

STAFF ANALYSIS (continued)

In terms of energy efficiency, there was no information provided with the subdivision referral that addressed energy efficiency or conservation; however it is the belief of the staff that by the very nature of the proposal, that some form of green technology, whether solar arrays on rooftops and/or water conservation via green irrigation methods, could be incorporated into its future development.

As for economic development, it is foreseeable that the proposal would contribute to advance certain economic goals including; attracting private investment, increase the real property tax ratable base, and create high paying employment opportunities in the Town of Riverhead.

In terms of transportation, the subject property is uniquely characterized as benefiting from an existing airport and a rail spur within a mile or so of its location, and the proposed subdivision could benefit from and promote their use. The future development of the subdivision is likely result in more truck traffic entering and leaving Edwards Avenue in both north and south directions, and potentially congesting local intersections such as Middle Country Road and Edwards Avenue. There was no traffic impact information provided in the referral material and staff believes it would be worthwhile to have the applicant prepare a traffic impact study to accurately assess and mitigate such impacts.

A public safety element could also be addressed when ensuring that there is a safe carry capacity of the local roadways.

STAFF RECOMMENDATION

Approval, subject to the following comments:

1. The long straight cul-de-sac road proposed within the industrial subdivision should be avoided. The road system for an industrial subdivision should be laid out for efficient movement of traffic, particularly large trucks and tractor trailers. Industrial cul-de-sacs are often blocked by haphazard parking, and slow maneuvering of large trucks have difficulty turning around in cul-de-sac areas complicated by haphazard parking.

   The Town should consider requiring the applicant to reconfigure the proposed subdivision road plan to eliminate the proposed long straight cul-de-sac. The excessive lengths of the proposed cul-de-sacs are also problematic (proposed Road “A” as depicted on the map measures over 1,600 feet) with the respect that with no other means of access emergency and service vehicles would have no way of reaching a property if the one road leading to it was blocked. One potential alternative to this would be to layout the proposed cul-de-sac in a curvilinear fashion to terminate along its southerly boundary so a future connection could be made if the adjacent parcel was subdivided for development in the future. This would be a preferred layout to what is being proposed, because in addition to potentially providing a more safe and efficient truck/vehicle circulation within the proposed subdivision and the adjacent parcel to the south if developed; it has the potential to provide some type of alternative means of access to the newly created lots in the remote possibility that the sole means of access has been blocked.

2. The long, straight road that is depicted in the proposed subdivision (proposed Road “A”) could encourage speeding which would endanger all occupancies and users of the proposed subdivision, and result in public safety and other social and economic problems.

The Town should consider requiring the applicant to reconfigure the proposed subdivision cul-de-sac in a curvilinear fashion that would terminate along its southerly boundary. This would discourage speeding, making it safer for occupants and users of the subdivision, as well as contribute to a more visually pleasing streetscape.

3. The Town should consider encouraging a 'clustered' layout design of the subdivision to allow for greater design flexibility with the road and lot pattern configuration, eliminating the long straight-away and cul-de-sac road and gridiron lot pattern that is being proposed.

   A cluster subdivision plan would allow for best planning principles employed, while allowing the developer to offer greater diversity and more amenities to potential occupants and users of the subdivision; i.e. more open space or communal areas such as a walking path or recreation area, and be able to attract a broader range of potential users/occupants/investors of the subdivision with more diverse lot sizes with larger lots being counter balanced by smaller lots while maintaining the same ten (10) lot yield.

4. The Town should consider requiring that the applicant complete a traffic impact study before granting final approval of the subdivision to ensure that the future development of the property would not adversely affect the safe circulation and carrying capacity of the local roads. Furthermore, require that all traffic improvements be provided consistent with said report and be acceptable to the governing agencies, i.e. Highway and DPW.

5. Appropriate steps should be taken to ensure that the proposed "Drainage Parcel" as depicted on the referred subdivision map remain as open space excluded from any future development, and also to ensure that it is properly maintained as a recharge area and will also remain on the tax rolls and not go into tax default. This may involve the formation of a property owners association, or dedication of the area to the Town of Riverhead.

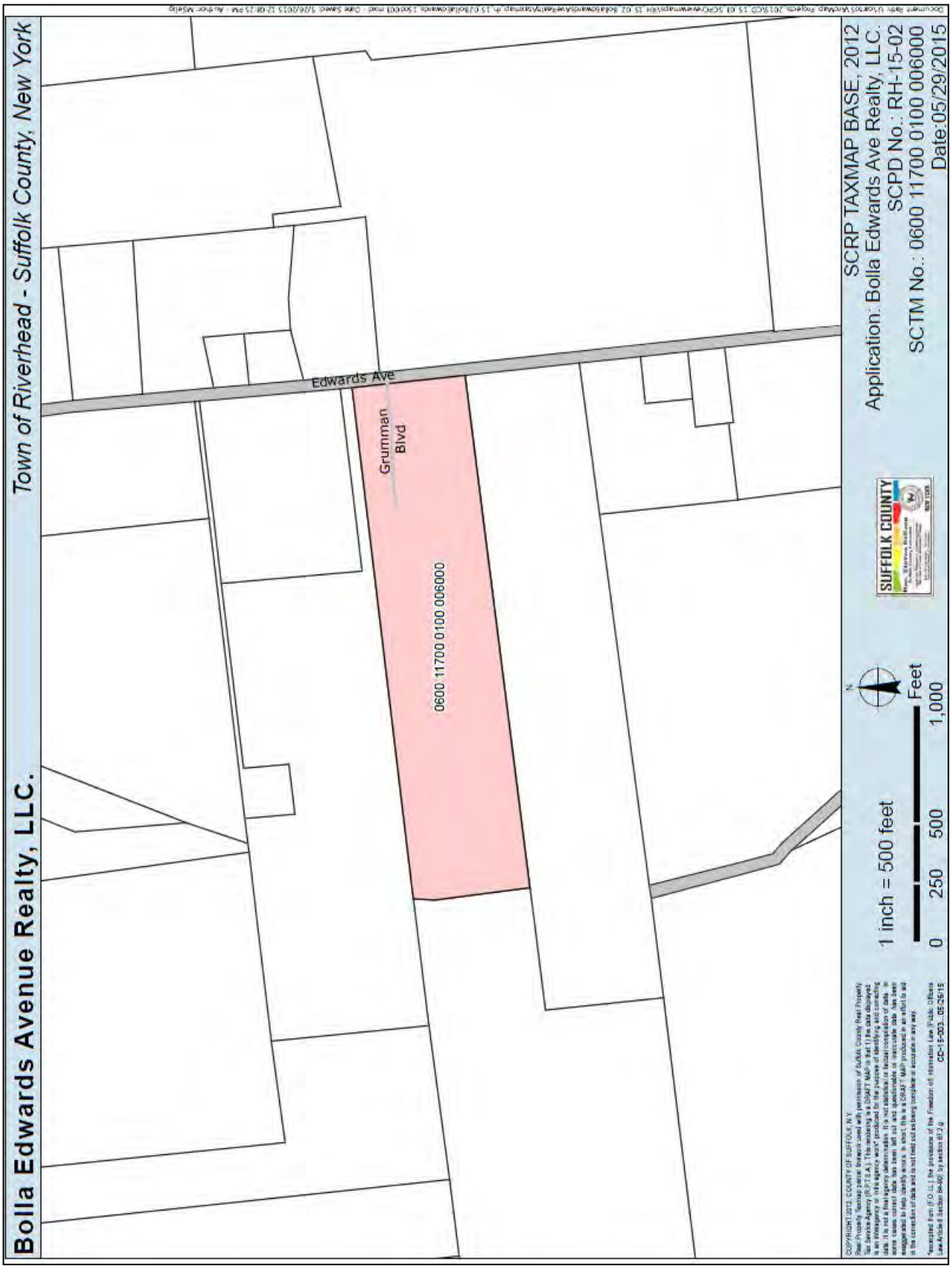
6. The Town should require a 'non-jurisdictional' letter from the New York State DEC for the proposed 'recharge area' adjacent to the regulated freshwater wetlands on the subject property prior to granting final subdivision approval.

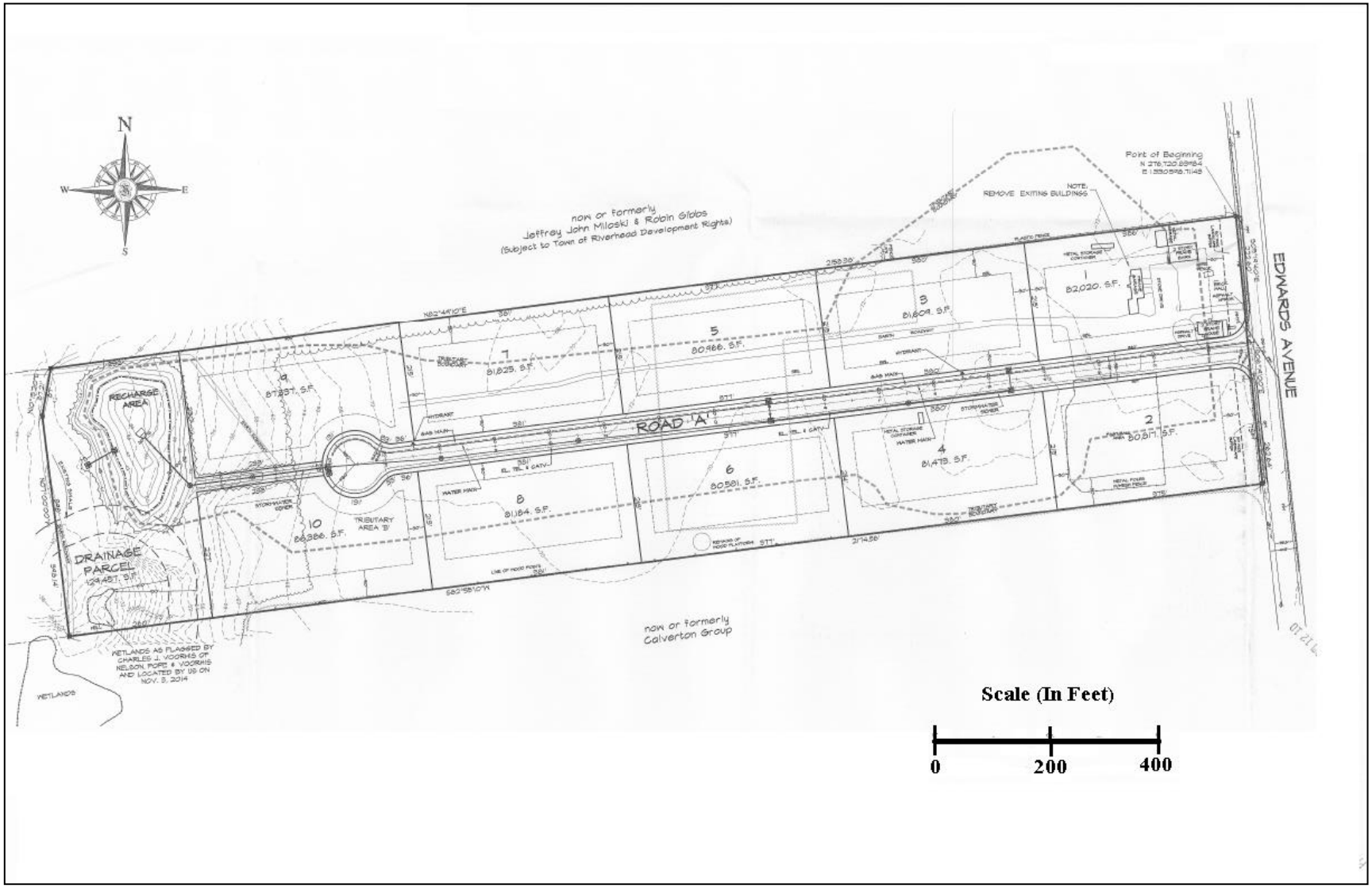
7. The Suffolk County Planning Commission's publication on Managing Stormwater - Natural Vegetation and Green Methodologies should be reviewed and additional stormwater mitigations incorporated where practical.

8. The applicant should review the Suffolk County Planning Commission Guidebook particularly with respect to public safety and incorporate practical methodologies for the assurance of public safety into the design of the subdivision where appropriate.

9. The applicant should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, for later development stages, elements contained therein applicable for components of the proposal; i.e. rooftop solar panels.

- The Suffolk County Planning Commission Guidebook for policies and guidelines can be found on the internet at the below website address: http://www.suffolkcountyny.gov/Home/departments/planning/Publications%20and20Information.aspx#SCPC


Bolla Edwards Avenue Realty, LLC.
Town of Riverhead - Suffolk County, New York
Edwards Ave
Grumman Blvd
0600 11700 0100 006000
1 inch = 500 feet
0 250 500 1,000 Feet
N
SUFFOLK COUNTY
SCRP TAXMAP BASE, 2012
Application: Bolla Edwards Ave Realty, LLC.
SCPD No.: RH-15-02
SCTM No.: 0600 11700 0100 006000
Date:05/29/2015



S-1: Bolla Edwards Avenue Realty, LLC
SCPD: S-RH-15-02
SCTM No: 0600-177.00-01.00-006.000

COUNTY OF SUFFOLK Z-1

Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Joanne Minieri
Deputy County Executive and Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-25 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: Ronkonkoma Hub Phase 1
Municipality: Brookhaven
Location: s/w &s/e corners of Union Avenue and Mill Road

Received: 5/4/2015
File Number: BR-15-03
T.P.I.N.: 0200 80000 0200 023000
Jurisdiction: w/in one mile of MacArthur Airport

ZONING DATA
- Zoning Classification: TOD
- Minimum Lot Area: N/A
- Section 278: N/A
- Obtained Variance: N/A

SUPPLEMENTARY INFORMATION
- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: No
- Received Health Services Approval: No
- Property Considered for Affordable Housing Criteria: Yes
- Property has Historical/Archaeological Significance: No
- Property Previously Subdivided: No
- Property Previously Reviewed by Planning Commission: Yes
  - Date: 6/4/2014
- SEQRA Information: Yes
- SEQRA Type DEIS
- Minority or Economic Distressed No

SITE DESCRIPTION
- Present Land Use: light industrial and commercial
- Existing Structures: yes, various block and wood buildings
- General Character of Site: level
- Range of Elevation within Site: 95 - 100 feet amsl

- Cover: bldgs./ asphalt
- Soil Types: Plymouth soils
- Range of Slopes (Soils Map): 0-3%
- Waterbodies or Wetlands: none

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: site plan
- Layout: mixed use TOD
- Area of Tract: 11.89Acres
- Yield Map:
  - No. of Lots: 0
  - Lot Area Range: Sq. Ft.
- Open Space: N/A

ACCESS

- Roads: Existing, Union Avenu and Mill Road
- Driveways: private

ENVIRONMENTAL INFORMATION

- Stormwater Drainage
  - Design of System: CB - LP
  - Recharge Basins no
- Groundwater Management Zone: I
- Water Supply: public
- Sanitary Sewers: proposed pump station to SCSD #3 Southwest

PROPOSAL DETAILS

OVERVIEW – Applicants request Site Plan approval from the Town of Brookhaven Planning Board for the demolition of existing industrial and commercial structures and the construction of 489 rental units on four (4) parcels totaling 11.89 acres. The 489 rental units are to consist of six buildings four (4) stories in height. Rental units will consist of 9 studios, 245 one-bedroom units, 219 two-bedroom units and 16 three-bedroom units; and construction of appurtenant amenities, drives, parking areas, walks drainage infrastructure, and other associated infrastructure and off-site improvements.

Off street parking is to be provided in several at-grade, surface parking areas and an open-air at-grade parking garage located beneath one of the residential structures. The provided parking exceeds the Town Code requirement for off street parking stalls.

Storm water runoff generated from the site is to be accommodated on site in subsurface leaching pools and drywell structures.

Wastewater generated by the proposed project is intended to be conveyed for treatment and disposal to the Southwest Sewer District (SCSD #3) via the construction of a pump station at the south east corner of the subject development area. The applicants are proposing the dedication of 0.27 acres to the Count of Suffolk for the wastewater pump station. Anticipated sanitary discharge associated with the proposed Phase I development will be 111,600 gpd.

Vehicle Access to the subject site is proposed via two ingress/egresses to Union Avenue and one access points to Mill Road (a future cross access is proposed at the south west corner to the surface parking lot property to the west).

The project area is predominantly industrially developed with buildings related to auto repair, contracting, outdoor storage and parking associated with the LIRR Ronkonkoma Station. To the west are improved light industrial uses. To the north across Union Ave., are commercially zoned and developed properties. The subject property abuts improved MF zoned land and residentially zoned land further to the east. To the South the subject property abuts LIRR ROW and further to the south land in the Town of Islip and land associated with the MacArthur Airport.

The proposed project is not located in a Suffolk County Pine Barrens Zone. The subject parcel is not located in a NYS Critical Environmental Area or Special Groundwater Protection Area (SGPA). The site is situated over Hydro-geologic Management Zone I. The subject property contains no State or local regulated freshwater wetlands

The propose Ronkonkoma Hub Phase 1 development has previously been fully evaluated under the State Environmental Quality Review Act (SEQRA) and precipitated "Findings" issued by the Brookhaven Town Board June 24, 2014. The Findings set forth specific conditions and criteria under which future actions will be undertaken or approved. The specific conditions from the Town's Finding Statement applicable to Phase 1 and Suffolk County Planning Commission review include:

Total development of the Ronkonkoma Hub area shall not exceed 1,450 units; sanitary discharge (whether through connection to an existing Suffolk County sewage treatment plant (STP), to a new Suffolk County STP or to another approved sewage treatment facility …shall not exceed 400,000 gpd.; roadways adjacent to the proposed phase 1 development area (Mill Road and Union Avenue) will be improved as part of the proposed development; additional off-site improvements to roadways including Hawkins and Railroad Avenues will be conducted as part of Phase 1 development.

The Suffolk County Planning Commission reviewed and approved the Ronkonkoma Hub Transit Oriented Development District (TOD) Plan and change of zone to TOD on June 4, 2014 (BR-14-06). The approval for the change of zone reads as follows:

> RESOLVED, that the Suffolk County Planning Commission approves the change of zone referral for approximately 53.73 acres of land to the Transit-Oriented Development District, subject to the following Comments:
>
> 1. It is the belief of the Suffolk County Planning Commission that the proposed actions referred to the Planning Commission for the Ronkonkoma Hub are intended to make one of the busiest suburban train stations in the entire LIRR system a better place by incorporating TOD elements for this well-functioning major multi-modal transportation hub that serves a large region of Suffolk County.
>
> The actions of the Town of Brookhaven are appropriate and advance the use of TOD as a planning tool in Suffolk County.
>
> New York State General Municipal Law, Section 239-l provides for the Suffolk County Planning Commission to consider inter-community issues. Included in such issues are compatibility of land uses, community character, public convenience and maintaining of a satisfactory community environment. It is the belief of the Commission that the Ronkonkoma Hub Transit Oriented Development District strives for greater harmony between the above considerations.
>
> 2. Continued coordination with the Suffolk County Department of Public Works is in order with respect to regional waste water collection and treatment.
>
> 3. The proposed TOD Code is intended to be applicable to the Ronkonkoma Hub. Ideally

variations of the TOD Code could be evaluated for other rail road stations in the Town. Each TOD could be created with the context of the community character surrounding the rail road station and at appropriate densities.

4. The Town should consider incorporating green methodologies for storm water management into the TOD code. The Suffolk County Planning Commission Guidebook and bulletin regarding managing storm water should be reviewed.

5. The Suffolk County Planning Commission Guidebook and publications regarding public safety and universal design should be reviewed and the Town should consider incorporating appropriate best practices where practical into the TOD district code.

6. The Town of Brookhaven should seek to maintain a dialogue with the Town of Islip toward developing a unified approach for redevelopment of the Ronkonkoma Hub area.

7. The Town should explore bike access within the District.

8. The Town should ensure that there is a sufficient public space throughout the Ronkonkoma HUB TOD.

STAFF ANALYSIS

GENERAL MUNICIPAL LAW CONSIDERATIONS:

New York State General Municipal Law, Section 239-l provides for the Suffolk County Planning Commission to consider inter-community issues. Included in such issues are compatibility of land uses, community character, public convenience and maintaining of a satisfactory community environment.

As indicated above, "…It is the belief of the Commission that the Ronkonkoma Hub Transit Oriented Development District strives for greater harmony between the above considerations… The Town of Brookhaven should seek to maintain a dialogue with the Town of Islip toward developing a unified approach for redevelopment of the Ronkonkoma Hub area."

The proposed rental apartment units are in close proximity – less than a quarter of a mile to the LIRR Ronkonkoma Station. The general public is not anticipated to be significantly inconvenienced by the proposed use. All additional motor vehicle traffic issues are proposed to be accommodated via numerous congestion mitigation projects itemized in the Traffic Mitigation Table in the Towns adopted SEQRA Findings Statement.

LOCAL COMPREHENSIVE PLAN RECOMMENDATIONS:

The proposed residential complex of the Ronkonkoma Hub Phase 1 development is consistent with the TOD Land Use and Implementation Plan adopted by the Town of Brookhaven and approved by the Suffolk County Planning Commission on June 4, 2014 (BR-14-06).

SUFFOLK COUNTY PLANNING COMMISSION GUIDELINE CONSIDERATIONS:

The Suffolk County Planning Commissions has identified six general Critical County Wide Priorities and include:

1. Environmental Protection
2. Energy efficiency
3. Economic Development, Equity and Sustainability
4. Housing Diversity
5. Transportation and
6. Public Safety

These policies are reflected in the Suffolk County Planning Commission Guidebook (unanimously adopted July 11, 2012). Below are items for consideration regarding the above policies.

The development is proposed to connect to Suffolk County Sewer District # 3 (Southwest) via a pump station constructed on site and connected to a future force main to the district. Several options for the route of force main conveyance of the waste from the pump station to the district are under review by the County of Suffolk. Early review by the Suffolk County Department of Public Works is warranted and the applicant should be directed to contact and begin dialogue with the Suffolk County Department of Health Services and the SCDPW as soon as possible.

While it is anticipated that all storm water runoff will be retained on site and comply with Town of Brookhaven and NYS SWPPP requirements there are little amenities demonstrated on the site plan submitted to the Suffolk County Planning Commission in the way of natural treatments to storm water runoff. The applicant should be directed to consult the Suffolk County Planning Commission Publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.

It is the belief of staff that noise issues related to the operation of the LIRR Ronkonkoma Station need further consideration. Correspondence to the Town of Brookhaven from the LIRR (4/20/15) and in the referral materials to the Suffolk County Planning Commission indicate the construction of a sound wall along the north side of the track extending along the Phase 1 property and "not extend across the MTA-owned property to the west (wooded area/parking lot) that is envisioned to be redeveloped during a future phase." Said sound wall is not shown on any of the plans or detail sheets submitted to the County Planning Commission. This should be corrected. The proposed sound wall appears to be an extension of the existing sound wall from the apartment complex to the east. Moreover, the functionality and effectiveness of the sound wall is not demonstrated in the referral information considering it is proposed to be the terminal end of the wall. It is the belief of staff that all residential structures in the Ronkonkoma Hub Phase 1 project should be required to be constructed using materials and techniques that will reduce interior noise levels in accordance with the recommendations of the Department of Housing and Urban Development or other authority that has promulgated standards for reduction of interior noise levels. In addition, it should be disclosed to potential occupants that they will be moving adjacent to an active railroad station and may be subject to noise and vibration from the operation of that facility and noise from passing trains.

Little mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. The applicants should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, design elements contained therein.

This proposed development supports the Planning Commission's priority of Economic Development, Equity and Sustainability. This project should have a positive economic impact on the Ronkonkoma area in terms of construction jobs, tax revenue and support for the local businesses.

This development also supports the Planning Commission's priority on Housing Diversity by providing 489 rental apartment units in a walkable distance to major mass transit infrastructure in a

region that is predominately single family detached homes. Little discussion however is provided in the referral materials to the Suffolk County Planning Commission on the Ronkonkoma Hub Phase 1 developments compliance with the NYS Long Island Workforce Housing Act. Roughly 10% of the units (50 units) should be set aside for workforce housing purposes. It is not indicated how the 489 Phase 1 development units dovetail into the overall workforce housing plan for the Hub.

It is the belief of the staff that the applicant should provide a pedestrian circulation plan that provides a clear connection to the LIRR Ronkonkoma Train Station and Suffolk County Transit stops accounting for motor vehicle conflicts and pedestrian safety. The pedestrian circulation plan should also account for a proposed Bus Rapid Transit (BRT) location to be situated on the north side of the tracks. Transit oriented development districts derive their viability from the multi-modal aspects of transportation provided by the "hub." Not demonstrating and implementing a pedestrian circulation plan highlighting walkability and connectivity to train, bus, BRT, bicycle, and other modes of transportation would be to ignore the intent of the TOD.

Little discussion is made in the petition to the Town and referred to the Commission on public safety and universal design. The applicant should review the Planning Commission guidelines particularly related to public safety and universal design incorporate into the proposal, where practical, design elements contained therein.

STAFF RECOMMENDATION

Approval of the Site Plan for the Ronkonkoma Hub Phase 1 development with the following modifications and comments:

Modifications:

1. Ten percent (10%) of the units (50 units) shall be set aside for workforce housing purposes.

   Reason: This development supports the Planning Commission's priority on Housing Diversity by providing 489 rental apartment units in a walkable distance to major mass transit infrastructure in a region that is predominately single family detached homes. Little discussion however is provided in the referral materials to the Suffolk County Planning Commission on the Ronkonkoma Hub Phase 1 developments compliance with the NYS Long Island Workforce Housing Act. Roughly 10% of the units (50 units) should be set aside for workforce housing purposes. It is not indicated how the 489 Phase 1 development units dovetail into the overall workforce housing plan for the Ronkonkoma Hub.

2. A pedestrian circulation plan that provides a clear connection to the LIRR Ronkonkoma Train Station and Suffolk County Transit stops accounting for motor vehicle conflicts and pedestrian safety shall be developed. The pedestrian circulation plan shall also account for a proposed Bus Rapid Transit (BRT) location to be situated on the north side of the LIRR tracks.

   Reason: Transit oriented development districts derive their viability from the multi-modal aspects of transportation provided by the "hub." Not demonstrating and implementing a pedestrian circulation plan highlighting walkability and connectivity to train, bus, BRT, bicycle, and other modes of transportation would be to ignore the intent of the TOD.

Comments:

1. The applicants should be encouraged to review the Suffolk County Planning Commission publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.

2. Waste water treatment and disposal issues should be reviewed with the Suffolk County Department of Public Works and the Department of Health as early as possible.

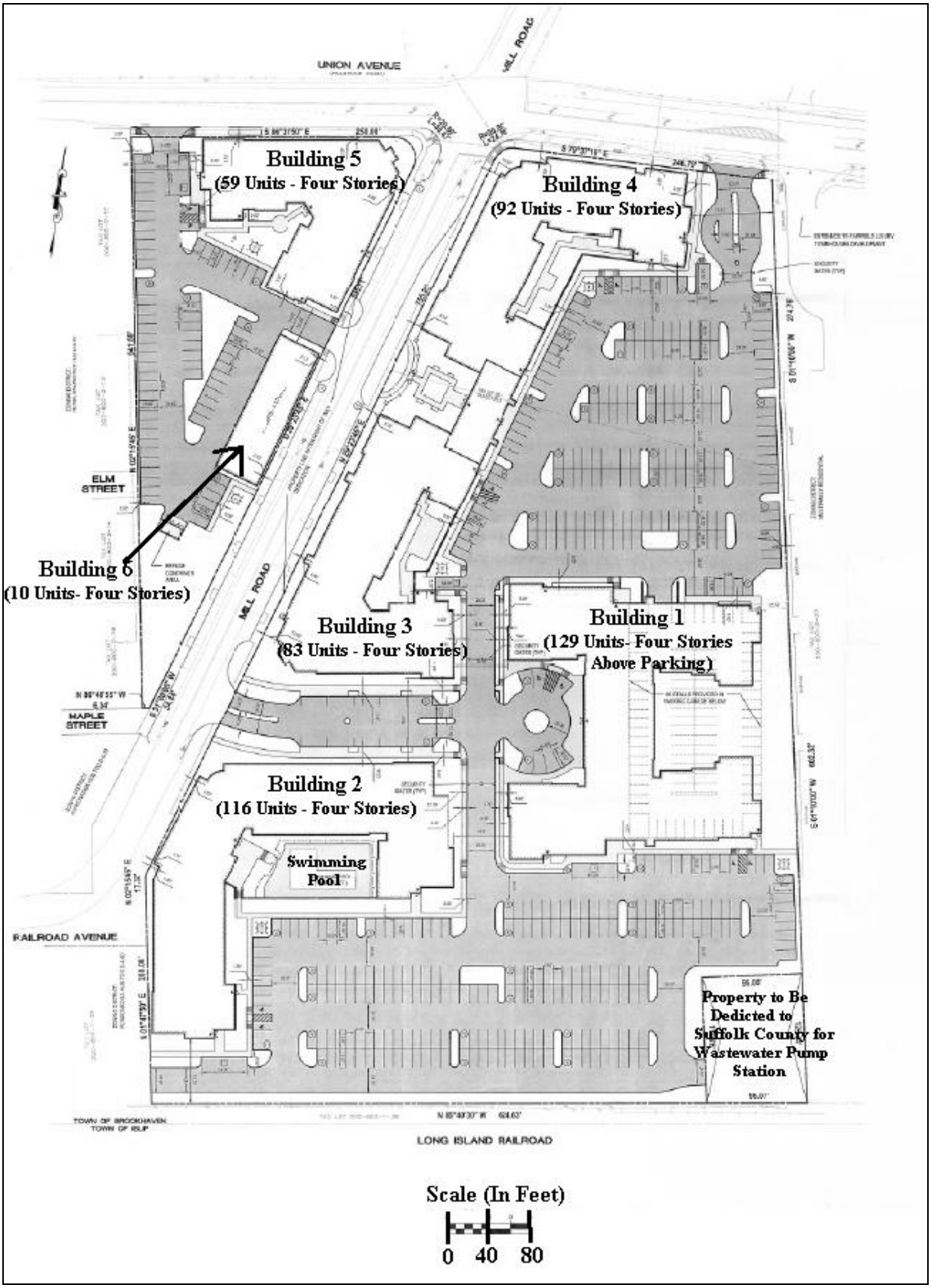
3. The applicant should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable to residential uses.

4. The applicant should review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.

5. The applicant should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.

6. The Town of Brookhaven should seek to maintain a dialogue with the Town of Islip toward developing a unified approach for redevelopment of the Ronkonkoma Hub area.

RONKONKOMA HUB PHASE 1
Town of Brookhaven - Suffolk County, New York
Babcock Ave
Village Plaza Dr
Mill Rd
Union Ave
LIRR
Elm St
Maple St
Carroll Ave
Railroad Ave
1 inch = 200 feet
0
200
400
Feet
SUFFOLK COUNTY
SCRP TAXMAP BASE, 2012
Application: Ronkonkoma Hub Phase 1
SCPD No.: BR-15-03
SCTM No.: 0200 80000 0200 023000
Date: 5/15/15



Z-1: Ronkonkoma Hub Phase I
SCPD: BR-15-03
SCTM No: 0200-800.00-02.00-023.000 et al

COUNTY OF SUFFOLK Z-2

Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Joanne Minieri
Deputy County Executive and Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-25 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: Huntington Station Gateway Neighborhood Plan
Municipality: Huntington
Location: New York Ave. (NYS Rte. 110) corridor between Gateway Plaza (Olive St. and LIRR ROW, Huntington Station

Received: 4/27/2015
File Number: HU-15-02
T.P.I.N.: 0400 09900 0400 018001
Jurisdiction: Adjacent to NYS ROW (NYS Rte. 110)

ZONING DATA

- Zoning Classification: R3M & C6
- Minimum Lot Area: 3,000. Sq. Ft.
- Section 278: N/A
- Obtained Variance: No

SUPPLEMENTARY INFORMATION

- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: No
- Received Health Services Approval: No
- Property Considered for Affordable Housing Criteria: Yes
- Property has Historical/Archaeological Significance: No
- Property Previously Subdivided: No
- Property Previously Reviewed by Planning Commission: No
- SEQRA Information: Yes
- SEQRA Type DEIS
- Minority or Economic Distressed No

SITE DESCRIPTION

- Present Land Use: parking lots, commercial, residential and vacant
- Existing Structures: yes various detached single family homes and commercial block and wood bldgs.

- General Character of Site: level
- Range of Elevation within Site: 185 -210' amsl
- Cover: asphalt & buildings some landscaping
- Soil Types: Urban land and Carver soils
- Range of Slopes (Soils Map): 0-35%
- Waterbodies or Wetlands: recharge basin northern boarder Block 4

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: Area Plan
- Layout: TOD
- Area of Tract: 7.29Acres
- Yield Map:
  - No. of Lots: 3
- Open Space: 0

ACCESS

- Roads: public: NYS Rte. 110; Olive Street; Broadway
- Driveways: private

ENVIRONMENTAL INFORMATION

- Stormwater Drainage
  - Design of System: CB-LP
  - Recharge Basins no
- Groundwater Management Zone: I
- Water Supply: public
- Sanitary Sewers: public

PROPOSAL DETAILS

OVERVIEW – Applicants request Area Plan approval from the Huntington Town Board for the demolition of existing public and private infrastructure in three distinct areas and the redevelopment of a total of 7.29 acres into a mixed use complex consisting of a 140 room hotel, a 250 seat catering/conference facility, 375 seats of restaurant/fast and casual dining and pub/tavern uses. There is also 8,516 SF of retail proposed. The proposal includes structured and surface parking. The area plan development also includes 117 (rental) dwelling units. The rental units will consist of 49 artist studio units (729 SF unit size), 34 studio units (431 SF) and 34 one bedroom units (579 SF).

The proposed hotel, located on the southern of the three redevelopment areas (Block 1/P7), will be approximately 83,296 SF and includes a Hotel Restaurant (2,000 SF) Hotel Banquet Space (4,000 SF), Hotel Meeting Space (2,000 SF) and Hotel Retail/Service (1,000 SF). There is 100,000 SF of Office space proposed and 880 SF of Office Retail/Service space. Structured parking, as well as, off-street and on-street parking stalls are proposed.

The middle redevelopment area (Block 4/P8) will consist of the Artist Studio Residences located in a building at the north end of the lot and public off-street and on-street surface parking stalls on the remaining area to the south.

The northern redevelopment area (Block 7/P 10), referred to as the Mixed-Use Gateway Plaza Development, will consist of retail space (8,516 SF), restaurants of specialty and casual nature (4,000 SF), a Wine Bar/Beer Pub/Tavern (2,000 SF), office space (2,000 SF) and residential units. Parking for the north redevelopment area consists of structured and surface off-street and on-street

parking stalls.

Total parking stalls for the proposed Huntington Station Gateway Neighborhood Plan equal approximately 1,057 spaces and is in conformance with the Town of Huntington requirements.

It should be noted that it has been resolved by the Huntington Town Board that the Huntington Station Gateway Neighborhood Plan is consistent with the Horizons 2020 Comprehensive Plan (Huntington Town Board Resolution 2015-206).

The Horizons 2020 Comprehensive Plan was reviewed and approved by the Suffolk County Planning Commission on October, 17 2008 (HU-08-12). The Commission's approval included one comment: "The Town should pursue with due diligence the completion of the various studies and plans referenced in the Horizons 2020 Comprehensive Plan update. The completion of these plans and studies are essential in order to effectuate the goals and objectives of the plan and to properly guide future policy."

Storm water runoff generated from the site is to be accommodated on site in subsurface leaching pools and drywell structures. Referral materials to the Suffolk County Planning Commission by the Town of Huntington indicate that a SWPPP will be prepared to ensure compliance storm water containment requirements pursuant to Town of Huntington law.

Wastewater generated by the proposed project is intended to be connected and conveyed for treatment and disposal to the Huntington Sewer District. Anticipated waste water discharge is approximately 58,875 gallons per day.

Vehicle Access to the subject site is proposed via ingress/egresses from New York Avenue (NYS Rte 110). Alternate access to the three development parcels may be achieved in the future from Olive Street (town Road) and/or Railroad Avenue (Town Road). Future access arrangements if necessary will be further analyzed during subsequent Site Plan stages of the development process.

The area of the Huntington Station Gateway Neighborhood Plan is generally a mix of "Public Service" (municipal surface parking lots) along the west side of the project area, a mix of residential use types (including multi-family and detached single-family dwellings), institutional/school and commercial uses further westward. On the east side of the NYS Rte. 110 corridor there is a roughly-even split of residential (including multifamily) and commercial sites. Residential land dominates the area further to the east of the state road ROW. Beyond the LIRR Huntington Station at the southern end of the project area industrial land uses form a corridor running east and west along the LIRR ROW.

The subject area of the Huntington Station Gateway Neighborhood Plan is not located in a Pine Barrens Zone of Suffolk County. The area is not within a State designated Critical Environmental Area (CEA). The Neighborhood Plan is not located within a Special Groundwater Protection Area (SGPA). A recharge basin to the north of the Plan area is mapped by the USACOE as a fresh water wetland (PUBHx).

STAFF ANALYSIS

GENERAL MUNICIPAL LAW CONSIDERATIONS:

New York State General Municipal Law, Section 239-l provides for the Suffolk County Planning Commission to consider inter-community issues. Included in such issues are compatibility of land uses, community character, public convenience and maintaining of a satisfactory community

environment.

The proposed rental apartment units are in close proximity – less than a quarter of a mile to the LIRR Huntington Station. Other uses proposed will provide a synergy with the residential component and existing residential and commercial uses in the area. The general public is not anticipated to be significantly inconvenienced by the proposed Huntington Station Gateway Neighborhood Plan. All motor vehicle traffic issues are proposed to be accommodated via numerous congestion mitigation projects itemized in a Traffic Impact Study (Nelson & Pope, LLP, December 2014) and in the submitted expanded Environmental Assessment Form (Voluntary DEIS) to the Town of Huntington.

LOCAL COMPREHENSIVE PLAN RECOMMENDATIONS:

The proposed Huntington Station Gateway Neighborhood Plan development is consistent with the Horizons 2020: Huntington Comprehensive Plan Update (December 2008). The Town plan was reviewed and approved by the Suffolk County Planning Commission on October 1, 2008. A portion of Huntington Station that encompasses the project area was a focal area of the plan and it is the belief of the staff that the proposed Gateway Neighborhood Plan is consistent with the goals and objectives of the plan.

SUFFOLK COUNTY PLANNING COMMISSION GUIDELINE CONSIDERATIONS:

The Suffolk County Planning Commissions has identified six general Critical County Wide Priorities and include:

1. Environmental Protection
2. Energy efficiency
3. Economic Development, Equity and Sustainability
4. Housing Diversity
5. Transportation and
6. Public Safety

These policies are reflected in the Suffolk County Planning Commission Guidebook (unanimously adopted July 11, 2012). Below are items for consideration regarding the above policies.

The development is proposed to connect to Huntington Sewer District. Early review by the Town of Huntington Department of Public Works is warranted and the applicant should be directed to contact and begin dialogue with the Town and any other appropriate regulatory authorities at the earliest possible opportunity.

While it is anticipated that all storm water runoff will be retained on site and comply with Town of Huntington and NYS SWPPP requirements there are little amenities demonstrated on the site plan submitted to the Suffolk County Planning Commission in the way of natural treatments to storm water runoff. The applicant should be directed to consult the Suffolk County Planning Commission Publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.

It is the belief of staff that noise issues related to the operation of the LIRR Huntington Station need further consideration. All residential dwelling units and structures in the Huntington Station Gateway Neighborhood Plan project should be required to be constructed using materials and techniques that will reduce interior noise levels in accordance with the recommendations of the Department of Housing and Urban Development or other authority that has promulgated standards for reduction of interior noise levels.

Little mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. The applicants should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, design elements contained therein.

This proposed development supports the Planning Commission's priority of Economic Development, Equity and Sustainability. This project should have a positive economic impact on the Huntington Station area in terms of construction jobs, tax revenue and support for the local businesses.

This development also supports the Planning Commission's priority on Housing Diversity by providing 117 rental apartment units in a walkable distance to major mass transit infrastructure in a region that is predominately single family detached homes. Little discussion however is provided in the referral materials to the Suffolk County Planning Commission on the Huntington Station Gateway Neighborhood Plan's compliance with the NYS Long Island Workforce Housing Act. Roughly 10% of the units (12 units) should be set aside for workforce housing purposes. It is not indicated how the Neighborhood Plan dovetails into the overall workforce housing plan for the area.

It is the belief of the staff that the applicant should provide a pedestrian circulation plan that provides a clear connection to the LIRR Huntington Station and Suffolk County Transit stops accounting for motor vehicle conflicts and pedestrian safety. The pedestrian circulation plan should also account for any proposed Bus Rapid Transit (BRT) location to be situated at the LIRR Huntington Station. Transit oriented development districts derive their viability from the multi-modal aspects of transportation provided by "TOD." Not demonstrating and implementing a pedestrian circulation plan highlighting walkability and connectivity to train, bus, BRT, bicycle, and other modes of transportation would be to ignore the intent of the Horizons 2020 Comprehensive Plan Update.

Little discussion is made in the petition to the Town and referred to the Commission on public safety and universal design. The applicant should review the Planning Commission guidelines particularly related to public safety and universal design incorporate into the proposal, where practical, design elements contained therein.

STAFF RECOMMENDATION

Approval of the "Area Plan" for the Huntington Station Gateway Neighborhood Plan with the following modifications and comments:

Modifications:

1. Ten percent (10%) of the units (12 units) shall be set aside for workforce housing purposes.

   Reason: This development supports the Planning Commission's priority on Housing Diversity by providing 117 rental apartment units in a walkable distance to major mass transit infrastructure in a region that is predominately single family detached homes. Little discussion however is provided in the referral materials to the Suffolk County Planning Commission on the Huntington Station Gateway Neighborhood Plan's compliance with the NYS Long Island Workforce Housing Act. Roughly 10% of the units (12 units) should be set aside for workforce housing purposes. It is not indicated how the Neighborhood Plan dovetails into the overall workforce housing plan for the area.

2. The petitioner shall provide a pedestrian circulation plan that provides a clear connection to the LIRR Huntington Station and Suffolk County Transit stops accounting for motor

vehicle conflicts and pedestrian safety. The pedestrian circulation plan should also account for any proposed Bus Rapid Transit (BRT) location to be situated at the LIRR Huntington Station.

Reason: Transit oriented development districts derive their viability from the multi-modal aspects of transportation provided by "TOD." Not demonstrating and implementing a pedestrian circulation plan highlighting walkability and connectivity to train, bus, BRT, bicycle, and other modes of transportation would be to ignore the intent of the Horizons 2020 Comprehensive Plan Update.

Comments:

1. The petitioner should be encouraged to review the Suffolk County Planning Commission publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.

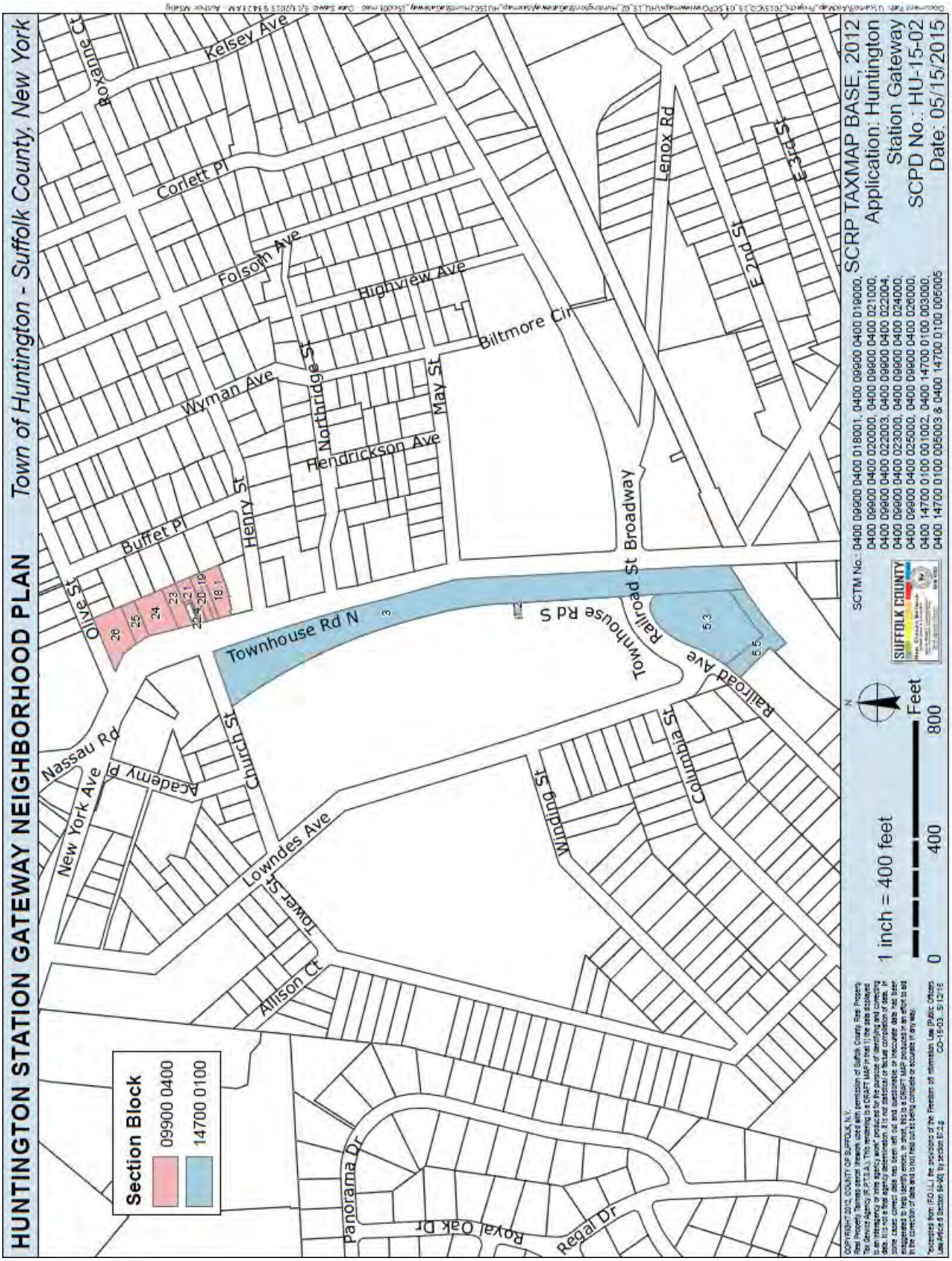
2. Waste water treatment and disposal issues should be reviewed by the Town of Huntington Department of Public Works and the Suffolk County Department of Health and the petitioner should be directed to contact and begin dialogue with the Town and any other appropriate regulatory authorities at the earliest possible opportunity.

3. The petitioner should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable to residential uses.

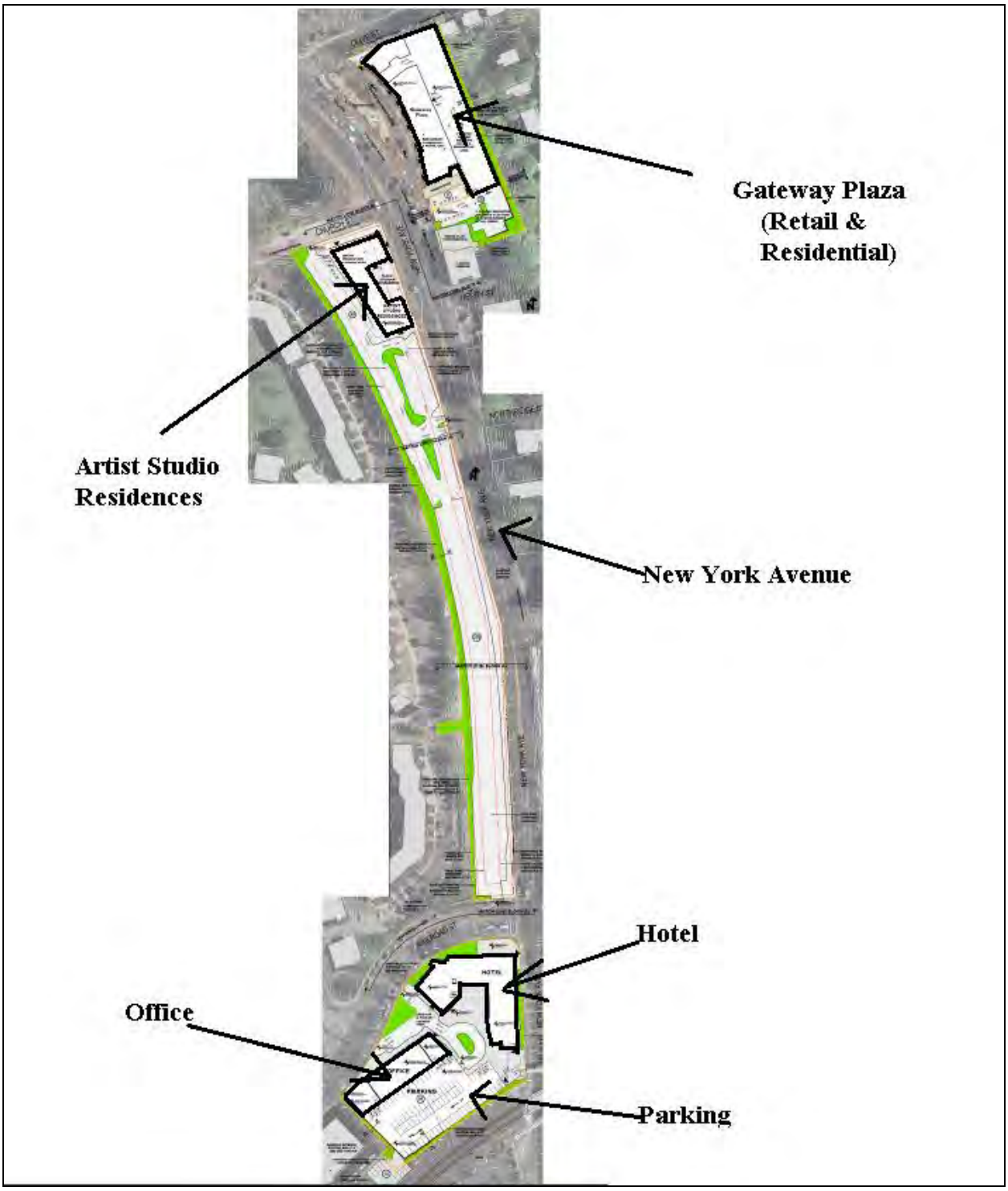
4. The petitioner should review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.

5. The petitioner should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.

6. All residential dwelling units and structures in the Huntington Station Gateway Neighborhood Plan project should be required to be constructed using materials and techniques that will reduce interior noise levels in accordance with the recommendations of the Department of Housing and Urban Development or other authority that has promulgated standards for reduction of interior noise levels.


HUNTINGTON STATION GATEWAY NEIGHBORHOOD PLAN
Town of Huntington - Suffolk County, New York
Section Block
09900 0400
14700 0100
Roxanne Ct
Kelsey Ave
Corlett Pl
Folsom Ave
Highview Ave
Biltmore Cir
Lenox Rd
E 2nd St
E 3rd St
Wyman Ave
Northridge St
May St
Hendrickson Ave
Henry St
Buffet Pl
Olive St
Townhouse Rd N
Railroad St Broadway
Townhouse Rd S
Railroad Ave
Nassau Rd
Academy Pl
New York Ave
Church St
Lowndes Ave
Tower St
Allison Ct
Winding St
Columbia St
Panorama Dr
Royal Oak Dr
Regal Dr
SCTM No.: 0400 09900 0400 018001, 0400 09900 0400 019000,
0400 09900 0400 020000, 0400 09800 0400 021000,
0400 09900 0400 022003, 0400 09900 0400 022004,
0400 09800 0400 023000, 0400 09800 0400 024000,
0400 09800 0400 025000, 0400 09800 0400 026000,
0400 14700 0100 001002, 0400 14700 0100 003000,
0400 14700 0100 005003 & 0400 14700 0100 005005
SUFFOLK COUNTY
1 inch = 400 feet
0 400 800 Feet
SCRP TAXMAP BASE, 2012
Application: Huntington Station Gateway
SCPD No.: HU-15-02
Date: 05/15/2015

Huntington Station Gateway Neighborhood Plan



Z-2: Huntington Station Gateway Plan
SCPD: HU-15-02
SCTM No: 0400-099.00-04.00-018.001 et al

COUNTY OF SUFFOLK Z-3

Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Joanne Minieri
Deputy County Executive and Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-24 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: Addition of Article LXIII Planned Development (PD) Zoning District
Municipality: Town of Riverhead
Location: Calverton

Received: 5/12/15
File Number: RH-15-01

Jurisdiction: Zoning Code Amendment

PROPOSAL DETAILS

OVERVIEW – The Town of Riverhead has referred to the offices of the Suffolk County Planning Commission the proposed adoption of amendments to the Zoning Law of the Town of Riverhead to create a Planned Development (PD) Zoning District for the Enterprise Park at Calverton (EPCAL). The Draft Supplemental Generic Environmental Impact Statement (DSGEIS) for the Proposed Redevelopment at EPCAL as well as The Reuse & Revitalization Plan for EPCAL (which includes the PD Zoning District as an exhibit) can be found at the following link: http://www.townofriverheadny.gov/pview.aspx?id=32339

The PD district will be located on the EPCAL site which was once part of the Naval Weapons Industrial Reserve Plant at Calverton (NWIRP). The NWIRP, which at one time consisted of 10,000 acres, was owned by the United States Navy and leased to Northrop Grumman. In 1996 Northrop Grumman announced its intention not to renew its lease for the NWIRP site. Of the 10,000 acres once owned by the US Navy 1,000 acres were donated for use as a National Cemetery (Calverton National Cemetery), 2,935 acres were donated to the New York Department of Environmental Conservation for wildlife management and 2,913 acres were conveyed to the Town of Riverhead Community Development Agency contingent on its reuse for economic development.

After completing a planning study and an environmental review the Town of Riverhead designated the 2,913 acre area as an urban renewal area and adopted Phase I of the Calverton Enterprise Park Urban Renewal Plan. As part of this Plan approximately 492 acres were subdivided off of the 2,913 acre area and developed as privately held industrial subdivision (Calverton Camelot). However, as

indicated by the Town of Riverhead, the remaining 2,323.9 acres were not redeveloped within the timeframe identified in Phase I and in 2,011 the Town began developing and implementing Phase II of the Calverton Enterprise Park Urban Renewal Plan (referred to as the "Reuse and Revitalization Plan for EPCAL") for the reuse and redevelopment of the approximately 2,323.9 acres of land known as EPCAL.

The Reuse and Revitalization Plan for EPCAL includes the Subdivision Map and the PD District. The Subdivision Map subdivides the 2,323.9 acre EPCAL property into 50 lots. Lots 1 through 42 are designated by the subdivision as development area. These forty two lots as well as roadways (34.5 acres) and drainage reserve areas (51.3 acres) constitute a total development area of 654 acres. The additional 8 lots include: open space designated areas (1502 total acres), a sewage treatment plant recharge parcel and expansion area (26 total acres), a Veterans Memorial Park (100 acres), and a Community Center designated area (4 acres). The PD Zoning District would apply to all of the designated development areas. A map of the designated development areas from the Reuse and Revitalization Plan is appended to this Staff Report.

The PD District allows for a broad range of uses (a copy of the proposed PD District Code is also appended to this Staff Report). The PD District allows as permitted uses "all uses that promote economic development" including but not limited to industrial, institutional, governmental, recreational, conservation, manufacturing, renewable and alternative energy resources, and commercial (except for commercial uses described as retail). The PD District also lists a number of prohibited uses that are a not permitted in the PD District (i.e. landfills, sand mining, petroleum distillations, etc.). In addition, the PD District allows a limited amount of "Supportive Uses" targeted to the employees and tenants of the permitted principal uses within the EPCAL Property. Such Supportive Uses include residential units that would be permitted on lots 10 acres or greater with a maximum of 300 residential units permitted within the EPCAL property. Retail would also be permitted provided that it is specifically designed to support the principal or other supportive uses within the EPCAL Property. The total retail floor area within the EPCAL Property shall not exceed 500,000 square feet.

The PD District requires that all proposed development within the district be subject to the Riverhead Town Board site plan approval process. The PD District states that dimensional requirements shall be determined during the site plan approval process. The PD District does require that: the minimum lot size is greater than 4 acres, the maximum impervious area is less than 90 percent of the site area, the maximum fertilizer-dependent area is less than 15 percent of the lot area and the maximum height shall be less than 75 feet. It should be noted that the PD District does permit structures to exceed 75 feet subject to the submittal of a visual assessment with the site plan application and approval by the Town Board. The PD code also notes that the site plan approval process includes design considerations that are intended to provide a high quality and coordinated design of the proposed structures and landscaping. The Town Board reserves the right to modify, waive or alter the design criteria based on the scope, nature and location of any specific project proposal.

STAFF ANALYSIS

The proposed PD Zoning district is the result of extensive study and outreach to numerous regulatory agencies and departments as well as the public at large. The Town completed a Draft Supplemental Generic Environmental Impact Statement to study the environmental impacts associated with the proposed Subdivision, the Reuse & Revitalization Plan and the PD Zoning District. The DSGEIS included a traffic analysis related to the proposed EPCAL development. Because the exact types of uses that will be built at the EPCAL site are not known at this time the DSGEIS states that with each use approved traffic counts must be taken and the DSGEIS includes

a maximum trip level above which no further development can be approved unless additional evaluation and mitigation is conducted.

It is important that the Town continues to coordinate with the involved regulatory agencies to insure the successful implementation of the PD District. The Town should continue to work with the New York State Department of Environmental Conservation during the implementation of the PD District regarding the protection of the existing freshwater wetlands and the habitat for endangered species. In addition, because wetlands boundaries can migrate over time it is important during the implementation of the PD District that the most landward limit of freshwater wetland vegetation be re-flagged in the field by a qualified expert, reviewed by the appropriate regulatory agency and represented on all future final sketches, surveys, site plans or permits.

Development related to the PD District will result in ingress/egress along Middle County Road (State Road 25). The Town should continue to work with the New York State Department of Transportation during the implementation of the PD District to insure that road opening permits are obtained and any required mitigations are properly coordinated. In addition, Suffolk County Transit Bus route SCT-58 runs along Middle Country Road to the north of the EPCAL Property. The Town of Riverhead should contact Suffolk County Transit to coordinate bus service as the PD District is implemented.

The wastewater related to the PD District development is proposed to be connected to the Town of Riverhead's Calverton Sewer District which includes a Sewage Treatment Plant located within the EPCAL subdivision. There is also an additional parcel within the EPCAL Subdivision that may be used for the expansion of the Sewage Treatment Plant. The Town should coordinate with the Suffolk County Department of Health Services regarding the proposed wastewater treatment plan for the PD District.

The PD District is located within the Compatible Growth Area of the New York State Central Pine Barrens Regions. Therefore, the PD District should be submitted to the New York State Central Pine Barrens Commission for review.

The PD District requires that all proposed development receive site plan approval by the Town Board. All site plan applications related to the implementation of the PD District should be referred to the Suffolk County Planning Commission for review. In addition, during the implementation of the PD District, the Town of Riverhead should consult the Suffolk County Planning Commission guidelines for reference information on energy efficiency, public safety and universal design.

STAFF RECOMMENDATION

Approval of the Town of Riverhead's proposed amendment to the Town Zoning Code for the addition of the Article LXIII Planned Development (PD) Zoning Use District with the following comments:

1. The Town of Riverhead should continue to coordinate with the New York State Department of Environmental Conservation during the implementation of the PD Zoning District to insure the protection of freshwater wetlands and habitat for endangered species.

2. During the implementation of the PD District any wetlands which are located in close proximity to proposed development should have their most landward limit of freshwater wetlands vegetation re-flagged in the field by a qualified expert, reviewed by the appropriate regulatory agency and represented on all future final sketches, surveys, site plans or permits.

3. The Town of Riverhead should contact the Suffolk County Department of Health Services to discuss the treatment plan for wastewater related to the implementation of the PD District.

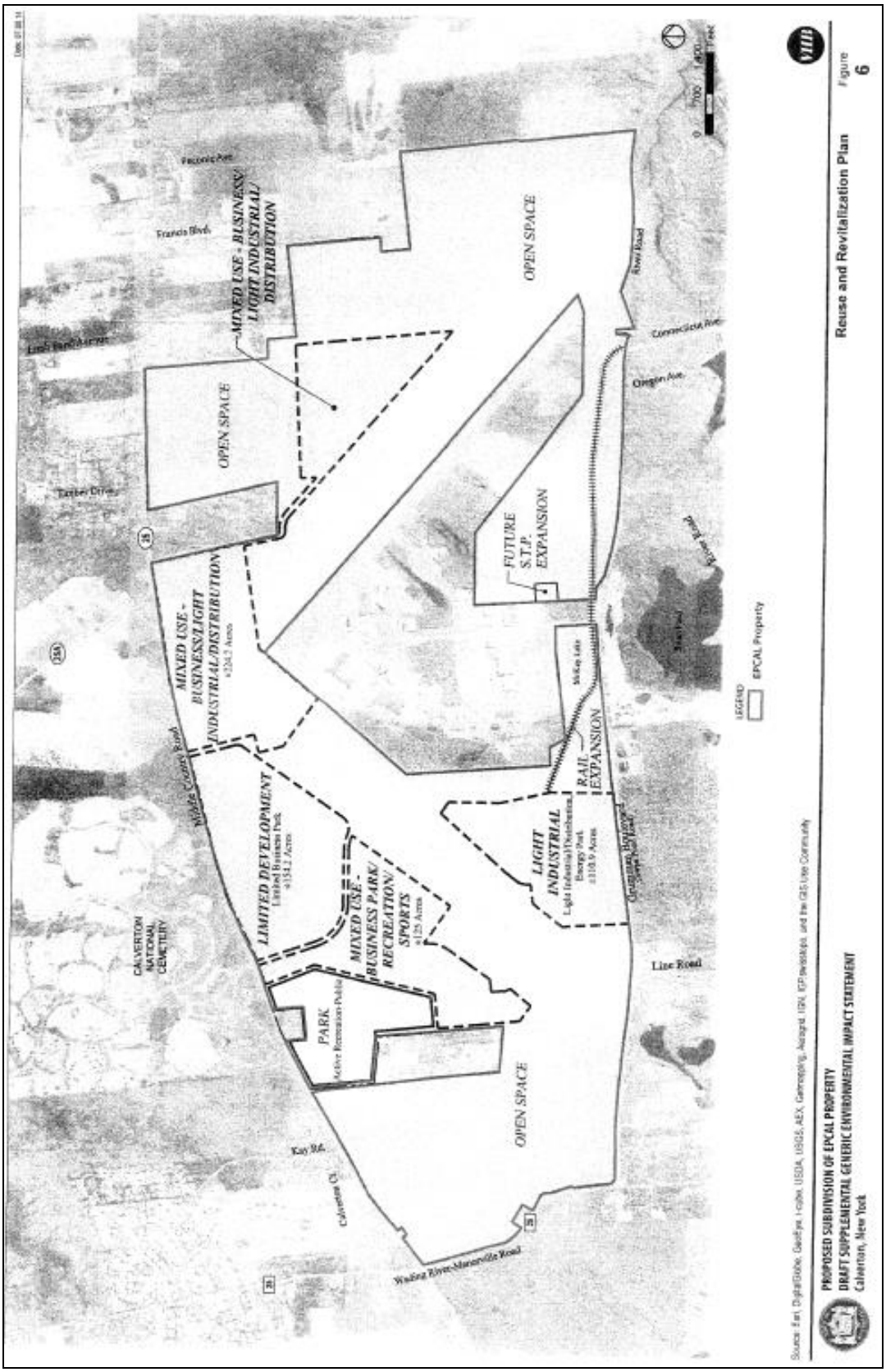
4. The Town of Riverhead should work with the New York State Department of Transportation during the implementation of the PD District to properly coordinate road opening permits and any required traffic mitigations.

5. The Town of Riverhead should work with Suffolk County Transit during the implementation of the PD District to coordinate bus service to the EPCAL property.

6. The Town should submit the proposed PD District to the New York State Central Pine Barrens Commission for review.

7. All site plan applications related to the implementation of the PD District should be referred to the Suffolk County Planning Commission for review.

8. During its implementation process, the Town of Riverhead should review the Suffolk County Planning Commission Guidelines particularly with respect to energy efficiency, public safety, and universal design.


MIXED USE - BUSINESS/ LIGHT INDUSTRIAL/ DISTRIBUTION
OPEN SPACE
OPEN SPACE
FUTURE S.T.P. EXPANSION
MIXED USE - BUSINESS/LIGHT INDUSTRIAL/DISTRIBUTION
LIMITED DEVELOPMENT
MIXED USE - BUSINESS PARK/ RECREATION/ SPORTS
LIGHT INDUSTRIAL
RAIL EXPANSION
PARK
OPEN SPACE
CALVERTON NATIONAL CEMETERY
Francis Blvd
Timber Drive
Middle Country Road
Line Road
Kay Rd.
Calverton Ct.
Wading River-Manorville Road
Connecticut Ave.
Oregon Ave.
River Road
Wicks Lane
LEGEND
EPCAL Property
0 700 1,400 Feet
Reuse and Revitalization Plan
Figure 6
PROPOSED SUBDIVISION OF EPCAL PROPERTY
DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
Calverton, New York

TOWN OF RIVERHEAD
PUBLIC NOTICE

PLEASE TAKE NOTICE that a public hearing will be held before the Town Board of the Town of Riverhead, at Riverhead Town Hall, 200 Howell Avenue, Riverhead, New York, on the 20th day of May, 2015 at 7:10 o'clock p.m. to consider a local law amending Chapter 108 entitled "Zoning" of the Riverhead Town Code as follows:

Chapter 108. ZONING
ARTICLE LXIII. Planned Development (PD) Zoning Use District

§108-333. Overview and historical background.

The former Naval Weapons Industrial Reserve Plant at Calverton (NWIRP) in the Hamlet of Calverton in the Town of Riverhead was previously owned by the United States Navy and leased by the Grumman Corporation for final assembly and flight testing of military aircraft. In 1996, Northrup Grumman closed nearly all of its facilities on Long Island and chose not to renew its lease for NWIRP, causing economic dislocation and unemployment for residents of the Town of Riverhead and the surrounding region.

In 1995, the Town of Riverhead commissioned the preparation of a comprehensive plan for the redevelopment and reuse of the NWIRP site in order to guide its transformation into an engine for regional economic growth. In 1996, a "Comprehensive Reuse Strategy for the Naval Weapons Industrial Reserve Plant at Calverton" was prepared, which described how to manage the transition of the site from its dependence on defense-related procurement to reliance on a broad range of private sector economic activity. This resulted in the United States Navy conveying approximately 2,900 acres of NWIRP to the Town of Riverhead in 1998, conditioned upon the Town's reuse of the property for economic development.

Subsequent to the 1998 conveyance, approximately 492 acres were subdivided from the approximately 2,900 acres as a privately-held industrial subdivision (Calverton Camelot). The remaining 2,323.9 +-acres, now known as the Enterprise Park at Calverton (EPCAL) or EPCAL Property, is generally bounded by New York State Route 25 (Middle Country Road) to the north, industrial uses and Peconic Avenue to the east, Grumman Boulevard (Swan Pond Road, also known as River Road) to the south, and Wading River-Manorville Road to the west.

Beginning in 2011, the Town embarked on updating, developing and implementing a reuse and revitalization plan to meet the current economic, market and site conditions. The comprehensive and extensive analysis of economic, market, environmental, traffic, sewer, water, and myriad other factors, together with participation of State, regional, local departments and agencies, and other interested groups resulted in a reuse and revitalization plan that meets the economic and urban renewal goals of the original conveyance and will assist the State, County, and Town in recapturing potential investment, growth, and employment opportunities for this region.

On _____, the Town of Riverhead Town Board adopted a "Reuse and Revitalization Plan for EPCAL," which functions as an urban renewal plan, for the aforesaid 2,323.9+-

TA 5-5-15 Setting Public Hearing-Amend Chapter 108 Zoning-Add Article LXIII PD District

acre area. The "Reuse and Revitalization Plan for EPCAL" consists of two documents: 1) "Subdivision Map" and 2) "Reuse & Revitalization Plan."

This Planned Development Zoning District (PD District) is one of the instruments of implementation of the public purposes and objectives of the "Reuse and Revitalization Plan for EPCAL." The "Reuse and Revitalization Plan for EPCAL," in concert with the PD District, establishes a comprehensive plan for the reuse of the EPCAL Property.

§108-334. Authority and supersession of Town Law.

The action of the Town of Riverhead in the adoption of PD District is authorized under Statute of Local Governments §10(6) and Municipal Home Rule Law §§10(1)(ii)(a)(14),10(1)(ii)(d)(3), and 10(2), and is intended to and shall supersede Town Law §261-b (relating to incentive zoning), Town Law §261-c (relating to planned unit development zoning districts), Town Law §262 (relating to zoning districts), Town Law §§263 and 272-a (relating to comprehensive plans and zoning purposes), Town Law §269 (relating to zoning law conflicts), Town Law §§270 and 273 (relating to official maps and changes thereto), Town Law §274-a (relating to site plan review and approval), Town Law §274-b (relating to special use permits), Town Law §§ 276, 277, 278, and 279 (relating to subdivisions), and Town Law §280-a (relating to permits for buildings not on improved mapped streets) to the extent that this Article is inconsistent with such statutory provisions.

§108-335. Legislative intent.

A. It is the intent of the PD District to promote the expeditious and orderly conversion and redevelopment of the EPCAL Property by allowing for flexibility in providing a mix of uses in order to prevent further blight, economic dislocation, and additional unemployment, and to aid in strengthening the New York State economy, the regional economy, and the economy of the Town of Riverhead. The purpose of PD District is to enable, encourage, and qualify the implementation of the following policies.

   1) Promoting economic development opportunities;

   2) Encouraging the efficient use of land;

   3) Encouraging flexibility and consistent high quality in site and architectural design; and

   4) Facilitating new development that increase the area's marketability and enhances the tax base.

B. Redevelopment of the EPCAL Property shall be pursuant to the Reuse and Revitalization Plan for EPCAL, which consists of a Subdivision Map filed pursuant to the requirements of the Town Code for the Town of Riverhead and the updated and amended urban renewal plan, "Reuse and Revitalization Plan" and as may be amended from time to time, for the redevelopment of a portion of property identified and designated as an urban renewal area under the original urban renewal plan "Calverton Enterprise Park Urban Renewal Plan" adopted in 1998 and consistent with "An Act in relation to a plan for the development of the

Enterprise Park at Calverton" signed into law October 23, 2013. The "Reuse and Revitalization Plan" is included as part of this Article and specifies, among other things, representative types and general locations of land uses in the proposed PD District, and the general scale, and location of development within the PD District.

§108-336. Terms and provisions of this article control.

A. The provisions of this Article are activated by "will" or "shall" when required; "should" when recommended; and "may" or "can" when optional.

B. The provisions of this Article shall supplant, supersede, and prevail over any other Chapters, Articles, and provisions of the Code of the Town of Riverhead (hereinafter the "Town Code"). Except as otherwise provided in this Article, any other Chapters, Articles, or provisions of the Town Code that are inconsistent with, in conflict with, or in addition to the aforesaid "Reuse and Revitalization Plan for EPCAL," which may be updated from time to time, shall have no application, force, or effect within the PD District.

§108-337. Applicability.

The provisions of the PD District shall encompass the following parcels on the Suffolk County Tax Map, as well as all roadways, shown on the Subdivision Map referred to in §108-336 (B) above, that lie between or adjacent to such parcels: SCTM#s District 600-Section 135- Block 1-Lots 7.1, 7.2, 7.33, and 7.4 or as more particularly described in the Reuse & Revitalization Plan.

§108-338. Reuse and revitalization plan for EPCAL.

The "Reuse and Revitalization Plan" incorporated in this Article designates the lots comprising the PD District, the various roadways within and adjacent to those lots, stormwater facilities, and sewer and water infrastructure, among other things. In reviewing proposed development in the PD District, the Town Board shall determine if such proposed development complies with the "Reuse and Revitalization Plan" and with the descriptions, building forms, and development parameters, as described in the "Reuse and Revitalization Plan" and set forth in subsequent sections of this Article.

§108-339. Development procedures and process.

A. Recognizing the importance of comprehensive redevelopment of the lands in the EPCAL Property in accordance with the aforesaid "Reuse and Revitalization Plan," which may be updated from time to time, the provisions of this Article and "An Act in relation to a plan for the development of the Enterprise Park at Calverton" signed into law October 23, 2013:

(1) The development of any lands within the PD District shall require the submission of a Site Plan Application that conforms to the requirements of the "Reuse and Revitalization Plan" and is subject to Town Board site plan approval pursuant to Town Code of the Town of Riverhead Chapter 108 §108-129 (A). Notwithstanding anything to the contrary set forth in Chapter 108 and pursuant to Municipal Home Rule Law and consistent with General

Municipal Law Articles 15 and 15A and "An Act in relation to a plan for the development of the Enterprise Park at Calverton" signed into law October 23, 2013, as permitted principal uses require site plan approval and residential use must be supportive of a permitted principal use, the Town Board shall be vested with review and approval jurisdiction for all principal and supportive uses, including residential.

(2) As part of site plan review and approval process by the Town Board, the Town shall refer the application to all relevant state and local agencies within ten days of a complete application as required pursuant to §5 (2) of "An Act in relation to a plan for the development of the Enterprise Park at Calverton" signed into law October 23, 2013. In addition, at any time after submission of an application, the Town Board may refer the application to the Planning Department or Planning Board for report and recommendation.

(3) Prior to the submission of a site plan application, the applicant shall ~~may~~ meet with the Town Board or Planning Department to determine zoning code compliance, general engineering suitability and aesthetic compatibility. The plan shall be prepared by a New York State licensed landscape architect, land surveyor, architect or engineer and shall include such drawings as shall clearly present those structural, topographical and design features that the Town would require to evaluate the proposed construction, addition, reconstruction or alteration. The goal of the pre-submission conference shall be a site plan acceptable and complete for formal application pursuant to 108-132 and review pursuant to 108-131 (c). Note, 108-131(B) shall not be applicable and as such, no preliminary site plan application and/or approval shall be required.

(4) Any resolution of approval or conditional approval issued by the Town Board shall be subject to §5 (2) and (3) of "An Act in relation to a plan for the development of the Enterprise Park at Calverton". To the extent required, the applicant shall obtain all approvals, licenses, and/or permits required from other governmental agencies having jurisdiction over the proposed development.

(5) Notwithstanding anything to the contrary above, the Town Board may adopt by resolution such other guidelines or procedures deemed necessary and appropriate to effectively and efficiently initiate, review and complete site plan process.

§108-340. Definitions.

The following terms, phrases, words and their derivatives shall have the meanings given herein:

USE, PRINCIPAL

The main or primary purpose for which a structure or lot is designed, arranged or intended, or for which it may be used, occupied or maintained under this Article.
USE, SUPPORTIVE

A use which exists within the EPCAL Property and which supports the employees and/or tenants of the principal use(s).

§108-341. Uses.

Although this Article has been established to emphasize building form more than use, the following use regulations shall apply to uses in the PD District:

A. Principal Uses

All uses that promote economic development shall be permitted in the PD District, including, but not limited to: industrial; institutional; educational; governmental; recreational; conservation; manufacturing; renewable and alternative energy resources (including generation and distribution of such energy resources, storage and demand response resources); commercial, except for those commercial uses described as retail, personal service and restaurant and deemed supportive pursuant to §108-341(B)(2) below, and the development of public facilities, utilities, and infrastructure necessary to support those uses. Notwithstanding the above, the following industrial, manufacturing and commercial uses shall be prohibited: garbage disposal dumps, landfills, incinerators or transfer stations; gas stations and gas manufacture from coal, coke, or petroleum; petroleum and/or kerosene distillations or refining and storage facilities; sand, gravel, mineral quarrying and mining; motor vehicle, boat, and equipment dismantling, wrecking, and compacting; outdoor sale or storage of motor vehicles, boats, and equipment except by special permit of the town board and subject to the following minimum standards: outdoor storage must be incidental and supportive to the principal use and building(s), outdoor storage may not exceed one third the size of the principal building(s), outdoor storage must be located on the same lot as the building(s) for principal use, outdoor storage areas shall be visually screened and landscaped from public view, roadways, and adjacent properties; manufacture, warehousing, wholesaling, sale and storage of hazardous, dangerous, explosive material, including ammunition, acids; and any use which generates offensive noise, vibration, dust, smoke, gas or other nuisances shall be prohibited.

B. Supportive Uses

In order to promote the EPCAL Property as a planned development community, the following uses shall be permitted as "Supportive Uses," on a limited basis, targeted to the employees and tenants of the permitted principal uses within the EPCAL Property and not designated for primary use by the general public:

(1) Residential. The PD District shall allow a limited number of attached residential housing units located on the same lot and in support of a principal permitted use within that portion of the EPCAL Property described as Zone One. Zone Three and Zone Four of the Map titled "Preferred Alternative" adopted by the Town Board, as governing body of the Community Development Agency, by Resolution #5 adopted on May 7, 2013. The attached residential housing units shall only be permitted on a lot greater than ten acres or a combination of lots located adjacent to each other such that the total combined acreage of said lots is greater than ten acres. The total

number of residential units within the EPCAL property shall be limited to 300, however, an applicant may make application for a special permit for a principal use with residential units that exceed the 300 residential unit limit. The applicant for a special permit which includes supportive residential units in excess of the 300 housing unit limit must adhere to the requirement of a minimum of ten acre lot size and demonstrate that the residential units are an essential and integral component of such principal use, i.e. scientific research or development facility or the like.

(2) Retail, Personal Service, or Restaurant. The PD District shall only permit retail, personal service, and restaurant uses specifically designed to support permitted principal or other supportive uses within the EPCAL Property. The floor area for any supportive use, other than residential described above, shall be located within the floor area of the principal use and shall not exceed 10,000 square feet of floor area per supportive use and 20,000 square feet per principal use and/or lot. The total or maximum floor area within the EPCAL Property shall not to exceed 500,000 square feet.

§108-342. Bulk requirements for individual lots.

Bulk requirements for individual lots shall be determined as part of the site plan approval process, per Article XXVI of the Zoning Ordinance, consistent with the "Reuse and Revitalization Plan for EPCAL." The following requirements shall guide the Town Board through the approval process:

A. Individual lot sizes, minimum yards, and minimum setbacks are not specified herein, except individual lot size shall not be less than four acres. Nothing herein shall prevent an applicant from making application for a merger of adjoining lots to meet the minimum lot size requirement. Buildings may be arranged in conformity with the impervious area coverage and maximum height standards set forth herein. In reviewing any application for site plan approval, the Town Board shall be guided by the "Reuse and Revitalization Plan for EPCAL," standards set forth elsewhere in this Article for comparable uses, and by common best planning practices, to the extent that the resulting development shall be compatible with the surroundings, and to assure the quality and consistency of the uses proposed to be developed on the site.

B. Maximum impervious area coverage shall be 90 percent of the site area. Coverage requirements may, however, be modified by the Town Board as part of the site plan approval process.

C. No more than 15 percent of any individual lot shall consist of fertilizer-dependent vegetation.

D. Structures shall have a maximum height of 75 feet, however, structures in excessive of 75 feet may be approved by the Town Board subject to the submission of a visual assessment as part of the site plan application. Such assessment shall visually depict the proposed building height, its relationship to adjacent structures and uses, and any potential shadowing effects and demonstrate the need to exceed the height restriction.

E. To the extent that FAA rules and regulations are applicable to a site proposed for development, building heights shall conform to Federal Regulation Title 14 Part 77 (Part 77) and all such other Federal Aviation Administration (FAA) standards and regulations.

F. All areas not used for buildings, circulation, parking, storage, maintenance, or utilities shall be landscaped and maintained in good condition.

G. Suitable access for emergency vehicles shall be provided for all structures as determined during the site plan review process.

H. The right-of-way and pavement widths for internal roads shall be consistent with the "Reuse and Revitalization Plan for EPCAL" and shall be subject to all other applicable Town ordinances.

I. Parking and loading. Any application within the PD District shall be guided by the Town's standard requirements for parking and loading, as prescribed in §108-60 and §108-61, respectively. However, the site applicant can request that the Town Board reduce the required amount of parking and loading, provided that the site application is accompanied by a parking and loading demand study. Such study shall be submitted to the Town Board and shall include demand for parking for the proposed use, determination of the appropriate locations for parking on the project site, and number and location of handicapped parking spaces, as well as the number, size, and locations of loading areas, which the Town Board shall consider in its deliberations on the site plan. The use of shared parking, landbanked parking and structured parking shall be encouraged.

§108-343. Design considerations.

The quality of the built environment and its relationship to the natural landscape is a key indicator of quality of life. The objective of the design considerations for the PD District is to provide high quality and complementary design of buildings, landscaping, parking, and other site and building design characteristics. Special emphasis is placed upon methods that reduce the large-scale visual impact of buildings and encourage imaginative design for individual buildings. Further emphasis is placed upon the design of the entrances to the EPCAL Property along New York State Route 25 (Middle Country Road), as the gateways to the Enterprise Park.

A. Process.

The design considerations herein have been prepared to assist those proposing new development in the EPCAL Property in the preparation of their designs and plans. The considerations also provide a basis for the evaluation and review of these designs by the Town Board. As a policy adopted by the Town, the design considerations shall apply to all development within the EPCAL Property and shall be considered as part of the Town's site plan approval process.

These design considerations set a benchmark to which all parties involved in projects can refer and they supplement the limited, specific parameters such as lot size and building height, as established in this Article. The Town Board reserves the right to modify, waive or alter any of the design considerations

presented herein based on the scope, nature, and location of any specific project proposal.

Applicants are strongly encouraged to review these design considerations during the initial (design) phase of a project. Applicants are also encouraged to contact the Town Board at an early stage of project design if any of the design considerations mentioned in this document remain unclear, so as to avoid delays and confusion during the site plan review process.

The Town Board may request that the Planning Board and/or Architectural Review Board review the aesthetic details of an application and its consistency with the following design considerations as part of the Town Board's site plan review.

B. Building mass and articulation.

Solid and unarticulated buildings are discouraged. The mass and scale of buildings should be reduced by staggered building walls or other architectural treatments to provide architectural interest and reduce the visual scale of a building. Buildings at the gateway entrances to the EPCAL Property, where Road 'A' and Road 'D' meet New York State Route 25 (Middle Country Road) and generally along the New York State Route 25 (Middle Country Road) frontage should be distinctive in design, through the use of high quality architectural materials, enhanced landscaping and signage, and appropriate lighting.

In addition, all buildings should include the following elements:

(1) The use of variations in height, roof lines and site grading is encouraged to reduce the perceived height and mass of a building.
(2) Building entries should be clearly defined and readily identifiable through the use of canopies, marquees and architectural treatments.
(3) Where possible, developments with smaller or multiple structures instead of one large building are preferred to reduce building mass and scale.
(4) Clusters of mature landscaping and berms should be located and designed in accordance with architectural and building design features The landscaping clusters should include a variety of trees and tall shrubs and should be located to enhance entrances to buildings, screen parking lots, and buffer views from abutting properties and natural land features that are outside the PD District.
(5) Small-scale landscape elements, such as planter walls and hedges, should be clustered around building entrances.
(6) Whenever possible, outdoor storage, trash, and recycling facilities should be screened with fencing and landscaping and located in places that are not visible from the street.
(7) Fences, while allowed, are subject to site plan review. Chain link fencing screens (including those with slats) are strongly discouraged.

C. Materials.

(1) It is encouraged that the front and side elevations of all buildings and/or structures be constructed of durable and high quality materials such as brick,

granite, or other masonry matter including architectural block or architectural precast concrete. Painted or natural utility concrete panels or masonry units should be confined to rear elevations and in loading dock areas.

(2) Roof design should be as aesthetically pleasing as possible and should screen mechanical equipment.

(3) Glass windows or some similar architectural treatment should occupy at least 15% of the front elevation of a building. In addition, windows and glazing should be in proportion with architectural scale, mass, and height of the building.

D. Color and texture.

(1) Texture patterns are encouraged to create scale within the facades of the building.

(2) Variations in color should be kept to a minimum.

(3) Colors should be subdued in tone.

(4) Accent colors may be used to express corporate identity.

E. Signage and lighting.

(1) All signs must comply with Chapter 108 Supplementary Use Regulations §108-56.

(2) Signs should be designed and placed to accentuate a building's architectural features and be compatible with surrounding buildings.

(3) Marquee signs listing multiple tenants should be avoided. If a sign directory is required, the sign should contain no promotional advertising.

(4) The number and size of signs should be minimized to avoid visual clutter. Groups of related signs should express uniformity and create a harmonious appearance.

(5) Signage along New York State Route 25 (Middle Country Road) shall be prohibited. .

(6) Freestanding signs should be traditional in character and set upon a formal base, enhanced by landscaping.

(7) Signage lighting should be low-level and minimize glare—backlit and light-box signage are undesirable.

(8) Ideally, external and street lighting should be similar from one development to the next in terms of fixture/light post style and color of light.

F. Pedestrian circulation.

(1) On-site concrete or brick sidewalks should be provided to create a continuous pedestrian network throughout the area.

(2) Vehicular and pedestrian circulation patterns should be separated. A landscaped area should provide a separation between a pedestrian and vehicular path.

(3) Where pedestrians and vehicle paths cross, that area should be designated by changing pavement materials, signals, signage, pavement texture or painted stripes.

(4) Secure and convenient pedestrian walkway access should be provided from parking lots, sidewalks, and primary entrances to the building. Sidewalks

should be barrier-free, a minimum of four feet in width and should be set back a minimum of five feet from all buildings.

(5) Pedestrian sidewalks should be provided along the frontage along New York State Route 25 (Middle Country Road) so as to provide connectivity to the continuous perimeter Walkway/Bike Trail within the EPCAL Property and areas outside of the EPCAL Property.

§108-344. Additional requirements.

A. Performance criteria. The following general performance criteria shall supersede the requirements presented herein.

(1) To the extent applicable, development subject to the provisions of Article 6 of the Suffolk County Sanitary Code shall meet the applicable requirements of the Suffolk County Department of Health.

(2) All development shall be connected to the appurtenances of the Calverton Sewer District.

(3) To the extent applicable, development shall comply with the provisions of Articles 7 and 12 of the Suffolk Sanitary Code.

(4) To the extent applicable, development shall comply with the permits issued to the Town of Riverhead by the New York State Department of Environmental Conservation with respect to freshwater wetlands; the Wild, Scenic and Recreational Rivers Systems; and endangered species.

(5) All development fronting on New York State Route 25 (Middle Country Road) shall provide a sufficient roadway buffer to accommodate future transportation improvements, as required by the New York State Department of Transportation.

(6) All development involving significant discharges to groundwater and located proximate to public water supply wells shall require measures to mitigate impacts upon water quality as required under Article 17 of the New York State Environmental Conservation Law. The Suffolk County Department of Health Services' guidelines for private wells should be used for private wellhead protection.

(7) Development within the PD District shall comply with Chapter 81

§108-345. Severability.

If any clause, sentence, paragraph, section, or part of this Article shall be adjudged or determined by any court of competent jurisdiction to be invalid, such judgment or determination shall not affect, impair, or invalidate the remainder of this Article, but shall be confined in its operation to the clause, sentence, paragraph, section, or part of this Article directly involved in said Court judgment or determination.

• Underline represents addition(s)

Dated: Riverhead, New York
May 5, 2015

BY ORDER OF THE TOWN BOARD
OF THE TOWN OF RIVERHEAD
DIANE M. WILHELM, Town Clerk

TA 5-5-15 Setting Public Hearing-Amend Chapter 108 Zoning-Add Article LXIII PD District