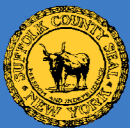
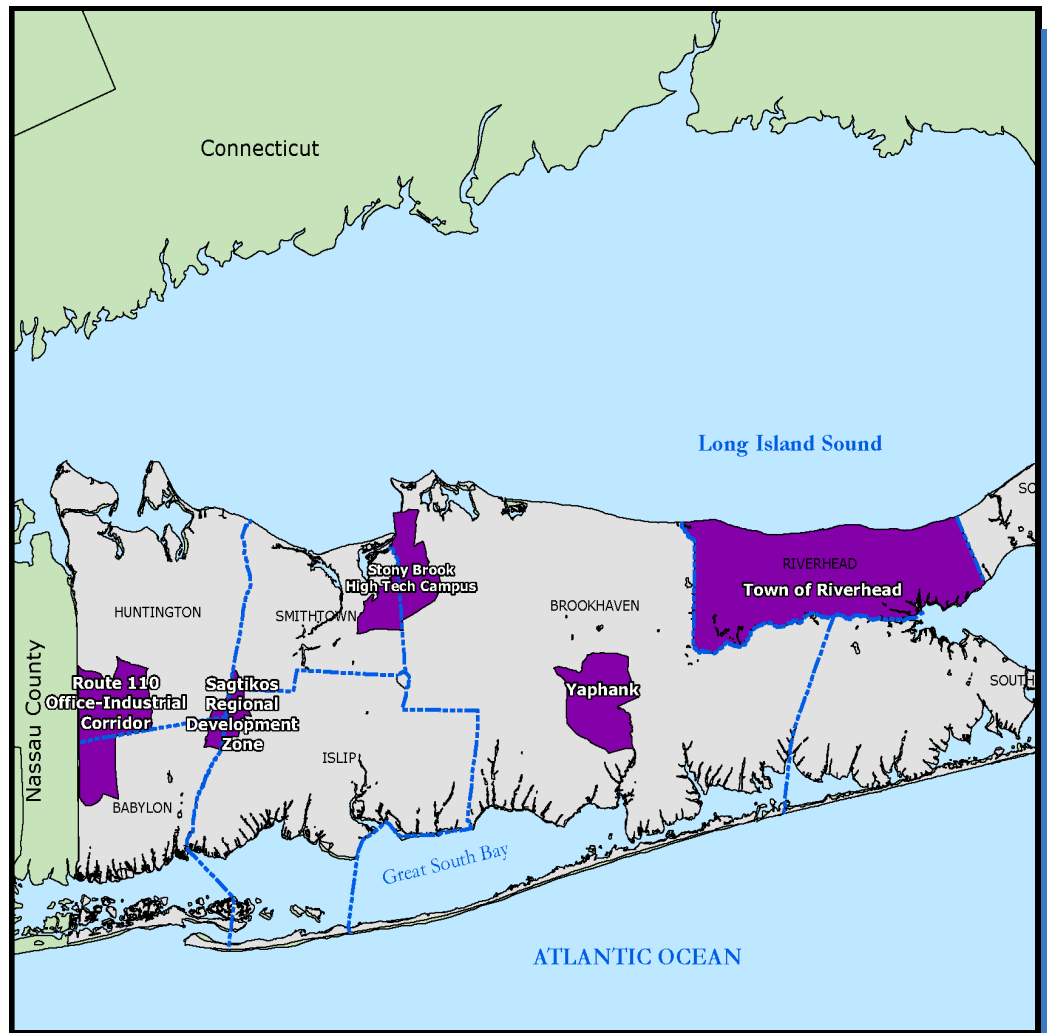


A Review of Selected Growth and Development Areas Suffolk County, New York



August 2006



Suffolk County Department of Planning
Suffolk County ■ New York

**A Review of Selected
Growth and Development Areas
Suffolk County, New York**

August 2006

Suffolk County Department of Planning

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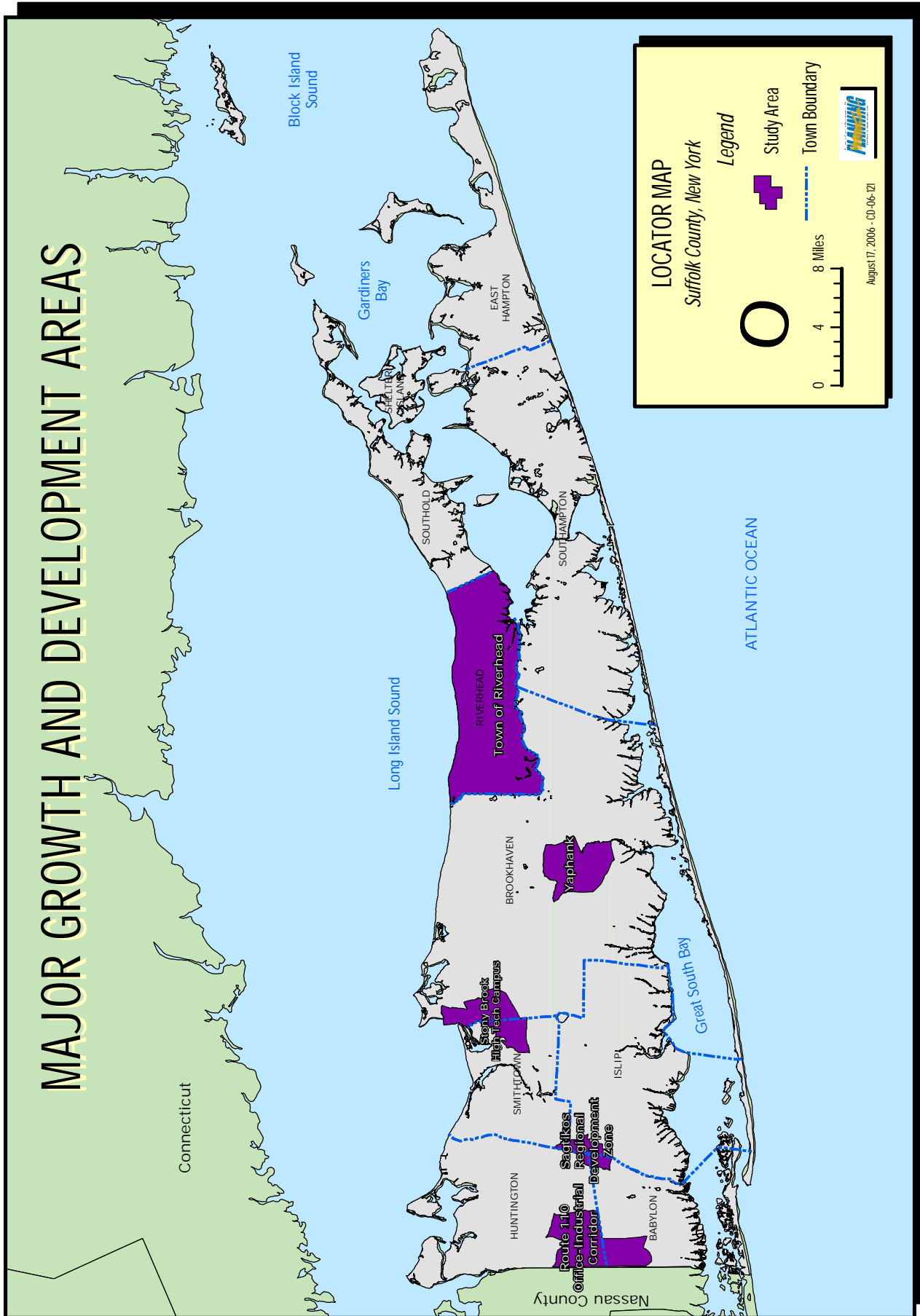
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INTRODUCTION



Executive Order number 8-2006 issued February 28, 2006 directs the Suffolk County Department of Planning to perform an evaluation and analysis of proposed development in five “major growth and development areas” in Suffolk County. These five areas were identified through a collaborative process between Suffolk County and the New York Metropolitan Transportation Council (NYMTC). The five areas are:

- Route 110 Office-Industrial Corridor,
- Sagtikos Regional Development Zone,
- Yaphank,
- Town of Riverhead, and
- Stony Brook High Tech Campus.

Study area boundaries for each growth area were then determined. The boundary for the Route 110 Office-Industrial Corridor is comprised of the census places East Farmingdale (including the Farmingdale State University campus, in the Town of Babylon) and Melville (in the Town of Huntington). The Sagtikos Regional Development Zone includes parts of Commack (in the Town of Smithtown), Brentwood (in the Town of Islip), Dix Hills (in the Town of Huntington) and Deer Park (in the Town of Babylon). The Yaphank study area is the Yaphank census place within the Town of Brookhaven. The Riverhead study area includes the entire Town of Riverhead. The Stony Brook High Tech Campus study area is comprised of the Stony Brook and Saint James census places and the Stony Brook University property in the Towns of Brookhaven and Smithtown. The type and amount of growth potential varies in each of the growth areas.

Suffolk County is large and diverse in its development patterns. In terms of development, Suffolk County is growing in different ways in different parts of the County. In Suffolk County there is land available for development, but it is becoming more limited. Increasingly, new development will need to intelligently reuse and redevelop existing developed land. While the five major growth and development areas do not represent the total of all potential growth areas in Suffolk County, they were selected because each one uniquely has the potential for some kind of significant additional development.

In preparation for this report, staff of the Suffolk County Department of Planning contacted and met with the Town Planning directors and County and regional transportation officials whose jurisdictions

include these five growth areas. In subsequent follow-up meetings, Suffolk County Planning Department information was updated, including information on local master plans and development proposals.

This report presents an overview of existing conditions in each of the five growth areas. The discussion of each area includes information on employment, types of businesses, population, office and industrial markets, retail centers, and traffic data. An analysis of current additional development proposed and estimates of potential future growth and development are presented for each growth area. A discussion of the outlook for future growth in each area, and potential impact mitigation measures are discussed. Finally a set of recommended actions is presented at the conclusion of the report.

Demographic and Housing Trends in Suffolk County

Suffolk County’s population continues to grow. The Long Island Power Authority (LIPA) estimated that Suffolk County had a population of 1,483,000 persons in 2005, a 4.5% increase over the 2000 U. S. Census figure. The increase between 1990 and 2000 was 7.3%. Suffolk County’s population density in 2005 was 1,628 persons per square mile. The County’s five western towns (Huntington, Babylon, Smithtown, Islip and Brookhaven) contain 91% of the County’s population but just 62% of its land area. Population density in western Suffolk was 2,386, compared to 394 persons per square mile in the five western towns (Riverhead, Southold, Shelter Island, Southampton and East Hampton). Suffolk County’s population is projected to continue to increase moderately for the next two decades. Between 2005 and 2030, the County’s population is projected to increase 17% to 1.7 million. The County’s population is expected to continue to age and become more ethnically and racially diverse.

Income levels in Suffolk County are relatively high. Total personal income of Suffolk residents was \$58.7 billion in 2004, ranking 6th of the 62 counties in New York State. Between 1999 and 2004, total personal income in Suffolk County rose by 21%, slightly ahead of inflation. Per capita income increased by 16% in the period, the same as inflation. In 2005 dollars, Suffolk County’s median household

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income is estimated to be \$78,500. Suffolk County's median household income ranked 34th of all 3,111 counties in the United States.

The housing market in Suffolk County has softened in the past year, but is still strong and high priced. After several years of no increases and slight decreases, housing prices began to rise in 1999. Increases of 15-20% per year continued until 2005. In 2005, home prices in Suffolk County increased by 11%. So far in 2006, prices are just 5% above 2005 levels. As of June 2006, the median used home price in Suffolk County was \$420,000, approximately double the median five years earlier.

Housing construction in Suffolk County continues at a moderate pace. In 2005, building permits for 5,183 housing units were issued in the County, a 53% increase over the 2004 figure and the highest figure since 1989. Since 2000, building permits for more than 25,000 new housing units have been issued in Suffolk County.

Economic Trends in Suffolk County

Suffolk County has a large and diverse economy and continues to experience favorable employment conditions. As of June 2006, 775,300 Suffolk County residents were employed, an increase of 2.2% from a year earlier. The unemployment rate remains favorable at 3.8% in Suffolk County as of June 2006. Employment on Long Island was 1,271,300 in June 2006, an increase of 8,700 or 0.7% from the previous year. The region has added a modest number of jobs each year since 2002.

Each year the U. S. Census Bureau releases Zip Code Business Patterns, which contains detailed information about the number and type of businesses with payroll for each U. S. zip code. The most recent year for which this information has been released is 2003. This information is vital to determining the economic base in each community: the number and type of jobs. In this report, this information will be presented for each of the study areas where appropriate. For Suffolk County as a whole, the number of business establishments continues to increase. According to the U.S. Census Bureau's County Business Patterns data, as of 2004 there were 46,933 businesses in Suffolk County with payroll.

This figure represents an increase of 1.8% over the previous year and a 10.5% increase in the five year period since 1999.

Suffolk County's industrial market remains strong. According to Grubb & Ellis, at year-end 2005 the average asking rental rate in the Nassau-Suffolk region for warehouse-distribution industrial space was \$8.84, the second highest in the nation and 26% higher than year-end 2004. The industrial vacancy rate has been improving since 2002 and is expected to remain favorable. According to Grubb & Ellis, Suffolk County's industrial vacancy rate was 4.5% at year-end 2005, among the lowest vacancy rates in the nation. In Suffolk County, available industrial space inventory remains tight. Rental rates are expected to increase further as available inventory gets absorbed. Increasing demand for space has spawned significant new industrial construction in Suffolk County in the past decade. Industrial construction continues to take place in areas such as Bohemia, Ronkonkoma and Yaphank.

The office market in Suffolk County is currently stable. Office vacancy rates improved in 2003 and 2004 but turned higher in 2005. The office vacancy rate in Suffolk for the first quarter of 2006 was 14.5%, up from 13.5% in 2005, predominantly due to new construction adding space to the market. Average office rental rates in Suffolk County have increased slightly over the past year to \$23.76 in the first quarter of 2006, 4% above the rate in 2005. Land costs for office development are sometimes as high as \$1 million per acre in western Suffolk.

Suffolk County contains 37,100,000 square feet of shopping center space and an additional 72 downtown districts. Since 1990, shopping center space in Suffolk County has increased by 36%. Yet retail vacancy rates have remained moderate in the County. In 2005, the vacancy rate in all shopping centers was 7.8%, and the vacancy rate in Suffolk's downtowns was 7.3%. However, seven million square feet of additional shopping center space is currently proposed in Suffolk County.

The number of hotels in Suffolk County continues to increase. There are 305 lodging properties in the County, with 11,600 rooms. In the past five years, the lodging industry in Suffolk County has showed some weakness, as 12 major new hotels have been

constructed since 2000. Consequently, the occupancy rate in western Suffolk County declined from 80% in 1999 to 71% in 2005. Meanwhile, 16 additional hotels, each having 100 or more rooms, have been proposed in Suffolk County.

Key Findings: Five Growth Areas

If all proposed development in these growth areas proceeds as planned, and remaining vacant land is developed in accordance with current zoning, significant changes will occur in each of the five communities studied in this report and in the county as a whole. The charts below summarize the magnitude of difference between current and potential future development in the office, industrial, retail, residential and hotel sectors.

Most of the growth areas would see a significant increase in the amount of retail space, given already proposed retail projects as well as existing zoning allowing for further retail development. Retail space would jump by 54% along the Route 110 Office-Industrial Corridor; by 272% within the Sagtikos Regional Development Zone; by a whopping 17,000% in Yaphank; by a modest 25% near the Stony Brook High Tech Campus; and by 143% in Riverhead.

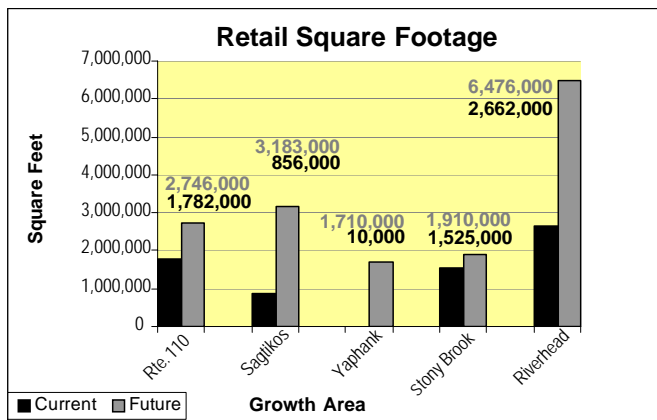


Chart 1. Current and future retail square footage in the five growth areas.

The increase in office space would also be dramatic, particularly in the Sagtikos Regional Development Zone and Yaphank. Given already proposed office projects as well as existing zoning allowing for further office development, the Route 110 Office-Industrial Corridor would see an increase of 39% in office space. The Sagtikos Regional Development Zone would see the largest measurable

increase in office space - 4,478%. In Yaphank, where currently no office space exists, the increase is literally immeasurable. Near the Stony Brook High-Tech Campus, office space would increase by a mild 6%, excluding development of the new Research and Development campus which is not classified as office space. Riverhead would see an increase of 141% in office space.

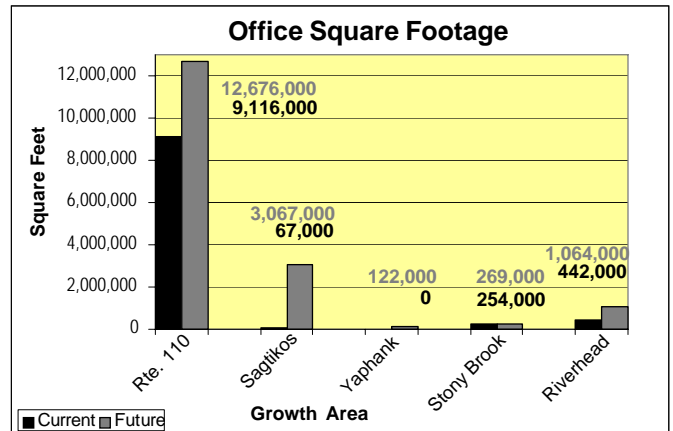


Chart 2. Current and future office square footage in the five growth areas.

The potential increase in industrial space, given already proposed as well as existing zoning allowing for further industrial development, is less dramatic in most of the growth areas. Industrial space would increase slightly by 1% along the Route 110 Office-Industrial Corridor; then increase by a modest 11% within the Sagtikos Regional Development Zone; increase by a significant 461% in Yaphank; increase by 163% near the Stony Brook High Tech Campus; and increase by a large 224% in Riverhead.

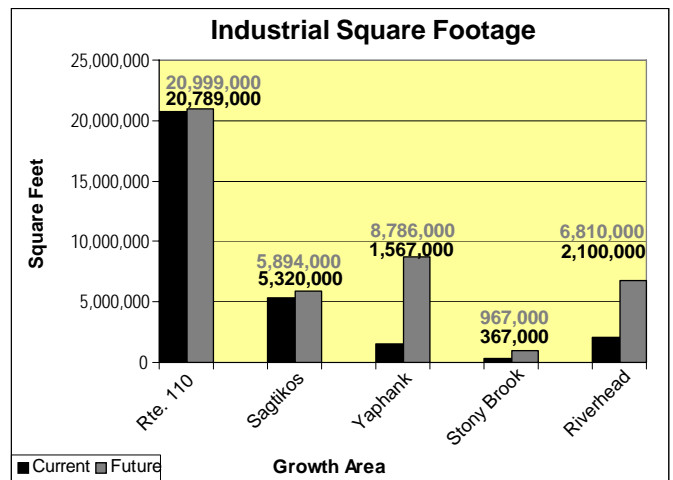


Chart 3. Current and future industrial square footage in the five growth areas.

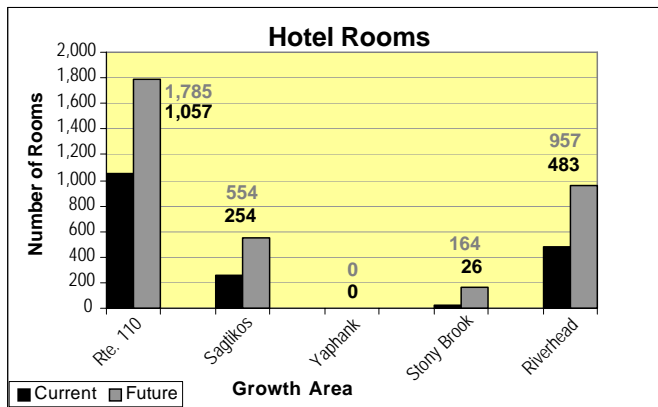


Chart 4. Current and future hotel rooms in the five growth areas.

Most of the growth areas would see somewhat of an increase in the number of hotel rooms, with the exception of Yaphank. Given already proposed hotel projects, as well as existing zoning allowing for further hotel development, the Route 110 Office-Industrial Corridor would see an increase of 69% in the number of hotel rooms. The Sagtikos Regional Development Zone would see an increase of 118% in the number of hotel rooms. In Yaphank there would be no change in the number of hotel rooms - none exist and none are proposed or allowed for under current zoning. The Stony Brook High-Tech Campus area would see the largest percentage increase in the number of hotel rooms - 531%, but the area is starting from a relatively small base, so the increase is not that significant. Riverhead would see an increase of 98% in the number of hotel rooms.

The potential increase in residential development, given already proposed projects as well as existing zoning allowing for further residential development, is most dramatic in the Sagtikos Regional Development Zone - 15,000% jump in the number of housing units. All other growth areas would see an increase in the number of housing units as well, but to a lesser extent. The number of units would jump by 24% along the Route 110 Office-Industrial Corridor; by 157% in Yaphank; by a mere 6% near the Stony Brook High Tech Campus; and by 62% in Riverhead.

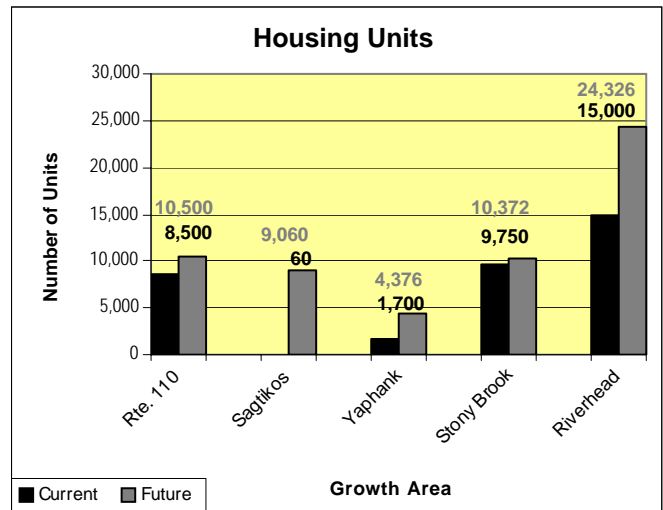


Chart 5. Current and future housing units in the five growth area.

Looking at the cumulative impact of projected growth in these five areas is quite telling. Across just these five identified growth centers, retail space will increase by 284%. Office space will increase by 82%. Industrial space will increase by 55%. The number of hotels rooms will increase by 158% and the number of housing units will increase by 193%.

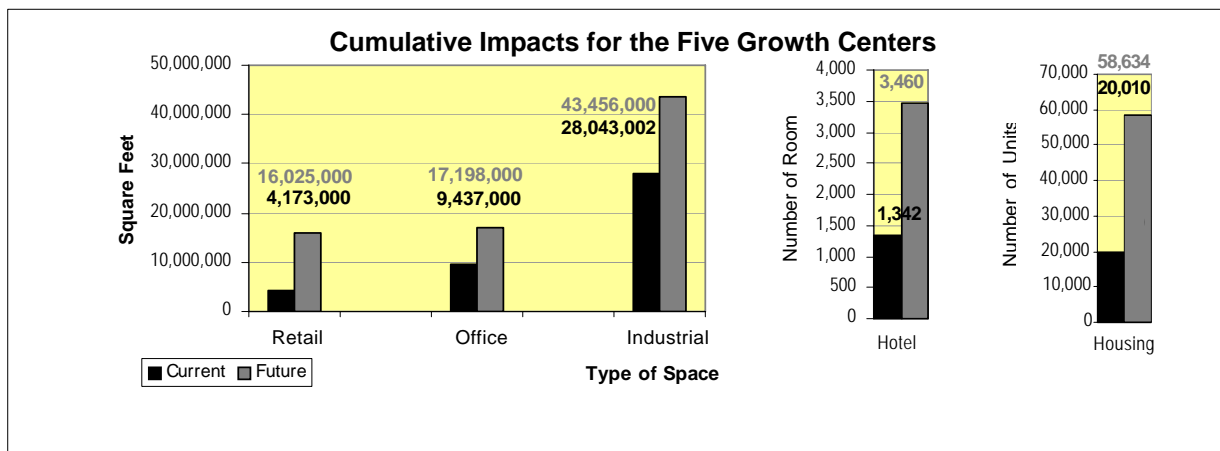


Chart 6. Cumulative impact of retail, office, industry, hotels and housing in the five growth centers.

**EXISTING CONDITIONS AND OUTLOOK
FOR THE ROUTE 110 OFFICE - INDUSTRIAL CORRIDOR**

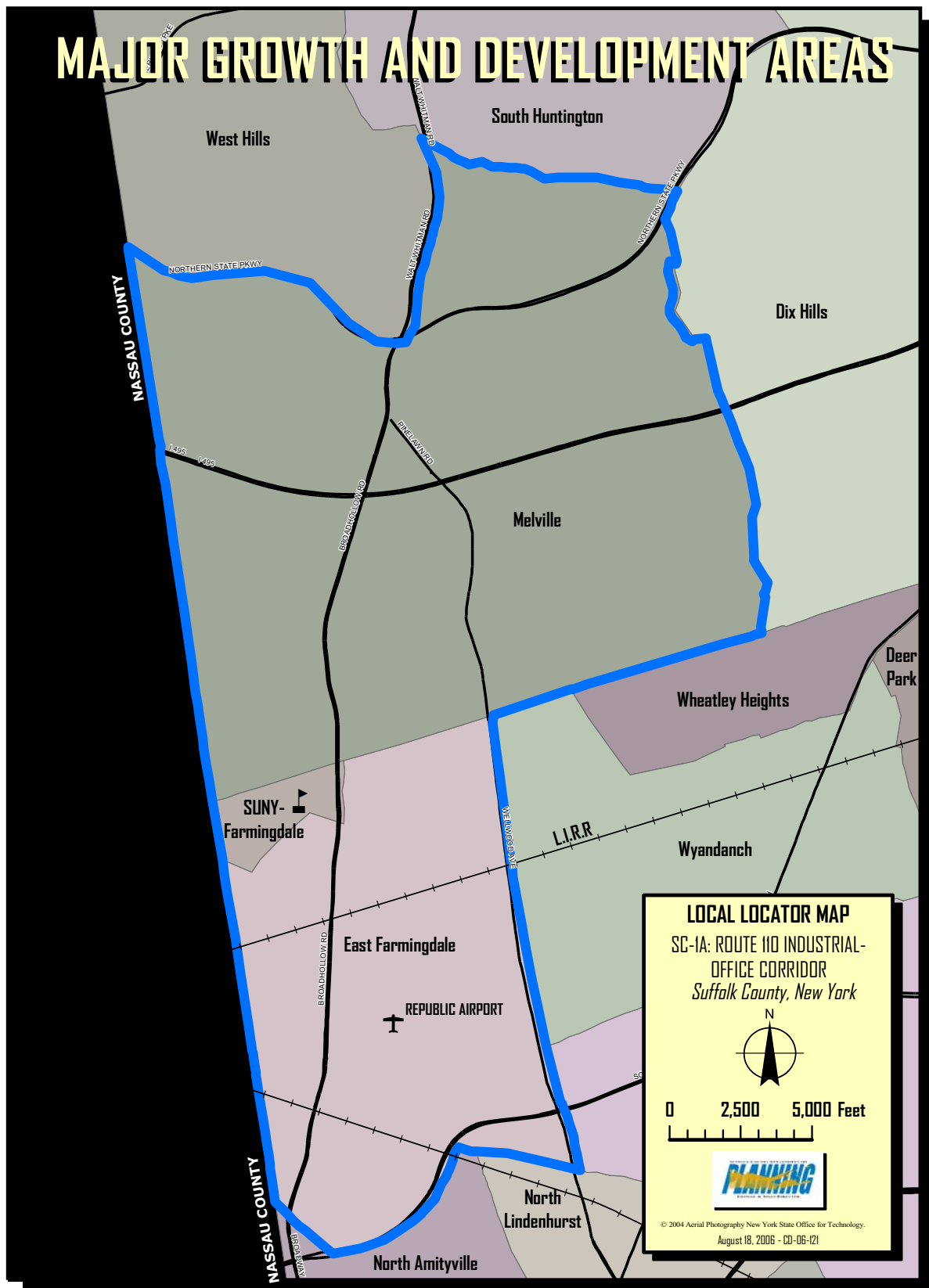


Figure 2. Locator Map: SC-1A Route 110 Industrial - Office Corridor

INTRODUCTION

New York State Route 110 is a major north-south artery located in western Suffolk County within one to three miles of the border with Nassau County. The Route 110 corridor is a major employment area, containing numerous large office buildings, industrial development, large retail centers, many service businesses, a four-year college, an airport, 1,000 acres of cemetery lands, single family homes and other types of housing. Route 110, 16 miles in length, begins in the incorporated village of Amityville and runs north to Halesite. The core portion of the route 110 corridor, where much of the concentrated industrial and commercial development exists, is comprised of Melville and East Farmingdale between Northern State Parkway and Southern State Parkway.

This report focuses primarily on the communities of Melville in the Town of Huntington and East Farmingdale in the Town of Babylon. These two communities together are approximately 17 square miles in area.

Previous Studies

In 1979, the Long Island Regional Planning Board studied the Route 110 corridor between Southern State Parkway and Northern State Parkway. The results of this study were released in the Regional Planning Board's publication *Industrial Location Analyses - 1980*. The study analyzed existing zoning, existing land use, potential development, visual impact, existing road circulation, and existing mass transit.

Based on the study, a land use plan proposed the kind of development to best serve the surrounding region. The land use plan recommended that in Melville, further office and industrial development should be primarily limited to between Pinelawn Road/Wellwood Avenue and Walt Whitman Road/Route 110. Further south, the plan recommended industrial and commercial in-fill in existing commercial and industrial areas, and new industrial development surrounding the Route 110/Route 109 intersection. A multi-use center was proposed for the north side of Spagnoli Road, containing commercial development, an entertainment

center, multi-family housing, and a belt of open space, with single family homes to the north of the multi-use area. Some of the report's recommendations were applied but most of them were not implemented.

The plan also offered detailed suggestions for road system improvements that would facilitate development and improve congestion in the Route 110 corridor. Some of these recommendations were implemented, such as improvements to and expansion of Route 110, and extension of the L. I. E. service roads. However, the recommendations to upgrade New Highway and Walt Whitman Road were never carried forth, nor were the recommendations to upgrade and realign east-west roads such as Spagnoli Road (eastward through to Colonial Springs Road), Conklin Street (although Conklin Street has finally been realigned at New Highway), or to extend Baylis Road west to Round Swamp Road. Other recommendations for new and expanded roadways to relieve congestion were never implemented, including a new north-south road west of Walt Whitman Road between the L. I. E. and S. U. N. Y. Farmingdale.

The plan proposed that a "piggyback" freight rail terminal be located near the Main Line of the railroad near New Highway to allow truck service to transfer to rail freight there. The plan also offered recommendations for improvements to the mass transit system in the Route 110 corridor. Improvements to the existing bus system were recommended, including increasing rush hour service, adding new bus lines, improving connections to railroad stations, and improving connections to areas outside the corridor. The long closed Republic railroad station at Route 110 and Conklin Street was proposed to reopen and a new South Farmingdale railroad station was proposed to be located adjacent to Route 110 at Route 109.

Much of Melville is included in the West Hills/Melville Special Groundwater Protection Area (SGPA). The 1992 Long Island Regional Planning Board report titled *The Long Island Comprehensive Special Groundwater Protection Area Plan* contained some recommendations for the entire area. In particular, the report recommended that public acquisition of property or development rights, or clustering should occur on certain undeveloped

parcels in the area. Some of these parcels have since been developed.

In 2000, the Long Island Regional Planning Board and the Dowling College National Aviation and Transportation Center produced a report titled *The Route 110 Corridor: An Intermodal Transportation and Land Use Study*. This report encouraged the Towns of Huntington and Babylon to maximize the economic potential of the Route 110 corridor by creating an intermodal transportation system that will reduce the personal use of vehicles and facilitate the efficient and safe movement of people, goods, and services in the corridor. The intermodal transportation system proposed for the corridor was comprised of several components, including a rush hour express bus system connecting with high volume parking lots, creating a dedicated lane for automated vehicles (“smart cars,” which use automated navigational lanes), and the construction of a light rail system at grade or elevated on its own right-of-way. The plan encouraged the “share-a-car” concept where “smart cars” are borrowed during the day at large parking lots, and the “TubeXpress” concept, which is a sub-surface transportation network that moves goods and lessens truck traffic.

The report stressed that road improvements alone would not solve the corridor’s transportation problems. The study did propose some roadway improvements, such as at the Route 110/Northern State Parkway interchange. The report encouraged the use of the continuous flow intersection (CFI) at locations such as Route 110 and Old Country Road and at other locations, to improve traffic flow. This concept introduces a turn bay placed to the left of oncoming traffic, accessed by the creation of a mid-block, signalized intersection.

The 2000 study envisioned that the Route 110 corridor could become a regional showcase – a signature place to work, visit and recreate known as the 110 Techway. The Techway would combine mixed use land use practices with the comprehensive intermodal transportation system in a unifying theme. The Techway would contain an interactive communication system allowing people to communicate as they move through the corridor, an electronic concierge, an interactive electronic town hall, and other high-tech amenities.

DEMOGRAPHICS

Population

The Route 110 corridor contains a sizeable, growing population. Despite a large number of businesses, office buildings, and industrial buildings, there are also a significant number of single family homes and other types of housing in the Route 110 area. The population of Melville and East Farmingdale had nearly 20,000 residents in 2000. The population of the area increased by 16.5% between 1990 and 2000 and by another 21.1% between 2000 and 2005. (See Table 1.)

Table 1. Resident Population of the Route 110 Corridor, 1990, 2000 and 2005

<i>Area</i>	<i>1990</i>	<i>2000</i>	<i>2005</i>	<i>2000-2005 Change</i>
Melville	12,586	14,533	18,375	26.4%
East Farmingdale	4,510	5,400	5,771	6.9%
Route 110 Corridor Total	17,096	19,933	24,146	21.1%
Suffolk County	1,321,864	1,419,369	1,483,396	4.5%

Source: U. S. Census Bureau, LIPA

The largest population increase in the area was in Melville, which has experienced significant housing development. The Greens at Half Hollow, a 1,400 unit housing development of mostly townhomes for seniors, opened in 2004 on land previously used by New York State for the Long Island Developmental Center. Since 2000, zoning changes have led to the development of several other large multi-unit housing complexes in Melville in recent years: Avalon Court North (340 apartments), Highlands at Huntington Terrace (55 senior apartments and 136 assisted living units), The Cove at Melville (175 senior condos), Millennium Hills (44 affordable condos and 40 subsidized apartments), and Villages West at Melville (166 condos and houses).

Employment and Income Data

The Towns of Huntington and Babylon contain the entire Route 110 corridor. These two towns have a resident labor force of more than 200,000 persons, including those employed and unemployed and looking for work. Since 2000, the Huntington/Babylon labor force has remained fairly stable at between 205,000 and 217,000 workers. The size of the labor force declined during and after the recession of the early 1990s, but has since increased to 217,400 as of June 2006. The number of unemployed residents of Huntington and Babylon was 8,800 in June 2006, the lowest since 2001. Consequently, the June 2006 unemployment rate in Huntington and Babylon was 3.9%, the lowest since 2001 and close to full employment. (See Table 2.)

Table 2. Employment Data by Place of Residence, Towns of Huntington and Babylon

<i>Year*</i>	<i>Employed</i>	<i>Unemployed</i>	<i>Unemployment Rate</i>
2000	205,400	6,900	3.3%
2001	205,500	7,400	3.5%
2002	206,300	10,200	4.7%
2003	207,500	10,900	5.0%
2004	209,900	10,200	4.6%
2005	212,600	9,100	4.1%
2006	217,400	8,800	3.9%

* Data are for June of each year.

Source: New York State Department of Labor

The Town of Huntington contains some of the highest household incomes in Suffolk County. The median income in the Town of Huntington in 1999 was \$82,528 which is nearly \$100,000 in 2005 dollars. Melville’s median household income levels are even higher, \$111,189 in 2005 dollars.

The Town of Babylon’s median household income was \$60,064 in 1999, which is \$72,000 in 2005 dollars. See Table 3. Median household income in East Farmingdale was higher than the Town of Babylon median and the Suffolk County median; it was \$81,865 in 2005 dollars.

Table 3. Median Household Income, Towns of Huntington and Babylon

	<i>Median Household Income, 1999</i>	<i>Median Household Income, 2005 Dollars</i>
Town of Huntington	\$82,528	\$99,173
Melville	\$92,527	\$111,189
Town of Babylon	\$60,064	\$72,179
East Farmingdale	\$68,125	\$81,865
Suffolk County	\$65,288	\$78,456

Source: U. S. Census Bureau - 2000 U. S. Census, Suffolk County Department of Planning

Median household income in Melville is 42% higher than the Suffolk County median and the Town of Huntington’s median household income is 26% higher than the Suffolk County median. The median household income of the Town of Babylon is 8% below the County median and East Farmingdale’s median household income is 4% higher than the County median.

ECONOMIC BASE

The Route 110 Corridor is the largest employment center in Suffolk County. *Zip Code Business Patterns* includes information about total employment in businesses, by zip code. It is important to note that government employment is not included in these figures, only employment by businesses with payroll. In the Route 110 corridor, there are two key zip code areas: Farmingdale and Melville. The Farmingdale zip code is larger than the hamlet of East Farmingdale; it also includes the incorporated village of Farmingdale and the hamlet of South Farmingdale, both in Nassau County. In 2003, there were 90,683 persons employed at businesses in Melville and Farmingdale. See Table 4.

Table 4. Employment in Business Establishments in the Farmingdale and Melville Zip Codes, 1998-2003

<i>Year</i>	<i>Farmingdale</i>	<i>Melville</i>	<i>Route 110 Area TOTAL</i>
1998	34,345	45,719	80,064
1999	35,210	47,271	82,481
2000	37,583	53,848	91,431
2001	36,565	60,714	97,279
2002	36,571	56,545	93,116
2003	35,281	55,402	90,683
5 year change	3%	21%	13%

Source: U. S. Census Bureau Zip Code Business Patterns.

Between 1998 and 2003, business employment in Farmingdale and Melville increased by 13%. Although since 1998 the level of employment has increased and decreased, the general trend is upward. *Zip Code Business Patterns* also includes information about the number of business establishments with payroll, by zip code. Melville and Farmingdale contain a very large number of businesses. In 2003, there were 3,865 businesses in the Farmingdale and Melville zip codes. See Table 5.

Table 5. Number of Business Establishments in the Farmingdale and Melville Zip Codes, 1998-2003

<i>Year</i>	<i>Farmingdale</i>	<i>Melville</i>	<i>Route 110 Area TOTAL</i>
1998	2,058	1,437	3,495
1999	2,068	1,586	3,654
2000	2,098	1,789	3,887
2001	2,076	1,851	3,927
2002	2,139	1,834	3,973
2003	2,111	1,754	3,865
5 year change	3%	22%	11%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, the number of businesses in Farmingdale and Melville increased by 11%. Again, although since 1998 the number of businesses has increased and decreased, the general trend is upward.

In 2003, there were 3,865 businesses with payroll in Farmingdale and Melville in a wide range of business categories. The largest number of businesses in the area (606 or 16% of the total) were in the Professional, Scientific & Technical Services category. Wholesale Trade was the next largest industry (526 businesses, 14% of the total). Finance & Insurance was the next largest category with 477 businesses or 12% of the businesses in the area. There were also large numbers of retail trade, manufacturing and construction businesses. Businesses in Farmingdale and Melville were classified among a wide range of industry categories. See Table 6.

Of the two zip codes, Farmingdale had significantly more manufacturing and wholesale trade businesses, reflecting its concentration of industrial buildings. Farmingdale also had considerably more construction and retail trade businesses than Melville. On the other hand, Melville had a much higher concentration of businesses in the categories of Finance & Insurance, and Professional, Scientific & Technical Services. These businesses are mainly based in Melville’s substantial office space.

Table 6. Number of Business Establishments by Zip Code Community, 2003

Industry	Farmingdale	Melville	Route 110 Area TOTAL
Forestry, Fishing, Hunting and Agriculture	0	0	0
Mining	0	2	2
Utilities	0	5	5
Construction	212	86	298
Manufacturing	291	37	328
Wholesale Trade	386	140	526
Retail Trade	252	88	340
Transportation & Warehousing	72	21	93
Information	37	69	106
Finance & Insurance	58	419	477
Real Estate & Rental & Leasing	74	70	144
Professional, Scientific & Technical Services	193	413	606
Management of Companies & Enterprises	13	30	43
Admin., Support, Waste Mgmt., Remediation Services	96	136	232
Educational Services	14	17	31
Health Care and Social Assistance	86	62	148
Arts, Entertainment & Recreation	24	17	41
Accommodation & Food Services	116	65	181
Other Services (except public administration)	177	68	245
Unclassified Establishments	10	9	19
TOTAL	2,111	1,754	3,865

Source: U. S. Census Bureau *Zip Code Business Patterns, 2003*.

NON-RESIDENTIAL DEVELOPMENT

Industrial Market

There is significant industrial development in the Route 110 corridor. The most recent field survey of industrial property in the Route 110 corridor was performed in 1991, and the number of acres of industrially used land was calculated from the survey. There have been few new industrial buildings constructed in the corridor since 1991. In fact, any industrial square footage constructed in the past 15 years has been offset by the conversion of industrial buildings to office space, an increasing trend in the Route 110 area.

Using aerial photos from 2004, an analysis of industrial development in Melville was performed. There are 57 industrial buildings containing 5,200,000 square feet of space in Melville. For East Farmingdale, since there are hundreds of industrial buildings, the total square footage of industrial buildings was estimated by assuming that the square footage of industrial buildings comprised 40% of the size of the parcel. This figure is based on the lot coverage of a sampling of industrial buildings in East Farmingdale. Table 7 shows land used for industry and the estimated square footage of industrial buildings in the Route 110 corridor.

Table 7. Industrial Development, East Farmingdale and Melville

<i>Town</i>	<i>Community</i>	<i>Acres of Industrially Used Land</i>	<i>Estimated Industrial Square Footage</i>
Melville		443.3	5,242,000
East Farmingdale		892.3	15,547,000
Route 110 Corridor Total		1,335.6	20,789,000

Source: Suffolk County Planning Department

East Farmingdale contains the bulk of the industrially used land (892 acres) and an estimated 15.5 million square feet of industrial buildings. Melville, with lower lot coverage of approximately 25%, has 443 acres of industrially developed land, with nearly five million square feet of industrial space. In addition, a large sand mining operation occupies more than 250 acres in Melville. This use is

technically industrial, but there are few buildings associated with the sand mining.

Office Market

CB Richard Ellis compiles office market statistics for the Western Suffolk County market, which includes the Farmingdale-Melville area. Most of the office space in the Western Suffolk County market is located in Melville. The Melville office market remains strong, but has shown some signs of weakening in the past year. Office vacancy rates in the Melville area were below 10% through all of 2004, but have been above 10% since 2005. The vacancy rate has slowly increased and was 13.1% at the end of the first quarter of 2006, up from 11.0% a year earlier. (See Table 8.)

Table 8. Office Market Statistics

<i>Period</i>	<i>Western Suffolk (Melville)</i>		<i>Nassau-Suffolk</i>	
	<i>Vacancy Rate</i>	<i>Rental Rate Per Sq. Ft.</i>	<i>Vacancy Rate</i>	<i>Rental Rate Per Sq. Ft.</i>
1st Quarter 2002	13.1%	\$25.27	11.1%	\$24.79
1st Quarter 2003	12.0%	\$24.49	11.5%	\$24.11
1st Quarter 2004	8.7%	N/A	10.1%	\$24.23
1st Quarter 2005	11.0%	\$26.38	10.6%	\$24.87
2nd Quarter 2005	12.0%	\$26.50	12.7%	\$25.60
3rd Quarter 2005	14.4%	\$26.35	13.6%	\$25.77
4th Quarter 2005	12.1%	\$26.17	12.6%	\$25.63
1st Quarter 2006	13.1%	\$26.67	12.8%	\$26.22

Source: CB Richard Ellis

Office rental rates per square foot remain strong in the Melville sub-market. In the first quarter of 2006, the office rental rate in the Melville area was \$26.67 per square foot, 1% higher than a year earlier. The Melville rental rate is slightly higher than the Nassau-Suffolk average of \$26.22.

The Route 110 corridor contains the largest concentration of office buildings of any area in Suffolk County and among the largest in the Nassau-Suffolk region. According to the Suffolk County Planning Department, the Route 110 corridor's office

buildings contain a total 9.1 million square feet of space. Melville contains the vast majority of the office space in the Route 110 corridor, 8.5 million square feet. East Farmingdale also contains significant office space, but less than one-tenth of the square footage in Melville. (See Table 9.)

Table 9. Office Buildings (15,000 Sq. Ft. and Over), Route 110 Corridor, 2006

<i>Community</i>	<i>Office Buildings</i>	<i>Square Footage</i>
Melville	73	8,505,000
East Farmingdale	8	611,000
Route 110 Corridor Total	81	9,116,000

Source: Suffolk County Planning Department

After a period of rapid office building construction from 1980 to 1990, fewer office buildings were constructed in the Route 110 corridor in the 1990s. Since 2000, office construction has increased and 11 new office buildings were added to the office building inventory in the corridor and two other buildings were expanded. The largest recent office building in the corridor is a new 277,000 square foot speculative office building which was completed in Melville in 2002. Another 277,000 square foot building is under construction on the site.

Due to the strong office market in recent years, several industrial buildings in the Route 110 corridor have been converted to office space. Since 1999, eight industrial buildings in the corridor have converted to office space totaling 857,000 square feet. This trend is expected to continue.

SUNY Farmingdale

SUNY Farmingdale, now known as Farmingdale State, lies at the center of the Route 110 Corridor. The college was founded in 1912 as a school of agriculture and Long Island’s first public college. Farmingdale is a public four-year college with almost 6,000 undergraduate students. Students are educated in one of 29 programs in the areas of business, applied arts and sciences, health sciences and engineering technology. Farmingdale will offer its first Bachelor of Science degree in nursing starting in the Fall of 2006.

In 2000, the Broad Hollow Bioscience Park opened at the college. A collaborative effort between Farmingdale State and Cold Spring Harbor Laboratory, the Park is designed to focus Long Island’s growing biotechnology industry on the Route 110 corridor. Students enrolled in a number of Farmingdale State degree programs have internship opportunities to work alongside scientists in the dynamic biotechnology field. The college’s bioscience program prepares graduates for positions in this rapidly developing field.

In the Fall of 2005, Farmingdale State opened a new four story dormitory. The \$17 million 104,000 square foot building houses 400 students and is the first major addition to student residences on campus in more than 30 years. This new facility is part of a five-year \$100 million campus improvement and expansion program that will include a new 1,000 seat baseball stadium, student union building and improved academic facilities.

Retail Centers, Hotels, and Other Major Commercial Development

The Route 110 corridor contains nearly 1.8 million square feet of planned shopping center space. The East Farmingdale portion of the Route 110 corridor in the Town of Babylon contains nearly 1.3 million square feet of shopping center space in 107 stores. The Melville portion of the Route 110 corridor in the Town of Huntington contains approximately 0.5 million square feet of shopping center space in 41 stores. (See Table 10.)

Table 10. Shopping Centers, Route 110 Corridor, 2006

<i>Community</i>	<i>Number of Shopping Centers</i>	<i>Square Feet of Space</i>	<i>Shopping Center Storefronts</i>
Melville	8	498,000	41
East Farmingdale	18	1,284,000	107
Route 110 Corridor Total	26	1,782,000	148

Source: Suffolk County Planning Department

The Route 110 corridor contains numerous retail centers. There are 26 planned shopping centers or

large single stores (stores over 100,000 square feet) in the Route 110 corridor. The portion of the corridor in the Town of Babylon contains 18 shopping centers, including three large freestanding retailers (B J’s wholesale club, Target, and Levitz which is to be demolished and replaced by Lowe’s). Many of the furniture retailers in East Farmingdale are not counted in this inventory because they are not part of multi-store shopping centers and are not over 100,000 square feet in size. The part of the corridor in the Town of Huntington contains eight shopping centers including one large freestanding retailer (Costco). The Walt Whitman Mall is north of Melville, in South Huntington.

The largest shopping center in the corridor is Airport Plaza in East Farmingdale with over 400,000 square feet of space, followed by the Melville Mall with 255,000 square feet of retail space.

The Route 110 corridor contains several lodging establishments. East Farmingdale currently has two motels containing 105 rooms total. Melville currently has four hotels, having a total of 952 rooms. See Table 11.

Table 11. Hotels and Motels, Route 110 Corridor, 2006

Community	Number of Hotels	Number of Rooms
Melville	4	952
East Farmingdale	2	105
Route 110 Corridor Total	6	1,057

Source: Suffolk County Planning Department

Melville’s hotels are relatively new, built between the years 1988 and 2005. The two motels in East Farmingdale were each built before 1970. Together, the lodging properties in the Route 110 corridor have 1,057 rooms.

Two large movie theater complexes are situated along Route 110 in East Farmingdale. The UA Farmingdale theater has eight screens and the Farmingdale Multiplex has 13 screens.

Transportation

Republic Airport occupies 526 acres in East Farmingdale on the east side of Route 110. The original airport layout plan was prepared in 1927 and the airport was constructed at that time. The airport was originally owned by Fairchild Corporation. When Fairchild closed its operation in 1969, the airport was acquired by the Metropolitan Transportation Authority. In 1983, ownership of the airport was transferred to the New York State Department of Transportation, to promote economic development in the Long Island region.

Republic Airport is a general aviation and reliever facility that serves the needs of corporate and light general aviation customers. The airport provides 450 on-site airport-related jobs. Aircraft movements totaled 159,000 in 2004, up 6% over 2003. The airport is also home to the American Air Power Museum.

The Route 110 corridor has good roadway access. The six-lane Long Island Expressway bisects Melville, with access at Exit 49 for State Route 110 which runs north-south through East Farmingdale and Melville. Northern State Parkway runs east-west through northern Melville, with access at Route 110. Pinelawn Road / Wellwood Avenue (County Road 3) is another north-south road through both East Farmingdale and Melville. Conklin Street (State Route 24) runs east-west in Farmingdale and State Route 109 runs east-west through the southern part of East Farmingdale.

Traffic Counts supplied by the Suffolk County Department of Public Works and the New York State Department of Transportation are available for several road segments in East Farmingdale and Melville. These traffic data are displayed on Table 12.

In most cases in Table 12, the two traffic counts are separated by several years. In the past several years, traffic volumes on State and County roads in the Route 110 Corridor have increased in all but two road segments. Increases varied among the various roads, but traffic counts have increased in most road segments in the Route 110 Corridor by one to three percent *per year* in the past several years.

EXISTING CONDITIONS AND OUTLOOK FOR THE ROUTE 110 OFFICE - INDUSTRIAL CORRIDOR

There is no railroad service to East Farmingdale or Melville. The Long Island Railroad track runs parallel to Conklin Street through East Farmingdale, but there is no station there.

The primary bus route serving the Route 110 corridor is the Suffolk Transit bus route S1, which runs along Route 110 from Huntington to Amityville. Other bus routes run through the Route 110 Corridor, including the Suffolk Transit bus routes S31, S2B, and the MTA Long Island Bus Route N70.

Table 12. Traffic Counts in East Farmingdale and Melville

<i>Road Segment</i>	<i>Count</i>	<i>Year</i>	<i>Count</i>	<i>Year</i>	<i>Annual % Change</i>	<i>% Change over time period</i>
Long Island Expressway (I-495):						
Nassau County Line to Route 110	169,500	1999	180,000	2004	1.2%	6.2%
Route 110 to Bagatelle Road	157,900	1999	181,400	2004	2.8%	14.9%
Route 110:						
Southern Parkway to Route 109	47,800	1998	49,200	2002	0.7%	2.9%
Route 109 to Route 24	46,600	1998	50,500	2004	1.3%	8.4%
Route 24 to Ruland Road	56,400	2000	58,800	2003	1.4%	4.3%
Ruland Road to L.I.E.	51,500	1998	53,600	2002	1.0%	4.1%
L.I.E. to Pinelawn Road	34,300	1998	34,300	2004	0.0%	0.0%
Pinelawn Road to Northern Parkway	41,400	1999	44,000	2004	1.2%	6.3%
Northern Parkway to Schwab Road	44,900	1996	50,100	2004	1.4%	11.6%
Conklin Street (Route 24):						
Nassau County Line to Route 110	15,200	1998	18,000	2002	4.3%	18.4%
Route 109:						
Nassau County Line to Route 110	30,100	1998	26,100	2002	-3.5%	-13.2%
Route 110 to Southern Parkway	32,800	2001	35,800	2004	3.0%	9.1%
Southern Parkway to Wellwood Avenue	41,500	2000	47,500	2003	4.6%	14.5%
Pinelawn Rd. /Wellwood Ave. (C.R. 3):						
Route 109 to Southern Parkway	19,900	1998	24,200	2004	3.3%	21.6%
Southern Parkway to Colonial Springs Road	25,700	1999	25,600*	2005	-0.1%	-0.3%
Colonial Springs Road to Half Hollow Road	31,200	1999	34,900	2004	2.3%	11.9%
Half Hollow Road to L.I.E. South Service Road	26,800	1998	31,700	2004	2.8%	18.3%
L.I.E. South Service Rd. to L.I.E. North Service Rd.	23,400	1998	25,300	2004	1.3%	8.1%
L.I.E. North Service Road to Route 110	17,500	1998	19,900	2004	2.2%	13.7%
Route 110 to Walt Whitman Road	7,900	1998	8,200	2004	0.6%	3.8%

* Average of six segments

Note: Traffic counts are average annual daily traffic volumes.

Source: New York State Department of Transportation, Suffolk County Department of Public Works

OUTLOOK

Major Development Proposed in the Route 110 Corridor

Additional development is proposed for the Route 110 Corridor. KeySpan has approval to develop a 250-megawatt dual-cycle electric generating plant on Spagnoli Road in Melville.

In Melville, several additional industrial buildings have been proposed to be converted to office space, including a 210,000 square foot building and a 40,000 square foot building. A new 103,000 square foot office building has been proposed on Route 110 in Melville for the headquarters of Rubie’s Costume Company.

In East Farmingdale, a 278,000 shopping center including Wal-Mart and several restaurants has been proposed for the site of Polytechnic University, which has been razed. A proposed 122,000 square foot Stew Leonard’s store was proposed but has been delayed. In addition, the existing Levitz store is proposed to be demolished and replaced with a slightly larger building for a Lowe’s home center. In Melville, a 31,000 square foot shopping center was proposed south of Costco on Route 110. Approximately 20,000 square feet of retail stores have also been proposed for Ruland Road in Melville.

Two hotels are proposed for East Farmingdale on Route 110. One is under construction, the 131 room Courtyard by Marriott. The other is a proposed 119 room TownePlace Suites. In Melville on Round Swamp Road, a 178 room Hilton Garden Inn is approved for construction.

Several multi-unit housing complexes have been proposed in Melville. At the southwest corner of Walt Whitman Road and the Long Island Expressway, a 342 unit senior citizen condominium complex (Hamlet at Half Hollow) has been proposed. (It is possible that a 700,000 square foot headquarters for Canon USA will be proposed for this site, but the current submission is for 342 condos). One hundred units of apartments for low income seniors (Paumanack Village V) are proposed near the intersection of Old East Neck Road and Old Country Road. In the same

area, 100 units of affordable senior condos are proposed to be constructed near the Greens at Half Hollow. On Pinelawn Road, a 22 acre tract has been proposed to be rezoned for 324 senior condos. On Duryea Road, a six acre parcel is requesting a rezoning for 36 apartments. On Baylis Road and Ruland Road, the owners of 3.8 acres are requesting a rezoning for 60 apartments (Old Baylis Greens). On Ruland Road, a 120 unit affordable apartment complex (Sanctuary) has also been proposed.

Table 13 details the major proposed development in the Route 110 Corridor.

Table 13. Major Development Currently Proposed, East Farmingdale and Melville, 2006

<i>Proposed Development</i>	<i>Type of Development</i>	<i>Square Footage To Be Added</i>
Industrial conversions	Office	250,000
Rubie’s Costume	Office	103,000
Wal-Mart Shopping Center	Retail	278,000
Stew Leonards	Retail	122,000
Other retail	Retail	64,000
Courtyard By Marriott	Hotel	131 rooms
TownePlace Suites	Hotel	119 rooms
Hilton Garden Inn	Hotel	178 rooms
Hamlet at Half Hollow	Housing	342 units
Paumanack Village V	Housing	100 units
Affordable senior condos	Housing	100 units
Senior condos	Housing	324 units
Apartments	Housing	36 units
Old Baylis Greens Apts.	Housing	60 units
Sanctuary Apts.	Housing	120 units
Route 110 Corridor Total		817,000 square feet 428 hotel rooms 1,082 housing units

Source: Suffolk County Planning Department

There are relatively few tracts of vacant land available for development in the Route 110 Corridor. However, additional future development may occur on lands currently used for other purposes. The major tracts of land which could eventually be developed are shown in Table 14. It is important to note that if the zoning is changed on these or any other properties in the Corridor, eventual development yield could vary considerably from these figures.

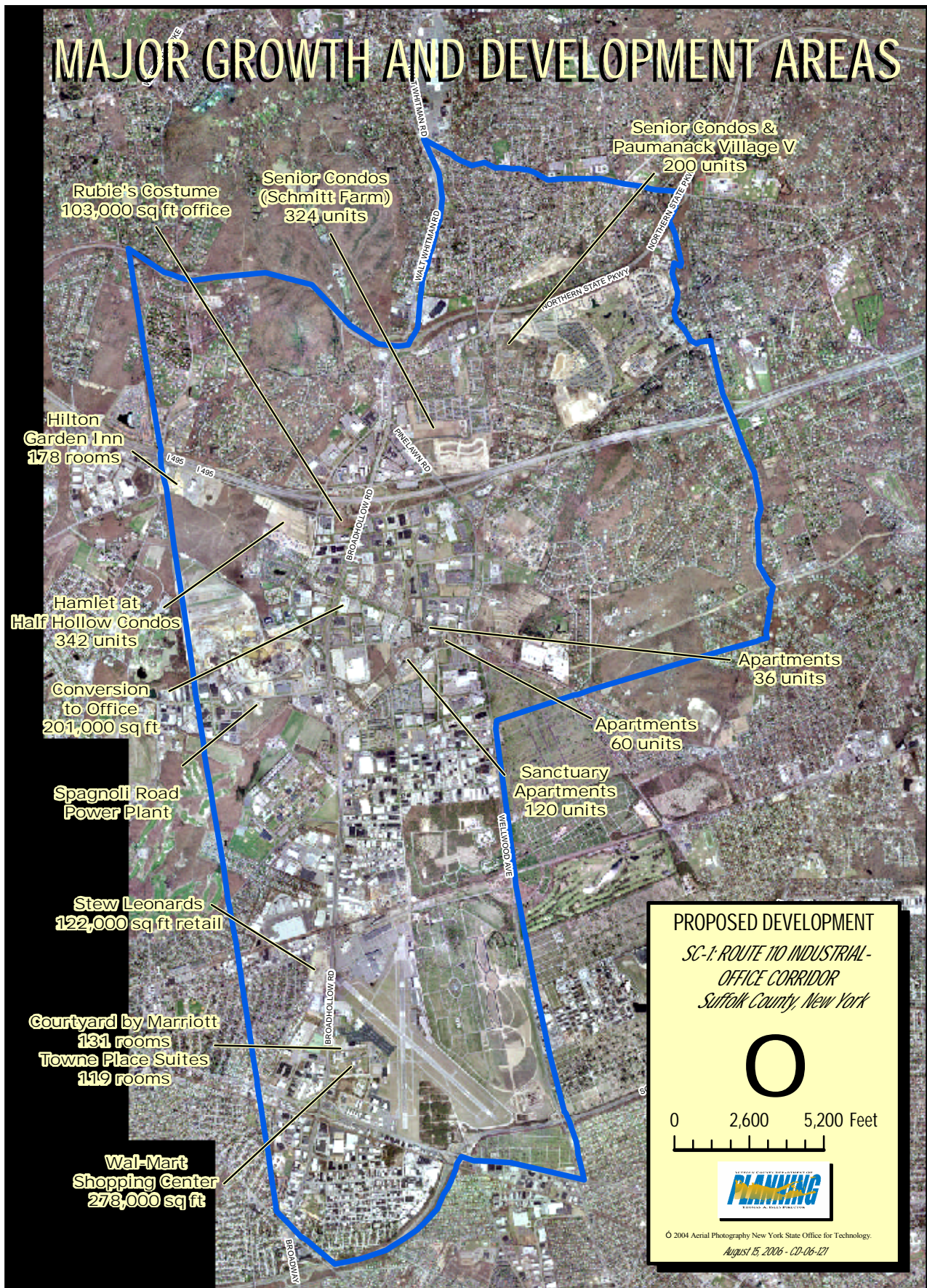


Figure 3. Proposed Development: SC-1 Route 110 Industrial - Office Corridor

EXISTING CONDITIONS AND OUTLOOK FOR THE ROUTE 110 OFFICE - INDUSTRIAL CORRIDOR

An illustrative vision plan developed in 2005 by the Town of Babylon proposed considerable mixed use development around the intersection of Route 110 and Conklin Street, including a new LIRR station just east of Route 110. Details from this proposed vision plan are included in Table 14.

Table 14. Additional Potential Development in the Route 110 Corridor

<i>Parcel</i>	<i>Acres</i>	<i>Current Zoning</i>	<i>Potential Yield</i>
Federation of Jewish Philanthropies	238	R-40 Residence	190 units
Woodbine Nurseries	160	R-40 Residence	128 units
Woodbine Nurseries	10	R-3M Garden Apt.	100 units
Various agricultural parcels	60	R-40 Residence	48 units
White Post Farm	23	R-40 Residence	18 units
Spagnoli Road Sand Mining	200	I-4 Light Industry	1,740,000 sq. ft.
Spagnoli Road Sand Mining	80	R-40 Residence	64 units
Vacant property zoned residential lots	50	various	70 units
Vacant property zoned industrial	80	I-1, I-2 Light Industry; G Industry	1,220,000 sq. ft.
Industrial conversions to office	400	various	2,500,000 sq. ft.
East Farmingdale Vision Plan - Res.		(G Industry)	300 units
East Farmingdale Vision Plan - Hotel		(G Industry)	300 rooms
East Farmingdale Vision Plan - Office		(G Industry)	707,000 sq. ft.
East Farmingdale Vision Plan - Retail		(G Industry)	500,000 sq. ft.

Source: Suffolk County Planning Department

In Table 14, it was assumed that approximately half the industrial space in Melville would eventually convert to office uses. This space would accordingly be removed from the existing inventory of industrial space.

If zoning changes are granted by the Town of Huntington or the Town of Babylon, the properties in Table 14 may be developed or redeveloped at densities higher than existing zoning allows. Additional properties not listed in Table 14 may also be redeveloped for housing or other purposes that are

more intense than current uses. Acquisition of property or development rights would accordingly decrease potential development potential.

The proposed and potential additional development in the Route 110 Corridor will add considerably to the existing development within the community. Table 15 shows the existing conditions, and future development statistics if all proposed development and potential development under existing zoning were to be built.

Table 15. Current and Future Development, Route 110 Corridor, 2006

<i>Use</i>	<i>2006</i>	<i>After Development</i>	<i>% Change</i>
Retail	1,782,000	2,746,000	54%
Office	9,116,000	12,676,000	39%
Industrial	20,789,000	20,999,000	1%
Hotel Rooms	1,057	1,785	69%
Housing Units	8,500	10,500	24%

Source: Suffolk County Planning Department

If development within the Route 110 Corridor proceeds as planned, there would be significant increases in certain types of development in the Corridor. The amount of hotel rooms would increase by more than two-thirds, the amount of retail space would increase by more than 50%, and office space, including industrial conversions to office use, would increase by nearly 40%. In addition, the number of housing units would increase by 24%.

Mitigation

East Farmingdale and Melville contain the most complex patterns of land use in the Towns of Babylon and Huntington. Melville has the Town's largest reservoir of undeveloped land and more site plan and change of zone applications are submitted to the Town of Huntington for parcels in Melville than in any other hamlet in the Town. For these reasons it is important to study the land use patterns and related infrastructure needs in East Farmingdale and Melville, particularly roads and sewage disposal. Sewage capacity constraints on office and industrial

development should be addressed. Connection of Melville properties to a sewer district or the creation of a Melville sewer district should be explored.

A traffic analysis of the entire East Farmingdale and Melville area should be conducted to determine existing and future levels of service and key congestion points. A roadway improvement plan should be developed, to address congestion and improve traffic circulation. Base criteria should be established to evaluate the traffic impacts of new developments. Pedestrian and vehicle connectivity between different uses should be improved. Enhanced transit services within the Route 110 Corridor should be explored. A transportation management program should be implemented with major employers to reduce the number of single-occupancy vehicles and increase carpooling, flexible work hours and telecommuting.

Currently, the New York State Department of Transportation has plans to reconfigure a 1.7 mile segment of Route 110 between the Northern State Parkway and the Long Island Expressway. The project, aimed at alleviating traffic congestion and increasing mobility and safety, is slated to commence in 2008 with a target completion date of 2010. The state's plans include such features as drainage

upgrades, repaving, improved traffic signal operations, additional turning lanes, and the reconfiguration of key intersections. The biggest change would be widening Route 110 to three lanes in each direction with a 10-foot wide outside shoulder. In order to accommodate the road-widening, a new Northern State Parkway bridge over Route 110 will have to be built and the existing Route 110 bridge over the LIE will have to be reconfigured. However, this plan only addresses a small segment of the entire corridor.

The Towns of Babylon and Huntington should continue to promote the Route 110 Corridor as an emerging center for biotechnology industries through the Route 110 Partnership. Appropriate available land should be identified and targeted for use for high quality industrial uses such as biotechnology related businesses.

A detailed land use and infrastructure plan for the Route 110 Corridor should be prepared, which will define the area's capacity for additional office or industrial development, and the necessary supporting infrastructure improvements such as roads and sewage capacity. Zoning regulations should be modified as needed to provide for the levels of office and industrial development identified by the plan.

**EXISTING CONDITIONS AND OUTLOOK
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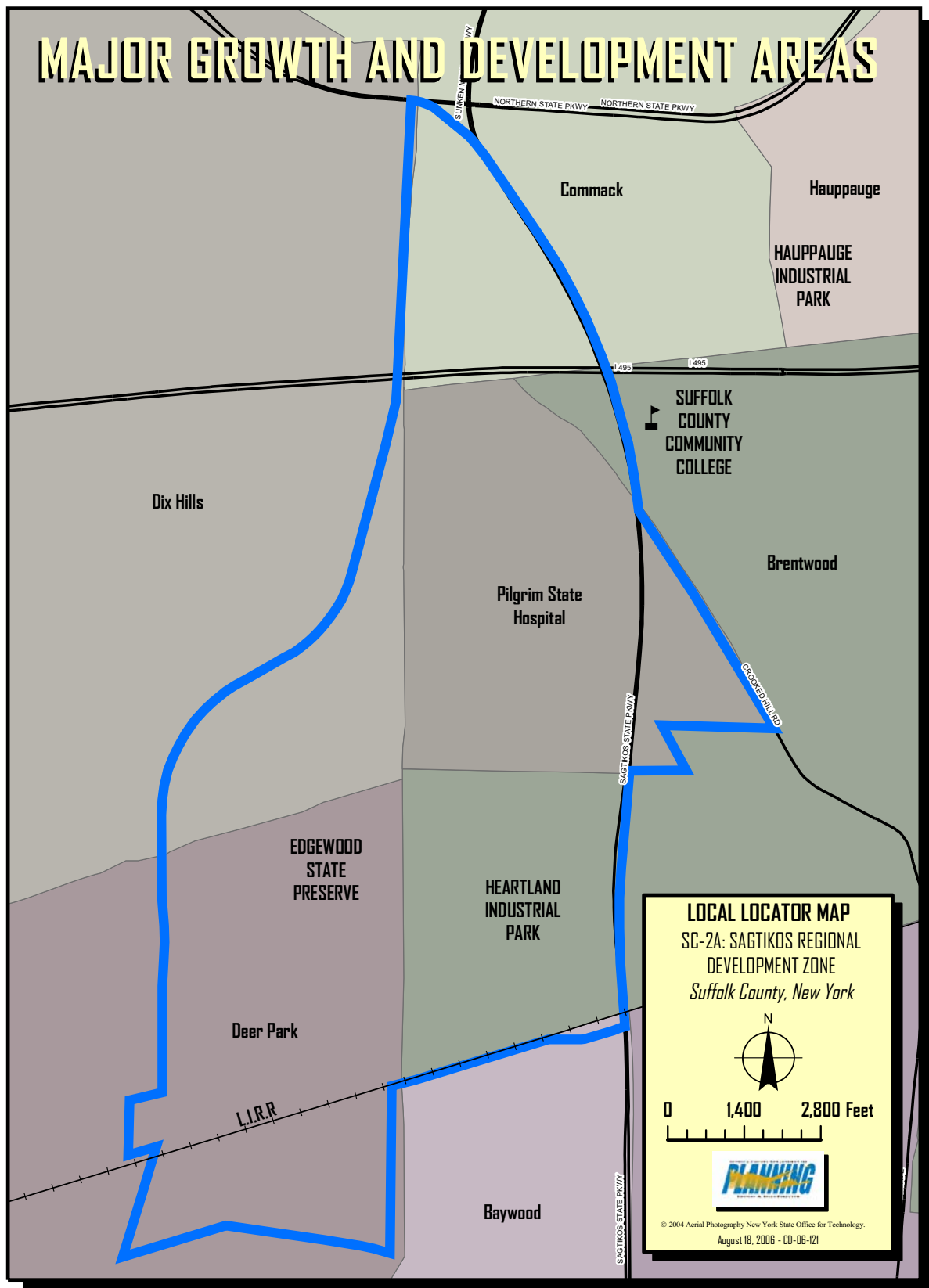


Figure 4. Locator Map: SC-2A Sagtikos Regional Development Zone

INTRODUCTION

Situated strategically along the Long Island Expressway and the Sagtikos State Parkway, the Sagtikos Regional Development Zone is an important employment center with a mix of uses. The Zone contains numerous large light industrial buildings, a New York State psychiatric hospital, large retail centers and other commercial uses, single family homes and a major railroad station. The northernmost point of the Zone is in Commack, an unincorporated community in the Town of Smithtown. To the south of Commack lies the unincorporated community of Brentwood within the Town of Islip. To the west of Brentwood is the unincorporated community of Dix Hills in the Town of Huntington, and the southwestern portion of the Zone is in Deer Park, an unincorporated community within the Town of Babylon.

Several municipalities and government bodies are involved in the planning for this important area. These include the four Towns: Babylon, Huntington, Islip, and Smithtown; The Suffolk County departments of Planning and Public Works, the New York State Department of Transportation, and the Metropolitan Transportation Authority/Long Island Railroad.

This 2,579 acre (4 square mile) area contains some of the last major acreage in Western Suffolk available for development or redevelopment. The Zone is unique in that it includes portions of four towns. Several development projects of regional significance are currently proposed for the area. These developments are situated in the corner of each town and are likely to affect residents in neighboring towns. This unique situation demonstrates the need for smarter, more regionally-focused thinking about land use and transportation.

Previous Studies

The 1976 *Town of Islip Comprehensive Plan* hamlet plan for Brentwood recommended that industrial development take place on the entire 420 acres of vacant land that eventually became Heartland Industrial Park. A major overhaul of the road network serving the area was recommended, much of which has not taken place despite development of the

industrial park. An additional road linking the northern portion of Heartland Industrial Park to both Commack Road and to College Road was suggested in this plan. From this new road, it was recommended that additional access to the Sagtikos State Parkway be established northeast of the proposed industrial area. The 1976 Plan also recommended that the Sagtikos State Parkway interchange at Pine Aire Drive be expanded, and additional access to the Parkway be established from a road linking an upgraded Long Island Avenue west of the Parkway with an upgraded Suffolk Avenue east of the Parkway.

A major sports facility was proposed for the property in the Town of Babylon that is now the Edgewood State Preserve. The Plan called for a multi-town solid waste management site to be located in the northeast corner of the Town of Babylon and partly in the Town of Huntington, to collect waste from the Towns of Babylon, Huntington and Islip. The property is now part of the State of New York Edgewood Preserve. The Plan also recommended that institutional uses continue to occupy the Pilgrim State property west of Sagtikos Parkway. The portion of the Pilgrim State property east of Sagtikos Parkway was proposed to be used for recreation and open space purposes.

A 1984 report by Fourth Senate District Citizens Task Force on the Pilgrim/Edgewood State Property made several recommendations about the New York State Properties in the area. The report recommended that the Long Island Correctional Facility on the western side of the Pilgrim State Hospital property be closed. It was felt that the entire Pilgrim facility would eventually be closed, and that some of the facility's buildings be converted for use for senior housing, frail elderly housing, and a veterans nursing home. It was recommended that the Edgewood Hospital buildings be demolished and recommended against use of the property for a multi-town solid waste management site, but that it should be preserved as open space. The report also recommended that Suffolk Avenue should be continued to meet Long Island Avenue in one straight line to Commack Road, with an overpass at Sagtikos State Parkway. The report also recommended other road and intersection improvements for the area, and that the Long Island Railroad station remain in Deer Park near Deer Park Avenue. The development of the Heartland Industrial Park was supported.

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The 1989 *Town of Islip Comprehensive Plan Progress Report* also suggested that industrial development take place in what is now the Heartland Industrial Park, and that institutional uses continue to occupy the entire Pilgrim State property. The northwestern portion of the Heartland Industrial Park was also recommended for institutional use. The portion of the Pilgrim State property east of Sagtikos State Parkway was proposed to be used for recreation and open space purposes.

In 1992, the Long Island Regional Planning Board released a report titled *The Long Island Comprehensive Special Groundwater Protection Area Plan*. (SGPA Plan). The report made several recommendations for the 3,125 acre Oak Brush Plains SGPA. According to the report, the Southwest Sewer District service should be extended to serve Pilgrim State and Suffolk Community College, and that industrial and commercial establishments be connected to an extended sewage collection system. It was recommended that the Town of Smithtown acquire and replat portions of the old filed map subdivision on Crooked Hill Road and sell the new larger lots for dry industrial and commercial development.

The 1993 *Town of Huntington Comprehensive Plan* recommended that the lands within the Sagtikos

Regional Development Zone in the Town of Huntington remain as parkland and in public use. The Plan also recommended that the single family residential neighborhood within the study area and the surrounding neighborhood would remain medium density residential.

The 1998 *Town of Babylon Comprehensive Land Use Plan* presented recommendations on land use for every parcel in the Town. There were several recommendations for parcels within the Sagtikos Regional Development Zone. The recommended land use for property on West Industry Court and East Industry Court off Grand Avenue was light industry. The AIL industrial site off Grand Avenue and surrounding land adjacent to Commack Road (now Home Depot) was to be used for “planned industry.” The recommended land use for the Kohl’s shopping center site was highway commercial. The recommended land use for property immediately adjacent to Commack Road north of the railroad tracks was neighborhood commercial, with surrounding industrial land to be used for “ultra-light industry” where activity is contained within buildings rather than outside areas. Uses for the State-owned Edgewood preserve property would remain unchanged under the Plan.

DEMOGRAPHICS

Population

The Sagtikos Regional Development Zone currently contains a relatively small population. It contains a large number of businesses and industrial buildings, open space land, and Pilgrim State Hospital. There are some housing units within the zone, the majority of which are single family homes. The area within the Sagtikos Regional Development Zone contained more than 1,300 residents in 2000. Approximately 80% of those residents were institutionalized at Pilgrim State Hospital. See Table 16.

Between 1990 and 2000, the population of Pilgrim State Hospital decreased by 53%. Between 2000 and

2004 the population at Pilgrim State Hospital decreased by another 14% to 926. The population of Pilgrim State Hospital is expected to remain fairly stable in the future.

Population in the communities surrounding the Sagtikos Regional Development Zone is significant. As of 2005, Dix Hills had a population of 26,339; Commack had 36,729 residents; Deer Park's population was 28,907 and there were 55,312 residents of Brentwood. Residential development in these three communities is predominantly single family residential. Together, these communities comprise an area of 44 square miles, while the Sagtikos Regional Development Zone has an area of 2,579 acres, or 4.0 square miles.

Table 16. Resident Population in the Sagtikos Regional Development Zone, 2000

<i>Town</i>	<i>2000 Population</i>
Town of Huntington portion	202
Town of Babylon portion	12
Town of Smithtown portion	15
Town of Islip portion (Pilgrim State Hospital):	1,078
ZONE TOTAL	1,307

Source: U.S. Census Bureau - 2000 U. S. Census

ECONOMIC BASE

Zip Code Business Patterns includes information about total employment in businesses, by zip code. It is important to note that government employment is not included in these figures, only employment by businesses with payroll. Therefore, employment at the Pilgrim State Hospital in Brentwood would not be included in these figures. In the Sagtikos Regional Development Zone, there are four zip code areas: Commack, Brentwood, Deer Park and Dix Hills. The portion of Dix Hills within the Zone does not contain commercial or industrial development, and was therefore excluded from the analysis of businesses. It should be noted that all three communities included in this analysis contain substantial numbers of businesses outside the study area. However, the zip code is the smallest level of geography for which data are available.

In 2003, there were 41,845 persons employed at businesses in the three Sagtikos Regional Development Zone zip codes. Commack contained 15,162 or 36% of those jobs, followed by Deer Park with 14,135 jobs. See Table 17.

Table 17. Employment in Business Establishments by Zip Code Community, 1998-2003

Year	Commack	Brentwood	Deer Park	Area TOTAL
1998	12,936	12,086	13,649	38,671
1999	13,072	12,087	14,040	39,199
2000	13,874	12,143	13,693	39,710
2001	14,430	12,265	13,779	40,474
2002	14,568	11,835	13,459	39,862
2003	15,162	12,548	14,135	41,845
5 year change	17%	4%	4%	8%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, employment in the three zip code area increased by 8%. The largest employment gains have taken place in Commack, where employment increased by 17% in the five year period. Employment increased in both Brentwood and Deer Park by 4% in the period.

Zip Code Business Patterns also includes information about the number of business establishments with payroll, by zip code. In 2003, there were 3,199 businesses in the three Sagtikos Regional Development Zone zip codes. In the three zip code area, the largest number of businesses are located in Deer Park with 1,313 establishments. Commack had 1,247 businesses and Brentwood had 639 businesses. See Table 18.

Table 18. Number of Business Establishments by Zip Code Community, 1998-2003

Year	Commack	Brentwood	Deer Park	Area TOTAL
1998	1,193	593	1,280	3,066
1999	1,228	591	1,284	3,103
2000	1,250	589	1,281	3,120
2001	1,248	597	1,272	3,117
2002	1,256	624	1,308	3,188
2003	1,247	639	1,313	3,199
5 year change	5%	8%	3%	4%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, the number of businesses in the three zip code area increased by 4%. The largest increase in the number of businesses took place in Brentwood, with an increase of 8% in the five year period. Employment increased in Commack by 5% and in Deer Park by 3% in the period.

In 2003, there were 3,199 businesses with payroll in the three zip code areas of Commack, Brentwood and Deer Park. Of those, 475 (15%) were in the retail trade industry, followed by 370 construction businesses, 351 wholesale trade businesses, 338 businesses in the professional, scientific & technical services category, and 307 businesses classified as other services. Businesses were classified among a wide range of industry categories. See Table 19.

Of the three zip codes, Deer Park had the highest number of manufacturing businesses (204), wholesale trade firms (193), and construction firms (195). Commack had the most retail businesses (208), professional, scientific and technical services businesses (176) and health care and social assistance businesses (134). Brentwood did not lead the other

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two communities in any of the major industry categories. However, state government hospital employment is significant in the Brentwood portion of

the study area because of Pilgrim State Hospital (Government employment is not included in the Zip Code Business Patterns data).

Table 19. Number of Business Establishments by Zip Code Community, 2003

<i>Industry</i>	<i>Commack</i>	<i>Brentwood</i>	<i>Deer Park</i>	<i>Area TOTAL</i>
Forestry, Fishing, Hunting and Agriculture	0	1	0	1
Mining	1	0	1	2
Utilities	0	2	0	2
Construction	115	60	195	370
Manufacturing	27	50	204	281
Wholesale Trade	91	67	193	351
Retail Trade	208	122	145	475
Transportation & Warehousing	23	22	27	72
Information	12	4	19	35
Finance & Insurance	83	13	27	123
Real Estate & Rental & Leasing	54	24	27	105
Professional, Scientific & Technical Services	176	36	126	338
Management of Companies & Enterprises	9	2	2	13
Admin, Support, Waste Mgmt., Remediation Services	68	32	64	164
Educational Services	19	2	7	28
Health Care and Social Assistance	134	83	67	284
Arts, Entertainment & Recreation	14	5	14	33
Accommodation & Food Services	88	52	54	194
Other Services (except public administration)	119	56	132	307
Unclassified Establishments	6	6	9	21
TOTAL	1,247	639	1,313	3,199

Source: U. S. Census Bureau *Zip Code Business Patterns, 2003*.

NON-RESIDENTIAL DEVELOPMENT

Industrial Market

Forest Laboratories, a pharmaceutical company, expanded its Commack warehouse facility by 186,000 square feet in 2004. This facility is located on Commack Road, just north of the Sagtikos Regional Development Zone. Additional industrial construction continues to occur in the Heartland Industrial Park in Brentwood within the Sagtikos Regional Development Zone.

There is significant industrial development in the Sagtikos Regional Development Zone. A large number of new industrial buildings have been constructed in the area since 1990. An analysis of industrial development using aerial photos from 2004 was performed. Table 20 shows land used for industry and the square footage of industrial buildings in the Sagtikos Regional Development Zone as of 2004.

Table 20. Industrial Development, Sagtikos Regional Development Zone, 2004

<i>Town</i>	<i>Industrial Land Use, in Acres</i>	<i>Industrial Square Footage</i>
Town of Babylon portion	185.6	2,490,000
Town of Huntington portion	0	0
Town of Islip portion	197.4	2,830,000
Town of Smithtown portion	0	0
ZONE TOTAL	383.0	5,320,000

Source: Suffolk County Planning Department

The Sagtikos Regional Development Zone contains 383 acres of industrially used land, with 5.3 million of industrial buildings. The Town of Islip portion of the study area contained most of the industrially used land (197.4 acres) and 2.8 million square feet of industrial buildings in the Heartland Industrial Park. The Town of Babylon portion had 185.6 acres of industrially developed land, with nearly 2.5 million square feet of space in Deer Park. The Deer Park space includes the 726,000 AIL site on 81 acres, which is set for demolition to make way for construction of a retail shopping center.

The Heartland Industrial Park was opened in the late 1980s and by 1990 already contained more than 1.2 million square feet of industrial space. By 2004

the space totaled 2.8 million and there is more land available for industrial development in the Heartland Industrial Park. The industrial development in Deer Park within the Sagtikos Regional Development Zone is slightly older. Much of that industrial space was constructed in the 1960s and 1970s. There is little or no available industrial land in the Deer Park (Town of Babylon) portion of the Zone.

Other significant industrial development exists outside the Sagtikos Regional Development Zone in Deer Park and Brentwood, immediately adjacent to the Zone. The Hauppauge Industrial Park lies to the northeast of the Sagtikos Regional Development Zone. This large industrial area contains more than 10,000,000 square feet of space and is an employment center for more than 30,000 workers.

Office Market

CB Richard Ellis compiles office market statistics for the Central Suffolk County market, which includes the Sagtikos Regional Development Zone. The statistics indicate some weakness in the local office market. The overall vacancy rate in Suffolk County was 14.5% in the first quarter of 2006, up from 13.5% a year earlier. The Central Suffolk office market remains stable, but at 16.4% in the first quarter of 2006 was higher than the Suffolk County rate. The Central Suffolk vacancy rate was similar to the rate a year ago (16.8% in the first quarter of 2005). See Table 21.

Table 21. Office Market Statistics

<i>Period</i>	<i>Central Suffolk Sub-Market (Includes Study Area)</i>		<i>Suffolk County</i>	
	<i>Vacancy Rate</i>	<i>Rental Rate Per Sq. Ft.</i>	<i>Vacancy Rate</i>	<i>Rental Rate Per Sq. Ft.</i>
3rd Quarter 2004	14.9%	\$19.89	10.7%	\$21.49
4th Quarter 2004	16.3%	\$19.79	12.7%	\$21.21
1st Quarter 2005	16.8%	\$19.64	13.5%	\$22.81
2nd Quarter 2005	16.6%	\$19.78	14.0%	\$23.06
3rd Quarter 2005	16.4%	\$19.96	15.3%	\$23.42
4th Quarter 2005	16.7%	\$20.25	14.1%	\$23.18
1st Quarter 2006	16.4%	\$20.82	14.5%	\$23.76

Source: CB Richard Ellis

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Between the third quarter of 2004 and the first quarter of 2006, office rental rates increased by 10.5% in Suffolk County as a whole but only by 4.7% in the Central Suffolk sub-market. In that period, vacancy rates increased in the Central Suffolk area and in Suffolk County as a whole, but the increase was more pronounced in the Suffolk County rate. Vacancy rates in the Central Suffolk sub-market have remained the highest of the five Long Island sub-markets for more than five years.

In the first quarter of 2006, the office rental rate in Suffolk County was \$23.76 per square foot, 4% higher than a year earlier. The Central Suffolk rental rate of \$20.82 is 12% lower than the Suffolk average, but rose by 6% in the past year.

The Sagtikos Regional Development Zone currently contains few large office buildings. The only significant office buildings (greater than 15,000 square feet) are a 17,000 square foot office building on East Industry Court in Deer Park, built in 1980 and a 50,000 square foot building used by Sloan-Kettering built in Commack in 2002. There are no other significant office buildings in the study area. See Table 22.

Table 22. Office Buildings (15,000 Sq. Ft. and Over), Sagtikos Regional Development Zone, 2006

<i>Town</i>	<i>Office Buildings</i>	<i>Square Footage</i>
Town of Babylon portion	1	17,000
Town of Huntington portion	0	0
Town of Islip portion	0	0
Town of Smithtown portion	1	50,000
ZONE TOTAL	2	67,000

Source: Suffolk County Planning Department

Retail Centers, Hotels, and Other Major Commercial Development

The Sagtikos Regional Development Zone contains 856,000 square feet of shopping center space in 11 shopping centers and large retailers. The Zone does not include any downtown centers. The portion of the Sagtikos Regional Development Zone in the Town of Smithtown (in Commack) contains 495,000 square feet of shopping center space in seven centers.

Within the Zone, the Town of Babylon (in Deer Park) contains 361,000 feet of shopping center space in four centers. There are no shopping centers within the Sagtikos Regional Development Zone in the Towns of Huntington and Islip. See Table 23.

Table 23. Shopping Centers, Sagtikos Regional Development Zone, 2006

<i>Town</i>	<i>Number of Centers</i>	<i>Square Feet of Space</i>	<i>Store-fronts</i>
Town of Babylon portion	4	361,000	22
Town of Huntington portion	0	0	0
Town of Islip portion	0	0	0
Town of Smithtown portion	7	495,000	44
ZONE TOTAL	11	856,000	66

Source: Suffolk County Planning Department

The largest shopping center in the corridor is the 189,000 square foot Deer Park Center with Kohl's and Stop&Shop. The next largest shopping centers in the corridor are the Target shopping center off Henry Street and the Costco (both in Commack), and the Deer Park Home Depot.

There are two hotels within the Sagtikos Regional Development Zone. The 143 room Hampton Inn in Commack (Town of Smithtown) opened in 1988 and is located on Commack Road north of the L. I. E. North Service Road. The 111 room Wingate Inn on Crooked Hill Road in Brentwood (Town of Islip) opened in 2003. Together, these two hotels contain 254 rooms.

A large movie theater complex is in the study area north of the Long Island Expressway and east of Commack Road. The Commack Multiplex is a 72,000 square foot, 5,248 seat movie theater with 15 screens, built in the early 1980s and expanded several years later.

Pilgrim State Hospital

At the center of the Sagtikos Regional Development Zone lies Pilgrim State Hospital. Pilgrim State opened in 1931 on 825 acres and by 1954 the facility housed more than 13,000 psychiatric patients in what was at the time the largest hospital of

any type in the world. The hospital property had its own police and fire department, courts, post office, power plant, cemetery, water tower and houses for doctors, psychiatrists, and asylum administrators. A series of underground tunnels were used for routing steam pipes and other vital utilities. A rail spur off the Long Island Railroad main line was constructed to the property with its own passenger station at Pilgrim. Service to this station ended in 1978.

With the arrival of medical alternatives to institutionalizing patients, Pilgrim's population steadily declined and many buildings were closed in the 1970s and 1980s. The farming section of the hospital grounds was sold off and became the Western Campus of Suffolk Community College in 1974. Within the Pilgrim State property, off Commack Road, several buildings were briefly used as a correctional facility in the 1980s. After much community protest, the facility was closed. In the early 1990s, with declining patient populations in Long Island's State hospitals, the New York State Office of Mental Health began to reorganize the Long Island hospitals. In 1996 the Kings Park and Central Islip state hospitals were formally closed and the remaining patients from those facilities were transferred to Pilgrim, the last of the State asylums still operating on Long Island.

In 2002, a 460 acre portion of the Pilgrim State Hospital property was sold to a developer. Since that time, many buildings on the site have been demolished and cleared. The core of the Pilgrim State Hospital campus remains intact, housing about 1,000 patients. The hospital provides a continuum of inpatient and outpatient psychiatric services.

Another psychiatric hospital, Edgewood State Hospital, was located off Commack Road north of Long Island Avenue, within the Sagtikos Regional Development Zone. This facility was built in the early 1940s. In order to accommodate the hospital,

Commack Road was moved to the west at this time. Edgewood State Hospital closed in 1971 and was demolished in 1989. The property became a New York State preserve.

Transportation

Much of the Sagtikos Regional Development Zone currently has good roadway access. Segments of three major limited access highways are included in the Zone: Northern State Parkway (two lanes in each direction), Sagtikos State Parkway (two lanes in each direction), and the Long Island Expressway (three lanes in each direction plus Service Roads and a High Occupancy Vehicle (HOV) lane in each direction).

Several County Roads are located in and adjacent to the Sagtikos Regional Development Zone. Commack Road (County Road 4) is a two/four lane north-south route that forms the western boundary of the Zone. Crooked Hill Road (County Road 13) is a two/four lane north-south route that cuts through the northern and eastern part of the Zone. Motor Parkway (County Road 67) is a four lane, east-west road that runs along the northern part of the Zone. College Road (County Road 106) is a short segment four lane east-west road adjacent to the Zone.

The Sagtikos State Parkway / Long Island Expressway interchange was reconstructed in the early 1990s. The added collector/distributor roads helped serve the growing industrial areas surrounding the interchange.

Traffic counts supplied by the Suffolk County Department of Public Works and the New York State Department of Transportation are available for several road segments within the Sagtikos Regional Development Zone. These traffic data are displayed in Table 24.

Table 24. Traffic Counts in the Sagtikos Regional Development Zone

<i>Road Segment</i>	<i>Count</i>	<i>Year</i>	<i>Count</i>	<i>Year</i>	<i>Annual % Change</i>	<i>% Change over time period</i>
Long Island Expressway (I-495):						
Deer Park Ave. To Commack Rd.	146,566	1997	157,574	2002	1.5%	7.5%
Commack Rd. To Sagtikos State Parkway	119,200	1986	122,839	2002	0.2%	3.1%
Sagtikos State Parkway:						
Northern State Parkway To Veterans Memorial Hwy.	51,690	1996	59,931	2003	2.1%	15.9%
L.I.E. To Northern State Parkway	64,650	1994	78,377	2003	2.2%	21.3%
Pine Aire Drive To L.I.E.	76,400	1994	83,266	2003	1.0%	9.0%
Southern State Parkway To Pine Aire Drive	84,630	1999	86,524	2002	0.7%	2.2%
Commack Road (C.R. 4):						
Motor Pkwy. To Northern State Parkway	38,700	1998	39,200	2004	0.2%	1.3%
Crooked Hill Rd. To Motor Pkwy.	31,500	1998	32,500	2004	0.5%	3.2%
L.I.E. North Service Rd. To Crooked Hill Rd.	23,800	1998	26,300	2004	1.7%	10.5%
L.I.E. South Service Rd. To L.I.E. North Service Rd.	27,400	1998	29,500	2004	1.2%	7.7%
Bay Shore Rd. To L.I.E. South Service Rd.	19,600	1998	24,000*	2005	2.9%	22.4%
Crooked Hill Road (C.R. 13):						
L.I.E. North Service Rd. To Commack Rd.	7,100	1997	8,300	2005	2.0%	16.9%
L.I.E. South Service Rd. To L.I.E. North Service Rd.	10,300	1997	12,900	2004	3.3%	25.2%
Sagtikos State Parkway To L.I.E. South Service Rd.	12,400	1997	15,600	2004	3.3%	25.8%
College Rd. To Sagtikos State Parkway	14,400	1997	16,600	2004	2.1%	15.3%
Wicks Rd. To College Rd.	16,700	1998	16,100	2004	-0.6%	-3.6%
Motor Parkway (C.R. 67):						
Deer Park Ave. To Commack Rd.	6,300	1998	7,200	2004	2.3%	14.3%
Commack Rd. To Harned Rd.	16,400	1996	16,900	2004	0.4%	3.0%
College Rd. (C.R. 106):						
Crooked Hill Rd. To Wicks Rd.	6,900	1996	7,600	2004	1.2%	10.1%

Note: Traffic counts are average annual daily traffic volumes.

*Average of five segments

Source: New York State Department of Transportation, Suffolk County Department of Public Works

In most cases in Table 9, the two counts are separated by several years. In the past several years, traffic volumes in the Zone have increased in all but one road segment as shown in Table 9. The most significant increases have occurred on Crooked Hill Road, where most segments showed traffic volume increases of two to three percent *per year* between 1997 and 2004. Traffic volume increases were also significant on several other road segments, such as Commack Road south of the Long Island Expressway.

Some important town roads also serve the Sagtikos Regional Development Zone. Henry Street in Commack is a two lane east-west Town of Smithtown road that runs between Commack Road and the large retailers Target and Costco. In the southern portion of

the Zone, Long Island Avenue is a two/four lane town road running east-west between Deer Park in the Town of Babylon and the Deer Park railroad station in the Town of Islip. Pine Aire Drive in Brentwood (Town of Islip) is a two lane east-west town road on the south side of the railroad tracks that interchanges with the Sagtikos State Parkway. Finally, Grand Boulevard is a two lane town of Babylon road that runs east-west along the southern boundary of the Zone and supports the commercial and industrial properties in Deer Park.

The Sagtikos Regional Development Zone is well-served by Long Island Railroad access, with electrified service to Penn Station in Manhattan. The mean travel time on the LIRR between Deer Park and

EXISTING CONDITIONS AND OUTLOOK FOR THE SAGTIKOS REGIONAL DEVELOPMENT ZONE

Penn Station is approximately 65 minutes. The Deer Park railroad station is located in the southern part of the Sagtikos Regional Development Zone. The Deer Park train station was moved in 1987 from a smaller location near Deer Park Avenue to its present larger site in the Town of Islip between Long Island Avenue and Pine Aire Drive. Large parking lots serving the new station were constructed on land owned by Suffolk County. The station remains one of the most heavily utilized in Suffolk County.

The Sagtikos Regional Development Zone is served by municipal bus service. Four Suffolk County

bus routes serve the area. Suffolk Transit bus route S41 bus service runs from Northport to Bay Shore and serves northern Commack Road, Crooked Hill Road, and Pilgrim State Hospital. Suffolk Transit bus route S33 runs from Hauppauge to Amityville and serves southern Commack Road and Pilgrim State Hospital. Suffolk Transit bus route S27 runs from Hauppauge to Babylon and serves the Heartland Industrial Park and the Deer Park Railroad station. Suffolk Transit bus route S2A runs from Bay Shore to Wyandanch, but serves Grand Boulevard and the industrial areas of Deer Park.

OUTLOOK

Major Development Proposed

The largest proposed development in the Sagtikos Regional Development Zone is the Heartland Town Square proposed for the property surrounding the Pilgrim State Hospital. The property is proposed to be developed in stages over 15 years. Commercial development will ultimately include 3,000,000 square feet of office space, 1,000,000 square feet of retail, a 300 room hotel, an aquarium and a multiplex theater. The number of housing units proposed for the site is 9,000 apartments at completion. An environmental impact statement is being prepared for submission to the Town of Islip.

Also in the Town of Islip, the original Heartland Industrial Park is almost completely built-out. An 87 acre parcel adjacent to the existing industrial area has recently been opened for development and could add up to 1.3 million square feet of space to the industrial park.

In Deer Park, a proposed Tanger Factory Outlet Center called The Arches was approved by the Town of Babylon Town Board. This 805,000 square foot development on 81 acres will replace the existing AIL industrial facility on Grand Boulevard east of Commack Road. The site would include the outlet center, two restaurants and a fourteen screen multiplex theater.

PJ Ventures is a 377,000 square foot retail development currently under construction east of Crooked Hill Road in the Commack portion of the Town of Smithtown. When complete, this 43 acre site will include a Wal-Mart, a Home Depot, and a Kohl's department store, expected to open in January 2007. An additional 30,000 square foot retail center is also proposed south of PJ Ventures, east of Crooked Hill Road and north of Henry Street.

On the L. I. E. North Service Road, the existing Commack Multiplex is proposed to be razed and rebuilt with a luxury theater complex. National Amusements plans to replace the 72,000 square foot 5,248 seat theater with a 108,000 square foot facility with seats for 3,783. Total square footage will increase

by 36,000, and the number of screens will increase from 15 to 16. The new facility will have a bar, coffee lounge, and restaurants.

On the west side of Commack Road, north of Long Island Avenue in Deer Park, a 115,000 square foot shopping center is proposed on 10 acres, to include a Staples store and Rite Aid store.

Finally, the New York State Department of Transportation has proposed redeveloping 120 acres owned by New York State south of Pilgrim State Hospital for use as an intermodal freight hub. At this site, trains would move freight cars into the proposed yard via a refurbished rail spur off the main line of the LIRR just east of the Deer Park railroad station. The cargo would be unloaded from freight cars and transferred to trucks for delivery on Long Island.

Table 25 details the major proposed development within the Sagtikos Regional Development Zone.

Table 25. Major Development Proposed, Sagtikos Regional Development Zone, 2006

<i>Proposed Development</i>	<i>Town</i>	<i>Type of Development</i>	<i>Square Footage To Be Added</i>
Heartland Town Square	Islip	Office	3,000,000
Heartland Town Square	Islip	Retail	1,000,000
Heartland Town Square	Islip	Housing	9,000 units
Heartland Industrial Park*	Islip	Industrial	1,300,000
Tanger Factory Outlet Ctr.	Babylon	Retail	805,000
PJ Ventures*	Smithtown	Retail	377,000
Deer Park Shopping Center	Babylon	Retail	115,000
Crooked Hill Road Retail	Smithtown	Retail	30,000
Commack Multiplex	Smithtown	Theater/ Restaurant	36,000
Intermodal Freight Hub	Islip	Transportation	Rails/Lift/ Shed
ZONE TOTAL		6,663,000 square feet	9,000 apartments

* Under Construction
Source: Suffolk County Planning Department

The proposed development in the Sagtikos Regional Development Zone will add considerably to the existing development within the Zone. Table 26 shows the existing conditions, and future development statistics if all proposed development were to be built.

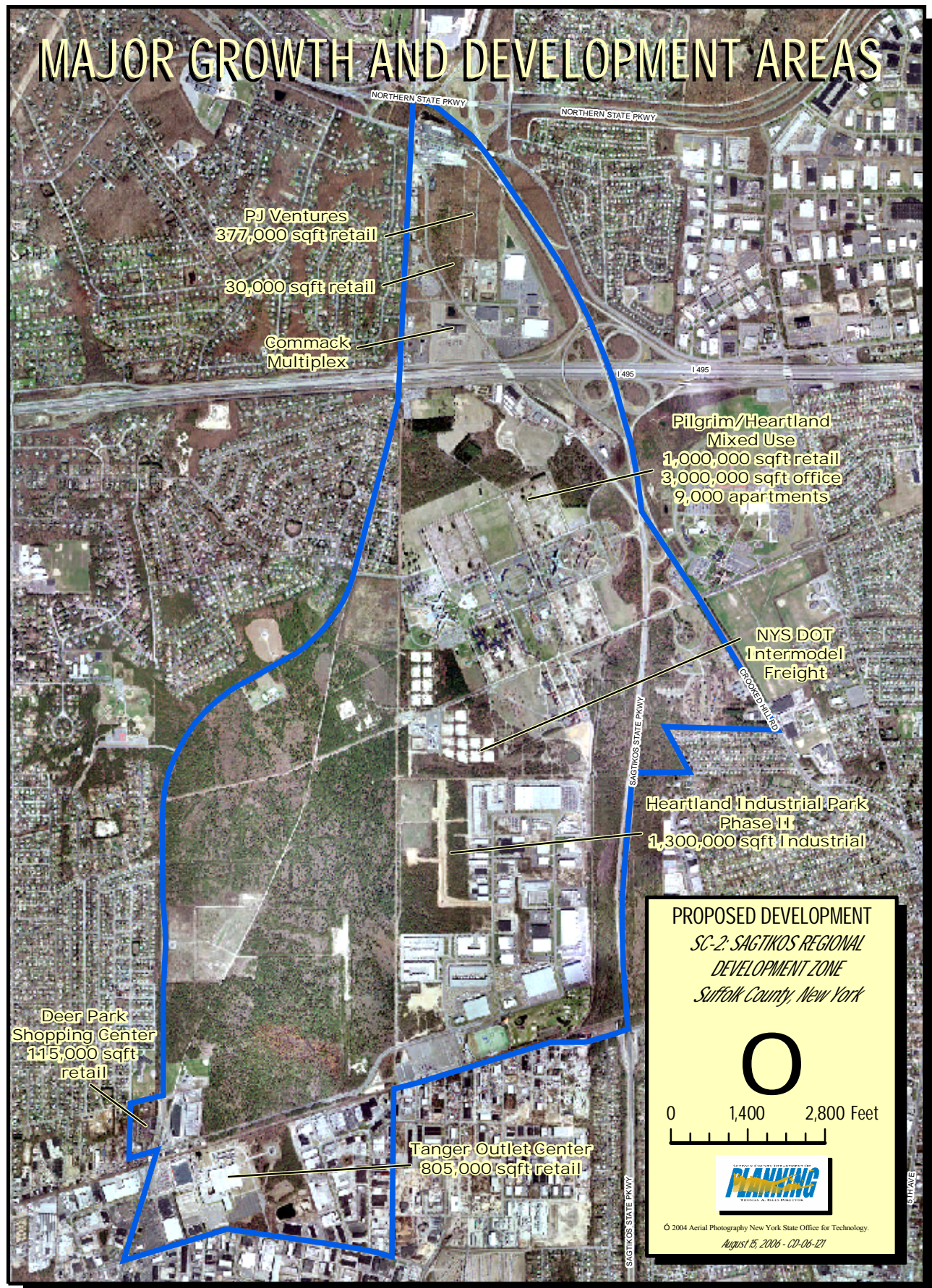


Figure 5. Proposed Development: SC-2 Sagtikos Regional Development Zone

Table 26. Current and Future Development, Sagtikos Regional Development Zone, 2006

<i>Use</i>	<i>2006</i>	<i>After Development</i>	<i>% Change</i>
Retail	856,000	3,183,000	272%
Office	67,000	3,067,000	4,478%
Industrial	5,320,000	5,894,000 *	11%
Hotel Rooms	254	554	118%
Housing Units	60	9,060	15,000%

* Includes demolition of AIL building.
Source: Suffolk County Planning Department

If development within the Zone proceeds as planned, there would be significant changes in the pattern of development within the Zone. The number of housing units would increase dramatically, as would the amount of office space and retail space. The number of hotel rooms in the area would increase significantly, and the amount of industrial space would increase modestly.

Mitigation

Significant transportation improvements will be necessary within the Sagtikos Regional Development Zone to support all of the proposed development. Traffic projections for the cumulative total traffic generated by the proposed development indicate that 5,900 vehicles in the AM peak hour and 7,800 vehicles in the PM peak hour will be added to the surrounding roadway network.

To accommodate the typical growth of background traffic, along with the additional traffic due to the development of these sites, mitigation measures will be implemented for each proposed development.

Required Mitigation Measures

A number of mitigation measures have already been required of each developer of the proposed developments:

PJ Ventures, Town of Smithtown

Located along Crooked Hill Road, north of the L.I.E.

- Re-alignment of Crooked Hill Rd. and Commack Rd. to a T-intersection
- Closing of the northern portion of Crooked Hill Rd. eliminating unsafe intersection with Commack Rd. and provision of a cul-de-sac for access to the existing Vanderbilt Shopping Center and other adjacent businesses.
- Installation of a traffic signal at the realigned intersection of Crooked Hill Rd. and Commack Road.
- Installation of a traffic signal at the intersection of Commack Rd. and Garden Gate.
- Installation of a traffic signal interconnect from the L.I. E. North Service Rd. to the existing signal at the intersection of Commack Rd. and Vanderbilt Motor Pkwy.

Tanger Outlet Center “The Arches”, Town of Babylon

Located along the east side of Commack Rd., north of Grand Blvd.

- Install a closed loop traffic signal interconnect system on Commack Rd. between Nicolls Rd & Quail Run.
- Provide a northbound protected left turn on Commack Rd. at Long Island Ave.
- Make dual southbound left turn lanes on Commack Rd. at Marcus Blvd.
- Provide a northbound protected left turn on Commack Rd. at Marcus Blvd.
- Modify the existing eastbound left turn to left and through lanes to provide 2 through lanes to Tanger on Commack Rd. at Marcus Blvd.
- Install traffic backup queue detectors on Commack Rd. at the LIRR crossing.
- Provide eastbound left, left and through, and right and through turn lanes on Commack Rd. at Grand Blvd.

- Provide dual westbound and southbound left turn lanes on Commack Rd. at Grand Blvd.
- Split the existing eastbound and westbound phases on Commack Rd. at Grand Blvd.
- Remove the existing northbound protected left turn lane on Commack Rd. at Grand Blvd.
- Contribute the cost of installing southbound, eastbound and northbound right lanes and modifying signal timings on Commack Rd. at the L.I.E.
- Contribute towards signal timing modifications on Commack Rd. at Bay Shore Rd.
- Change the signal timings on Bay Shore Rd. at Deer Park Ave.
- Remove existing median on Burlington Ave. and install a signal subject to Suffolk County approval on Commack Rd. at Burlington Ave.
- Remove existing channel northbound right and reconstruct and modify the signal on Commack Rd. at Deer Park Ave.
- Contribute to cost of widening Pine Aire Dr. from the Sagtikos State Parkway to Executive Dr.
- On Grand Blvd. install signs directing Tanger-bound traffic to use Marcus Blvd.
- Remove westbound approach on Grand Blvd. at Marcus Blvd.
- On Grand Blvd., install eastbound left turn lanes for Marcus Blvd. and provide an eastbound left turn phase with a southbound right-turn overlap.
- Reanalyze traffic 2 years after full occupancy.
- Provide plan for traffic control before 1st holiday.
- Use variable message signs, plan to be forwarded.
- Re-route SC bus routes to this development.

“Commack Multiplex Theater”, Town of Smithtown

Located along the north side of the L.I.E. North Service Road, east of Commack Road.

- Reconstruct Henry Street between Commack Road and Crooked Hill Road to Suffolk County standards.
- Rebuild the existing Mast Arm traffic signal at Crooked Hill Rd. and Henry St. to a strain pole and signal span installation
- Contribute to the design and construction of the Commack Rd./L.I.E. interchange restriping and modification of lanes.

Deer Park Shopping Center “Unicorp”, Town of Babylon

Located along the west side of Commack Rd., between Long Island Ave. and Nicolls Rd.

If Tanger is *not* built, then Unicorp will:

- Provide signal and timing improvements for the existing traffic signal at Commack Rd. and Long Island Ave.
- Provide timing and coordination improvements to the existing traffic signals along Commack Rd. from Quail Run to Nicolls Rd.

If Tanger *is* built, then Unicorp will:

- Provide typical infrastructure improvements along the developments frontage on Commack Rd.
- Pay an impact fee to be applied to future County projects in this area.

Suggested General Mitigation Measures

Other general mitigation measures have been *suggested* for the roadways within the Sagtikos Regional Development Zone. These improvements may include:

- Widen roadways to provide additional capacity.
- Re-stripe existing pavements to increase the number of lanes.
- Construct new access ramps to the Sagtikos State Parkway.
- Provide new signalization at proposed site access points.
- Construct additional turn lanes at key intersections.
- Construct new roadways to provide direct site access from the L.I.E. service road.
- Install computerized signal system to enhance traffic flow.
- Reconstruct intersections to provide for an increase in vehicle storage lengths.

Suggested Specific Mitigation Measures

A number of more specific alternatives have also been suggested to further mitigate the increased congestion expected from the current and proposed development projects within the Sagtikos Regional Development Zone. All of these suggestions are in the conceptual stages of development and would require

thorough examination, including a detailed analysis of the impacts to the affected properties, altered traffic flow, and associated environmental concerns to determine their feasibility.



Figure 6. Connect Crooked Hill Road to the eastbound Long Island Expressway (L.I.E.)

Connect Crooked Hill Rd to the eastbound Long Island Expressway (L.I.E.)

This measure would require a ramp connection in the southwest quadrant of Crooked Hill Rd. and the L.I.E.. Such a connection at this location would reduce the weave condition as compared to other locations. However, this ramp location still has major geometric concerns that would most likely preclude it from further consideration by NYSDOT. These geometric concerns include insufficient length for the acceleration lane and insufficient weave section to gain access to the L.I.E. mainline. This proposal would also require the condemnation of three properties. This alternative is primarily aimed at alleviating increased traffic from the PJ Ventures development.

Connect PJ Ventures to Waldbaum’s Shopping Center along Motor Parkway.

This measure would require the construction of an access road from PJ Ventures through the eastern edge of the Waldbaum’s Shopping Center parking lot to gain access to Motor Parkway. This mitigation measure would be negotiated with the owner of the shopping center. It would require a cross access agreement between the PJ Ventures developer and the owner of the Waldbaum’s Shopping Center. Property may need to be purchased to accommodate this concept.

Upon reviewing the traffic distributions presented in the Traffic Impact Study for the PJ Ventures DEIS, April 2004, the developer estimated 35% of the entering traffic and 35% of the exiting traffic destined to and from the north. During the PM peak, the projected traffic volumes are 107 vehicles entering and 115 vehicles exiting to and from the north. A preliminary analysis has estimated that 15% to 20% of the traffic generated by this site would utilize this new access driveway. This translates to 46 to 61 vehicles entering and 49 to 66 vehicle exiting. This alternative is primarily aimed at alleviating increased traffic from the PJ Ventures development.

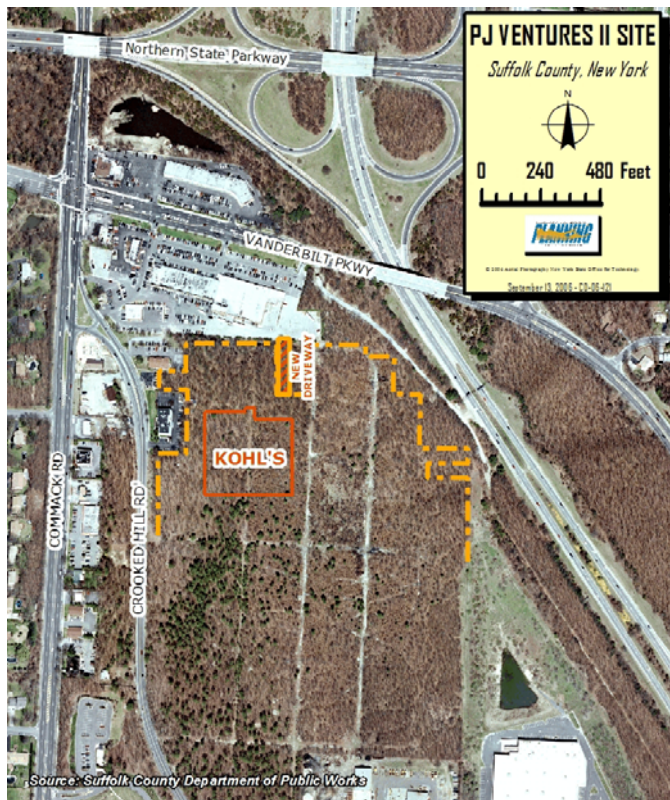


Figure 7. Connect PJ Ventures to Waldbaum’s Shopping Center along Motor Parkway.

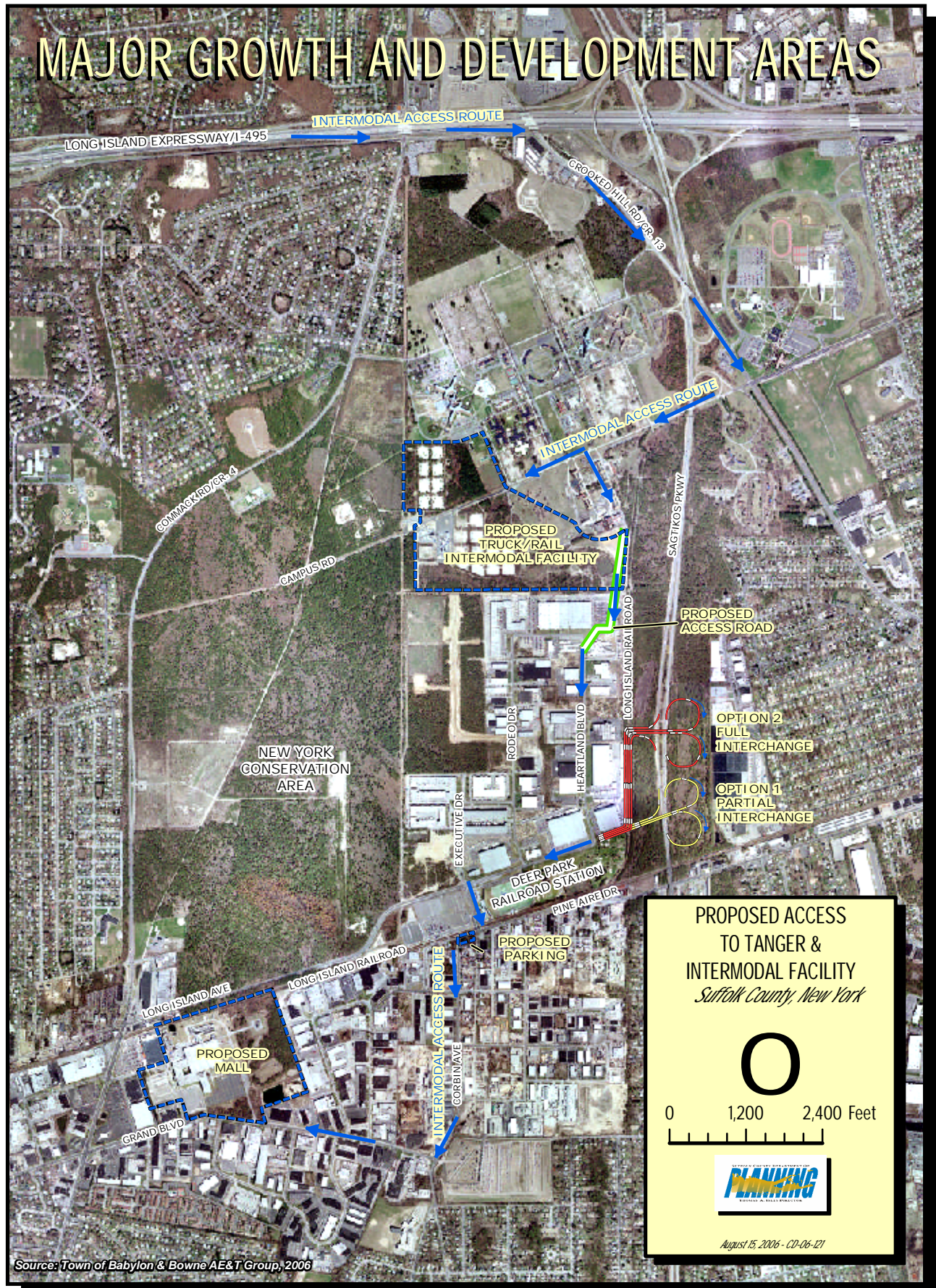


Figure 8. Proposed Access to Tanger and Intermodal Facility

The Construction of a Partial or Full Interchange along the Sagtikos State Parkway at Long Island Avenue.

This measure would require the construction of a bridge or tunnel at the extension of Long Island Avenue at the Sagtikos State Parkway and associated entrance/exit ramps and service roads along the Sagtikos State Parkway, from this interchange, northerly to the L.I.E.. This concept, which would provide direct access to the Sagtikos State Parkway, would alleviate the current daily truck congestion and the peak hour vehicle congestion on Long Island Avenue and Pine Aire Drive. This alternative is primarily aimed at alleviating increased traffic from the Tanger Outlet Center development, the expansion of the Heartland Business Center, and the existing Deer Park industrial area.

The New York State Department of Transportation (DOT) is currently exploring alternative measures to mitigate potential traffic impacts of its proposed Intermodal Freight facility. These alternatives are summarized below and can be viewed in more detail on the New York State DOT Internet website at <http://www.longislandintermodal.com/alternatives.html>.

Direct Connection to the Sagtikos State Parkway from the Proposed Truck Rail Intermodal Facility.

Under this alternative, trucks would utilize the “cars only” parkway for a short distance. Infrastructure changes would be required to construct the connector to the Sagtikos State Parkway and bridges would have to be reconstructed and/or the roadway lowered to accommodate trucks. This alternative would minimize truck use of local roads. This alternative is primarily aimed at alleviating increased truck traffic from the proposed Long Island Truck and Rail Intermodal Facility.

New One-Way Roadways Adjacent to Sagtikos State Parkway with Direct Connection to the L.I.E.

This alternative is similar to “service roads” on other commercial highways. Trucks would not be permitted on the Sagtikos State Parkway, however, major infrastructure changes would be needed to construct the connector to the L.I.E.. New bridges would also be required to accommodate the increase in lanes along the roadway. Like the previous alternative, this measure would minimize truck use of local roads. This alternative is primarily aimed at alleviating increased truck traffic from the proposed Long Island Truck and Rail Intermodal Facility.



Figure 9. Direct Connection to the Sagtikos State Parkway from the Proposed Truck Rail Intermodal Facility.



Figure 10. New One-Way Roadways Adjacent to Sagtikos State Parkway with Direct Connection to the L.I.E.

Local Streets Access Route to the Proposed Truck Rail Intermodal Facility.

Under this alternative, no major infrastructure changes would be required in the region. Trucks could access the Long Island Truck Rail Intermodal facility via Crooked Hill Rd. to Campus Rd. / G Rd. or Long Island Ave. through the Heartland Business Center. This alternative is primarily aimed at alleviating increased truck traffic from the proposed Long Island Truck and Rail Intermodal Facility.



Figure 11. Local Streets Access Route to the Proposed Rail Intermodal Facility.

The Need for Expanded Study

Development currently proposed for the Zone includes 2.6 million square feet of retail space, 3 million square feet of office space, 1.3 million square feet of industrial space and approximately 9,000 housing units, as well as a major intermodal freight terminal. Final approval for the various constituent development projects is anticipated within the next five years.

The Zone contains the last major acreage in western Suffolk County available for development and redevelopment on this scale. It is situated at the convergence of the municipal borders of the towns of Babylon, Huntington, Islip and Smithtown. Each proposed project site in the zone is situated in the corner of one of these towns, but the cumulative transportation and environmental impacts of the proposed development will almost certainly affect

each of the four towns. Given this likely impact, the need for more regional thinking and planning is apparent.

Due to the cumulative impact that all of the proposed developments will have on the surrounding transportation infrastructure and land use characteristics of the region, Suffolk County has secured \$500,000 in federal funding through the New York Metropolitan Transportation Council (NYMTC) to conduct a more extensive congestion mitigation and planning coordination study for the area. The objective of this proposed *Sagtikos Regional Development Zone Mitigation and Planning Coordination Study* is twofold: to formulate short- and long-term congestion mitigation measures for current and proposed development in and around the Sagtikos Regional Development Zone and to coordinate planning for future land use and transportation solutions in the desired growth area.

Development in the Zone impacts a range of transportation facilities. Impacted facilities include the main line of the Long Island Rail Road, major limited access highways such as the Long Island Expressway and Northern State and Sagtikos State Parkways, and local arterial roadways such as Commack Road, Suffolk Avenue, Long Island Avenue, Pine Aire Drive, Grand Boulevard and Crooked Hill Road.

The Zone borders the Brentwood campus of Suffolk County Community College and the Edgewood Oak Brush Plains Preserve. The development zone comprises the bulk of the Oak Brush Plains SGPA, a deep aquifer recharge area, part of which is designated by Suffolk County as a Critical Environmental Area.

This future study will require a thorough review of planning work done to date in this area. Additional data collection and research will be performed as necessary. Short-term congestion mitigation measures will be identified. Representatives from the four towns (Babylon, Huntington, Islip, Smithtown) will meet with the Suffolk County Department of Planning, the Suffolk County Department of Public Works (DPW), the New York State Department of Transportation (NYSDOT) and the Metropolitan Transportation Authority-Long Island Railroad (MTA-LIRR). The aim is to reach consensus on guiding principles for future growth in the area and related transportation solutions. The Suffolk County Department of Planning plans to issue an RFP by the end of 2006 and hire a consultant by Spring 2007 to assist in the preparation of this study.

**EXISTING CONDITIONS AND OUTLOOK
FOR YAPHANK**

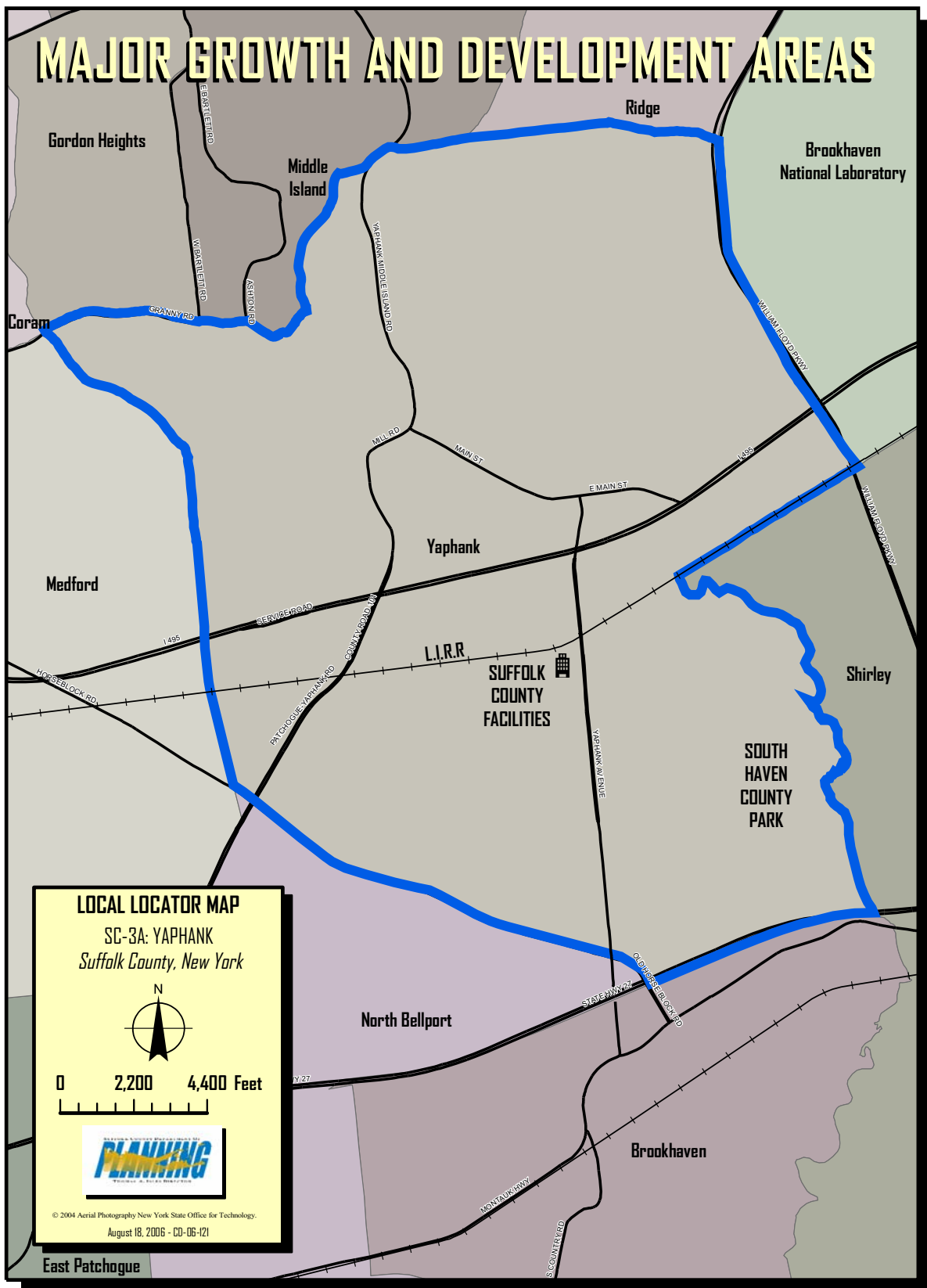


Figure 12. Locator Map: SC-3A Yaphank

INTRODUCTION

Yaphank lies at the geographic center of Suffolk County, in the Town of Brookhaven. The hamlet's area is 14 square miles, making it one of the largest communities in Suffolk County in area. Development in parts of the community is suburban, but much of the community is semi-rural.

Yaphank is unique in that it has excellent transportation access. The Long Island Expressway bisects the hamlet, Sunrise Highway borders Yaphank to the south and William Floyd Parkway borders Yaphank to the east. The Long Island Railroad also bisects the hamlet.

In addition to single family homes, Yaphank contains a number of businesses and industrial buildings, open space land, and significant Suffolk

County government facilities. Yaphank also contains a considerable amount of preserved open space, including Southaven County Park which is more than 1,300 acres in size. The Carmans River, one of Long Island's major river corridors, runs through Yaphank.

The northern half of Yaphank (north of the Long Island Expressway) is located within the Central Suffolk Special Groundwater Protection Area (SGPA). The 1992 Long Island Regional Planning Board report titled *The Long Island Comprehensive Special Groundwater Protection Area Plan* contained some recommendations for the area. In particular, the report recommended that property should continue to be acquired where possible, that transfer of development rights to sites outside the SGPA be used, and that mandatory clustering be used. The report stated that within the SGPA, new commercial development should be limited.

DEMOGRAPHICS

Population

Yaphank contains a relatively small population. The Long Island Power Authority estimated that in 2005 there were 5,363 residents in Yaphank. This figure includes the populations in the Suffolk County jail facility in Yaphank and the Suffolk County Infirmar y / Nursing Home. These institutional populations represent about 15% of the total population of Yaphank. See Table 27.

Table 27. Resident Population in Yaphank, 1970, 1980, 1990, 2000 and 2005

	1970	1980	1990	2000	2005
Suffolk County Jail	74	54	630	499	523
Suffolk County Infirmar y	180	154	213	257	250
Yaphank (balance)	1,702	2,604	3,794	4,269	4,590
TOTAL	1,956	2,812	4,637	5,025	5,363
% Change	-	44%	65%	8%	7%

Source: U.S. Census Bureau, Long Island Power Authority

Yaphank’s population increased by 7% between 2000 and 2005, a more rapid rate of increase than the 8% increase for the entire decade of the 1990s. (Between 2000 and 2005, Suffolk County’s population increased by 4.5%). Yaphank’s total population increased in the 1990s by 8%, while the County’s population increased by 7%.

Yaphank is the second least densely populated community in the Town of Brookhaven, after Eastport. In 2005, Yaphank had a population density of 383 persons per square mile, slightly lower than the density in the Towns of Riverhead, Southampton or Southold. Its population density was less than one-fourth the density of the Town of Brookhaven and of Suffolk County overall. Yaphank’s population density was lower than the density in Manorville and much lower than the nearby communities of Middle Island and Medford. See Table 28.

Population is significant in the communities surrounding Yaphank. For example, as of 2005, Medford had a population of 23,328; Coram had 37,252 residents; Shirley’s population was 27,374 and there were 13,969 residents of Ridge, compared to

Yaphank’s population of 5,363.

Typical of Long Island communities, Yaphank’s population is aging. The median age in Yaphank was 31.2 in 1980; it increased to 32.6 in 1990 and was 37.2 in 2000.

Table 28. Population Density in Yaphank and Selected Other Areas, 2005

	<i>Persons Per Square Mile</i>
Yaphank	383
Manorville	517
Middle Island	1,318
Medford	2,215
Town of Riverhead	475
Town of Brookhaven	1,850
Suffolk County	1,626

Source: U.S. Census Bureau, Long Island Power Authority

In 2000, the median age was slightly higher than the median age in Suffolk County overall (36.5). The population aged 65 and over increased by 10% in Yaphank between 1990 and 2000. Of the 1,566 households in Yaphank in 2000, 20% were headed by a person aged 65 or over, compared to 21% in Suffolk County as a whole.

Housing

As of 2000, Yaphank contained 1,650 housing units, of which 1,566 (95%) were occupied. The remainder of the housing units were vacant. Yaphank’s housing is comprised primarily of two types: detached single family homes, and attached condominiums. As of the 2000 census, 64% of all housing units in Yaphank were one-family detached units (compared with 82% in the Suffolk County as a whole) and 33% of the housing units were one-family attached (condominium) units. There are 604 condominium units in two complexes.

Yaphank has a slightly higher percentage of owner-occupied housing units than other parts of Suffolk County. In 2000, 82.7% of occupied households were owner-occupied. This figure compares with 79.8% in Suffolk County overall. As of 2000, the largest proportion of housing units in

Yaphank were built in the 1980s (28%), followed by the 1970s, when 18% of the housing was built. In the 20 year period 1940-1959, 24% of Yaphank's housing was constructed, and 11.8% of the housing was built in the 1990s. Nine percent of the units were built before 1940, and another 9% were built in the 1960s.

In 2000, the median housing value in Yaphank was 34% lower than the median in Suffolk County as a whole. In 2000, the median number of rooms in a home in Yaphank was 5.7 rooms, below the Suffolk County median of 6.3 rooms per home. The slightly smaller and more affordable nature of Yaphank's housing stock may attract young families, single persons, and senior citizens.

In Yaphank in 2000, 19% or 15% of homeowners paid more than thirty-five percent of their household income for housing and 22% of renters paid more than thirty-five percent of their household income for rent. These figures were lower than most towns in Suffolk County and much better than the County average.

The housing stock in Yaphank is sound. In 2000, Yaphank had 20 overcrowded housing units (defined as more than one person per room), 1.3% of the total. No units lacked complete plumbing facilities or complete kitchen facilities, and every unit had telephone service. All of these figures were more favorable than Suffolk County as a whole.

Income and Employment

Based on 2000 census figures, the median household income in Yaphank was estimated to be \$84,760 in 2005. This figure is 8% higher than Suffolk County's median of \$78,456. Yaphank's median household income was higher than any of the surrounding communities: Coram, Gordon Heights, Medford, Middle Island, Ridge, and Shirley.

In 2000, the resident labor force in Yaphank was 2,390 people, up 23% from 1990. The 2000 census reported that 2,287 of Yaphank's residents were employed. The unemployment rate was 3.9%, the same as the unemployment rate for Suffolk County at the time. The percentage of Yaphank's employed residents working in blue-collar occupations was 24% in 2000, compared to 21% in Suffolk County as a whole.

The 2000 census reported that 82% of Yaphank residents who work drove alone to work. Another 11% car-pooled, 3% took public transportation, 2% worked at home and the remainder walked or used other means. Compared to Suffolk County as a whole, there is a higher incidence of driving alone to work and a lower usage of public transportation to get to work among residents of Yaphank who work. This statistic is not surprising, since Yaphank is somewhat sparsely populated and residents' job locations are dispersed.

ECONOMIC BASE

Zip Code Business Patterns includes information about total employment in businesses, for the Yaphank zip code, 11980. It is important to note that government employment is not included in these figures, only employment by businesses with payroll. Therefore, employment by Suffolk County, which has significant facilities in Yaphank, would not be included in these figures. In 2003, there were 2,461 persons employed at businesses in Yaphank. See Table 29.

Table 29. Employment in Business Establishments in the Yaphank Zip Code, 1998-2003

<i>Year</i>	<i>Employment in Business Establishments</i>
1998	2,103
1999	1,620
2000	1,608
2001	1,825
2002	1,869
2003	2,461
5 year change	17%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, business employment in the Yaphank area increased by 17%. Much of the increase occurred between 2002 and 2003, the most recent year available. *Zip Code Business Patterns* also includes information about the number of business establishments with payroll, by zip code. In 2003, there were 147 businesses in the Yaphank zip code. See Table 30.

Table 30. Number of Business Establishments in the Yaphank Zip Code, 1998-2003

<i>Year</i>	<i>Number of Business Establishments</i>
1998	121
1999	129
2000	131
2001	128
2002	138
2003	147
5 year change	21%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, the number of businesses in Yaphank increased by 21%. Most of the increase occurred in the two most recent years, 2002 and 2003. In 2003, there were 147 businesses with payroll in Yaphank. Of those, the largest number (24 or 16% of the total) were in the construction industry. The Administrative, Support, Waste Management and Remediation Services category accounted for 22 businesses (15% of the total). There were 21 manufacturing businesses, 14% of the total. There were 18 businesses involved in wholesale trade (12% of the total). Businesses in Yaphank were classified among a wide range of industry categories. See Table 31.

Table 31. Number of Business Establishments in the Yaphank Zip Code, 2003

<i>Industry</i>	<i>Number of Business Establishments</i>
Forestry, Fishing, Hunting and Agriculture	0
Mining	0
Utilities	0
Construction	24
Manufacturing	21
Wholesale Trade	18
Retail Trade	11
Transportation & Warehousing	1
Information	4
Finance & Insurance	2
Real Estate & Rental & Leasing	3
Professional, Scientific & Technical Services	10
Management of Companies & Enterprises	0
Admin., Support, Waste Mgmt., Remediation Services	22
Educational Services	3
Health Care and Social Assistance	12
Arts, Entertainment & Recreation	2
Accommodation & Food Services	5
Other Services (except public administration)	7
Unclassified Establishments	2
TOTAL	147

Source: U. S. Census Bureau *Zip Code Business Patterns, 2003*.

Note that government employment is not included in the Zip Code Business Patterns data.

NON-RESIDENTIAL DEVELOPMENT

Industrial Market

There is significant industrial development in and near Yaphank and industrial construction continues to take place in the area. An analysis of industrial development using aerial photos from 2004 was performed. Table 32 shows land used for industry and the square footage of industrial buildings within Yaphank as of 2004. These figures exclude industrial development south of Horseblock Road in the hamlet of North Bellport and industrial development west of Bellport Avenue in Medford.

Table 32. Industrial Development, Yaphank, 2004

<i>Industrial Buildings</i>	<i>Industrial Land Use in Acres</i>	<i>Industrial Square Footage</i>
37	274.8	1,567,000

Source: Suffolk County Planning Department

In recent years, a large number of new industrial buildings have been constructed in Yaphank and the surrounding area. In 1980, there were six industrial buildings in Yaphank, containing 653,000 square feet of space. As of 2004, there were 37 industrial buildings in Yaphank, containing 1,567,000 square feet of space. As of 2004, Yaphank contained 274.8 acres of industrially used land.

A Grucci fireworks manufacturing facility is located in Yaphank, adjacent to the Suffolk County lands north of Horseblock Road. There is also a significant commercial composting facility off Horseblock Road in Yaphank, and a large municipal solid waste facility just south of Yaphank, south of Horseblock Road.

The industrial parks in Yaphank continue to see added construction. Quality King, a distributor of pharmaceutical, health and beauty products, announced in 2004 that it is planning a major expansion to support its growing operations. The privately held company, which employs 1,400, plans to build a 560,000 square foot flagship warehouse building on 37 acres near Yaphank within the New York State Empire Development Zone. Other industrial development exists nearby in Medford and North Bellport. Construction continues on an industrial park located between Horseblock Road and Woodside Avenue.

Office Market

CB Richard Ellis compiles office market statistics for the Central Suffolk County market, which includes the area to the west of Yaphank. The statistics indicate some weakness in the local office market. The overall vacancy rate in Suffolk County was 14.5% in the first quarter of 2006, up from 13.5% a year earlier. The Central Suffolk office market remains stable, but at 16.4% in the first quarter of 2006 was higher than the Suffolk County rate. The Central Suffolk vacancy rate was similar to the rate a year ago (16.8% in the first quarter of 2005). See Table 33.

Table 33. Office Market Statistics

<i>Period</i>	<i>Central Suffolk Sub-Market</i>		<i>Suffolk County</i>	
	<i>Vacancy Rate</i>	<i>Rental Rate Per Sq. Ft.</i>	<i>Vacancy Rate</i>	<i>Rental Rate Per Sq. Ft.</i>
3rd Quarter 2004	14.9%	\$19.89	10.7%	\$21.49
4th Quarter 2004	16.3%	\$19.79	12.7%	\$21.21
1st Quarter 2005	16.8%	\$19.64	13.5%	\$22.81
2nd Quarter 2005	16.6%	\$19.78	14.0%	\$23.06
3rd Quarter 2005	16.4%	\$19.96	15.3%	\$23.42
4th Quarter 2005	16.7%	\$20.25	14.1%	\$23.18
1st Quarter 2006	16.4%	\$20.82	14.5%	\$23.76

Source: CB Richard Ellis

Between the third quarter of 2004 and the first quarter of 2006, office rental rates increased by 10.5% in Suffolk County as a whole but only by 4.7% in the Central Suffolk sub-market. In that period, vacancy rates increased in the Central Suffolk area and in Suffolk County as a whole, but the increase was more pronounced in the Suffolk County rate. Vacancy rates in the Central Suffolk sub-market have remained the highest of the five Long Island sub-markets for more than five years.

In the first quarter of 2006, the office rental rate in Suffolk County was \$23.76 per square foot, 4% higher than a year earlier. The Central Suffolk rental rate of \$20.82 is 12% lower than the Suffolk average, but rose by 6% in the past year.

Yaphank currently does not contain any large non-government office buildings. However, surrounding communities do contain some office space. See Table 34.

Table 34. Non-Government Office Buildings (15,000 Sq. Ft. and Over), Yaphank Area, 2006

<i>Community</i>	<i>Office Buildings</i>	<i>Square Footage</i>
Yaphank	0	0
Ridge	1	30,000
Middle Island	0	0
Gordon Heights	0	0
Coram	5	160,000
Medford	5	322,000
North Bellport	0	0
Brookhaven	0	0
Shirley	3	64,000
Area Total	14	576,000

Source: Suffolk County Planning Department

Five office complexes are located in nearby Medford, containing 322,000 square feet of space. Coram also has five smaller office buildings, containing a total of 160,000 square feet of space. Ridge and Shirley have small amounts of office space.

Suffolk County Facilities

Suffolk County is the owner of more than 800 acres at the Yaphank County Center on the east and west sides of Yaphank Avenue. Suffolk County purchased much of its land in Yaphank in the 1960s and 1970s in response to aggressive projections for rapid population growth and an anticipated need for facility space. The County facilities are presently scattered in a low-intensity pattern; the buildings are generally separated by large areas of parking, lawns, and patches of woodland.

There are several County uses on these lands. The County Farm is an historic and functioning farm on 230 acres. In 1995, Suffolk County opened its 264 bed 270,000 square foot skilled nursing facility on 26 acres west of Yaphank Avenue. This facility replaced an aging 215 bed facility that catered to the needs of indigent Long Islanders for many years. The older 94,000 square foot facility, also west of Yaphank Avenue, has been renovated for use as County office space.

Suffolk County Police headquarters is a 130,000 square foot facility on the west side of Yaphank Avenue. There is also an 84,000 square foot minimum

security prison on the west side of Yaphank Avenue, and there are plans for significant expansion of the facility. The Probation/F.R.E.S. building west of Yaphank Avenue is 55,000 square feet in size, and there is a 19,700 square foot building and other structures used for Firematic training west of Yaphank Avenue.

East of Yaphank Avenue lie the 44,000 square foot Board of Elections building, the 90,000 square foot DPW headquarters building, and ancillary DPW buildings. In total, the Suffolk County buildings in Yaphank contain more than 800,000 square feet of space.

Retail Centers, Hotels, and Other Major Commercial Development

Yaphank does not have a downtown center, nor do any of the communities surrounding Yaphank. Yaphank contains 10,000 square feet of shopping center space in one shopping center. However, surrounding communities do contain significant amounts of shopping center space. See Table 35.

Table 35. Shopping Centers, Yaphank Area, 2006

<i>Community</i>	<i>Number of Shopping Centers</i>	<i>Square Feet of Space</i>	<i>Shopping Center Storefronts</i>
Yaphank	1	10,000	6
Ridge	2	10,000	9
Middle Island	7	485,000	70
Gordon Heights	4	41,500	32
Coram	20	857,000	217
Medford	16	775,500	116
North Bellport	5	518,000	111
Brookhaven	1	5,000	4
Shirley	19	738,000	173
Area Total	75	3,440,000	738

Source: Suffolk County Planning Department

The largest shopping center in the area is the 286,000 square foot Coram Plaza with Home Depot and Stop&Shop. The next largest shopping centers in the area are South Port in Shirley (250,000 square feet) and Sunshine Square in North Bellport (204,000 square feet).

Yaphank does not contain any hotels. However, nearby Medford has three hotels containing a total of 151 rooms, and Shirley has one 26-room motel.

A large abandoned multiplex movie theater (Brookhaven Multiplex) is situated west of Yaphank in Medford on the south side of the Long Island Expressway.

A commercial recreation facility named Baseball Heaven opened on Sills Road in Yaphank in 2003. This facility has eight baseball diamonds with artificial turf and hosts baseball, softball and football games.

Transportation

Yaphank has good roadway access. Several roadways maintained by New York State and Suffolk

County are located in Yaphank. The six-lane Long Island Expressway bisects the hamlet, and L. I. E. exits 66 and 67 provide access to Sills Road (County Road 101) and Yaphank Avenue (County Road 21) in Yaphank. William Floyd Parkway (County Road 46) is on the eastern boundary of Yaphank, and Horseblock Road (County Road 16) forms the southern boundary of Yaphank. Four-lane Sunrise Highway, State Route 27 is also just south of Yaphank.

Traffic counts supplied by the Suffolk County Department of Public Works and the New York State Department of Transportation are available for several road segments in Yaphank. These traffic data are displayed in Table 36.

Table 36. Traffic Counts in the Vicinity of Yaphank

<i>Road Segment</i>	<i>Count</i>	<i>Year</i>	<i>Count</i>	<i>Year</i>	<i>Annual % Change</i>	<i>% Change over time period</i>
Long Island Expressway (I-495):						
Horseblock Rd. To Sills Rd.	69,900	1999	76,900	2004	1.9%	10.0%
Sills Rd. To Yaphank Ave.	58,100	1999	64,000	2004	2.0%	10.2%
Yaphank Ave. To William Floyd Parkway	64,800	1999	71,300	2004	1.9%	10.0%
Sunrise Highway:						
Horseblock Road To William Floyd Parkway	45,200	1998	60,200	2004	4.9%	33.2%
Sills Road (C.R. 101):						
Woodside Ave. To Horseblock Rd.	13,100	1999	16,600	2004	4.8%	26.7%
Horseblock Rd. To L.I.E. South Service Rd.	10,400	1998	14,400	2004	5.6%	38.5%
L.I.E. South Service Rd. To L.I.E. North Service Rd.	13,900	1998	21,000	2004	7.1%	51.1%
L.I.E. North Service Rd. To Long Island Ave.	18,900	1999	17,700	2004	-1.3%	-6.3%
Yaphank Avenue (C.R. 21):						
Horseblock Rd. To L.I.E. South Service Rd.	6,500	1999	10,200	2004	9.4%	56.9%
L.I.E. South Service Rd. To L.I.E. North Service Rd.	7,800	1999	9,400	2004	3.8%	20.5%
L.I.E. North Service Rd. To Main St.	4,500	1999	5,900	2005	4.6%	31.1%
Main St. To East Bartlett Rd.	17,400	1999	12,600*	2004	-6.3%	-27.6%
E. Bartlett Rd. To Longwood Rd.	14,000	1998	18,300	2004	4.6%	30.7%
William Floyd Parkway (C.R. 46):						
L.I.E. South Service Rd. To L.I.E. North Service Rd.	26,300	1998	34,000	2004	4.4%	29.3%
L.I.E. North Service Rd. To Longwood Rd.	22,500	1998	29,500	2004	4.6%	31.1%
Horseblock Road (C.R. 16):						
Peconic Ave. To Sills Rd.	16,600	1996	18,600	2004	1.4%	12.0%
Sills Rd. To Woodside Ave.	10,300	1999	13,000	2004	4.8%	26.2%
Woodside Ave. To Yaphank Ave.	12,200	1998	14,600	2004	3.0%	19.7%
Yaphank Ave. To Montauk Hwy.	10,100	1998	13,700	2004	5.2%	35.6%

Note: Traffic counts are average annual daily traffic volumes.

Source: New York State Department of Transportation, Suffolk County Department of Public Works

*Average of two segments

In most cases in Table 10, the two traffic counts are separated by several years. In the past several years, traffic volumes in Yaphank have increased in all but two road segments as shown in Table 10. Some of the increases are very significant. The most significant increases have occurred on Yaphank Avenue and Sills Road (C. R. 101), where most segments showed traffic volume increases of four to eight percent *per year* between 1999 and 2004. Traffic volume increases were also significant on several other road segments in Yaphank, such as William Floyd Parkway, Sunrise Highway, and Horseblock Road.

In 2003, a new eastbound exit ramp off the Long Island Expressway (at exit 67) opened for southbound Yaphank Avenue. Previously, eastbound L. I. E. traffic wanting to go south on Yaphank Avenue had to exit at Sills Road, travel north on Sills Road a short distance, and then east on Long Island Avenue to reach Yaphank Avenue. The opening of this new ramp

changed travel patterns and for this reason, traffic counts declined on Sills Road between the L. I. E. North Service Road and Long Island Avenue.

Yaphank is served by Long Island Railroad access, with diesel service to Ronkonkoma, and electrified service from Ronkonkoma to Penn Station in Manhattan. Approximately three trains stop at the Yaphank station per day in each direction. The mean travel time on the LIRR between Yaphank and Penn Station is 102 minutes. The station is one of the smallest and least utilized in Suffolk County.

Yaphank is served by two municipal bus routes. Suffolk Transit bus route S71 bus service runs from Shirley to Stony Brook and runs along Yaphank Avenue, Long Island Avenue, and Sills Road. Suffolk Transit bus route S68 runs from Patchogue to Center Moriches and serves Yaphank's industrial areas on Horseblock Road, Old Dock Road and Sills Road.

OUTLOOK

Major Development Proposed in Yaphank

A wide variety of additional development has been proposed in Yaphank. A 350 megawatt power plant (Caithness) has been proposed on a 96 acre parcel north of Horseblock Road and west of the Suffolk County property. In addition, the Suffolk County Jail in Yaphank is proposed to be expanded.

For decades, the 101 acre site at the northwest corner of the Long Island Expressway and William Floyd Parkway has been zoned for a large regional shopping center. Original plans for an enclosed regional mall on the property have been scaled back and revised. An 850,000 square foot big-box shopping center called Brookhaven Walk is now proposed for the site. An 800,000 square foot shopping center (495 Station Plaza) containing big box stores has been proposed for the large site south of the Long Island Expressway, west of William Floyd Parkway.

Several significant housing developments have been proposed in Yaphank. Avalon Bay Communities has proposed a 450 unit renter and owner-occupied multi-unit housing complex on 163 acres north of Mill Road. A development known as Silver Glen, with 500 units of owner and renter age-restricted multi-unit housing, plus a 120 unit assisted living facility and 22,000 square feet of office space, has been proposed north of the Long Island Expressway west of Sills Road. A 190 unit age-restricted condominium complex known as Country Pointe at Yaphank has been proposed east of Yaphank Avenue south of Gerard Road and a 36 unit condominium complex known as Chelmsford Weald off Mill Road in northern Yaphank is in pre-construction phase. Table 37 details the major proposed development in Yaphank.

In addition, this year Suffolk County will release an RFP detailing the types of development it seeks for 250 acres of surplus County owned land in Yaphank. The exact nature of the proposed development is unknown at this time. However, development could include 1,000 attached residential units, 100,000 square feet of office space, 50,000 square feet of retail space, plus recreation and sports recreation development. These estimates are very approximate and will change based on submissions in response to

the forthcoming RFP.

Table 37. Major Development Currently Proposed, Yaphank, 2006

<i>Proposed Development</i>	<i>Type of Development</i>	<i>Square Footage To Be Added</i>
Brookhaven Walk	Retail	850,000
495 Station Plaza	Retail	800,000
Avalon Bay	Housing	450 units
Silver Glen	Housing	500 units
Silver Glen	Assisted Living	120 units
Silver Corporate Park	Office	22,000
Country Pointe at Yaphank	Housing	190 units
Chelmsford Weald	Housing	36 units
		1,672,000 square feet
		1,176 housing units
YAPHANK TOTAL		120 units assisted living

Source: Suffolk County Planning Department

Significant acreage of residentially zoned land is also still available for development in Yaphank. These parcels could eventually contain approximately 500 single family housing units.

Most of the industrially zoned land to the west of Yaphank has been developed. Significant acreage of industrially zoned land is still available for development in Yaphank. There are still approximately 740 acres of privately owned vacant land zoned industrial available for development in Yaphank. This vacant industrially zoned acreage *excludes* the following:

- Potential industrial development on the Suffolk County owned lands zoned industrial
- The Grucci fireworks manufacturing site, which could convert to a conventional industrial park
- Industrially zoned property owned by the Long Island Power Authority (LIPA)
- The industrially zoned land proposed for the Caithness power plant
- The industrially zoned land north of the L. I. E. and west of Sills Road, originally zoned industrial but now proposed for senior housing.

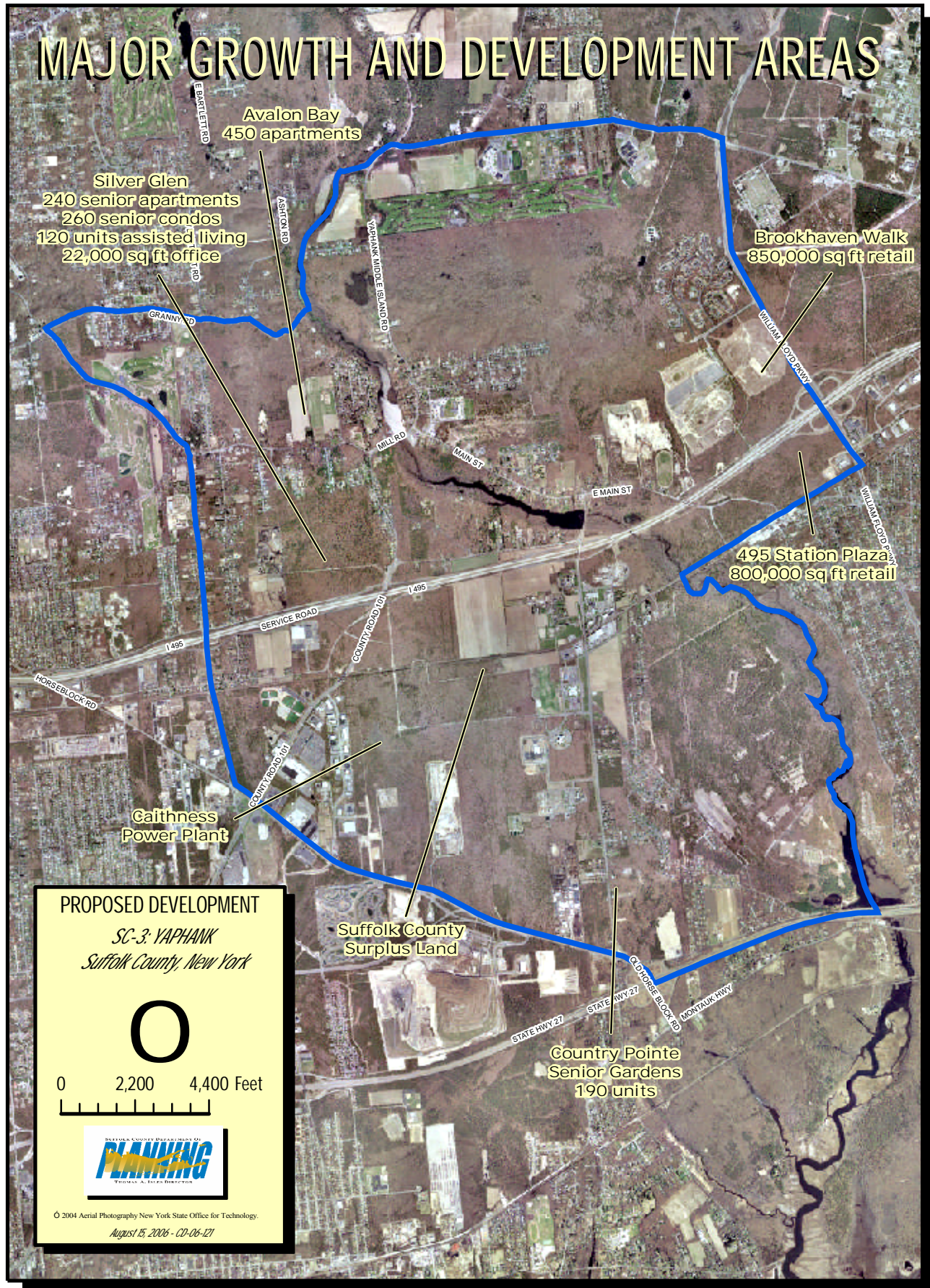


Figure 13. Proposed Development: SC-3 Yaphank

- The industrially zoned parcel of approximately 100 acres, south of the L. I. E. and west of William Floyd Parkway proposed for shopping center development.

The 740 acres of available land zoned for industry in Yaphank could yield 7,219,000 square feet of industrial buildings, if lot coverage of new industrial buildings is the same as existing buildings in Yaphank (approximately 22% lot coverage). As Yaphank develops under existing zoning, the community will become the next large concentrated industrial area in Suffolk County. The others are Farmingdale, Hauppauge, and Bohemia/Ronkonkoma.

Table 38 details potential future development as well as current proposed development in Yaphank.

Table 38. Potential Development in Yaphank

<i>Potential Development</i>	<i>Type of Development</i>	<i>Square Footage To Be Added</i>
Yaphank County Center	Residential	1,000 units
Yaphank County Center	Office	100,000
Yaphank County Center	Retail	50,000
Single Family Homes	Residential	500 units
Industrial	Industrial	7,219,000

Source: Suffolk County Planning Department

The proposed and potential additional development in Yaphank will add considerably to the existing development within the community. Table 39 shows the existing conditions, and future development statistics if all proposed development and potential development under existing zoning were to be built.

Table 39. Current and Future Development in Yaphank

<i>Use</i>	<i>2006</i>	<i>After Development</i>	<i>% Change</i>
Retail square footage	10,000	1,710,000	17,000%
Office square footage	0	122,000	-
Industrial square footage	1,567,000	8,786,000	461%
Hotel rooms	0	0	0
Housing units	1,700	4,376	157%

Source: Suffolk County Planning Department

If proposed development within Yaphank proceeds as planned, and all potential development based on existing zoning occurs, there would be

significant changes in the pattern of development in Yaphank. The amount of retail and industrial space would increase dramatically, as would the number of housing units.

Outlook

Current train service to Yaphank is minimal, but electrification and other improvements may improve service in the future. The LIRR will be evaluating potential sites for a train storage yard east of Ronkonkoma, and could extend electrification and relocate the existing Yaphank station in conjunction with that project.

In 2005, recognizing that explosive population growth would not materialize to the extent projected, Suffolk County began exploring disposing of portions of its Yaphank site for development for non-County uses. Suffolk County, recognizing the potential of this property as an opportunity for the creation of a landmark development with good road and rail access, solicited expressions of interest for the development of approximately 250 undeveloped acres owned by Suffolk County off Yaphank Avenue. Responses to the County’s Request for Expressions of Interest (RFEI) will be used to create a development framework. The RFEI and details about the Suffolk County land in Yaphank can be viewed on part of the Internet website of the Suffolk County Department of Planning. (<http://www.co.suffolk.ny.us/webtemp3.cfm?dept=11&id=2505>). The County will then issue a Request for Proposals seeking a private partner or partners to implement this vision through the leasing and/or purchase and development of the site.

Suffolk County required that the proposals use progressive planning techniques that foster quality of life: walkability, “green” design techniques, and transit-oriented development. The concept for the site must include a significant affordable residential component and a variety of housing choices. Sports and entertainment uses were encouraged.

Eleven development teams submitted proposals for the Yaphank land. The proposals vary. Many of the proposals included more than 1,000 residential units. Many included retail and other commercial development, and most included a significant

sports/entertainment development. An RFP will be prepared, and submissions will be received by Suffolk County from various developers. Ultimately, the development team or teams that are selected will create a high quality, compatible community that provides a mix of uses. These uses will likely include at least 1,000 units of multi-unit housing, recreational uses, and a destination sports or entertainment use.

Suffolk County has a proposed project to widen Horseblock Road (C.R. 16) to two lanes in each direction plus turning lanes, between Yaphank Avenue and North Ocean Avenue. In order to accommodate the proposed 5-lane section of roadway, the existing bridge over the Long Island Rail Road would have to be replaced. Several alternatives for this project are currently being studied, and could include such features as a raised median along the length of the project or raised medians constructed only at isolated locations to prohibit access in the vicinity of main intersections or high-accident areas. Funding for design and property acquisition has been allocated in the 2006-2010 Transportation Improvement Program, published by the NY Metropolitan Transportation Council. This project will be constructed after 2010.

Suggested Mitigation for Development of the County Center

Any development that occurs at the county center should incorporate the following suggestions to both mitigate the impacts on the surrounding community and foster progressive planning and design techniques that enhance the overall quality of life for local and county-wide residents:

Future County Use

1. Retain the County Farm as an important county resource with historic, scenic, and educational values.
2. Retain the present location of the John J. Foley Skilled Nursing Facility and the County Jail. Plan for expansion as may be identified in the capital planning process.
3. Retain the present location of the Fire, Rescue and Emergency Services (FRES) department, the Probation Department and the Fire Academy facility.

4. Retain the vacant land areas south of the skilled nursing facility and jail for future county use including for the accommodation of county facilities that may be relocated from other locations on the site.
5. Retain vacant land west of the sewage treatment plant for future county use.
6. Plan for the use of the County land adjacent to Horseblock Road (40 acres) for economic development purposes including business and enterprise uses consistent with town zoning.
 - Consider a PILOT payment arrangement that would share revenues between the South Country School District and the Longwood School Districts.
7. Maintain natural landscape buffers along Yaphank Avenue in the vicinity of the FRES and Probation department facilities.

Sports and Entertainment

1. Plan for a sports arena and entertainment area at the southeast corner of Yaphank Avenue and the Service road of the LIE.
 - Investigate market feasibility of an arena as part of the RFP response process. Require sufficient proof of market viability.
 - Include an indoor ice rink that will be available for public use within or near arena or within the proposed community recreation area.
 - Consider including ancillary uses such as a health club and sports medicine facility.
 - Do not include video lottery terminal gambling activities.
2. Plan for the linkage of the sports and entertainment area with the Yaphank rail road station. Incorporate mixed use development in this area including office, residential and limited retail and restaurant uses.
3. Encourage the development of motor sports uses in Suffolk County on a larger site than what is available in Yaphank and with greater separation from residential areas.

Community Parks and Recreation

1. Provide for significantly enhanced community recreational opportunities including multipurpose outdoor athletic facilities, trails and court game facilities.

2. Consider the relocation of the leased athletic fields located west of Police Headquarters to the new community recreation area.
3. Consider development of a multi-purpose community center to serve surrounding communities as well as on-site needs. Include in the center facilities for recreation and social and cultural activities.
4. Dedicate county land adjacent to the Carmans River to parkland use
5. Provide for adequate separation and buffers from potentially incompatible uses
6. Provide for a mix of income and age groups including affordable workforce homes
 - Provide both market rate and affordable units
 - Provide preference to town residents for the affordable units
7. Provide two-family, owner occupied attached units for a portion of the development
8. Consider opportunities for employer assisted housing
9. Provide on-site amenities including recreation and cultural activities

Residential Use

1. Limit new residential uses to the portion of the site west of Police Headquarters. Consider also including residential uses in a mixed use development at the northeast corner of the Expressway and Yaphank Avenue.
2. Provide for high quality residential site design following traditional neighborhood development principles.
 - Overall design to be pedestrian friendly with a town center/ square and sense of place
 - Minimize street widths, avoid cul-de-sacs and provide connectivity to other uses
 - Provide rear parking and access for the residential uses in addition to on-street parking. Provide front door access on the street side of the building.
 - Provide pedestrian friendly streetscape with sidewalks and street trees.
3. Provide an architectural style that will be compatible with the historic character of the Yaphank community.
 - Use design styles, materials and details that are compatible with existing development in Yaphank
 - Use high quality materials
4. Provide for energy efficiency in the building design and layout
 - Consider Energy Star and LEEDS platinum standards

10. Provide a child care facility with a focus on early care and education
11. Minimize use of fertilizer and water dependent vegetation

Infrastructure and Public Transit

1. Encourage the improvement of the Yaphank railroad station with improved parking and rail service (with possible electrification of service). Limit the size of the improvements to a scale appropriate to the mixed use development of the site.
2. Provide an internal road system west of Yaphank Avenue with a connection to Horseblock Road and a future connection to Sills Road.
3. Require that all uses connect to the sewage treatment plant and that the plant be expanded as needed.
4. Infrastructure improvements that may be necessary to accommodate new development should be paid for by the developer(s). This shall not exclude the use of grants that may be available.
5. Improve bus service and consider new on-site bus stop and shelter
6. Discourage large areas of paved surface parking

**EXISTING CONDITIONS AND OUTLOOK
FOR THE STONY BROOK HIGH TECH CAMPUS**

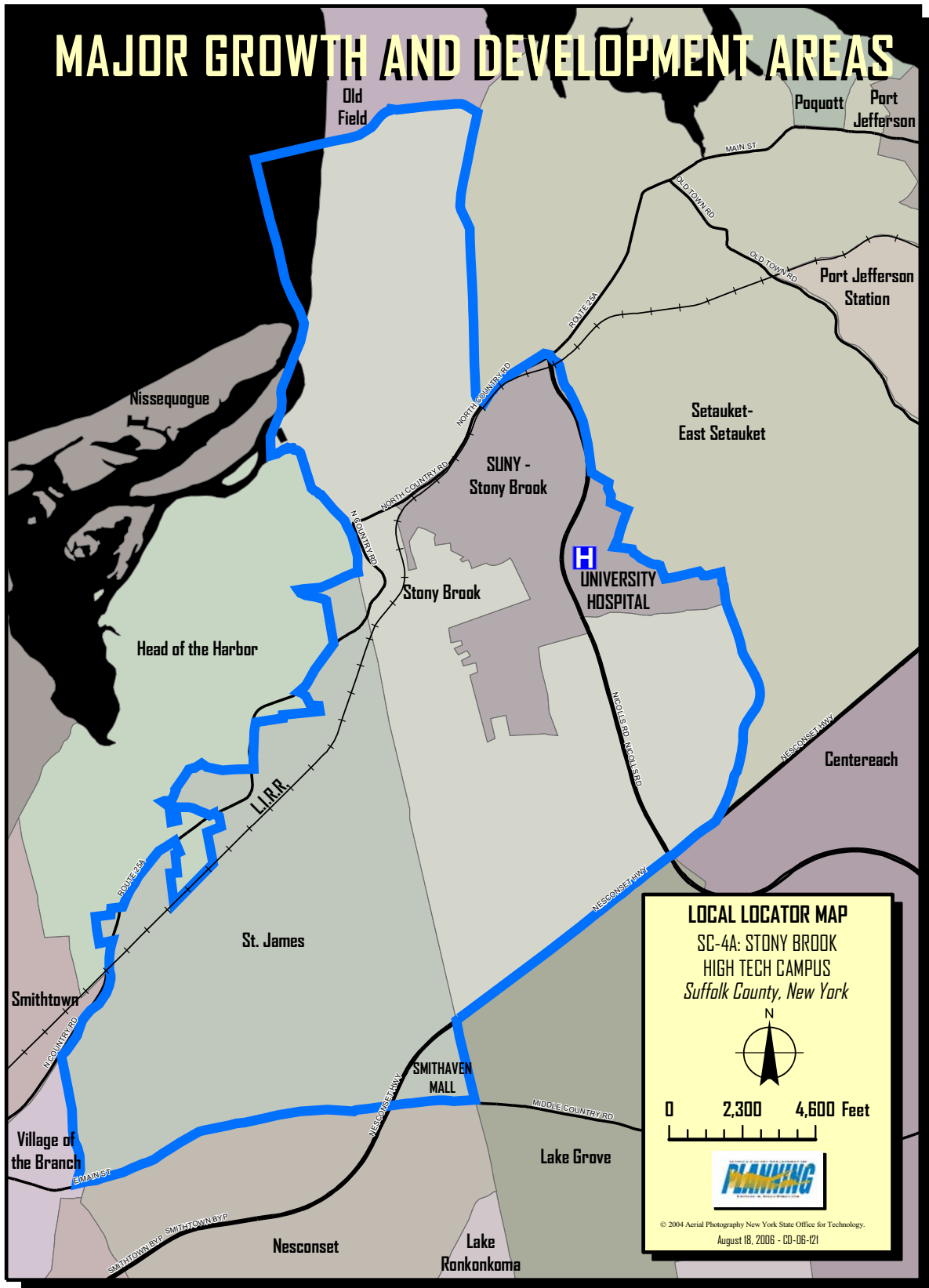


Figure 14. Locator Map: SC-4A Stony Brook High Tech Campus

INTRODUCTION

Stony Brook lies in north-central Suffolk County, in the Town of Brookhaven. The hamlet's area is 7.5 square miles, including the 1.75 square mile Stony Brook University and Hospital area. Saint James has an area of 4.5 square miles. All together, the study area has an area of 12.0 square miles.

Development in much of the Stony Brook and Saint James area is suburban in nature. Single family homes dominate, but there are some very large institutional uses: Stony Brook University and Stony Brook University Hospital. Significant commercial development exists in the area, mainly along Route 347 and Route 25 (Middle Country Road).

Parts of Stony Brook are included in the South Setauket Woods Special Groundwater Protection Area (SGPA). The primary area included in the SGPA is the Stony Brook University property both east and west of Nicolls Road. The 1992 Long Island Regional Planning Board report titled *The Long Island Comprehensive Special Groundwater Protection Area Plan* contained some recommendations for the entire area. Particular to the Stony Brook area, the report

recommended that the University should be mindful of the need to retain most of its remaining open land in order to offset some of the effects of the increasingly intensive uses at the campus. Future development on the campus, with the resultant intensification of land uses and activities, is likely to increase the consumptive use of groundwater and decrease the opportunities for clean recharge. The report stated that it has become increasingly important to preserve and retain the maximum amount of open land for recharge and conservation.

Major potential growth and development may occur on the campus of Stony Brook University in the future. In 2005, Stony Brook University acquired 246 acres of property and the University is anticipating that a 10-building 830,000 square foot University Research and Development Campus will be developed on this property. The property straddles the boundary of two towns: the Town of Brookhaven, and the Town of Smithtown. It is located within the unincorporated hamlets of Stony Brook (in Brookhaven) and Saint James (in Smithtown). This report will focus on growth potential for the entire hamlets of Stony Brook and Saint James.

DEMOGRAPHICS

Population

Stony Brook and Saint James contain a substantial population. The Long Island Power Authority estimated that in 2005 there were 35,900 residents in the two communities. This figure includes the population of more than 8,000 living in the dormitories at SUNY Stony Brook. This institutional population represents 23% of the total population in Stony Brook and Saint James. See Table 40.

Table 40. Resident Population in Stony Brook and Saint James, 1970, 1980, 1990, 2000 and 2005

	1970	1980	1990	2000	2005
Stony Brook	13,881 *	13,155 *	13,698	14,077	14,120
SUNY Stony Brook	4,839	6,238	6,239	6,343	8,281
Saint James	11,727	12,122	12,703	13,268	13,499
AREA TOTAL	30,447	31,515	32,640	33,688	35,900
% Change	-	3.5%	3.6%	3.2%	6.6%

*Estimated due to census place boundary change
Source: U.S. Census Bureau, Long Island Power Authority

Outside the University property, Stony Brook’s population has increased very slowly since 1970. Between 1990 and 2005, the increase was 3%. Population in Saint James has increased slightly faster, by 6% between 1990 and 2005. The largest population increase in the study area has taken place at SUNY Stony Brook, which increased 33% between 1990 and 2005. Much of the increase occurred in the 1970s and since 2000. Overall, population in the entire study area has increased by 10% between 1990 and 2005. Between 2000 and 2005 the area’s population increased by 6.6% (Between 2000 and 2005, Suffolk County’s population increased by 4.5%). The study area’s total population increased in the 1990s by 3.3%, while the County’s population increased by 7%.

Stony Brook and Saint James have slightly higher population densities than the Towns of Brookhaven and Smithtown as a whole. SUNY Stony Brook is significantly more densely populated than surrounding areas. See Table 41.

Table 41. Population Density in Stony Brook, Saint James and Selected Other Areas, 2005

	Persons Per Square Mile
Stony Brook	2,288
SUNY at Stony Brook	4,732
Saint James	2,973
Town of Smithtown	2,126
Town of Brookhaven	1,850
Suffolk County	1,626

Source: U.S. Census Bureau, Long Island Power Authority

Typical of Long Island communities, Stony Brook and Saint James’ population is aging. The median age in Stony Brook was 32.1 in 1980 and was 38.8 in 2000. The median in Saint James increased from 33.6 to 39.1 in 2000. In 2000, the median age in both communities was higher than the median age in Suffolk County overall (36.5). However, not surprisingly the median age at SUNY Stony Brook has remained very young (20.6 in 1980 and 20.7 in 2000). The population aged 65 and over increased by 12% in Stony Brook and Saint James between 1990 and 2000.

Income and Employment

Based on 2000 census figures, the 2005 median household income was estimated to be \$108,163 in Stony Brook and \$85,493 in Saint James. Stony Brook’s income was 38% higher than Suffolk County’s median of \$78,456 and Saint James’ income was 9% above the Suffolk County median. The 2000 census reported that the unemployment rate in Stony Brook was 2.2% and it was 2.8% in Saint James, well below the Suffolk County rate of 3.9%. Residents of both communities have primarily white collar jobs. Just 17% of working residents of Saint James and 9% of Stony Brook residents were employed in blue-collar occupations, compared to 21% in Suffolk County as a whole.

The 2000 census reported that about 83% of Stony Brook and Saint James residents who work drove alone to work. Compared to Suffolk County as a whole, there is a higher incidence of driving alone to work and a lower usage of public transportation to get to work among residents of Stony Brook and Saint James who work.

ECONOMIC BASE

Stony Brook is one of the largest employment centers in Suffolk County. Its largest employers are Stony Brook University and Stony Brook University Hospital. *Zip Code Business Patterns* includes information about total employment in businesses, for the Stony Brook zip code, 11790, and Saint James, 11780. It is important to note that government employment is not included in these figures, only employment by businesses with payroll. The University and University Hospital were included in the statistics, in the figures for the 11794 zip code. However, the University employment was not included. In 2003, there were 16,409 persons employed at businesses in Stony Brook and Saint James. See Table 42.

Table 42. Employment in Business Establishments in the Stony Brook and Saint James Zip Codes, 1998-2003

Year	SUNY			Area Total
	Stony Brook (11790)	Stony Brook (11794)	Saint James (11780)	
1998	5,877	4,095	3,394	13,366
1999	6,356	4,116	3,319	13,791
2000	6,637	4,333	3,671	14,641
2001	6,714	N/A	3,600	N/A
2002	6,836	N/A	3,944	N/A
2003	7,402	4,765	4,242	16,409
5 year change	25.9%	16.4%	25.0%	22.8%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, business employment in the Stony Brook / Saint James area increased by

22.8%. Increases were noted in each of the three zip codes. *Zip Code Business Patterns* also includes information about the number of business establishments with payroll, by zip code. In 2003, there were 964 businesses in the Stony Brook / Saint James area. See Table 43.

Table 43. Number of Business Establishments in the Stony Brook and Saint James Zip Codes, 1998-2003

Year	SUNY			Area Total
	Stony Brook (11790)	Stony Brook (11794)	Saint James (11780)	
1998	410	31	454	895
1999	433	28	465	926
2000	447	29	479	955
2001	458	31	467	956
2002	440	38	487	965
2003	436	37	491	964
5 year change	6.3%	19.4%	8.1%	7.7%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, the number of businesses in Stony Brook and Saint James increased by 7.7%. In 2003, there were 964 businesses with payroll in the area. Of those, the largest number (152 or 16% of the total) were in the Health Care & Social Assistance category, due to the proximity to Stony Brook University Hospital and associated local medical offices. Retail Trade accounted for 141 businesses (15% of the total). Another large category was the Professional, Scientific & Technical Services category, with 134 establishments (14% of the total). The other large category was Construction, with 107 establishments (11% of the total), mostly in Saint James. See Table 44.

Table 44. Number of Business Establishments in the Stony Brook and Saint James Zip Codes, 2003

<i>Industry</i>	<i>Stony Brook (11790)</i>	<i>SUNY Stony Brook (11794)</i>	<i>Saint James (11780)</i>	<i>Area Total</i>
Forestry, Fishing, Hunting and Agriculture	2	0	0	2
Mining	0	0	0	0
Utilities	0	3	0	3
Construction	31	0	76	107
Manufacturing	10	1	14	25
Wholesale Trade	20	0	19	39
Retail Trade	55	3	83	141
Transportation & Warehousing	7	0	10	17
Information	4	1	4	9
Finance & Insurance	24	3	24	51
Real Estate & Rental & Leasing	11	0	18	29
Professional, Scientific & Technical Services	68	5	61	134
Management of Companies & Enterprises	0	0	0	0
Admin., Support, Waste Mgmt., Remediation Services	14	1	31	46
Educational Services	8	0	13	21
Health Care and Social Assistance	116	2	34	152
Arts, Entertainment & Recreation	8	0	13	21
Accommodation & Food Services	29	14	34	77
Other Services (except public administration)	27	4	56	87
Unclassified Establishments	2	0	1	3
TOTAL	436	37	491	964

Source: U. S. Census Bureau *Zip Code Business Patterns, 2003*.

Note that government employment is not included in the Zip Code Business Patterns data.

NON-RESIDENTIAL DEVELOPMENT

Industrial Market

There is some industrial development in Saint James, but little or none in Stony Brook. An analysis of industrial development using aerial photos from 2004 was performed. Table 45 shows land used for industry and the square footage of industrial buildings in Stony Brook and Saint James as of 2004. These figures exclude industrial development south of Middle Country Road in Nesconset and east of Stony Brook in Setauket.

Table 45. Industrial Development, Stony Brook and Saint James, 2004

	<i>Industrial Properties</i>	<i>Industrial Land Use in Acres</i>	<i>Industrial Square Footage</i>
Stony Brook	0	0	0
Saint James	13	118	367,000
AREA TOTAL	13	118	367,000

Source: Suffolk County Planning Department

Most of the industrial development in Saint James was constructed more than 25 years ago.

Office Market

CB Richard Ellis compiles office market statistics for the Central Suffolk County market, which includes the Stony Brook and Saint James area. The statistics indicate some weakness in the local office market. The overall vacancy rate in Suffolk County was 14.5% in the first quarter of 2006, up from 13.5% a year earlier. The Central Suffolk office market remains stable, but at 16.4% in the first quarter of 2006 was higher than the Suffolk County rate. The Central Suffolk vacancy rate was similar to the rate a year ago (16.8% in the first quarter of 2005). See Table 46.

Between the third quarter of 2004 and the first quarter of 2006, office rental rates increased by 10.5% in Suffolk County as a whole but only by 4.7% in the Central Suffolk sub-market. In that period, vacancy

rates increased in the Central Suffolk area and in Suffolk County as a whole, but the increase was more pronounced in the Suffolk County rate. Vacancy rates in the Central Suffolk sub-market have remained the highest of the five Long Island sub-markets for more than five years.

Table 46. Office Market Statistics

<i>Period</i>	<i>Central Suffolk Sub-Market</i>		<i>Suffolk County</i>	
	<i>Vacancy Rate</i>	<i>Rental Rate Per Sq. Ft.</i>	<i>Vacancy Rate</i>	<i>Rental Rate Per Sq. Ft.</i>
3rd Quarter 2004	14.9%	\$19.89	10.7%	\$21.49
4th Quarter 2004	16.3%	\$19.79	12.7%	\$21.21
1st Quarter 2005	16.8%	\$19.64	13.5%	\$22.81
2nd Quarter 2005	16.6%	\$19.78	14.0%	\$23.06
3rd Quarter 2005	16.4%	\$19.96	15.3%	\$23.42
4th Quarter 2005	16.7%	\$20.25	14.1%	\$23.18
1st Quarter 2006	16.4%	\$20.82	14.5%	\$23.76

Source: CB Richard Ellis

In the first quarter of 2006, the office rental rate in Suffolk County was \$23.76 per square foot, 4% higher than a year earlier. The Central Suffolk rental rate of \$20.82 is 12% lower than the Suffolk average, but rose by 6% in the past year.

Stony Brook and Saint James each contain several non-government office buildings. In Stony Brook, two office complexes are on Hallock Road and two are on Nesconset Highway. In Saint James, there are three office complexes located on Middle Country Road. See Table 47.

Table 47. Non-Government Office Buildings (15,000 Sq. Ft. and Over), Stony Brook and Saint James, 2006

<i>Community</i>	<i>Office Buildings</i>	<i>Square Footage</i>
Stony Brook	4	173,000
Saint James	3	81,000
Area Total	7	254,000

Source: Suffolk County Planning Department

More significant office building development exists just outside the study area in the Village of the Branch (300,000 square feet), and in Setauket (500,000 square feet).

Stony Brook University and Hospital

The State University of New York at Stony Brook (Stony Brook University) began construction in 1960 on 480 acres of land donated by philanthropist Ward Melville. Originally a teacher’s preparatory college, today the University is a nationally and internationally recognized public university and research institution. Enrollment has grown significantly in recent years, from 17,000 in 1996 to 22,000 students in 2003. Stony Brook is expecting an increase of approximately 5,000 additional students by 2013.

With more than 13,000 employees, Stony Brook University is one of the largest employers on Long Island. The University produces a tremendous economic impact, not only from students and campus employment but also from its economic development programs, spending on construction, and other impacts. The University’s economic development programs (Center for Biotechnology, Center for Sensor Systems, Long Island High Tech Incubator, Strategic Partnership for Industrial Resurgence, and the Small Business Development Center) have added more than 1,000 new jobs and 1,400 new companies or clients and have resulted in more than \$200 million in additional corporate revenue. In 2002 Stony Brook University completed its new \$25 million stadium, the largest outdoor sports arena in Suffolk County, an 8,254 seat venue that will be used for concerts and other events.

Multiple regional economic benefits result from Stony Brook University, in health care, academics, research, cultural and economic development activities. Multiplier effects magnify the economic impacts of the University significantly. Based on direct employment and indirectly created businesses and employment resulting from University-based activities, Stony Brook University’s impact on the Long Island economy amounts to \$2.5 billion in revenue.

Stony Brook University Hospital, situated off Nicolls Road east of the University, began patient care in 1980. The Hospital is Long Island’s only university-based hospital and is actively enhancing medical knowledge through basic science and clinical research. Employment at the Hospital is more than

4,000. The Hospital serves as an educational resource for students of the University’s five health sciences schools: the Schools of Medicine, Nursing, Dentistry, Social Work, and the School of Health Technology and Management.

Retail Centers, Hotels, and Other Major Commercial Development

Both Stony Brook and Saint James have small downtown centers. Each community also contains numerous planned shopping centers. Shopping center square footage totals 788,000 in Saint James (including the half of Smithaven Mall in Saint James), and 605,000 square feet of shopping center space exists in Stony Brook. See Table 48.

Table 48. Shopping Centers and Downtowns in Stony Brook and Saint James, 2006

<i>Community</i>	<i>Number of Centers</i>	<i>Square Feet of Space</i>	<i>Storefronts</i>
Stony Brook - downtown	1	56,000	27
Stony Brook - shopping centers	8	605,000	97
Saint James - downtown	1	76,000	41
Saint James - shopping centers*	15	788,000	181
Area Total	25	1,525,000	346

*Includes part of the Smithaven Mall (net of demolition and planned construction at Sterns)

Source: Suffolk County Planning Department

The study area is adjacent to Lake Grove, and this area has the highest concentration of retail centers in all of Suffolk County. The largest shopping center in the study area is the Smithaven Mall, which contains 600,000 square feet of space in Saint James (the remainder of the mall is in Lake Grove). The building that housed the Sterns department store is going to be replaced with a slightly smaller building in a “lifestyle center” layout, where stores are accessible directly from the parking lot. The next largest shopping center in the area is the Brooktown Shopping Plaza, which has 258,000 square feet including Waldbaums, Marshalls, and a 15 screen Loews movie theater. The other large shopping center in the area is the 194,000 square foot Brookhaven Commons, which includes Borders, Sports Authority, and a vacant K Mart that may be reused for a Lowe’s home center. Additional

EXISTING CONDITIONS AND OUTLOOK FOR THE STONY BROOK HIGH TECH CAMPUS

commercial development exists in Stony Brook along Routes 347 and 25A, and in Saint James along Route 25 (Middle Country Road), Lake Avenue and Route 25A. On Middle Country Road in Saint James, there are a significant number of automobile dealerships.

The only hotel in Stony Brook or Saint James is the 26-room Three Village Inn on Main Street near downtown Stony Brook. There is a 143 room Holiday Inn Express that serves the Stony Brook area, but because it is on the south side of Route 347, it is technically located in Centereach.

Transportation

Highway access to the Stony Brook and Saint James area is somewhat limited. Several New York State Highways are located in the Stony Brook and Saint James area. However, the area does not contain

a limited access highway. Access to the area is from State Routes 347, 25, and 25A, all of which run east-west in the area. The main north-south route in the area is County Route 97, Nicolls Road.

Traffic counts supplied by the Suffolk County Department of Public Works and the New York State Department of Transportation are available for several road segments in Stony Brook and Saint James. These traffic data are displayed in Table 49.

In most cases in Table 10, the two traffic counts are separated by several years. Traffic volumes on Route 347 in the Stony Brook area have increased by 3 to 6 percent *per year* in the past several years, which is a significant increase. Traffic volumes on Nicolls Road have also increased at an above average rate. Traffic volumes on Middle Country Road have increased more modestly, and volumes on Route 25A have remained fairly steady in recent years.

Table 49. Traffic Counts in the Vicinity of Stony Brook and Saint James

<i>Road Segment</i>	<i>Count</i>	<i>Year</i>	<i>Count</i>	<i>Year</i>	<i>Annual % Change</i>	<i>% Change over time period</i>
Nesconset Highway (State Route 347):						
Route 25 To Moriches Road	38,000	1994	51,300	2003	3.4%	35.0%
Moriches Road To Nicolls Rd.	43,400	1996	65,100	2003	6.0%	50.0%
Middle Country Road (State Route 25):						
State Route 111 To Lake Avenue	26,400	1995	31,700	2004	2.1%	20.1%
Lake Avenue To Route 347	22,800	1996	26,000	2004	1.7%	14.0%
Route 347 To Hallock Road	26,300	1998	27,400	2002	1.0%	4.2%
State Route 25A:						
State Route 111 To Edgewood Avenue	13,300	1998	16,300	2004	3.4%	22.6%
Edgewood Avenue To Moriches Road	20,200	1995	19,300	2002	-0.6%	-4.5%
Moriches Road To Stony Brook Road	18,800	1993	19,100	2004	0.2%	1.6%
Stony Brook Road To Main Street	17,700	1994	18,700	2004	0.6%	5.6%
Main Street to Nicolls Road	15,600	1995	15,100	2004	-0.4%	-3.2%
Nicolls Road (C.R. 97):						
Route 347 To South Drive	32,200 *	1996	51,600	2004	6.1%	60.2%
South Drive To SUNY Main Entrance	N/A	N/A	23,600	2003	N/A	N/A
SUNY Main Entrance To SUNY North Entrance	N/A	N/A	22,300	2003	N/A	N/A
SUNY North Entrance To Route 25A	N/A	N/A	25,900	2003	N/A	N/A

Note: Traffic counts are average annual daily traffic volumes.

*Entire segment from Route 347 to Route 25A.

Source: New York State Department of Transportation, Suffolk County Department of Public Works

EXISTING CONDITIONS AND OUTLOOK FOR THE STONY BROOK HIGH TECH CAMPUS

Stony Brook and Saint James are each served by Long Island Railroad stations on the Port Jefferson branch, with diesel service to Huntington, and electrified service from Huntington to Penn Station in Manhattan. Approximately 18 trains stop at both the Saint James and Stony Brook stations per day in each direction. The mean travel time on the LIRR between these stations and Penn Station is approximately 105 minutes.

Several municipal bus routes serve the Stony Brook and Saint James area. Suffolk Transit bus

routes S56 and S58 run on Middle Country Road to the Smithaven Mall and to points east and west along Route 25. Suffolk Transit bus routes S60 and S69 run from the Smithaven Mall past Stony Brook University and the Hospital, to Port Jefferson. Suffolk Transit bus route S3D runs between Brentwood and the Stony Brook railroad station and Suffolk Transit bus route S71 runs between Shirley and the Stony Brook railroad station. In addition, Suffolk Transit bus route S76 runs between downtown Stony Brook and the Port Jefferson railroad station.

OUTLOOK

Major Development Proposed in Stony Brook and Saint James

Stony Brook University is expected to break ground shortly on a new Research and Development Park at Flowerfield, west of the main campus. The land to be used was previously owned by Gyrodyne Corporation for low density industrial purposes. Stony Brook University acquired 246 acres of this property in 2005.

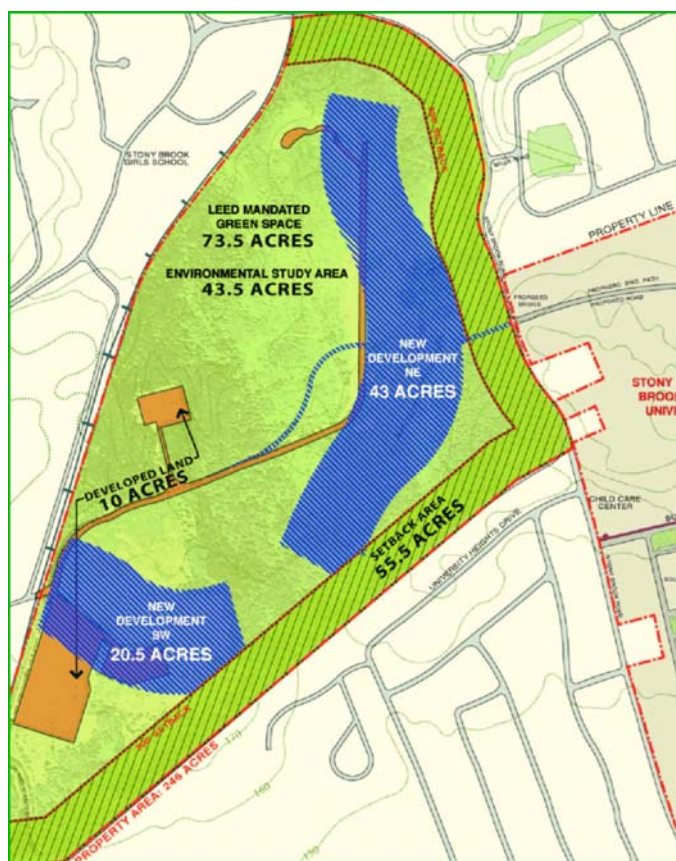


Figure 15. Proposed Research and Development Campus SUNY Stony Brook.

By 2008, the University hopes to open what will be the nation's first dedicated wireless and information technology research center, the Center for Excellence in Wireless and Information Technology. Another building is scheduled to house the Advanced Energy Research and Technology Center, a research center focusing on developing alternative energy sources. Seven other high tech research centers are planned for the Research and Development Campus: the Center for Computational Neuroscience; the Center for

Nanoscience and Technology; the R&D Partners Research Center; the High Technology Incubator; a Technology Development Facility; a Software Incubator Facility and a High Tech Competitiveness Institute.

The University is anticipating that the ultimate development of a 10-building 830,000 square foot Stony Brook University Research and Development Campus on this property will help create new high-tech businesses, new jobs, and other economic benefits. The Center for Regional Policy Studies at Stony Brook University has estimated the cumulative total economic output from the Research and Development Campus will be close to \$650 million, including \$350 in total construction value, an increase of \$280 in direct spending by Stony Brook University, direct on-site employment of 950 new jobs by 2017 and induced employment across the Long Island region of almost 11,000 jobs. Completion of all 10 buildings is expected by 2017.

Stony Brook University hospital is undertaking a major multimillion dollar “modernization project.” Over the next few years, the hospital’s facilities will be renovated. A new Ambulatory Care Pavilion will be built, the Emergency Department will be tripled in size, and a Women and Infants’ Center will be constructed. Operating rooms will be expanded and renovated. Access, traffic and circulation will be improved with a new hospital entrance and lobby.

A proposal for a 138 room Courtyard by Marriott hotel at the University entrance off Nicolls Road has been discussed. A 15,000 square foot office building has been proposed in Saint James on Route 25A.

A subdivision of 104 acres for 130 single family homes known as Hamlet Estates at Saint James is under construction off Moriches Road north of Route 347. Two multi-unit housing developments have been proposed in Saint James. Kensington Gardens, a 104 unit senior citizen apartment development was proposed off Moriches Road. Arlington Woods, a 33 unit townhome development, was proposed off Arlington Avenue, north of Middle Country Road. Also, an 80 unit subsidized apartment complex (Casey Residence) had been proposed by the Diocese of Rockville Centre, off Nicolls Road in Stony Brook.

EXISTING CONDITIONS AND OUTLOOK FOR THE STONY BROOK HIGH TECH CAMPUS

Table 50 details the major proposed development in Stony Brook and Saint James.

Table 50. Major Development Currently Proposed, Stony Brook and Saint James, 2006

<i>Proposed Development</i>	<i>Type of Development</i>	<i>Square Footage To Be Added</i>
University Research and Development Campus	Institutional	830,000
Courtyard by Marriott	Hotel	138 Rooms
Hamlet Estates at Saint James (UC)	Residential	130 Units
Kensington Gardens	Residential	104 Units
Arlington Woods	Residential	33 Units
Casey Residence	Residential	80 Units
Office Building	Office	15,000
AREA TOTAL	845,000 square feet 347 housing units 138 hotel rooms	

Source: Suffolk County Planning Department

Some residentially zoned land is also still available for development in Stony Brook and Saint James. These parcels could eventually contain approximately 225 single family housing units in Saint James and 50 units in Stony Brook.

Some land on commercial corridors in the Stony Brook and Saint James areas is available for development or redevelopment at higher density. In Saint James, areas along Route 347, Lake Avenue and Route 25A could yield an additional 350,000 square feet of retail or office space. In Stony Brook, commercial development on Route 25A could yield an additional 35,000 square feet of retail or office space.

Some acreage of industrially zoned land is still available for development in Saint James. There are approximately 67 acres of privately owned vacant land zoned industrial available for development in Saint James, including part of the Gyrodyne property not acquired by Stony Brook University. This available land zoned for industry in Saint James could yield 600,000 square feet of industrial buildings, if lot coverage of new industrial buildings is the same as existing buildings (approximately 18% lot coverage).

Table 51 details potential future development in Stony Brook and Saint James, in addition to current proposed development.

Table 51. Additional Potential Development in Stony Brook and Saint James

<i>Potential Development</i>	<i>Type of Development</i>	<i>Square Footage To Be Added</i>
Stony Brook houses	Residential	50 Units
Saint James houses	Residential	225 Units
Stony Brook commercial	Retail/office	35,000
Saint James commercial	Retail/office	350,000
Saint James industrial	Industrial	600,000

Source: Suffolk County Planning Department

The proposed and potential additional development in Stony Brook and Saint James will add modestly to the existing development within the communities. Table 52 shows the existing conditions, and future development statistics if all proposed development and potential development under existing zoning were to be built.

Table 52. Current and Future Development in Stony Brook and Saint James

<i>Use</i>	<i>2006</i>	<i>After Development</i>	<i>% Change</i>
Retail square footage	1,525,000	1,910,000	25%
Office square footage	254,000	269,000	6%
Industrial square footage	367,000	967,000	163%
Hotel rooms	26	164	531%
Housing units	9,750	10,372	6%
University Research and Development Campus	0	830,000	

Source: Suffolk County Planning Department

Most of Stony Brook and Saint James are already developed. The main area available for development is the Gyrodyne property. If development within Stony Brook and Saint James proceeds as planned, there would be modest changes in the development pattern. The amount of industrial square footage and hotel rooms could increase by a large percentage, but these figures are computed on a small starting base. The amount of retail space, office space, and housing units could increase slightly to moderately.

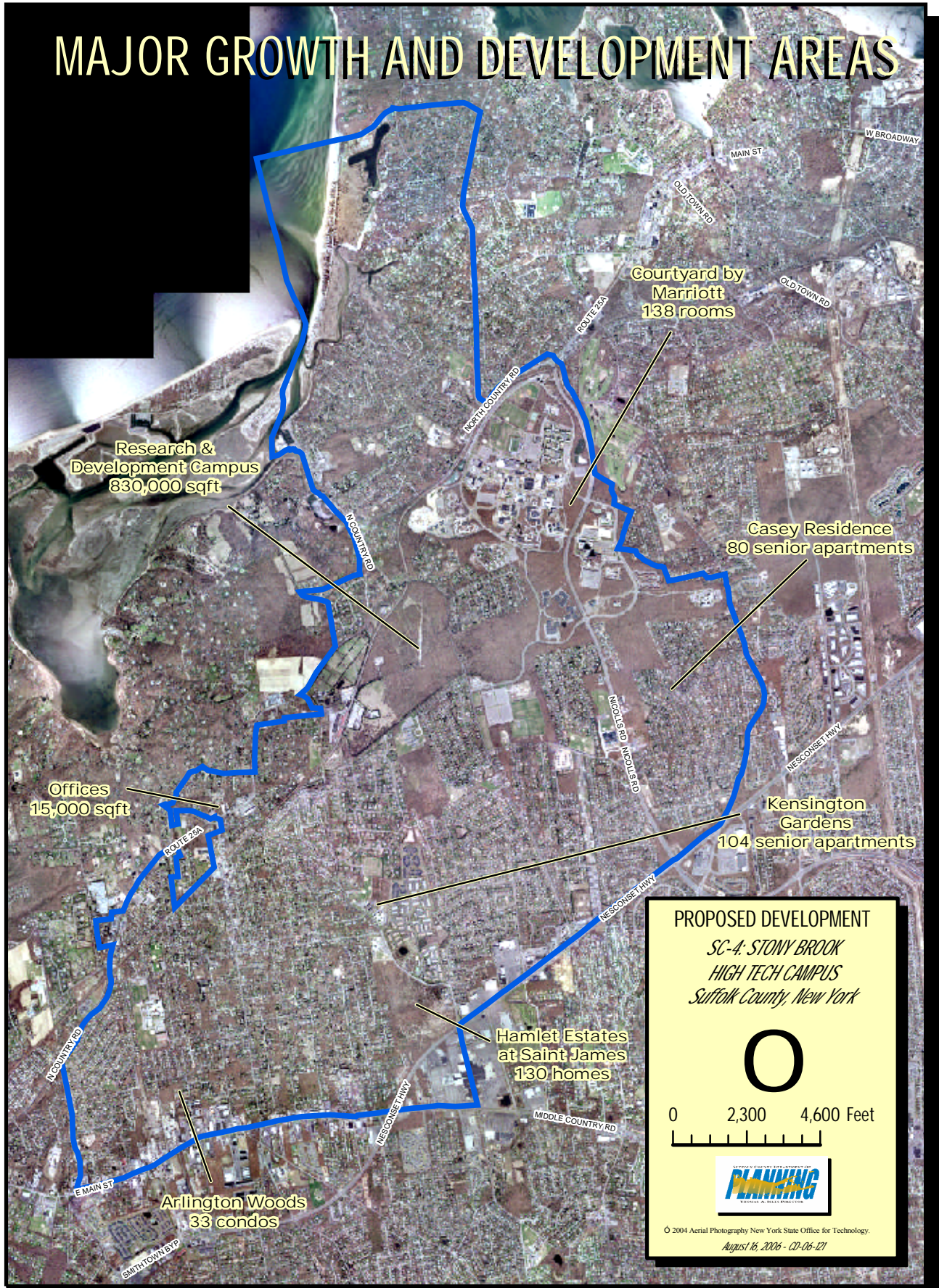


Figure 16. Proposed Development: SC-4 Stony Brook High Tech Campus

Mitigation - Site Plan

Realizing that the transformation of the Gyrodyne property into a major Research and Development Campus will have a significant impact on the nature of the community and on traffic patterns in the vicinity, Stony Brook University has proposed a number of mitigation measures. The University plans to design and build the site in compliance with the Leadership in Energy and Environmental Design (LEED) recommendations. This includes developing the site in conformance with the largely undeveloped, bucolic nature of the parcel, maintaining its topography and plantings, and maintaining existing treed buffers so the views of the Research and Development Campus would be largely unchanged. It also entails interweaving the project site with a network of bikeways and pedestrian trails; opening the site for educational and recreational use and benefit of the local community; and using certain identified areas for environmental, ecological, botanical and geological research purposes.

All of the buildings and parking areas comprising the new Campus will be organized around a new internal road that will generally follow the shape of the property. LEED guidelines also recommend the conservation of green space on a one-to-one basis with developed property. Since it is estimated that by 2017 a total of 73.5 acres of the 246 acre site will be devoted to use as buildings, parking and access roads, the University will set aside at least 73.5 acres of the Research and Development Campus as open space.

Mitigation - Traffic

To serve the Research and Development Campus, Stony Brook University plans to construct a dedicated roadway to Nicolls Road (CR 97), providing vehicular access to the project site via the three existing University entrances. The dedicated roadway would be created with a bridge or underpass at Stony Brook Road. Several other changes to the site access are contemplated. The University plans to close the LIRR rail crossing to all traffic. The existing gated entrance on Stony Brook Road would be accessible to emergency and service vehicles only.

It is anticipated that with or without the building of the Research and Development Campus, traffic conditions will deteriorate significantly in the study area due to normal background growth in traffic volumes, especially along Nesconset Highway (NYS Route 347), Nicolls Road (CR 97), and NYS Route 25A. All of these roads, in addition to Stony Brook Road, will be incrementally impacted with traffic growth due to the building of the Research and Development Campus. Signal timings at all of the intersections of these roadways would need to be adjusted to allow for the projected traffic growth in order to maintain current levels of service.

State Route 347 serves a large area, the entire north-central section of Suffolk County including the study area, attracting traffic from a wide area due to the lack of other high quality arterials in the area. Currently, the New York State Department of Transportation is planning to reconstruct Route 347 as a six-lane arterial between Route 454 and Route 25A, including a grade separation (bridge overpass) at the intersection with Nicolls Road. In addition, various improvements at all other signalized intersections are proposed. Most median crossings are to be closed between traffic signals.

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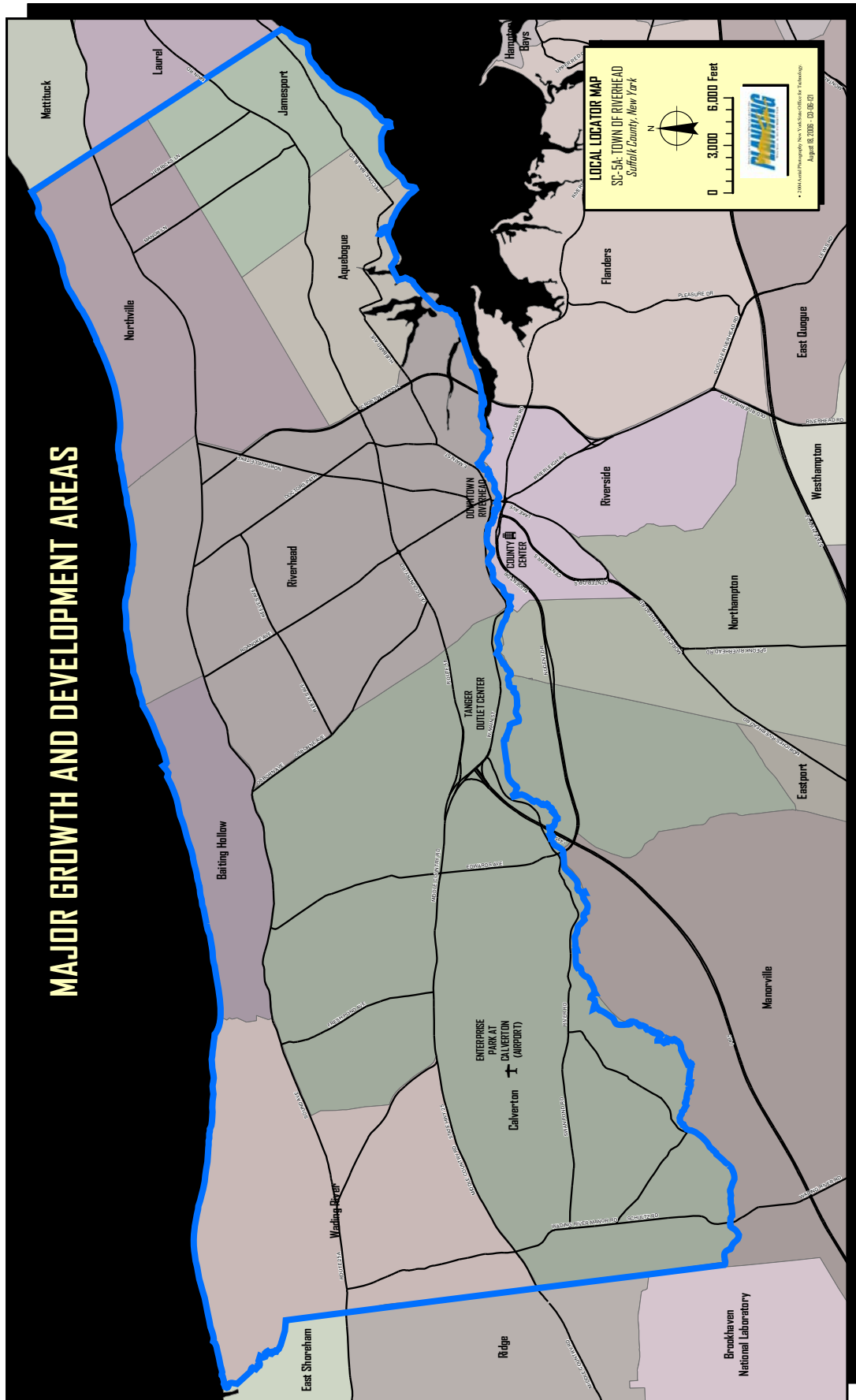


Figure 17. Locator Map: SC-5A Town of Riverhead

INTRODUCTION

The Town of Riverhead covers 67 square miles in the northeastern area of Suffolk County. Parts of the town are suburban in nature, but much of the Town is rural or semi-rural. The Town of Riverhead includes seven unincorporated hamlets: Riverhead, Wading River, Baiting Hollow, Calverton, Northville, Aquebogue and Jamesport. The Long Island Expressway terminates in the Town of Riverhead and the Long Island Railroad has a station in Riverhead.

The Route 58 corridor in Riverhead is now one of the largest concentrations of shopping center development in Suffolk County, and additional development is proposed. Future development of hundreds of acres at the former Grumman military property and airport at Calverton is still uncertain. In addition, proposals for redevelopment of downtown Riverhead may dramatically change the face and function of the downtown.

The Town of Riverhead also contains a variety of housing types, some court facilities, and significant open space and farmland.

Much of the Town of Riverhead, including Calverton Airport, is included in the Central Suffolk Special Groundwater Protection Area (SGPA). The 1992 Long Island Regional Planning Board report titled *The Long Island Comprehensive Special Groundwater Protection Area Plan* contained some recommendations for the area. In particular, the report recommended that property or farmland development rights continue to be acquired where possible, that transfer of development rights to sites outside the SGPA be used, and that mandatory clustering be used. It was also recommended that the Town of Riverhead amend its zoning to require a five acre minimum lot size for all farmland subdivided in the SGPA. In addition it was recommended that part of Calverton Airport site should be set aside as permanent open space. The report stated that within the SGPA, the amount of industrial zoning should be reduced, and new commercial development should be limited.

DEMOGRAPHICS

Population

Riverhead’s population continues to grow at a significant pace. The Long Island Power Authority estimated that in 2005 the population in the Town of Riverhead was 32,028. This figure represented a 15.7% increase over the 2000 population of 27,680. (In the same period, Suffolk County’s population increased by 4.5%). In percentage terms, Riverhead is currently the fastest growing of Suffolk County’s ten towns. Riverhead’s population increased in the 1990s by 20%, and it already increased by another 16% between 2000 and 2005 while the County’s increase was 5% in that period. See Table 53. Riverhead’s population is projected to increase by approximately 33% between 2005 and full buildout to between 41,000 and 43,000.

Table 53. Population, Town of Riverhead, 1970, 1980, 1990, 2000 and 2005

	1970	1980	1990	2000	2005
Population	18,909	20,243	23,011	27,680	32,028
% Change					
Town of Riverhead	-	7%	14%	20%	16%
% Change					
Suffolk County	-	14%	3%	7%	5%

Source: U.S. Census Bureau, Long Island Power Authority

The Town of Riverhead is the most densely populated Town in eastern Suffolk County. In 2003, the Town had a population density of 475 persons per square mile, slightly higher than the density in the Towns of Southampton and Southold, and significantly more dense than the Towns of East Hampton and Shelter Island. However, its population density was one-third the density of Suffolk County overall and one-fifth the density of the five western Suffolk County Towns.

Typical of Long Island communities, Riverhead’s population is aging. The median age in Riverhead was 31.3 in 1970, rose to 36.8 in 1980, increased to 38.7 in 1990 and was 40.6 in 2000. In 2000, the median age was significantly higher than the median age in Suffolk County overall (36.5). However, Riverhead’s 2000 median age was lower than the median age in the Towns of East Hampton, Southold, and Shelter Island.

Riverhead Town has a relatively aged population. In 2000, the percentage of population in every five-year age group younger than 50 was lower in Riverhead than in Suffolk County overall. Meanwhile, the percentage of persons aged 65 and over was much higher in Riverhead (18.5%) than in Suffolk County overall (11.8%). The population aged 65 and over increased by 8% in Riverhead between 1990 and 2000. A full 30% of all households in Riverhead are headed by a person aged 65 or over, compared to 21% in Suffolk County as a whole.

In recent decades, Riverhead Town has experienced significant growth in the number of households. In 1980, Riverhead had 7,492 households and by 1990 that number had increased to 8,736. Between 1990 and 2000 the number of households increased 23%, to 10,749. Household growth was 14% between 2000 and 2005 and in 2005 there were 12,266 households in Riverhead Town. The number of households is expected to continue to increase in coming years.

In recent decades, the number of persons per household has been declining in Riverhead, as it has in most other areas of Long Island. This is the primary reason why population growth in the Town slowed in the 1970s and 1980s. The average size of a household in the Town of Riverhead in 1970 was 3.1 persons. Average household size in Riverhead declined significantly in the 1970s to 2.6 persons per household in 1980. By 2000, household size in the Town had declined more slowly, to 2.5 persons per household. The average household size in Riverhead has remained below the average for Suffolk County due to Riverhead’s smaller housing units and the relatively large number of senior citizens in Riverhead who tend to have smaller households.

Housing

As of 2000, Riverhead Town contained 12,479 housing units, of which 10,749 (86%) were occupied. The majority of the remainder of the housing units were held for seasonal, recreational, or occasional use (mostly in Baiting Hollow, Wading River, and Jamesport). The number of seasonal housing units has been decreasing in Riverhead Town in recent decades,

from 20% of all housing units in 1970 to 9% of all units in 2000.

Between 2000 and 2005, building permits for approximately 2,600 additional new housing units were issued in Riverhead. The town therefore now contains approximately 15,000 housing units, a 21% increase just since 2000.

Riverhead has a wide variety of housing types. As of the 2000 census, 72% of all housing units in Riverhead were one-family detached units (compared with 82% in Suffolk County as a whole). There were also a large number of mobile homes, 14% of the total, apartments with 20 or more units (3% of the total), and structures with between five and nine units (3% of the total). The remaining housing units were in two- three- or four-family homes, buildings with between 10 and 19 units, or in one-family attached housing units. As of 2005, there are 1,341 units of senior citizen multi-unit housing in Riverhead, approximately 9% of all housing units. (80% of the senior units in Riverhead were constructed since 1998). For Suffolk County as a whole, senior citizen multi-unit housing accounts for only 4% of all housing units.

Riverhead has a lower percentage of owner-occupied housing units than most other towns on Long Island. In 2000, the percentage of occupied households that were owner-occupied was 77%. This figure compares with 81% in Southold Town and 80% in Suffolk County overall. In 1960, 69% of the housing in Riverhead Town was owner-occupied, so the owner-occupied percentage has increased in Riverhead while it has declined slightly in Suffolk County since then.

As of 2000, the largest proportion of housing units in Riverhead Town were built between 1990 and 2000 (22%), followed by the 1960s (16%), then the 1970s (15%) and the 1980s (14%). Twenty-one percent of the housing units in the Town were built in the two decades between 1940 and 1959. Thirteen percent of the housing units were built before 1940.

Housing values are relatively moderate in the Town of Riverhead. In 2000, the median value of owner-occupied housing units in the Town was

\$166,000 but has increased dramatically since then, along with values across Suffolk County. The median reported home value in 2000 in Suffolk County was \$185,200 (12% higher than in the Town of Riverhead). The only Town with a lower median home value in 2000 was the Town of Brookhaven at \$159,100. By 2005, the median resale price of a single-family residence in Riverhead Town had climbed to \$360,000, rising approximately 117% in five years. Housing values in Riverhead remain below the Suffolk County median, however.

In 2000, Riverhead Town had 229 overcrowded housing units (defined as more than one person per room), 2.1% of the total. For renter-occupied units, the percentage was higher, 7.2%. In the Town, 30 units lacked complete plumbing facilities, 14 lacked complete kitchen facilities, and 110 units (1%) had no telephone service. These figures were similar to Suffolk County as a whole.

Income and Employment

Based on 2000 census figures, the median household income in the Town of Riverhead was estimated to be \$55,512 in 2005. This figure is 29% lower than Suffolk County's median of \$78,456 and the lowest of all ten Towns in Suffolk County. As of the 2000 census, 2,336 or 8.6% of the people in Riverhead had incomes below the poverty level, a higher percentage than in Suffolk County as a whole (6.0%) and second only to East Hampton among Suffolk's ten Towns.

The 2000 census reported that 81% of Riverhead residents who work drove alone to work. Another 10% car-pooled, 3% worked at home, 3% took public transportation, 2% walked to work and 1% used other means. Compared to Suffolk County as a whole, there is a higher incidence of driving alone to work and a lower usage of public transportation to get to work among residents of Riverhead who work.

Of Riverhead's employed residents in 2000, 38% worked in the Town of Riverhead, 18% worked in the Town of Brookhaven, and 13% worked in the Town of Southampton. A full 94% of Riverhead's workers worked in Suffolk County.

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In 2000, the Town of Riverhead contained approximately 15,500 jobs. Of those, 30% were held by Riverhead residents, 33% by Brookhaven residents, 13% by Southampton residents and 7% by Southold residents. The remaining 17% came from other areas.

The Town of Riverhead has a resident labor force of nearly 17,000 persons, including those employed and unemployed and looking for work. Since 2000, the Town of Riverhead labor force has grown by 22%. The number of unemployed residents of Riverhead was 600 in June 2006 and has remained stable for several years. Consequently, the June 2006 unemployment rate in Riverhead was 3.3%, the lowest since 2001 and close to full employment. (See

Table 54.)

Table 54. Employment Data by Place of Residence, Town of Riverhead

<i>Year*</i>	<i>Employed</i>	<i>Unemployed</i>	<i>Unemployment Rate</i>
2000	13,300	500	3.3%
2001	13,900	500	3.3%
2002	14,400	600	3.9%
2003	15,000	600	4.1%
2004	15,700	700	4.0%
2005	15,900	600	3.7%
2006	16,300	600	3.3%

* Data are for June of each year.
 Source: New York State Department of Labor

ECONOMIC BASE

Zip Code Business Patterns includes information about total employment in businesses, by zip code. It is important to note that government employment is not included in these figures, only employment by businesses with payroll. In the Town of Riverhead, there are several zip code areas: Wading River, Calverton, Riverhead, Aquebogue, Jamesport, South Jamesport, and a small portion of Laurel. This analysis will focus on two key zip code areas: Riverhead and Calverton. The Riverhead zip code includes area in the Town of Southampton, however much of the employment in the Southampton portion of Riverhead is government related and is not included in the zip code business patterns data. In 2003, there were 14,066 persons employed at businesses in Riverhead and Calverton. Riverhead had a significantly higher number of businesses than Calverton. See Table 55.

Table 55. Employment in Business Establishments in the Riverhead and Calverton Zip Codes, 1998-2003

<i>Year</i>	<i>Riverhead</i>	<i>Calverton</i>	<i>Area TOTAL</i>
1998	9,516	1,012	10,528
1999	9,460	1,022	10,482
2000	9,935	1,113	11,048
2001	11,009	1,409	12,418
2002	11,306	1,645	12,951
2003	12,196	1,870	14,066
5 year change	28%	85%	34%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, business employment in Riverhead and Calverton increased by a significant 34%. Both communities experienced a dramatic increase in employment levels. *Zip Code Business*

Patterns also includes information about the number of business establishments with payroll, by zip code. In 2003, there were 1,117 businesses in the Riverhead and Calverton zip codes. See Table 56.

Table 56. Number of Business Establishments in the Riverhead and Calverton Zip Codes, 1998-2003

<i>Year</i>	<i>Riverhead</i>	<i>Calverton</i>	<i>Area TOTAL</i>
1998	800	111	911
1999	806	117	923
2000	863	114	977
2001	877	129	1,006
2002	963	155	1,118
2003	959	158	1,117
5 year change	20%	42%	23%

Source: U. S. Census Bureau *Zip Code Business Patterns*.

Between 1998 and 2003, the number of businesses in Riverhead and Calverton increased by 23%. The number of businesses in Riverhead increased by 20% while in Calverton the increase was 42%.

In 2003, there were 1,117 businesses with payroll in Riverhead and Calverton in a wide range of business categories. The largest number of businesses in the area (330 or 30% of the total) were in the Retail Trade category. Construction businesses were the next largest industry (124 businesses, 11% of the total). Health Care & Social Assistance was the next largest category with 122 businesses or 11% of the businesses in the area. There were also fair number of businesses in the categories Professional, Scientific & Technical Services (89 businesses) and Accommodation & Food Services (86 businesses). See Table 57.

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Table 57. Number of Business Establishments by Zip Code Community, 2003

<i>Industry</i>	<i>Riverhead</i>	<i>Calverton</i>	<i>Area TOTAL</i>
Forestry, Fishing, Hunting and Agriculture	3	0	3
Mining	0	1	1
Utilities	3	0	3
Construction	88	36	124
Manufacturing	23	15	38
Wholesale Trade	28	10	38
Retail Trade	316	14	330
Transportation & Warehousing	13	6	19
Information	10	2	12
Finance & Insurance	47	3	50
Real Estate & Rental & Leasing	23	15	38
Professional, Scientific & Technical Services	79	10	89
Management of Companies & Enterprises	1	0	1
Admin., Support, Waste Mgmt., Remediation Services	41	10	51
Educational Services	8	4	12
Health Care and Social Assistance	116	6	122
Arts, Entertainment & Recreation	15	4	19
Accommodation & Food Services	76	10	86
Other Services (except public administration)	69	12	81
Unclassified Establishments	0	0	0
TOTAL	959	158	1,117

Source: U. S. Census Bureau *Zip Code Business Patterns, 2003*.

Compared to Calverton, Riverhead had particularly higher numbers of businesses in the categories of Retail Trade, and Health Care & Social Assistance.

NON-RESIDENTIAL DEVELOPMENT

Industrial and Office Markets

There is significant industrial development in the Town of Riverhead. It is estimated that there is currently one million square feet of industrial space at the former Grumman Calverton Airport site, and another 1.1 million square feet of industrial space exists in other parts of the town, for a total of 2.1 million square feet.

The Town of Riverhead contains 13 major non-government office buildings or office complexes. See Table 58.

Table 58. Non-Government Office Buildings (15,000 Sq. Ft. and Over), Town of Riverhead, 2006

<i>Community</i>	<i>Office Buildings</i>	<i>Square Footage</i>
Calverton	1	74,000
Riverhead	9	272,000
Wading River	3	96,000
Town Total	13	442,000

Source: Suffolk County Planning Department

Nine office complexes are located in Riverhead hamlet, containing 272,000 square feet of space. Wading River has three office complexes containing a total of 96,000 square feet of space and Calverton has one 74,000 square foot office building. The other hamlets in the Town of Riverhead do not contain large office buildings.

Retail Centers, Hotels, and Other Major Commercial Development

The Town of Riverhead contains substantial commercial development. The town has two downtown districts (Polish Town, and the much larger Riverhead downtown), and significant amounts of shopping center space in 22 shopping centers. The shopping center space totals nearly 2.4 million square feet. See Table 59.

Table 59. Shopping Centers in the Town of Riverhead, 2006

<i>Community</i>	<i>Number of Shopping Centers</i>	<i>Square Feet of Space</i>	<i>Shopping Center Storefronts</i>
Aquebogue	2	37,000	13
Calverton*	3	803,000	176
Jamesport	1	17,000	9
Riverhead	13	1,380,000	122
Wading River	3	133,000	40
Town Total	22	2,370,000	360

* Includes Tanger Outlet Center

Source: Suffolk County Planning Department

The largest shopping centers in the Town of Riverhead are all located on Route 58: the 777,000 square foot Tanger Outlet Center, Riverhead Centre with 395,000 square feet of space, and the 212,000 square foot K Mart / B J's. All of the 12 shopping centers on Route 58 total 2,025,000 square feet, 85% of the shopping center space in the Town of Riverhead. The shopping center space on Route 58 is mostly recent construction; 77% of it was built since 1994.

The Town of Riverhead contains two significant downtown districts, Polish Town and Riverhead. Polish Town contains approximately 25,000 square feet of space, and downtown Riverhead has about 267,000 square feet of space. See Table 60.

Table 60. Downtowns in the Town of Riverhead, 2006

<i>Community</i>	<i>Square Feet of Space</i>	<i>Storefronts</i>
Polish Town	25,000	18
Riverhead	267,000	125
Town Total	292,000	143

Source: Suffolk County Planning Department

The Town of Riverhead contains several motels and hotels. Most of the lodging establishments are relatively small, with 40 or fewer rooms. See Table 61.

Table 61. Hotels/Motels in the Town of Riverhead, 2006

Community	Number of Hotels/Motels	Rooms
Aquebogue	2	36
Baiting Hollow	1	40
Calverton	2	189
Jamesport	3	30
Northville	1	3
Riverhead	3	97
Wading River	3	88
Town Total	15	483

Source: Suffolk County Planning Department

The Town of Riverhead currently contains only one hotel greater than 100 rooms, the 100 room Best Western East End (formerly the Holiday Inn) on Route 25 near the Long Island Expressway. An 89 room Holiday Inn Express recently opened on Route 58 in Calverton near the Tanger Outlet Center.

The Town of Riverhead contains several tourist attractions. The Town is a gateway to the north fork of Suffolk County and its wine country. Splish Splash, a

successful water theme park, opened in the 1990s on Route 25 in Calverton. Atlantis Marine World, a 42,000 square foot aquarium located in downtown Riverhead, opened in 2000. The aquarium attracts hundreds of thousands of visitors per year.

Transportation

The Town of Riverhead has good roadway access. Several roadways maintained by New York State and Suffolk County are located in Riverhead. The six-lane Long Island Expressway terminates in the town. L. I. E. exits 71, 72 and 73 provide access to Nugent Drive (C.R. 94), Route 25, and County Route 58, respectively. State Route 25A terminates in Calverton, and Route 25 traverses the entire town.

Traffic counts supplied by the Suffolk County Department of Public Works and the New York State Department of Transportation are available for numerous road segments in the Town of Riverhead. These traffic data are displayed in Table 62.

Table 62. Traffic Counts in the Town of Riverhead

<i>Road Segment</i>	<i>Count</i>	<i>Year</i>	<i>Count</i>	<i>Year</i>	<i>Annual % Change</i>	<i>% Change over time period</i>
Long Island Expressway (I-495):						
Edwards Ave. To Route 25	14,800	1996	17,600	2004	2.2%	18.9%
Route 25 to Route 58	9,300	1994	11,200	2004	1.9%	20.4%
Route 25A:						
William Floyd Pkwy. To Wading River Rd.	14,000	1996	23,800	2002	9.2%	70.0%
Wading River Rd. To Sound Ave.	9,900	1,993	14800	2002	4.6%	49.5%
Sound Ave. To Middle Country Rd. (25)	6,250	1994	7,300	2002	2.0%	16.8%
Main Road (Route 25):						
William Floyd Pkwy. To Wading River Rd.	10,400	1996	13,000	2002	3.8%	25.0%
Wading River Rd. To Route 25A	6,100	1996	7,250	2004	2.2%	18.9%
Route 25A To Edwards Ave.	12,800	1997	16,200	2004	3.4%	26.6%
Edwards Ave. To C.R. 58	12,200	1997	13,300	2001	2.2%	9.0%
C.R. 58 To L.I.E.	4,300	1995	7,450	2004	6.3%	73.3%
L.I.E. To Mill Rd.	8,350	1998	10,800	2001	9.0%	29.3%
Mill Rd. To C.R. 94	10,200	1998	13,400	2004	4.7%	31.4%
C.R. 94 To Roanoke Ave.	9,800	1997	8,300	2001	-4.1%	-15.3%
Roanoke Ave. To C.R. 58	11,300	1998	12,200	2004	1.3%	8.0%
C.R. 58 To C.R. 105	22,000	1995	10,400	2002	-10.2%	-52.7%
C.R. 105 To South Jamesport Ave.	14,700	1999	13,200	2004	-2.1%	-10.2%
Hulse Landing Rd. (C.R. 54):						
Sound Avenue to North Wading River Rd.	3,800	1998	4,400	2004	2.5%	15.8%
Old Country Rd. (C.R. 58):						
Route 25 To Osborne Ave.	20,900	1999	27,100*	2004	5.3%	29.7%
Osborne Ave. To C.R. 73	24,200	1999	31,800	2003	7.1%	31.4%
C.R. 73 To C.R. 43	21,300	1996	23,700	2003	1.5%	11.3%
C.R. 43 To Route 25	18,500	1998	22,100	2003	3.6%	19.5%
Roanoke Ave. (C.R. 73):						
Route 25 To C.R. 43	8,700	1996	11,300	2003	3.8%	29.9%
C.R. 43 To C.R. 58	10,300	1997	11,600	2003	2.0%	12.6%
Northville Turnpike (C.R. 43):						
C.R. 73 To C.R. 58	4,000	1999	4,900	2003	5.2%	22.5%
C.R. 58 To C.R. 105	4,100	1998	5,000	2003	4.0%	30.0%
C.R. 105 To Sound Ave.	5,100	1997	6,300	2003	3.6%	23.5%
Cross-River Drive (C.R. 105):						
Route 24 To Route 25	16,800	1999	22,100	2005	4.7%	31.5%
Route 25 To C.R. 43	2,900	1997	3,600	2005	2.7%	24.1%
C.R. 43 To Sound Ave.	1,400	1997	1,600	2005	1.7%	14.3%

Note: Traffic counts are average annual daily traffic volumes.

*Average of two segments

Source: New York State Department of Transportation, Suffolk County Department of Public Works

EXISTING CONDITIONS AND OUTLOOK FOR THE TOWN OF RIVERHEAD

In most cases in Table 10, the two traffic counts are separated by several years. In the past several years, traffic volumes in the Town of Riverhead have increased dramatically on most state and county roads. However, decreases in traffic volumes occurred on Route 25 in downtown Riverhead and east of Route 58. For all the other state and county roadways in the Town, many road segments have shown increases in traffic volumes of 3 to 8 percent *per year* in recent years. These increases are significantly larger than most traffic volume increases around Suffolk County.

The Town of Riverhead is served by the main line of the Long Island Railroad, with a station near downtown Riverhead. Diesel service exists from

Riverhead to Ronkonkoma, and electrified service from Ronkonkoma to Penn Station in Manhattan. Approximately three trains stop at the Riverhead station per day in each direction. The mean travel time on the LIRR between Riverhead and Penn Station is 125 minutes.

Riverhead is served by four municipal bus routes. Suffolk Transit bus route S92 bus service runs from downtown Riverhead to points east along Route 25, Suffolk Transit route S8A runs throughout Riverhead hamlet, Suffolk Transit route 58 serves Route 58 and points west along Route 25, and Suffolk Transit route 62 runs between Lake Grove and downtown Riverhead, through Wading River.

OUTLOOK

Enterprise Park at Calverton

The Calverton Enterprise Park (EPCAL), was formerly known as the Naval Weapons Industrial Reserve Plant at Calverton. The 2,900 acre site was assembled by the Navy in the 1950s and leased to the Grumman Corporation for final assembly and flight testing of military aircraft. In reaction to defense downsizing by the government, the facility was no longer needed by Grumman or the Navy and was transferred to the Town of Riverhead Community Development Agency in 1998 and since that time the area has been the focus of planning and redevelopment efforts by the Town of Riverhead.

Redevelopment of this unique property constitutes one of the largest real estate projects in the northeastern United States. Existing infrastructure includes two runways, water and sewer systems and 750,000 square feet of industrial building space. Surrounding the site is a 3,000 acre preserved area. The goals of the redevelopment are job creation, (stimulation of manufacturing, industrial and high technology uses), generation of tax revenues (sales tax, income tax and property tax) and stabilization of local taxes, and preservation of the quality of life for residents of the community.

The plan for the property called for a multi-use enterprise park that has at its core the existing industrial complex. 940 acres are to be open space, including 423 acres of land in the Pine Barrens core area and an extensive 120-acre buffer along Grumman Boulevard/Swan Pond Road, and community park space.

Developer Jan Burman purchased 493 acres of the EPCAL site in 2001 for industrial uses. The industrial subdivision into approximately 50 lots has recently been approved. This area includes existing buildings totaling nearly 1,000,000 square feet, many of which have been adapted for reuse. There is additional development potential of 2,000,000 square feet of industrial space on the Burman property. Riverhead Building Supply has proposed to build 350,000 square feet of warehouse and distribution space there. An office and light industrial park is the desired use for hundreds of additional acres, which could include 2,000,000 additional square feet of light industrial and

office space. The former airport's main runway, covering 200 acres and owned by the Town of Riverhead, will remain open for non-airport use. [There is a plan to restore a freight rail service from the main line to the Calverton Airport development area.]

It is estimated that at final buildout, Calverton Enterprise Park will be an employment center with more than 3,000 workers. Calverton will become the final and furthest east concentrated area of industrial development in Suffolk County. New York State designated a portion of the Calverton Enterprise Park as an Economic Development Zone (EDZ) and a portion as a Build-Now-NY site, the only such site on Long Island. These designations provide important incentives to companies creating jobs and making capital investments within the zone.

Other Major Development Proposed in the Town of Riverhead

A major redevelopment of downtown Riverhead is being proposed. Apollo Real Estate Investors will have exclusive rights to develop municipal property in a large part of the downtown. Two large mixed use buildings will be built, one on waterfront property currently owned by the town parking district, and the other on the north side of East Main Street, and a 1,110 car 127,000 square foot parking garage. A 14 screen movie theater is proposed, along with apartments, stores, restaurants and a hotel. Additional retail will total 223,000 square feet (including a 45,000 square foot Whole Foods supermarket), office space added will total 102,000 square feet, and 494 apartment units will be added.

The Route 58 corridor continues to attract major retail proposals. Tanger Outlet Center has applied for a 137,000 square foot expansion. A proposed 35,000 square feet of outlet stores adjacent to Tanger has also been made. There is a proposal for a 146,000 square foot Wal-Mart, a 68,000 square foot Stop&Shop, a 110,000 square foot Lowe's (a renovation and reuse of an existing building), a 200,000 square foot shopping center, and a separate 475,000 square foot shopping center. Two other shopping centers are proposed in Wading River, one is 45,000 square feet in size, and the other is 35,000 square feet.

MAJOR GROWTH AND D



DEVELOPMENT AREAS



EXISTING CONDITIONS AND OUTLOOK FOR THE TOWN OF RIVERHEAD

A 114 room Hilton Garden Inn and a 140 room Marriott Residence Inn have been proposed across Route 58 from the Tanger Outlet Center. In addition, a 120 room hotel adjacent to Atlantis Marine World Aquarium is proposed in downtown Riverhead.

Several significant housing developments have been proposed in the Town of Riverhead. Adjacent to a proposed parking garage on Railroad Avenue, there is a proposal for 200 apartment units. 160 senior condos were proposed on Middle Road, 296 condos were proposed off Cross River Drive on Sawmill Creek, and another 176 condos were proposed on Middle Road.

Other development proposals include seven industrial buildings east of Edwards Avenue totaling 210,000 square feet and a 20,000 square foot office building proposed on Harrison Avenue.

Suffolk Community College plans to construct a 28,000 square foot building on Main Street in downtown Riverhead to house its culinary arts school. In addition, Peconic Bay Medical Center (formerly Riverhead Central Suffolk Hospital) is about to undergo a 73,000 square foot expansion. The expansion is expected to be complete in 2008.

Table 63 details the major proposed development in the Town of Riverhead.

Significant additional acreage of land available for development still exists in the Town of Riverhead. Based on the estimates of final build-out, an estimated 8,000 additional residential housing units could be built in the town that have not yet been proposed. Approximately 2,000,000 square feet of additional light industrial and office development could occur at the EPCAL site. Because of the large size of the EPCAL property and the significant industrial development proposed and zoned there, other industrially zoned areas in the Town of Riverhead may take decades to develop, if ever. Therefore, a conservative estimate of an additional 500,000 square feet of industrial development outside of EPCAL may occur east and northeast of the EPCAL property.

Table 63. Major Development Currently Proposed, Town of Riverhead, 2006

<i>Proposed Development</i>	<i>Type of Development</i>	<i>Square Footage To Be Added</i>
Tanger expansion (Costco)	Retail	137,000
Wal-Mart	Retail	146,000
Outlet Stores	Retail	35,000
Stop&Shop	Retail	68,000
Route 58 Shopping Center	Retail	200,000
The Shops at Riverhead	Retail	475,000
Lowe's	Retail	(110,000)
Wading River Shopping Ctr.	Retail	45,000
Shops at Wading River	Retail	35,000
Downtown Riverhead - Apollo	Retail	223,000
Hilton Garden Inn	Hotel	114 Rooms
Marriott Residence Inn	Hotel	140 Rooms
Atlantis Marine World	Hotel	120 Rooms
Downtown Riverhead	Hotel	100 Rooms
EPCAL - Burman	Industrial	2,000,000
EPCAL	Industrial	210,000
Riverwalk	Office	20,000
Downtown Riverhead - Apollo	Office	102,000
Downtown Riverhead - Apollo	Commercial (multiplex)	60,000
Downtown Riverhead - Apollo	Residential	494 Units
Railroad Avenue	Residential	200 Units
Senior Condos	Residential	160 Units
North Fork Knolls	Residential	296 Units
Stoneleigh Woods	Residential	176 Units
Suffolk Community College Culinary School	Institutional	28,000
Peconic Bay Medical Center	Institutional	73,000
TOWN OF RIVERHEAD TOTAL		3,857,000 sq. feet 1,326 housing units 474 hotel rooms

Source: Suffolk County Planning Department

According to the Town of Riverhead Comprehensive Plan (2003), there are several areas in the Town of Riverhead that have been designated as “destination retail center,” “shopping center,” “business center,” “hamlet center, and “village center.” Based on available land, additional shopping center and commercial square footage at buildout was estimated. The largest potential increase in retail/shopping center square footage is expected to occur along Route 58, with 2.1 million square feet of

additional retail possible, beyond what exists and what is currently proposed. An additional 150,000 square feet of retail could be constructed in Calverton, Wading River could see an additional 140,000 square feet of shopping center space, and the increase could be 15,000 square feet on East Main Street in Riverhead, 25,000 square feet in Aquebogue, and 20,000 square feet in Jamesport.

The comprehensive plan designates certain areas “commercial campus,” and it was assumed that these areas would develop with office uses. In Wading River, the increase beyond what exists and what is proposed could be 300,000 square feet, and on East Main Street in Riverhead, 200,000 square feet of office could be added.

Table 64 details estimates of potential future development in the Town of Riverhead in addition to current development and current proposed development.

Table 64. Additional Potential Development in the Town of Riverhead

<i>Potential Development</i>	<i>Type of Development</i>	<i>Square Footage To Be Added</i>
Housing units (mostly single family)	Residential	8,000 units
EPCAL	Industrial/ Office	2,000,000
Industrial outside EPCAL	Industrial	500,000
Calverton shopping centers	Retail	150,000
Wading River offices	Office	300,000
Wading River shopping ctrs	Retail	140,000
East Main Street offices	Office	200,000
East Main St. shopping ctrs	Retail	15,000
Route 58 shopping centers	Retail	2,100,000
Aquebogue shopping centers	Retail	25,000
Jamesport shopping centers	Retail	20,000

Source: Suffolk County Planning Department

The proposed and potential additional development in the Town of Riverhead will add considerably to the existing development within the town. Table 65 shows the existing conditions, and an

estimate of future development if all proposed development and potential development under existing zoning were to be built.

Table 65. Current and Future Development in the Town of Riverhead

<i>Use</i>	<i>2006</i>	<i>After Development</i>	<i>% Change</i>
Retail square footage	2,662,000	6,476,000	143
Office square footage	442,000	1,064,000	141
Industrial square footage	2,100,000	6,810,000	224
Hotel rooms	483	957	98
Housing units	15,000	24,326	62%

Source: Suffolk County Planning Department

If development in the Town of Riverhead proceeds as planned and all potential development under existing zoning were to be built, there would be significant changes in the intensity of development. Because of the proposed extensive development at EPCAL, the amount of industrial development in the Town of Riverhead is expected to increase dramatically by more than 200% to over six million square feet. The amount of retail space would also significantly increase further, by more than 100% to over six million square feet. The amount of office space would also more than double to over one million square feet. The number of hotel rooms would increase from nearly 500 to nearly 1,000. The number of housing units is expected to increase by about 60%.

Mitigation

Given the significant increase in development projected to occur in Riverhead within the next 5-10 years, a comprehensive traffic study for the entire southern portion of the town (County Route 58 and south), where the bulk of the development will be concentrated, should be conducted. Such a study would identify existing and future levels of service and key congestion points, as well as establish base criteria to be used in evaluating the traffic impacts of new developments. Pedestrian and vehicle connectivity between different uses should be improved. Enhanced transit services along County Route 58 and NYS Route 25 should be explored.

In addition, a transportation systems management program, transportation demand management, and growth management program should be developed and implemented for the entire southern portion of the Town. A transportation systems management program would allow the physical capacity of the roadways to be maximized through the use of techniques such as centrally controlled traffic signals, incident detection and Closed Circuit Television surveillance. Transportation Demand Management programs focus on peak hour traffic reduction through strategies such as carpooling (HOV lanes and Park & Ride lots), telecommuting, and staggered/flexible work hours. A Growth Management program would influence the patterns of future development in the town in order to better control the growth of traffic volumes. This power rests solely with the Town of Riverhead since it has zoning authority. As there is a limit to the amount of capacity that can be added to the Town's transportation infrastructure, a balance must be struck between the amount of growth that will be accommodated and the capacity that can be provided.

Currently, the County has plans to widen County Route 58, beginning in 2010 with a completion date of 2013. The \$55 million project involves reconstruction of a two lane traffic circle at Roanoke Avenue and would create a four-lane road for the length of Route 58 with a raised or flush center median. A number of additional design features should ideally be

undertaken along with the road widening. These design features include:

- Sidewalks along the length of the corridor with ADA compliant handicapped access
- Pedestrian signals and equipment at all signalized locations
- Frequent bus stops with turn-outs and bus shelters
- six-foot shoulders on each side to accommodate bicyclists
- Additional capacity improvements at intersections where needed
- Fully coordinated traffic signal system

For the proposed development at Calverton, at a minimum a dedicated access road should be built, both from the North and South boundaries. Ideally, public transportation options could be identified to service the enhanced site. In downtown Riverhead, a wide range of improvements will be necessary to accommodate the increased development. Traffic flows will have to be altered, pedestrian linkages created between uses, significant increases in parking space and facilities developed, existing traffic signals removed, new traffic signals added, roadways enhanced, and transit service to and from the LIRR station and satellite parking provided. However, it is still too early in the development process in both of these areas to identify more specific mitigation measures.

RECOMMENDATIONS

RECOMMENDATIONS

As this study clearly points out, tremendous development potential still exists in these five areas. Overall, retail space will increase by 284%, office space will increase by 82%, industrial space will increase by 55%, the number of hotel rooms will increase by 158%, and the number of housing units will increase by 193% if all projected development occurs. The numbers are even more striking at the individual growth center level.

Geographically, economically and demographically diverse, Suffolk County is home to 1.5 million people concentrated within 900 square miles. As the county continues to grow and develop, steps must be taken to ensure that the county remains one of the most desirable places in which to live and work for both current and future generations. Suffolk County is concerned about the cumulative impacts this projected development will have on the health and public safety of its residents, as well as traffic impacts on the existing transportation infrastructure. The smart growth design elements and economic development potential of each project are also of interest.

The following recommendations are provided to encourage more coordinated, comprehensive planning throughout the county, to foster more progressive planning practices, and to mitigate the cumulative impacts of the projected development.

Support More Coordination among Municipalities

It is hoped that this report can foster a greater connection between various local jurisdictions, so that they can work more closely in planning for development, especially in those areas in close proximity to jurisdictional boundaries. A protocol should be set up to foster continued dialog and communication between and among all the town and village governments within the county.

Suffolk County has gone forward with one aspect of this recommendation, the implementation of Resolution 396 -2006, a local law to require sufficient notice of Suffolk County Planning Commission referrals and meetings. In essence, the new law requires increased notification to municipalities, business and residents in adjoining communities of proposed major commercial development (in excess of

25,000 square feet). At a minimum, the town planning directors and the director of the Suffolk County Department of Planning should meet at least once a year.

Promote Inter-Municipal Agreements and Overlay Districts

Consideration should be given to creating inter-municipal agreements and overlay districts for planning purposes, provisions for which are outlined in general municipal law (GML), Article 5-J, Section 119-u. Named Inter-municipal Cooperation in Comprehensive Planning and Land Use Regulation, this section of GML authorizes cities, towns and villages to enter into agreements to undertake comprehensive planning and land use regulation with each other; or one for the other; and for cities, towns or villages to contract with a county to carry out all or a portion of its functions related to land use regulation. The goal is to promote intergovernmental cooperation, resulting in increased coordination and effectiveness of comprehensive planning and land use regulation and better protection of community resources¹ that span municipal boundaries.

More specifically, under this provision of the law, towns and villages could enter into an agreement to:

- Create a consolidated planning board that could replace existing individual planning boards.
- Created a consolidated zoning board of appeals that could replace existing individual zoning boards of appeal.
- Create a comprehensive plan and/or land use regulations that could be adopted independently by each participating municipality.
- Create a joint land use administration and enforcement program that could replace existing individual programs.
- Create an inter-municipal overlay district for the purpose of protecting, enhancing or developing community resources that span

¹ Community resource is defined as a specific public facility, infrastructure system, or geographic area of special economic development, environmental, scenic, cultural, historic, recreational, parkland, open space, natural resource, or other unique significance.

RECOMMENDATIONS

municipalities. An inter-municipal overlay district is simply a special land use district which encompasses all or a portion of one or more municipalities.

- Authorize an existing county planning agency to perform certain land use planning and zoning functions. These functions could include serving in an advisory capacity, assisting in the preparation of comprehensive plans and land use regulations, and helping to develop individual or joint administrative land use boards.

All participating municipalities would have to amend their respective local laws and ordinances to be in accord with the provisions of any inter-municipal agreements entered into or inter-municipal overlay districts created.

Several examples exist in New York State of towns and villages entering into inter-municipal agreements for the purposes of joint comprehensive planning and land use regulation. A recent example of municipalities working cooperatively on comprehensive planning in New York State is provided by the towns of Aurora, Elma, Holland and Wales and the Village of East Aurora. These four towns and one village entered into a municipal cooperation agreement for the purposes of developing a regional comprehensive plan that encompassed all five communities.

The stated goals of the agreement were to encourage a regional approach to planning and development and promote inter-municipal cooperation among the five regional plan communities. The Village of East Aurora served as the lead agency, and all of the involved municipalities designated representatives to an Advisory Committee which supported the planning process and oversaw the work of the consultant developing the plan.

The best example of inter-municipal cooperation for land use regulation in New York State is the Cooperative Tug Hill Council (the Council), formerly the Cooperative Tug Hill Planning Board. The Council is an independent unit of local government created under an inter-municipal agreement signed by all member towns. It has been serving the municipalities of the Tug Hill region for over 20 years

through shared services and information. The primary purpose of the Council is cooperative planning and action among all member towns on issues of common concern such as community development, planning, central forests, watersheds, natural characteristics and local government management information needs.

The Council is governed by a set of bylaws, reviewed annually by all member towns. One member town serves as the fiscal agent, on a rotating basis. Each member town selects two representatives to serve on the Council, which meets at least twice a year to elect officers, hear about major issues and projects facing the region, and establish the Council's budget and work goals for the year. An executive committee meets monthly to direct the Council's programs and ensure continual communication to member towns on all Council activities. The Council is staffed by one full time coordinator and a number of part-time circuit riders, all of whom are local residents.

In 2006, 15 towns in the Tug Hill region participated in the Council's Intermunicipal agreement. A copy of the Council's 2006 inter-municipal agreement is included in the Appendix.

Encourage Updated Comprehensive Plans

Municipalities should develop comprehensive plans and keep them updated. Applications for changes of zone should be weighed against the existing comprehensive plan. Once the plan is adopted, future land use decisions should be based on the municipality's existing comprehensive plan. The local municipality and developers of new projects should be responsible for mitigation of cumulative impacts (particularly traffic impacts) of new development, especially those that do not conform to local land use plans. One key aspect of updating comprehensive plans to ensure the ability to mitigate future traffic impacts is planning for the right-of-ways that will be necessary to safely widen roadways and add turning lanes and curb cuts.

Prepare a Comprehensive Plan for Suffolk County

The County should consider updating the county comprehensive plan, and should continue to do so

every ten years. General Municipal Law (Article 12-B, Section 239-d) and the Suffolk County Code (Section A14-7) allow for the preparation of a county comprehensive plan. An updated comprehensive plan would better enable the county to effectively address future land use and development in the region and to consider the cumulative impacts of development, especially developments of regional significance, by enumerating the following types of information:

- The County's goals, objectives, principles, policies and standards concerning future land use and development
- Regional needs
- Comprehensive plans of towns and villages
- Official plans and policies of all county agencies and units of government
- Existing and proposed location and intensity of land uses, and the capacity of lands to support new or more intensive development
- Important agricultural uses, agricultural districts and development pressure areas
- Natural resources and resource protection, critical environmental areas, and environmental quality issues
- Existing and proposed recreational facilities and parkland, and important areas of open space
- Preservation of historic and cultural resources
- Demographic, population and socio-economic trends and projections
- Transportation infrastructure – existing and proposed
- Utilities infrastructure – existing and proposed
- Housing resources and needs, including affordable housing
- The siting of present and future facilities for education, culture, health and emergency services purposes
- The siting of present and future commercial and industrial facilities
- Economic development strategies
- Present and future demands on public services
- Synopsis of local laws affecting all of the above

The Appendix includes a sample outline for a County Comprehensive Plan

Advance Comprehensive Transportation Planning

The most significant negative impact from development is increased traffic on an already overburdened transportation system. Instead of analyzing traffic impacts and planning for mitigation on a project-by-project basis, a comprehensive view should be taken by municipalities based on the potential for all development currently allowed by local zoning.

A major problem with regard to properly planning for traffic mitigation and transportation infrastructure improvements is that across the county (and within each town) there are multiple jurisdictions overseeing the roadways. State, county, town and village roads all interconnect in one regional transportation system, yet no authority oversees all aspects of transportation planning, hence each jurisdiction acts in somewhat of a vacuum when planning for its own roadways' traffic mitigation or infrastructure improvements. In addition, transportation and land use decisions are also made independently.

A mechanism should be created whereby the state, county, town and village transportation planners meet on a regular basis to coordinate their traffic mitigation and infrastructure improvements to foster a more seamless regional roadway network. Another mechanism should be developed to facilitate more coordinated land use and transportation planning, again at all levels of government.

The *Southern Brooklyn Transportation Investment Study* is a good example of a comprehensive regional transportation planning effort in New York State. Conducted by the New York Metropolitan Transportation Council (NYMTC), the three year multimodal transportation planning study reflects an area-wide approach, rather than focusing only on specific corridors. The goal of the study is to assess current and future travel conditions and deficiencies and develop multimodal transportation improvement solutions to better move people and goods throughout the study area.

The study area encompasses all or portions of eleven Brooklyn Community Boards and includes extensive public and community involvement to help identify problems and consider potential solutions.

RECOMMENDATIONS

Most significantly, the study requires coordination among multiple levels of government and numerous jurisdictions. The Empire State Development Corporation, Federal Transit Authority, Federal Highway Administration, Metropolitan Transportation Authority, NYC Department of Parks & Recreation, NYC Department of Transportation, NYC Economic Development Corporation, NYC Department of Environmental Protection, New York City Transit, NYS Department of Environmental Conservation, NYS Department of Transportation, Port Authority of New York and New Jersey, U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency are all involved.

A more local example of a comprehensive, coordinated transportation and land use planning effort is the Sustainable East End Development Strategies (SEEDS) project. This involved a wide range of municipalities and government agencies, including the five East End Towns and supporting villages, NYMTC, Metropolitan Transportation Authority-Long Island Rail Road, NYS Department of Transportation, Suffolk County Department of Planning, Suffolk County Department of Public Works and the Federal Highway Administration.

The purpose of SEEDS was to evaluate the East End's transportation system in relation to its land use policies and practices through a 2025 horizon year, in order to plan future development patterns and transportation solutions that could sustain one another in the long term. It grew out of previous efforts by the East End Supervisors' and Mayors' Association's East End Transportation Council to cooperatively address regional transportation and land use issues.

A series of guiding principles was developed during the SEEDS process to evaluate and recommend future scenarios for development and transportation. These included community values, land use goals, transportation goals, and environmental goals. While the final results of this five-year study are yet to be determined, one positive outcome is a draft

memorandum of understanding (MOU) among all of the involved municipalities to further the process of addressing regional land use and transportation issues. The MOU also empowers the East End Transportation Council to work with the towns and supporting villages to pursue transportation system improvements consistent with the SEEDS guiding principles and to pursue identified cooperative human service, emergency service and emergency preparedness opportunities. In addition, the towns and supporting villages agree to reference the SEEDS land use principles in conjunction with their individual master plans as guidance for future land use policy decisions on the East End.

Implement Progressive Planning Practices

All planning for development and redevelopment throughout the county should be in accordance with progressive planning principles, such as sustainable development, traditional neighborhood design, and smart growth, as promulgated by the American Planning Association. The Suffolk County Planning Commission Guidelines are currently being updated to reflect these principles. As municipalities update their comprehensive plans and zoning codes, they should also modify them to reflect these principles.

The County could assist municipalities in this endeavor through increased support to an existing organization – the Suffolk County Planning Federation. Established in 1994 to provide training opportunities for municipal planning and zoning officials, the Suffolk County Planning Federation is a perfect mechanism for sharing best practices in the planning field. Since its formation, the Federation has held numerous forums and provided both basic and more advanced training to hundreds of local officials and citizens. It has also facilitated the exchange of ideas and experiences among officials from the county's 10 towns and 32 villages. The premise of the Federation is that through training, better, more effective planning will result.

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APPENDIX

COUNTY OF SUFFOLK



OFFICE OF THE COUNTY EXECUTIVE

Steve Levy
COUNTY EXECUTIVE

EXECUTIVE ORDER NO. 8-2006

TO: Thomas A. Isles, Director
County Department of Planning

FROM: Steve Levy, County Executive of Suffolk County

RE: Big Box Stores - Planning Coordination

Pursuant to Sections 3-2, 3-3, 3-4, and 4-2, of the SUFFOLK COUNTY CHARTER, you are hereby empowered, authorized, and directed to issue a report evaluating the five (5) major areas of concentrated growth and development within the County of Suffolk, as further described in Exhibit "A" attached hereto and made a part hereof, for the purpose of:

- 1.) evaluating for the purpose of enumerating planning, economic development, health, public safety, public health, traffic, transportation, and smart growth issues related to the proposed development of such areas;
- 2.) evaluating any interest that the County of Suffolk may have in any project in any such area;
- 3.) contacting each and every pertinent Town and Village government within such area for the purpose of entering into an agreement or protocol for the coordination of County, Town, or Village review of any such proposed project in any such area.

Please provide this report to me no later than August 31, 2006.

DATED: February 28, 2006.



STEVE LEVY
COUNTY EXECUTIVE OF SUFFOLK COUNTY

EXHIBIT "A" - ATTACHMENT TO EXECUTIVE ORDER NO. 8-2006

Major Growth and Development Areas - Suffolk County

SC-1 Melville/East Farmingdale Office - Industrial Corridor

Boundaries - Along and around Route 110 in western Suffolk County along the border with Nassau County, in the hamlets of Melville and East Farmingdale in the towns of Huntington and Babylon.

Amount and Type of Anticipated Development - Infill development: 1,000 units of housing, up to 1,000,000 square feet of additional office buildings, and conversion and upgrading of industrial buildings to office uses.

SC-2 Hauppauge/Brentwood Commercial Complex

Boundaries - The hamlets of Hauppauge and Brentwood, adjacent to the Long Island Expressway at exits 53 through 57 in western Suffolk County.

Amount and Type of Anticipated Development - 800,000 square foot retail outlet center nearby, intermodal freight center, mixed-use development to include 9,000 housing units and 3,000,000 square feet of office space, and 1,000,000 square feet of retail. Nearby development in Commack includes an additional 377,000 square feet of retail.

SC-3 Yaphank Mixed Use/Destination Center

Boundaries - The hamlet of Yaphank, adjacent to the Long Island Expressway at exit 67 in central Suffolk County.

Amount and Type of Anticipated Development - 250 acres owned by Suffolk County to be developed for varied uses, including possibly multi-unit housing and destination sports and entertainment.

SC-4 Stony Brook Academic/High Tech Campus

Boundaries - North shore of central Suffolk County in the hamlet of Stony Brook.

Amount and Type of Anticipated Development - SUNY at Stony Brook plans to develop a wireless research center on a 246 acre parcel adjacent to the campus.

SC-5 Riverhead

Boundaries - Town of Riverhead.

Amount and Type of Anticipated Development - An additional 500,000 square feet of retail on Route 58; development of former military airport in Calverton to include roughly 1,000,000 square feet of new commercial and light industrial uses; hotel and rental apartment development in downtown Riverhead.

Cooperative Tug Hill Council Intermunicipal Agreement - 2006

Member Communities

Towns of

Boylston	Rodman
Florence	Turin
Harrisburg	West Turin
Lewis	Williamstown
Leyden	Worth
Lorraine	
Martinsburg	<u>Villages of</u>
Montague	Constableville
Osceola	Lyons Falls
Pinckney	Port Leyden
Redfield	Turin

Website: www.tughillcouncil.com



Executive Committee

ROGER TIBBETS, *Chairman*
 BERNARD METOTT, *Vice Chairman*
 HOWARD LEITNER, *Secretary*
 DOUGLAS DIETRICH, *Director*
 GENE NORRS, *Director*
 Vacant, *Director*
 BRUCE J. SNYDER, *Director*

Jane Jones, *Coordinator*
 63 Fox Road, P.O. Box 12
 Redfield, New York 13437-0012
 (315) 599-7724
 fax (315) 599-7724

Cooperative Tug Hill Council Intermunicipal Agreement - 2006

Purpose

In order to provide service and affect issues of common and individual concern to the municipalities making up the core of the Tug Hill Region, the Cooperative Tug Hill Council (CTHC) is hereby created by action of the towns of Boylston, Florence, Harrisburg, Lewis, Lorraine, Martinsburg, Montague, Osceola, Pinckney, Redfield, Rodman, Turin, West Turin, Williamstown, and Worth, pursuant to Article 5-G of General Municipal Law.

In keeping with the tradition of the Cooperative Tug Hill Planning Board, which was previously established by these communities in 1974, it is the intention of the Cooperative Tug Hill Council (CTHC) through cooperation and a system of regular communication with member communities, to represent these municipalities in bringing resources to bear on issues of common concern including but not limited to -- community development and planning; matters affecting the central forest, watersheds, and other natural characteristics; and local government management information needs.

Primary Objectives

1. To provide staff who will, through regular contact with member municipalities identify problem areas and provide requested services where possible, and who will coordinate activities designed to address all such issues.
2. To establish a representative forum by which issues and opportunities of common or individual concern can be affected, both through making recommendations for action, as well as through providing direct support to local government activities.
3. To establish a communication system by which all representatives to the CTHC report on a regular basis to their respective governing boards.
4. To explore all avenues of cooperation by and between member municipalities, and carry out cooperative projects when desirable and feasible.
5. To visualize the future from a big picture or multi-town perspective and to create opportunities through cooperation for achieving such vision.
6. To retain the rural character of the CTHC area through a home rule approach recognized in the Tug Hill Reserve Act. This approach would rely primarily on special area designations by each town, and a plan for the entire CTHC region.

7. To provide technical and project review assistance, as requested, to CTHC towns when development is proposed in designated special areas, and when projects of CTHC-region-wide significance are proposed.
8. To carry out project review in cooperation with affected towns when development is proposed in a special area designated under the Tug Hill Reserve Act, which is overlapping or immediately adjacent to a boundary between two or more CTHC towns, or when the project might have CTHC-region-wide impact.

Membership

Each of the member municipalities shall designate annually, at their organizational meeting, two representatives to serve on the Cooperative Tug Hill Council. Representatives from each community may be a resident of the municipality and/or a member of the governing board of the municipality. For purpose of business of the Cooperative Tug Hill Council, designated representatives shall be voting members. Attendance and participation at Cooperative Tug Hill Council meetings by all interested local officers is encouraged. A quorum shall be constituted when a majority of the member municipalities are present.

Meetings

The CTHC shall meet at least twice a year, and on an annual basis shall agree on a budget, evaluate performance, establish goals and objectives, and review its bylaws and intermunicipal agreement. Other meetings may be called at the request of two or more member municipalities, or upon the initiative of the chairman, following due and proper notice given to all representatives.

Fiscal Officer

A fiscal officer of one of the member municipalities shall be designated by resolution of the CTHC as the CTHC fiscal officer. The fiscal officer shall receive all contributions from outside sources and from member municipalities, The fiscal officer shall provide an accounting of all activities to the CTHC and/or to any member municipality on request, or according to a schedule as determined by resolution of the CTHC.

Finances

The CTHC shall establish and approve an annual budget prior to October of each year. Grant monies shall be sought to cover a portion of the budget estimate approved by the CTHC. The member municipalities shall be requested to consider their share of the budget not covered by grant monies. The CTHC fiscal year shall be the calendar year. Each member municipality shall pay its annual appropriation within 60 days of receipt of its warrant from the CTHC.

Amendments

All amendments to this agreement shall be signed by all municipalities which are parties to the agreement.

Bylaws

The CTHC may adopt bylaws to govern the conduct of its activities. Bylaws may be adopted at any regular or special meeting of the board, and shall require a 2/3 vote of the members present.

Withdrawal

Any member municipality may withdraw from the CTHC and from the conditions of this agreement by giving written notice of withdrawal to the CTHC fiscal officer. Such withdrawal shall become effective at the end of the fiscal year for which the municipality has already contributed.

County Comprehensive Plan Sample Outline

- I. Acknowledgment
- II. Policy Statement (describes how the document will be formally utilized)
- III. Introduction/Preface
- IV. Goals and Objectives
- V. Existing Conditions, Trends and Analysis of Data
 - A. Sub-regional analysis, if warranted
 - B. Relationship to goals and objectives
 - C. Opportunities and constraints illustrated by the data
 - D. Overview maps
- VI. Recommendations
 - A. Including, but not limited to the topics of land use, environmental issues, infrastructure, open space, recreation, housing, public facilities, cultural and historic resources, transportation, local laws, agriculture, brownfields, economic development, shared services, public safety, employment, etc.
- VII. Implementation
 - A. Procedures for the implementation of the recommendations
 - B. Prioritization of items, including logical schedule for action
 - C. Sources of funding for implementation items
- VIII. Glossary
- IX. References
- X. Appendix
 - A. Data
 - B. Maps
 - C. Public meetings materials (minutes, surveys, etc.)

SUFFOLK COUNTY DEPARTMENT OF PLANNING

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