

Sunrise Highway Corridor Study: Islip Town and Brookhaven Town Suffolk County, New York

August 2009



Suffolk County Department of Planning
Suffolk County • New York

Sunrise Highway Corridor Study:
Islip Town and Brookhaven Town,
Suffolk County, New York

August 2009

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EXECUTIVE SUMMARY

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The Sunrise Highway Corridor Study represents a milestone in inter-municipal cooperation in planning one of the most significant transportation corridors in Suffolk County. The study reflects the combined efforts of the participants including the New York State Department of Transportation, the Suffolk County Departments of Planning and Public Works, the Town of Brookhaven Department of Planning, Environment and Land Management and the Town of Islip Department of Planning and its DPW Division of Traffic Safety.

The study includes an in-depth inventory and analysis of demographics, employment and land use. The study found that the 14 communities that surround the Sunrise Highway corridor totaled a population of 154,000 or about 10% of the county's overall population. However, the study also noted that population growth within these communities was only 6% between 2000-2006 and is likely to continue at a modest rate of growth. In addition, the study noted that the communities along the corridor form an important employment center with more than 57,000 persons employed in the eleven zip code areas that adjoin the corridor. Many of these jobs are in the Veterans Memorial Highway industrial corridor and within the greater Patchogue area. It was also noted that the industrial vacancy rate was very low, among the lowest of the major markets in the nation.

Retail development in the corridor is significant. Over 2,500,000 square feet of space is devoted to this use. A recent occupancy survey of the corridor revealed a vacancy rate of 17%. Removing the outlet center in North Bellport from this figure lowers the vacancy rate to 11%.

The total amount of retail development along the corridor, both existing and proposed, is a critical policy question. Since zoning is the rational allocation of land uses, the question is raised as to how much retail is appropriate and how much should be encouraged within existing centers, including existing downtowns. In addition, recent promotion of "Smart Growth" concepts that have been embraced by many communities seek to

limit commercial sprawl along highways in favor of more compact development nodes in downtowns or other centers.

Finally, the study also noted the success of previous town planning policies to encourage the conversion of surplus commercial and industrial sites to multiple family residential use. The policy has helped to remove excess commercial zoning, has increased the supply of diversified housing opportunities, has resulted in a much lower motor vehicle trip generation rate and has also enabled the retention of naturally landscaped setback areas along Sunrise Highway, aiding in the aesthetics and community impact of development projects.

To better understand the relationship between retail development in downtown areas and that located outside of downtowns, an analysis was performed and revealed the following:

Town of Islip:

Downtown Retail acres = 148 acres
Retail Outside Downtowns = 1,933 acres
Ratio = 13:1 (13 acres of retail outside the downtown for every acre of retail within the downtown)

Town of Brookhaven:

Downtown Retail Acres = 193 acres
Retail Outside Downtowns = 3559 acres
Ratio = 18.4:1 (18.4 acres of retail outside the downtown for every acre of retail within the downtown)

Based on the information collected and analyzed as part of this study and with the participation of the study partners, the following recommendations have been identified.

Summary of Recommendations

1. Continue an inter-municipal, interagency cooperative planning approach.

This study has been conducted in a cooperative manner with the involved agencies and the direct involvement of both local and regional agencies. Within the corridor coordination and cooperation should be encouraged and facilitated through the County referral process as well as the SEQRA process.

2. Reinforce nodes.

The six major nodes identified in the corridor should remain as the principal retail locations and should not be expanded in any significant manner.

3. Encourage mixed uses within nodes.

While the nodes are principally retail in nature, consideration should be given to encouraging mixed uses that blend retail, residential and office uses into a coherent, planned development.

4. Discourage retail sprawl.

Limit and avoid new retail development outside the identified nodes.

5. Encourage and retain industrial zoning.

The industrial vacancy rate on Long Island and in the Towns of Brookhaven and Islip in particular, is very low. Conversions of industrial land to other uses should be avoided.

6. Encourage redevelopment.

Limit the amount and location of new development to encourage reinvestment in existing sites and the adaptive reuse and redevelopment of poorly performing commercial sites.

7. Link development to existing sewer districts.

Where appropriate, connect development to the Patchogue municipal sewer district, the Southwest Sewer District or other existing sewage treatment facilities.

8. Consider the adoption of a uniform overlay district within both towns.

With the cooperation of both towns, establish uniform development standards for the corridor that are consistent across municipal boundaries.

9. Plan for appropriate non-retail commercial uses.

Promote light industrial and office development within the corridor and consider the expansion of additional office and light industrial zoning in lieu of existing undeveloped retail sites.

10. Encourage cumulative traffic impact studies.

The assessment of impacts and mitigation measures within the corridor should take into

consideration the potential impacts associated with development elsewhere within the corridor study area as well as outside the study area within the County. The role of traffic impact fees should be considered as part of any cumulative traffic impact study.

11. Implement Transportation Demand Management.

Demand management should be preferred over capital infrastructure expansion to address traffic impacts within the corridor.

a. Balance future growth.

Land uses within the corridor should be balanced with the ability of the transportation infrastructure to accommodate anticipated traffic volumes.

b. Seek to reduce trip generation.

The towns should require large developments to implement strategies aimed at reducing vehicular trip generation.

c. Consider expansion of transit alternatives.

Bus service or other forms of *jitney loops* should be considered within the corridor.

d. Consider establishing Park-and-Ride lots.

Consider the establishment of Park-and-Ride lots, where appropriate, to encourage carpooling for regional trips.

e. Provide for non-motorized transportation.

Local access to developed property for pedestrians and bicyclists should be considered in the site planning and capital improvement planning process.

12. Improve access management standards.

Access management refers to the design of motor vehicle access to individual parcels along a roadway. The layout, location and number of access points (driveways and curb cuts) can significantly affect the capacity and safety of the roadway. Following are some access management techniques.

a. Obtain cross easements.

Cross access between developed properties should be strongly encouraged

in order to minimize conflict points and improve traffic flow along the service roads.

b. Discourage direct access to the service roads.

Direct access to the service roads should be discouraged or prohibited.

c. Complete the service roads.

Complete the north side, one-way, westbound service road east of Route 112 to Station Road, and the south side, one-way, eastbound service road east of Hospital Road to Station Road.

d. Reduce or eliminate two-way service roads.

Consider the elimination of two-way service roads within the study area.

e. Consider ramp metering.

Consider the implementation of ramp metering heading westbound and also consider a modification to the Pond Road north service road intersection.

f. Assume actual traffic speeds for traffic impact studies along service roads.

Traffic analysis should consider actual speeds along the service road rather than posted speed limits.

g. Relocate Beacon Drive.

If the opportunity arises, consider moving or closing Beacon Drive in Holbrook at the intersection with the North Service Road of Sunrise Highway.

13. Seek innovative funding and traffic mitigation development options.

After all reasonable measures are utilized to reduce traffic generation, there remains a need for infrastructure, capacity, safety or other operational improvements. The financial responsibility for implementing the additional improvements should be shared by those who cause, control, or benefit from the development. Other options include:

a. Require property dedications for future transportation improvements.

As a condition of development approval, property dedications to the appropriate public agency that may be needed to accommodate future transportation improvements should be required.

b. Require off-site traffic mitigation where impacts are identified.

Each development project should include an assessment of the traffic impacts of the proposed development and provide for corrective measures.

c. Consider alternate funding arrangements.

Where infrastructure improvements are needed to insure that adequate capacity exists to accommodate growth, consideration should be given to the creation of a transportation financing district to offset costs and facilitate the implementation of identified mitigation measures.

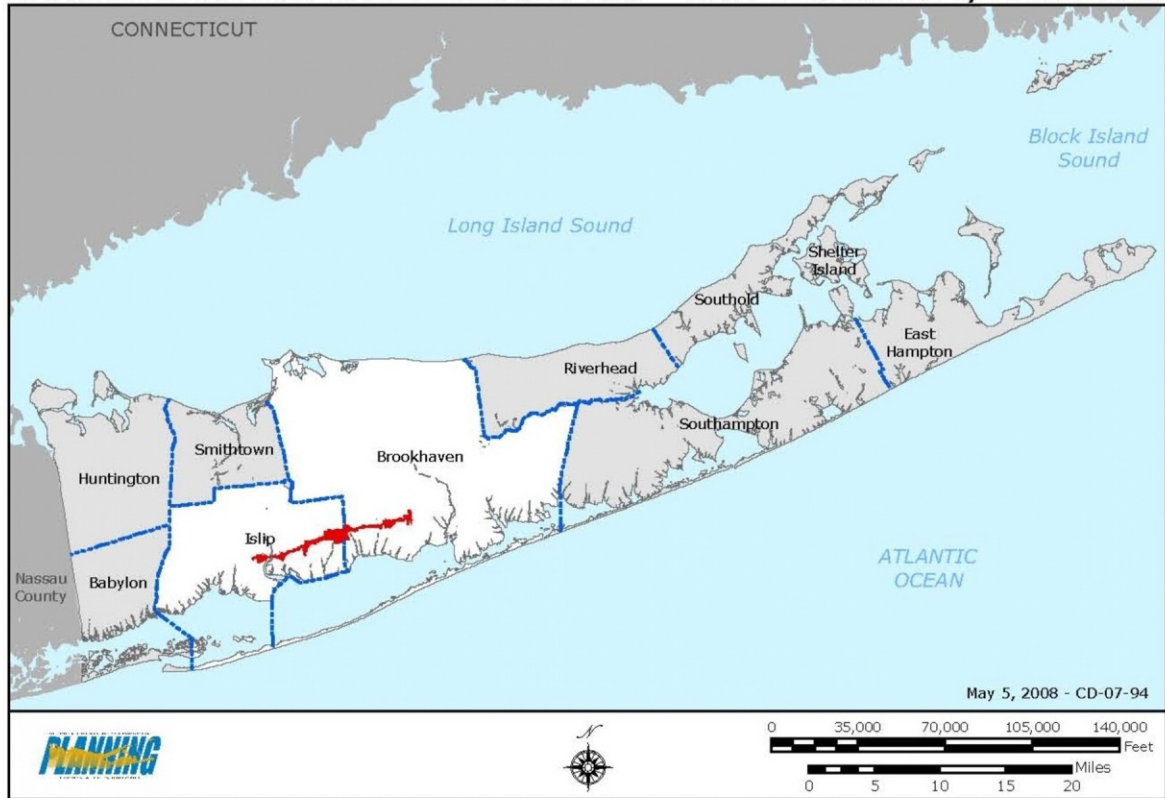
The input of the community and their representatives as well as input from business and property owner interests and other stakeholders will be essential to the deliberation of the recommendations and the ultimate actions that may be taken towards implementation.

EXECUTIVE SUMMARY

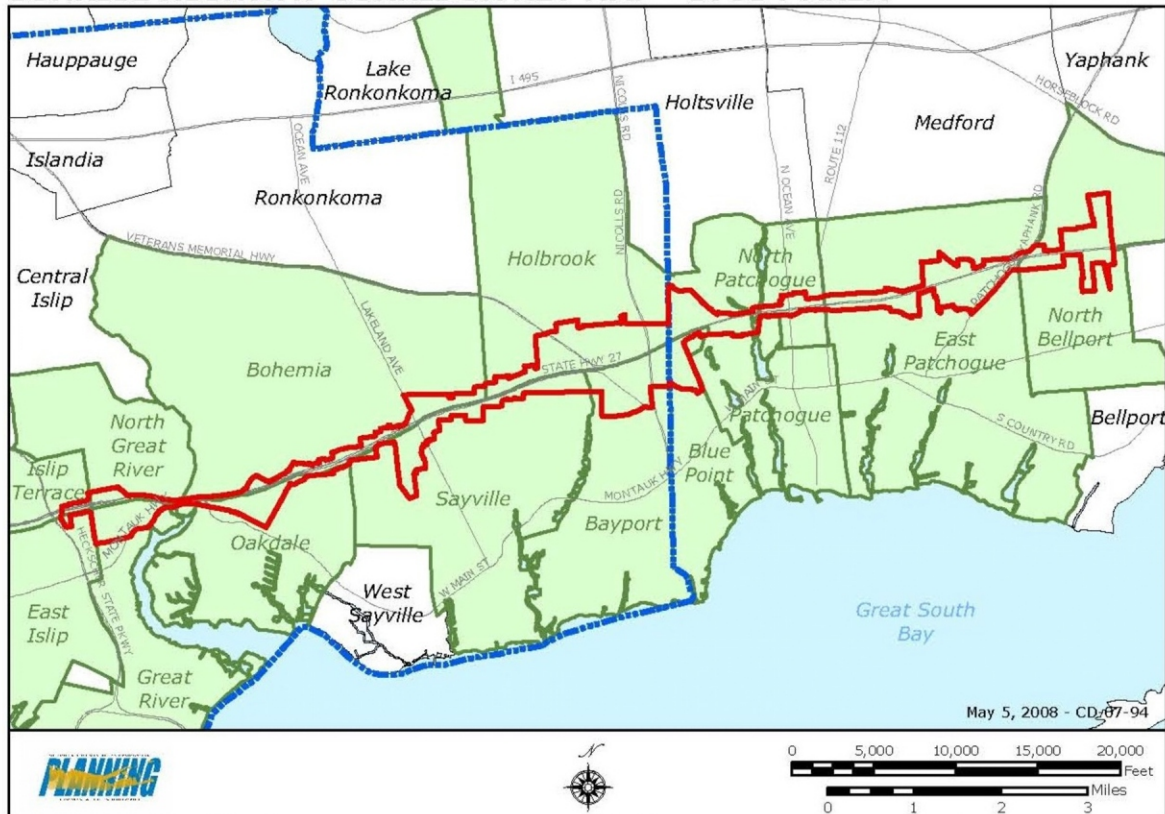
INTRODUCTION

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SUNRISE HIGHWAY CORRIDOR KEY MAP - SUFFOLK COUNTY, NEW YORK



SUNRISE HIGHWAY CORRIDOR KEY MAP - STUDY AREA



INTRODUCTION

This study was initiated by the County Executive in response to increasing concerns over the impact of development along Sunrise Highway for that portion extending along a 12.7 mile segment straddling the towns of Islip and Brookhaven. These concerns included traffic congestion and safety issues on Sunrise Highway including the service roads, traffic impacts and land use conflicts to the neighborhoods that adjoin the highway as well as potential adverse impacts to existing centers, including downtowns.

The study was completed with a unique interagency approach. From the beginning, all of the involved agencies came together to define the project and contribute valuable information and professional assistance. The agencies included the New York State Department of Transportation, the Suffolk County Department of Public Works, the Town of Brookhaven Department of Planning, Environmental and Land Management, the Town of Islip Department of Planning and the Town of Islip Department of Public Works (Division of Traffic Safety). The Suffolk County Department of Planning served as the coordinator of the project.

This approach is a recognition that agency coordination of planning within the corridor is essential to a comprehensive understanding of current and emerging problems as well as the identification of alternative policy options. From this process, sound information can be utilized by involved stakeholders and decision makers to create and implement the desired vision for the future.

Sunrise Highway, State Route 27, is an east-west roadway that begins in southern Queens and terminates in Montauk. Its total length is 70.6 miles and its limited-access length is 49.7 miles.

This report analyzes the area surrounding a 12.7 mile segment of Sunrise Highway within the towns of Islip and Brookhaven. The length of Sunrise Highway in the study area is 7.4 miles in the Town of Islip, and 5.3 miles in the Town of Brookhaven. Map 1 shows the study area in the context of Suffolk County as a whole and the communities bordering the study area.

The study area covers 3,105 acres (4.85 square miles) and contains parcels of land with a close connection to Sunrise Highway. The area is 0.5% of the total area of Suffolk County. The studied segment includes the parcels adjacent to Sunrise Highway from Islip Terrace east to North Bellport. The western boundary of the study area is Heckscher State Parkway and the eastern boundary lies just east of Bellport Station Road.

Much of the land in the study area is developed, but there are some significant areas of vacant land. There are also several properties that could reasonably be redeveloped. The study area contains a significant number of units of multi-unit housing in housing complexes as well as numerous single family residences near Sunrise Highway. In addition, the study area contains many shopping centers, other commercial development and significant industrial development.

The goal of this study is to identify policies and practices that will help to manage growth within the Sunrise Highway corridor in a manner that will improve the quality of development, provide for a balance of land uses and a reduction of commercial sprawl, minimize the impact on traffic and minimize the impact of land use conflicts with surrounding communities. The study includes broad guidelines as well as recommendations for land uses and traffic impact mitigation.



Sunrise Highway looking west from the overpass at Waverly Avenue, Patchogue.

INTRODUCTION

SUNRISE HIGHWAY HISTORY

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SUNRISE HIGHWAY HISTORY

Early Years

The original main east/west road along the south shore of Long Island was Montauk Highway (known as Merrick Road in Nassau County). Increased development along the south shore of the Island created additional demand for highway capacity. The first segment of Sunrise Highway was constructed in the 1920s between Queens and Massapequa. The highway was extended to Great River in Suffolk County by 1940 and to Phyllis Drive in East Patchogue by 1953. As each section of highway was completed, the signs for NY 27 were transferred from Montauk Highway (which became NY 27A) to the new road.

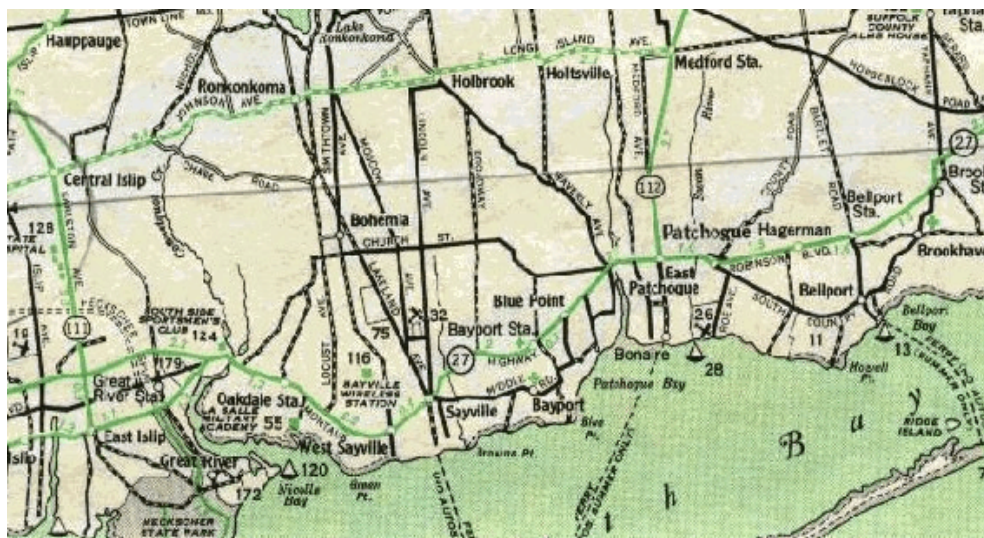
Planning for a limited access Sunrise Highway began as early as 1936, when the Regional Plan Association recommended construction of a South Shore expressway extending from Brooklyn east to Patchogue. The expressway would be open to all vehicles including commercial vehicles and would serve highly populated areas. In 1949, the New York State Department of Public Works recommended the construction of a limited access highway that would extend from New York City east to Montauk Point. In the 1950s New York State announced firm plans for a 50-mile-long, limited access Sunrise Highway from West Babylon to Southampton.

Limited Access Highway

Construction began in 1958 on the initial limited access segments, the first one from Phyllis Drive in East Patchogue east to Exit 61 (County Route 51) in Eastport. The second segment to be constructed was between Exit 65 (Route 24) in Hampton Bays to the present terminus at Shinnecock Hills. These two segments, which were built on new rights-of-way, were opened in stages between 1960 and 1963.

Challenges to the construction of the “Sunrise Expressway” soon followed. When New York State had first presented the plans, land along the highway was being developed with shopping centers and gasoline stations. The conversion of the existing Sunrise Highway from a four-lane, at-grade divided highway to a six-lane limited access highway flanked by service roads was scheduled for completion in 1964 but proved to be a far longer and more arduous process. Further east, concerns were raised about building the limited access highway through the environmentally sensitive Pine Barrens between Eastport and Hampton Bays.

In 1972, construction converting Sunrise Highway to limited access between West Babylon and Bay Shore was completed. In 1973, the limited access portion of the highway between Eastport and Hampton Bays was completed.



1941 map showing Sunrise Highway mostly absent in the study area.

SUNRISE HIGHWAY HISTORY

Since the 1980s

In 1983, the New York State Department of Transportation (NYSDOT) completed construction converting the portion of Sunrise Highway between Bay Shore (Brentwood Road, Exit 44) and Connetquot Avenue in Great River to limited access. At this terminus, five eastbound lanes (three express and two service lanes) reduced to two lanes before stopping at a traffic light at the Montauk Highway “Oakdale Merge.” For about one-half mile in this area, Sunrise Highway and Montauk Highway merged to just two lanes in each direction.

In 1992 the limited access segment between Veterans Memorial Highway (Exit 51) in Bayport and Hospital Road (Exit 54) in East Patchogue was completed by the NYSDOT. At that time, a third lane was constructed in each direction between Connetquot Avenue and Veterans Memorial Highway, to alleviate traffic congestion in the area around and east of the Oakdale Merge. As part of this project, a new, parallel Montauk Highway was constructed south of Sunrise Highway. However, in the area along Sunrise Highway at Connetquot State Park the highway has three express lanes in each direction but no service roads. The gap in service roads in this area continues to aggravate rush hour traffic conditions.

By 1996 the segment between Lakeland Avenue (Exit 49) and Veterans Memorial Highway (Exit 51) was made limited access. The final segment to become limited access was between the Oakdale Merge and Lakeland Avenue, which opened in May 1998. The New York State Department of Transportation had now successfully created a major east-west limited access highway from West Babylon to Southampton.

Previous Corridor Study

The Town of Islip’s *Sunrise Highway Corridor Study*, adopted in 1986, was intended to prevent an “endless pattern of strip commercial development” and to replace it with “more

coherent centers of commercial activity, well-designed housing developments...and oases of open space and visual relief” along the corridor. The study was completed by the Town of Islip and applied to land along Sunrise Highway within the town’s jurisdiction.

In proposing the elimination of nearly 100 acres of commercial (retail) zoning, the study found that there was a “significant surplus of commercial zoning in the study area.” The study also identified three (3) perennial problems associated with surplus commercial zoning:

- It weakens existing centers and community identity
- It reduces traffic flow and safety
- It is visually blighting

The Study specifically indicated that development under existing conditions at the time would “have three major problems, endemic to suburban areas throughout the country which have an excess of commercial zoning:

1. Traffic volumes and conflicts resulting from excessive turning movements would be maximized due to the high amount of intense traffic generators permitted under existing (retail) zoning.
2. The vitality of existing centers and older shopping centers would be weakened as the amount of new commercial space would far exceed expected gains in population and disposable income to support it.
3. The sense of open space and visual relief, which at present still exists along approximately half of the study area, would be irretrievably lost.”

Consistent with the recommendations of the study, the Town of Islip ultimately reduced the amount of potential retail space from approximately 2 million square feet to 1.5 million square feet through the elimination of nearly 100 acres of commercial (retail) zoning. Many of the former commercial sites became multiple family residential uses that have aided the Town’s goal of providing more diversified housing options.



Sunrise Highway in Holbrook after completion of limited access construction, with three travel lanes and two service road lanes in each direction.

EXISTING TRANSPORTATION

EXISTING TRANSPORTATION

EXISTING TRANSPORTATION

Sunrise Highway

Sunrise Highway dominates the Sunrise Highway Corridor Study Area. The road is a limited access highway throughout the study area, with three main travel lanes in each direction from the western border of the study area, east to Phyllis Drive in East Patchogue, just east of State Route 112. East of Phyllis Drive, the highway has two main travel lanes in each direction. The highway is also two lanes eastbound for one half mile in East Islip and Great River east of Pacific Avenue.

Average annual daily traffic counts supplied by the New York State Department of Transportation are available for the road segments within the Sunrise Highway Corridor study area. A summary of these traffic data are displayed in Table 1.

As expected, the highest traffic counts on Sunrise Highway occur in the more western portion of the study area, and generally decrease as one heads east. Interestingly, however, traffic counts on Sunrise Highway to the west of the study area are significantly lower than in the western part of the study area. In recent years, traffic counts between Route 109 and Robert Moses Causeway average in the range of 60,000 to 80,000 vehicles per day, compared with over 100,000 east of Heckscher Parkway. The increase

in traffic on Sunrise Highway east of Heckscher Parkway happens because a large volume of traffic uses Sunrise Highway in combination with Heckscher Parkway/Southern State Parkway to travel east-west on limited access roadways.

In Table 1, traffic counts in each segment are separated by six years. In the past several years, traffic volumes in the study area have increased in every road segment, sometimes dramatically. The annual increase in traffic volume on most segments ranges from an increase of 1.3% to 7.2% *per year*, a significant increase. The most significant increases have occurred between Veterans Highway and Waverly Avenue, where the segment’s traffic volume increased by 7.2% *per year* between 2000 and 2006. Traffic increased by 6.3% *per year* between North Ocean Avenue and Route 112.

In addition to the traffic volumes on Sunrise Highway itself, there is significant additional traffic volume on the Sunrise Highway Service Roads. In 2004, average annual daily traffic counts on just the westbound service roads were observed to be 23,100 on the westbound service road between Waverly Avenue and Nicolls Road, and 34,400 on the westbound service road between Nicolls Road and Veterans Memorial Highway. Other Sunrise Highway service roads in the study area had average annual daily traffic counts between 5,000 and 9,000 vehicles in one direction.



Sunrise Highway westbound near the Oakdale Merge. Traffic volumes are highest in this portion of Sunrise Highway.

EXISTING TRANSPORTATION

Table 1. Traffic Counts in the Sunrise Highway Corridor Study Area

Road Segment	Count	Year	Count	Year	% Change Over Time Period	Annual % Change
Heckscher Pkwy. to NY 27A	146,060	2006	125,450	2000	16.4%	2.6%
NY 27A to Locust Ave.	133,200	2006	98,890	2000	34.7%	5.1%
Locust Ave. to Lakeland Ave.	125,360	2006	95,280	2000	31.6%	4.7%
Lakeland Ave. to Veterans Mem. Hwy.	105,660	2006	88,590	2000	19.3%	3.0%
Veterans Mem. Hwy. to Waverly Ave.	82,890	2006	54,540	2000	52.0%	7.2%
Waverly Ave. to N. Ocean Ave.	43,440	2006	40,000	2000	8.6%	1.4%
N. Ocean Ave. to NY Route 112	101,080	2006	69,930	2000	44.5%	6.3%
NY Route 112 to Hospital Rd.	65,870	2006	61,010	2000	8.0%	1.3%
Hospital Rd. to C.R. 101	85,840	2006	65,970	2000	30.1%	4.5%
C.R. 101 to Station Rd.	72,450	2006	65,330	2000	10.9%	1.7%

Note: Traffic counts are average annual daily traffic volumes. June 13, 2008
Source: New York State Department of Transportation

Sunrise Highway Service Roads

There is an extensive system of Sunrise Highway service roads in the Sunrise Highway corridor study area. The service roads are two lanes in each direction. In the study area, service roads exist in both directions between Heckscher State Parkway and the entrance to the Sunrise Business Center (former Grumman plant). Eastbound, there is a 1 mile gap in the south service road from this point to west of Pond Road in Oakdale. Westbound, there is a 1.5 mile gap in the north service road between Pond Road in Bohemia to the Suffolk County Water Authority building in North Great River.



Sunrise Highway westbound in Oakdale, where the service road ends.

East of Oakdale and Bohemia, the Sunrise Highway service roads run continuously until the Patchogue area. The south service road runs continuously until Gazzola Drive in East Patchogue. The south service road carries traffic in both directions between Hospital Road and Gazzola Drive in East Patchogue. The south service road continues again east of CR 101, carrying traffic in both directions between CR 101

and Taylor Avenue in North Bellport. The south service road continues once again between the Bellport Outlet Center and Bellport Avenue in North Bellport, carrying traffic in both directions. The changing pattern of one way and two-way service roads can be confusing for motorists.



End of the two-way Sunrise Highway south service road in North Bellport.



Confusing two-way service road and Sunrise Highway entrance ramp in East Patchogue.

The north service road runs continuously westbound starting at Phyllis Drive in East Patchogue. From the east, the north service road carries traffic in both directions between South Village Drive and Bellport Avenue in North Bellport. Then the south service road continues again for a short distance in both directions between Sunset Drive in North Bellport and Haig Avenue in East Patchogue. It starts up again in both directions between Sipp Avenue and Hewlett Avenue in East Patchogue.

In certain parts of the study area, especially in the vicinity of Nicolls Road, the service roads are functioning not as designed but as highway roads with traffic moving at speeds much greater than service road speed limits. In particular, the intersection of Beacon Drive with the Sunrise Highway north Service Road is problematic because it is situated relatively close to the exit ramp from Nicolls Road onto the Sunrise Highway service road.



Sunrise Highway westbound service road at Beacon Drive in Holbrook.

The Oakdale Merge

The Oakdale Merge has long been known as a point of heavy traffic congestion. When Sunrise Highway was first constructed in Oakdale, it had a short section overlapped by Montauk Highway, with two through lanes in each direction and full access junctions at both the western and eastern ends of the overlap. As part of the reconstruction of Sunrise Highway into a limited access highway, a complete junction for Oakdale was planned, involving continuous service roads and crossovers for complete access to and from Sunrise Highway. But due to the environmental sensitivity of surrounding parklands, the complete interchange proposal was not approved.

Instead, a separate two-lane roadway was built to carry Montauk Highway traffic, while Sunrise Highway was expanded to three lanes in each direction. With this new configuration, all connections to and from Sunrise Highway



Wetlands near the Oakdale Merge, south of Sunrise Highway.

westbound were cut off, except for the roadway serving Connetquot River State Park. Eastbound Sunrise Highway to eastbound Montauk Highway movements were retained, along with u-turns to and from Montauk Highway along Sunrise Highway eastbound.

In 1999 a new eastbound Exit 47 was opened serving Pond Road. This ramp crossed the path of the ramp from Montauk Highway to Sunrise Highway eastbound, which as a result was removed. This change left in place only three of eight possible movements between Sunrise Highway and Montauk Highway.

Congestion remains a problem at the Oakdale Merge, and the interchange draws considerable criticism from motorists who frequent it, largely because of its lack of service roads and full connections. Throughout most of its length in Suffolk County, Sunrise Highway has two-lane service roads and three travel lanes in each direction. Through the Oakdale Merge, the usual five lanes in each direction are reduced to three.

EXISTING TRANSPORTATION

At times when traffic congestion is severe at the Oakdale Merge or anywhere on Sunrise Highway, traffic diverts to adjacent local neighborhoods, which can be a quality of life issue for these neighborhoods.



Eastbound Sunrise Highway at the Oakdale Merge, showing exits for Montauk Highway and Pond Road. There are no service roads in this vicinity.

Sunrise Highway's Future

At this time, the NYSDOT does not have any major capital improvements planned for the part of Sunrise Highway in the study area. Maintenance of the existing infrastructure on an as-needed basis will continue. In the area between Carleton Avenue and Lakeland Avenue, NYSDOT will study the feasibility of providing ramp metering to manage the flow of entering traffic as a way to reduce delays on the highway. The INFORM system is also planned to be

expanded to include Sunrise Highway within the next five years.

The NYSDOT has designated a consultant to study the Sunrise Highway corridor between NYS Route 112 and Wading River Road. Work on this two year study is expected to begin by Fall 2008. The study will evaluate a full range of potential improvements including incident and emergency management strategies, transportation systems management, travel demand management, transit options, potential service road construction, interchange improvements, and additional highway lanes. The NYMTC Best Practices Model will be used to evaluate the effectiveness of the alternatives studied. Recommendations will be based on the technical evaluation, public involvement, review of cost-effectiveness, and potential funding availability.

Suffolk County Roads

Six distinct Suffolk County roads cross Sunrise Highway within the study area boundaries. Three of the County Roads cross Sunrise Highway in the Town of Islip, and three cross Sunrise Highway in the Town of Brookhaven. These roads are displayed in Table 2.

In addition, Suffolk County has jurisdiction over the Sunrise Highway service roads between the terminus of Veterans Memorial Highway and Route 112.

There are currently no specific road improvement plans for Nicolls Road or other Suffolk County roads in this area.



Sunrise Highway exit in Bohemia for Johnson Ave., a Suffolk County road.

Table 2. County Roads in the Sunrise Highway Corridor Study Area.

County Road	Road Name	Town	Community
93	Lakeland Avenue	Islip	Sayville, Bohemia
112	Johnson Avenue	Islip	Sayville, Bohemia
97	Nicolls Road	Islip	Bayport, Holbrook
19	Waverly Avenue	Brookhaven	North Patchogue
83	North Ocean Avenue	Brookhaven	North Patchogue
101	Patchogue-Yaphank Rd.	Brookhaven	East Patchogue, N. Bellport

Source: Suffolk County Department of Public Works.

Bus Service

The Sunrise Highway corridor is very automobile oriented. Although there are many shopping centers and higher density housing complexes located along the corridor, there are no Suffolk County Transit bus lines that run along Sunrise Highway in the corridor. Most of the bus routes in the area run north-south. Suffolk Transit bus route S40 runs along Montauk Highway for most of the study area. Several bus routes cross Sunrise Highway in the study area, and some stops are made in the corridor, such as at St. Joseph's College and Brookhaven Hospital in Patchogue, and the Sun Vet Mall in Holbrook.

Expanded bus service along Sunrise Highway is hampered by the one-way nature of the service roads. If a bus line were to run along Sunrise Highway, it would be difficult for riders needing to cross Sunrise Highway by foot to do so, because of the Highway's wide right-of-way and limited bridge crossings. In addition, expansion of the bus service system has been difficult to fund.

Rail Service

The main line of the Long Island Railroad lies approximately two to three miles to the north of the Sunrise Highway Corridor Study Area. The

Long Island Railroad's Montauk branch lies to the south of the study area. The Montauk branch is just south of the study area in Great River, where it runs just south of Montauk Highway. On the Montauk branch, the Great River railroad station lies just outside the study area boundary on the western border of the study area. Similarly, the Oakdale train station on the Montauk branch lies immediately south of the study area boundary. The Sayville, Patchogue and Bellport railroad stations are one to two miles south of the Sunrise Highway study area.

Airports

The vast majority of Suffolk County's airplane passenger traffic takes place at Long Island MacArthur Airport in Ronkonkoma, located approximately 1.5 miles north of the Sunrise Highway corridor study area. MacArthur Airport is Long Island's only airport with scheduled service and it handles more than 2 million passengers annually. Southwest Airlines recently completed a \$55 million terminal project at MacArthur that added four new gates. In addition to Southwest, MacArthur Airport is served by US Airways, and in 2008 Spirit Airlines returned to MacArthur Airport, providing nonstop service to Fort Lauderdale.

EXISTING TRANSPORTATION

DEMOGRAPHICS

DEMOGRAPHICS

DEMOGRAPHICS

Population

The communities surrounding the Sunrise Highway corridor contain a sizeable, slowly growing population. In addition to varied commercial and industrial development in the communities in the Sunrise Highway Corridor Study Area, there are a large number of single family homes and multi-unit housing complexes in these communities. These housing units are home to tens of thousands of individuals, households, and families.

The population of the 14 communities surrounding the Sunrise Highway Corridor Study Area totaled 155,000 in 2008, or 10.3% of Suffolk County’s population. The population of these communities increased by 8.7% between 2000 and 2008, after increasing by 5.2% between 1990 and 2000. These figures indicate that population growth has been slightly faster since 2000 than it was in the 1990s. See Table 3.

Population growth in the rest of Suffolk County has been similar to the growth in the communities in the study area overall. Between 2000 and 2008, western Suffolk County’s population increased by nearly 6%, and Suffolk County as a whole grew by 6.3%, a slightly lower rate of increase than the 8.7% growth in the study area communities.

The population of the communities in the Brookhaven Town portion of the study area have increased in population slightly faster than those in Islip Town. In particular, the population in North Bellport increased by 37% between 2000 and 2008. Some of the increase in North Bellport has been due to the opening of a large apartment complex (Atlantic Point). Bayport saw a 10% increase in population between 2000 and 2008, the next highest increase of communities in the study area. The opening of the Fairway Manor apartments could account for much of the Bayport increase. Oakdale and Blue Point increased in population by 9% and 8%, respectively, between 2000 and 2008.

Census Community	1990	2000	2008	2000-2008 Change
Islip Terrace	5,530	5,641	5,741	1.8%
East Islip	14,325	14,527	14,765	1.6%
North Great River	3,964	3,929	3,964	0.9%
Great River	1,442	1,546	1,551	0.3%
Oakdale	7,875	8,075	8,813	9.1%
Bohemia	9,556	9,871	10,480	6.2%
Sayville	16,550	16,735	17,661	5.5%
Holbrook	20,210	22,476	23,648	5.2%
Bayport	7,702	8,662	9,573	10.5%
ISLIP PORTION	87,154	91,462	96,196	5.2%
Blue Point	4,230	4,407	4,760	8.0%
Patchogue village	11,060	11,919	12,279	3.0%
North Patchogue	7,374	7,825	8,209	4.9%
East Patchogue	20,195	20,824	21,838	4.9%
North Bellport	8,182	9,007	12,351	37.1%
BROOKHAVEN PORTION	51,041	53,982	59,437	10.1%
GRAND TOTAL	138,195	145,444	155,633	8.7%
Suffolk County	1,322,535	1,419,369	1,508,602	6.3%
Western Suffolk County	1,215,384	1,293,999	1,367,217	5.7%

Source: U. S. Census Bureau (1990 and 2000 U. S. Censuses), LIPA (2008 estimates)

DEMOGRAPHICS



Broadway Knolls apartments in Holbrook. Holbrook has the largest population of all the communities in the study area.



New homes in North Bellport. Since 2000, North Bellport's population has grown faster than the other communities in the study area.

Population Density

The population density of the communities in the study area is slightly higher than the density in western Suffolk County overall. The study area communities together have a population density of 2,659 persons per square mile, slightly higher than the 2,422 in all of western Suffolk County. The Islip communities in the study area have a population density of 2,441 persons per square mile, lower than the density of the Brookhaven communities in the study area (3,107 persons per square mile). See Table 4.

The lower population density in the Town of Islip is mostly due to the inclusion of large parkland areas in two communities in the study area. The lowest population densities occur in Great River (which includes Heckscher State Park) and Bohemia (which includes Connetquot River State Park). The community in the study area with the highest population density is the Village of Patchogue, with more than 5,000 persons per square mile. Holbrook and Islip Terrace, two predominantly residential communities, are the next most dense communities.

Table 4. Population Density of Communities in the Sunrise Highway Corridor Study Area, 2008.

Census Community	Persons Per Square Mile
Islip Terrace	4,043
East Islip	3,592
North Great River	1,739
Great River	337
Oakdale	2,655
Bohemia	1,200
Sayville	3,194
Holbrook	4,142
Bayport	2,580
ISLIP PORTION	2,441
Blue Point	2,674
Patchogue village	5,457
North Patchogue	3,854
East Patchogue	2,625
North Bellport	2,656
BROOKHAVEN PORTION	3,107
GRAND TOTAL	2,659
Suffolk County	1,654
Western Suffolk County	2,422
Town of Islip	3,168
Town of Brookhaven	1,893

Source: U. S. Census Bureau, LIPA

AREA ECONOMIC DATA

AREA ECONOMIC DATA

AREA ECONOMIC DATA

Employment and Unemployment

The Towns of Islip and Brookhaven contain the entire Sunrise Highway Corridor Study Area. The Town level is the smallest geographic level for which resident labor force data are available. The two towns together have a resident labor force of more than 400,000 persons, including those employed and unemployed and looking for work. Since 2002 the Towns of Brookhaven and Islip combined labor force has slowly increased in size while the number of persons unemployed has remained fairly stable, until 2009. The unemployment rate in April 2009 was 6.8%.

Since 2002, the unemployment rate in the Towns of Islip and Brookhaven has remained similar to the unemployment rate in Suffolk County overall. This rate has been more favorable than the rate in New York State overall.

The U. S. Census Bureau publishes annual data by zip code called *Zip Code Business Patterns*. This data details for every zip code the number of business establishments by industry and the number of employees who work in businesses in that zip code. Government employment is not included in these figures, only employment by businesses with payroll. Eleven zip codes lie within the Sunrise Highway Corridor Study Area. It should be noted that many of these communities contain businesses and employment outside the study area. However, the zip code is the smallest level of geography for which data are available.

The communities along the Sunrise Highway corridor form an employment center. In 2005 there were more than 57,000 persons employed in businesses in the eleven zip codes in the Sunrise Highway Corridor Study Area. This figure amounts to 10.3% of all business employment in the County. Employment by zip code for zip codes in the study area for the years 2000 through 2005 are shown in Table 6.

Table 5. Employment Data by Place of Residence, Towns of Islip and Brookhaven

Year*	Employed	Unemployed	Unemployment Rate
2002	391,600	18,600	4.5%
2003	396,600	19,000	4.6%
2004	399,100	19,100	4.6%
2005	406,800	16,500	3.9%
2006	412,900	18,500	4.3%
2007	417,100	13,100	3.0%
2008	417,700	18,200	4.2%
2009	406,100	29,800	6.8%

*Data are for April of each year.
Source: U. S. Department of Labor, Bureau of Labor Statistics.

Table 6. Employment in Business Establishments by Zip Code Community, 2000-2005.

Zip Code Community	2000	2001	2002	2003	2004	2005	5-Year Change
Islip Terrace	742	680	1,194	959	1,074	1,002	35%
East Islip	2,865	3,158	3,064	3,778	3,658	3,572	25%
Great River	475	631	576	434	610	545	15%
Oakdale	3,555	3,256	3,266	3,165	3,636	3,685	4%
Bohemia	17,429	17,438	17,688	17,717	17,675	17,578	1%
Sayville	3,520	3,596	3,721	3,636	3,676	3,702	5%
Holbrook	7,301	7,443	6,730	7,647	7,925	7,843	7%
Bayport	1,396	1,626	1,783	1,852	1,980	1,882	35%
ISLIP PORTION	37,283	37,828	38,022	39,188	40,234	39,809	7%
Blue Point	537	487	622	720	671	622	16%
Patchogue	14,817	15,205	14,461	15,802	15,838	15,582	5%
Bellport	1,617	1,558	1,349	1,473	1,423	1,370	-15%
BROOKHAVEN PORTION	16,971	17,250	16,432	17,995	17,932	17,574	4%
STUDY AREA TOTAL	54,254	55,078	54,454	57,183	58,166	57,383	6%
Suffolk County	522,800	536,663	536,790	549,278	560,912	555,718	6%

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

AREA ECONOMIC DATA

Two communities in the study area had significantly higher levels of employment than the other communities: Bohemia and Patchogue. Bohemia had 17,578 employees, ranking 7th of all Suffolk County communities and Patchogue had 15,582 workers, ranking 9th in the County. Bohemia contains a large number of light industrial buildings, especially in the area near Veterans Memorial Highway. The Patchogue zip code area is large; it includes the incorporated village of Patchogue and the hamlets of North Patchogue and East Patchogue. It contains a hospital (a large employer) and a large number of businesses on Sunrise Highway, Montauk Highway and State Route 112.

Holbrook has the next highest number of employees (7,843) of the study area communities. Holbrook contains a moderate amount of employment in industrial buildings and shopping centers. The next largest employment centers in the study area are Sayville, Oakdale and East Islip. The other communities in the study area each contained fewer than 2,000 employees.

Significant increases in employment have occurred in a few communities in the study area. Between 2000 and 2005, employment in businesses increased by 35% in Islip Terrace and Bayport and by 25% in East Islip. These increases are likely due to business expansions and new light industrial development. Employment in Bellport decreased by 15% during the period, likely due to loss of business at the two Bellport Outlet shopping centers. The addition of a Home Depot at the Bellport Outlet has since increased employment levels.



Vacant stores at the Bellport Outlet Center in North Bellport.

Business Establishments

In 2005 there were more than 5,000 business establishments in the eleven zip codes in the Sunrise Highway Corridor Study Area. This figure amounts to 11.1% of all businesses in the County. The number of businesses by zip code for zip codes in the study area for the years 2000 through 2005 are shown See Table 7.

Once again, two communities in the study area had significantly larger numbers of businesses than the other communities: Bohemia and Patchogue. Patchogue had 1,325 businesses and Bohemia had 1,102 businesses. Patchogue is a large zip code that includes the village of Patchogue, North Patchogue and East Patchogue, and it has a large number of businesses on both Sunrise Highway and Montauk Highway. Bohemia contains a large number of light industrial buildings, especially in the area near Veterans Memorial Highway.



Home Depot in North Patchogue, a large employer.

Table 7. Number of Business Establishments by Zip Code Community, 2000-2005.

Zip Code Community	2000	2001	2002	2003	2004	2005	5-Year Change
Islip Terrace	176	182	189	190	205	214	22%
East Islip	391	398	404	406	420	414	6%
Great River	37	38	49	41	48	44	19%
Oakdale	226	226	230	247	257	266	18%
Bohemia	1,051	1,055	1,084	1,080	1,080	1,102	5%
Sayville	506	495	540	558	575	588	16%
Holbrook	708	711	763	752	786	793	12%
Bayport	190	204	223	218	233	231	22%
ISLIP PORTION	3,285	3,309	3,482	3,492	3,604	3,652	11%
Blue Point	107	105	108	114	115	108	1%
Patchogue	1,217	1,192	1,262	1,266	1,313	1,325	9%
Bellport	189	205	197	200	203	204	8%
BROOKHAVEN PORTION	1,513	1,502	1,567	1,580	1,631	1,637	8%
STUDY AREA TOTAL	4,798	4,811	5,049	5,072	5,235	5,289	10%
Suffolk County	43,465	43,840	45,532	46,103	46,933	47,611	10%

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

Holbrook has the next highest number of businesses (793) of the communities in the study area. Holbrook contains a moderate number of industrial buildings and shopping centers. The study area communities with the next largest number of businesses are Sayville and East Islip. The other communities in the study area each contained fewer than 300 businesses.

In recent years the number of businesses has significantly increased in some of the communities in the study area. Between 2000 and 2005, the number of businesses increased by 22% in Islip Terrace and Bayport and by 19% in Great River. These increases are likely due to business expansions and new light industrial development.

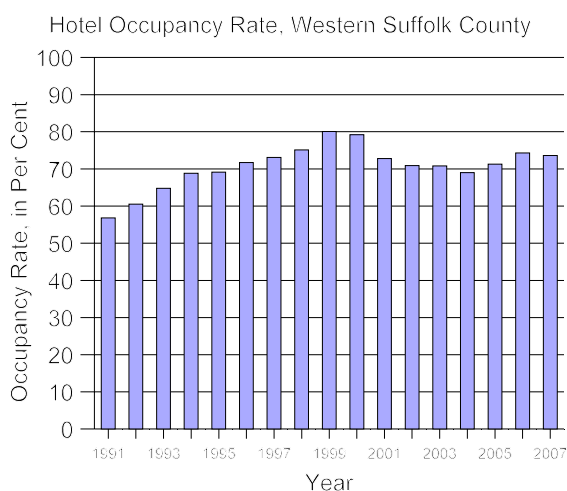


Shopping center in Bohemia, a community with a large number of retail and industrial buildings.

AREA ECONOMIC DATA

Hotel Market

Western Suffolk County's extensive industrial and office markets support a large number of hotels. There are 74 year-round hotels and motels in western Suffolk County, which together have more than 5,000 rooms. After a period of significant hotel construction in the early part of this decade, room occupancy rates declined significantly. In 2005 and 2006, occupancy rates began to improve but have since declined. According to *Island Publications*, the occupancy rate for hotels in western Suffolk County was 73.6% in 2007, an improvement over the rate in 2004 and 2005, but not as good as in 2006. See Figure 1.



Hotel Occupancy Rate, Western Suffolk County, 1991 to 2007

According to the Suffolk County Planning Department, the entire Town of Islip has 17 year-round hotels and motels with 2,006 rooms. Two additional large hotels have been proposed in Islip, with more than 100 rooms each. The Town of Brookhaven has 24 hotels and motels which together have 1,305 rooms. Five additional hotels have been proposed in Brookhaven, including one in southern Yaphank at Horseblock Road and Sawgrass Drive, just north of the study area.

Industrial Market

Suffolk County's industrial market remains strong and stable, even in a weak economy. Industrial vacancy rates remain low, and asking rents for warehouse/distribution space have

remained steady. According to Grubb & Ellis, as of the second quarter of 2009, the industrial vacancy rate in the Long Island region was 4.8%. The vacancy rate was 4.6% in Suffolk County. The industrial vacancy rate in the Town of Brookhaven was even lower at 3.5%, and the vacancy rate in the Town of Islip was 4.5%. See Table 8.

Table 8. Industrial Market Statistics.

Period	Town of Brookhaven	Town of Islip	Suffolk County	Nassau-Suffolk
2 nd Q 2008	5.7%	4.2%	4.3%	4.4%
3 rd Q 2008	4.2%	4.3%	4.2%	4.4%
4 th Q 2008	2.8%	4.6%	4.1%	4.3%
1 st Q 2009	2.7%	4.6%	4.3%	4.4%
2 nd Q 2009	3.5%	4.5%	4.6%	4.8%

Source: Grubb & Ellis

Industrial vacancy rates have now remained favorable on Long Island for several years. According to Grubb & Ellis research, Long Island's industrial vacancy rate in the second quarter of 2009 was the 3rd lowest of the 68 largest industrial markets in the country. Conversions of some industrial buildings to office uses have consumed any excess space from the Long Island industrial market over the past several years.

Warehouse and distribution spaces are the biggest drivers in the Long Island industrial market. As the economy has weakened, it is expected that vacancy rates will increase in the industrial sector, but industrial remains the strongest property market on Long Island.



New industrial development on Sawgrass Drive in the Yaphank area.

Office Market

Suffolk County’s office market is relatively healthy. Office vacancy rates remain relatively low, although asking rents have decreased in the past year. According to Grubb & Ellis, as of the second quarter of 2009, the office vacancy rate in the Long Island region was 9.3% and the vacancy rate was 11.4% in Suffolk County. (An office vacancy rate below 10% is considered favorable.) The office vacancy rates in the Towns of Brookhaven and Islip were significantly higher at 19.1% and 13.4%, respectively. The office markets in the Towns of Brookhaven and Islip usually have a higher vacancy rate than Suffolk County as a whole. See Table 9.

Grubb & Ellis also compiles office rental rates by Town. According to Grubb & Ellis, office rental rates in Islip and Brookhaven Towns are lower than all the other towns in western Suffolk and Nassau Counties. Class A office rental rates in the Town of Brookhaven averaged \$20.64 per square foot in the second quarter of 2009, 9% lower than a year ago. Office rental rates in the Town of Islip averaged \$26.19 per square foot in the second quarter of 2009, 8% lower than a year ago. the average for all of Suffolk County. Between the second quarter of 2008 and the second quarter of 2009, Class A office rental rates decreased by 6% in Suffolk County overall, to \$26.85 per square foot.

Table 9. Office Market Statistics

Period	Town of Brookhaven	Town of Islip	Suffolk County	Nassau-Suffolk	U. S.
2 nd Quarter '08	13.5%	11.6%	10.5%	9.9%	14.0%
3 rd Quarter '08	12.9%	12.2%	10.0%	9.5%	14.3%
4 th Quarter '08	18.1%	10.9%	10.1%	8.8%	14.8%
1 st Quarter '09	17.8%	10.5%	10.1%	8.5%	15.6%
2 nd Quarter '09	19.1%	13.4%	11.4%	9.3%	16.6%

Source: Grubb & Ellis

AREA ECONOMIC DATA

DEVELOPMENT IN THE STUDY AREA

DEVELOPMENT IN THE STUDY AREA

DEVELOPMENT IN THE STUDY AREA

Hotels and Motels

The study area contains only two small lodging establishments, both on the south side of Sunrise Highway. In Sayville, the Sayville Motor Lodge has 31 rooms, and in Blue Point, the Budget Quality



Sayville Motor Lodge in Sayville.

Motel has 26 rooms. (See Table 10.) Both properties were developed more than 40 years ago.

Table 10. Hotels/Motels, Sunrise Highway Corridor Study Area, 2007

Community	Hotels/Motels	Rooms
Sayville	1	31
ISLIP PORTION	1	31
Blue Point	1	26
BROOKHAVEN PORTION	1	26
STUDY AREA TOTAL	2	57
Western Suffolk County	74	5,846

Source: Suffolk County Planning Department

The hotels within the Sunrise Highway study area account for only 1.0% of all the hotel rooms in western Suffolk County (eastern Suffolk County was excluded due to the seasonal nature of its lodging industry). Although the Sunrise Highway corridor has very few hotel/motel rooms, there are significant lodging establishments *near* but outside the study area, especially along the Veterans Memorial Highway corridor (in Bohemia and Ronkonkoma) and along the Long Island Expressway (in Holtsville and Farmingville). There are also a few hotels on Route 112 in Medford, and

a proposed hotel in the Yaphank/North Bellport area just north of the study area.

Industrial Development

The study area contains five main clusters of land zoned for industrial use, three clusters in Islip and two in Brookhaven. The first industrial area in the Islip portion of the study area is located south of Sunrise Highway in Great River and includes the Sunrise Business Center and the vacant land to the south. Another industrial area in the Islip portion of the study area lies east of Pond Road; much of this land is occupied by Suffolk County Water Authority activities. The third area of industrial zoning in Islip is the large area in Holbrook and Bayport surrounding Veterans Memorial Highway and Church Street, west of Nicolls Road.

In Brookhaven, the first area of industrial zoning includes lands scattered in the area of Gateway Boulevard and Waverly Avenue in North Patchogue. A larger area of land zoned for industry in the study area exists in North Bellport in the area of Bellport Station Road.

A significant amount of industrial development exists within the study area. Existing industrial buildings total 1.8 million square feet. Five communities in the study area contain industrial development. See Table 11.

Table 11. Industrial Buildings, Sunrise Highway Corridor Study Area, 2007

Community	Industrial Buildings	Square Footage
Bohemia	3	9,700
Holbrook	25	916,000
Bayport	15	633,700
ISLIP PORTION	43	1,559,400
North Patchogue	2	79,200
North Bellport	7	176,900
BROOKHAVEN PORTION	9	256,100
STUDY AREA TOTAL	52	1,815,500
Suffolk County (est.)	-	95,000,000

Source: Suffolk County Planning Department

The 1.8 million square feet of industrial buildings in the study area account for

DEVELOPMENT IN THE STUDY AREA



Light industrial development in the Sherwood Corporate Center in Holbrook.

approximately 1.9% of all industrial development in Suffolk County. There is significantly more industrial development in the Town of Islip portion of the study area than in the Brookhaven Town portion. Currently, the largest concentration of industrial development in the study area is in Holbrook, where 25 industrial buildings contain more than 916,000 square feet of space. Bayport has another 633,700 square feet of space in 15 buildings, including large buildings occupied by Wenner Bread, Nature's Bounty, and Stimpson Incorporated. North Bellport has a small concentration of industrial buildings on Station Road and on Farber Drive. In the study area, the remaining industrial buildings are in North Patchogue and Bohemia.

Office Development

The largest concentrations of major office space in Suffolk County are located in Melville and Hauppauge. Other parts of Suffolk County also contain significant office space. Within the study area, there is a moderate amount of office space in office buildings and office parks. Five communities in the study area contain significant office buildings. Table 12 details the amount of office space within the study area.



Sunrise Business Center in Great River.

Table 12. Office Buildings/ Complexes*, Sunrise Highway Corridor Study Area, 2007

Community	Office Buildings	Square Footage
Great River	1	363,000
Bohemia	1	26,000
Holbrook	1	19,000
ISLIP PORTION	3	408,000
North Patchogue	1	38,000
East Patchogue	2	148,000
BROOKHAVEN PORTION	3	186,000
STUDY AREA TOTAL	6	594,000
Suffolk County	407	23,648,000

*Non-government buildings/complexes 15,000 square feet or larger.

Source: Suffolk County Planning Department

The major office buildings in the study area total 594,000 square feet. This figure represents a relatively small 2.5% of the office space in all of Suffolk County. The largest private office building in the study area by far is the 363,000 square foot Sunrise Business Center in Great River. The Business Center's buildings were once a Grumman Aerospace facility. After Northrop-Grumman sold the facility in 1998, the buildings were converted in 1999 to multi-tenant office space designed to attract high-tech companies. In 2007, Metro Door leased 17,500 square feet at the Sunrise Business Center. This was the largest space leased to date in the Business Center. Other notable tenants at the Business Center include Net Smart, Verizon and T-Mobile.



New office building on Hospital Road in East Patchogue.

After Great River, the largest amount of office space within the Sunrise Highway Corridor Study Area is in East Patchogue (148,000 square feet). This office development is in two properties. Much of the office space in East Patchogue is medical offices related to the nearby Brookhaven Hospital. Other large office buildings within the study area exist in Bohemia, Holbrook and North Patchogue.

Shopping Centers

Because the Sunrise Highway corridor is a post-World War II highway corridor, it does not contain any traditional downtown centers. It does contain many typical suburban style shopping centers. These centers range in size from the small, four-store drive-up convenience shopping center, to large “big box” power centers. Table 13 shows the number of shopping centers, shopping center stores, and shopping center square footage by community within the study area.

Table 13. Shopping Centers, Sunrise Highway Corridor Study Area, 2007

Community	Shopping Centers	Shopping Center Storefronts	Square Footage
Islip Terrace	1	8	12,000
Oakdale	3	50	126,000
Bohemia	6	54	494,500
Sayville	6	54	247,000
Holbrook	3	51	553,000
ISLIP PORTION	19	217	1,432,500
North Patchogue	4	65	665,000
East Patchogue	1	1	109,000
North Bellport	2	52	351,000
BROOKHAVEN PORTION	7	118	1,125,000
STUDY AREA TOTAL	26	335	2,557,500
Suffolk County	803	7,471	37,097,000

Source: Suffolk County Planning Department

The shopping centers within the study area together have 2.56 million square feet of space. This figure represents 6.9% of all the shopping center space in Suffolk County.

In the study area, there is slightly more shopping center space in the Town of Islip portion

than in the Town of Brookhaven portion. In the Islip Town portion of the study area, the 1.4 million square feet of shopping center space accounts for approximately 20% of all shopping center space in the Town of Islip. In the Brookhaven portion, the 1.1 million square feet of shopping center space accounts for approximately 8% of the shopping center space in that town.

There are four large shopping centers in the study area that each contain more than 200,000 square feet of space. The largest shopping center in the study area is the 370,000 square foot **Sayville Plaza** (technically in Bohemia) containing K Mart, followed by **Gateway Plaza** (in North Patchogue) at 340,000 square feet. The **Sun Vet Mall** in Holbrook is 267,000 square feet. **Bellport Outlet Stores** (in North Bellport), which includes a new Home Depot store, has 256,000 square feet.



Costco in Holbrook.

The Costco and Circuit City in Holbrook together are 147,000 square feet, the Attias Flea Market shopping center in Sayville is 142,000 square feet, and the Sun Lakes shopping center in Holbrook is 139,000 square feet in size. The latter two shopping centers and the Sun Vet Mall are all located at the intersection of Sunrise Highway and Broadway, totaling one half million square feet of retail space at an interchange without its own exit from Sunrise Highway.

Other large retail centers in the study area include the Home Depot in North Patchogue near Gateway Plaza, the Home Depot (former Modell’s) in East Patchogue (which recently closed after the new Home Depot in North Bellport opened), Sun

DEVELOPMENT IN THE STUDY AREA

Wave Plaza and Waverly Plaza in North Patchogue (near Waverly Avenue), and the Bellport Outlet Center on the south side of Sunrise Highway in North Bellport (currently underutilized).

The 95,000 square foot Bellport Outlet Center was the first planned outlet shopping center on Long Island. Opened in 1992, it was followed in 1996 by an even larger outlet shopping center on the north side of Sunrise Highway. After the Tanger Outlet Center opened in Riverhead in 1994, vacancy rates at both Bellport outlet shopping centers increased dramatically. As of August 2007, 52% of the stores in the original Bellport Outlet Center were vacant.



Bellport Outlet Center, North Bellport August 2007.

The larger Bellport Outlet Center on the north side of Sunrise Highway, also plagued with vacancies, underwent a transformation in 2007. Part of the center was demolished and replaced with a new Home Depot store, reducing the number of stores in the center from 44 to 27. As of August 2007, right after the opening of the Home Depot, one-third of the stores were vacant, an improvement over the 57% vacancy rate in 2005. The vacancy rate remained at one-third in November 2007.



Bellport Outlet Stores and new Home Depot North Bellport, April 2008.

Vacancy rates in shopping centers were obtained through field surveys in 2005 for use in the 2006 report *Shopping Centers and Downtowns, Suffolk County, New York*. For the Sunrise Highway study area, field inspections of those shopping centers in the study area were undertaken in November 2007. The shopping center vacancy rates were then aggregated by community. The results are shown in Table 14.

Table 14. Vacancy Rates in Shopping Centers in the Sunrise Highway Study Area, 2005 and 2007

Community	Shopping Center Stores	2005 Vacancy Rate	2007 Vacancy Rate
Islip Terrace	7	38%	14%
Oakdale	47	10%	11%
Bohemia	58	4%	2%
Sayville	50	20%	29%
Holbrook	51	2%	8%
ISLIP PORTION	217	10%	13%
North Patchogue	65	3%	3%
East Patchogue (Home Depot)	1	0%	100%
North Bellport	55	59%	45%
BROOKHAVEN PORTION	121	32%	23%
STUDY AREA TOTAL	338	18%	17%
Total minus North Bellport	283	8%	11%
Suffolk County shopping centers	7,471	8%	N/A
Downtown Sayville	115	3%	N/A
Downtown Bayport	18	22%	N/A
Downtown Patchogue	179	15%	N/A

Source: Suffolk County Planning Department

The overall current vacancy rate in shopping centers in the study area is 17%. The shopping center vacancy rate is 13% in the Town of Islip portion and 23% in the Town of Brookhaven portion. Virtually all of the vacant stores in the Brookhaven portion are in North Bellport's two outlet centers. Without North Bellport, the vacancy rate in the study area is 11%.

The last countywide survey of vacant stores in shopping centers was performed in 2005. In that survey, vacancy rates in the Sunrise Highway study area overall were similar to 2007. In looking more closely, however, there have been two trends: vacancies improved somewhat in the North Bellport shopping centers (mostly due to the northern center demolishing stores for one Home Depot store), and vacancies worsened somewhat in the remainder of the study area. Without North Bellport, the shopping center vacancy rate in the study area increased from 8% in 2005 (same as Suffolk County overall) to 11% in 2007.



The shopping center with Attain's Flea Market in Sayville contains several vacant stores.

The vacancy rate in shopping centers in the Sayville portion of the study area increased from 20% in 2005 to 29% in 2007. The vacancy rate also increased slightly in the Holbrook shopping centers in the study area, from 2% in 2005 to 8% in 2007. Together, the number of vacant shopping center stores in Holbrook and Sayville in the study area increased from 12 stores to 21 stores between 2005 and 2007. In the Islip Town portion of the study area overall, the shopping center vacancy rate increased from 10% in 2005 to 13% in 2007.

Other Commercial Development

A large movie theater complex is located in the study area in Blue Point. This theater closed in autumn 2007. There are no other movie theaters in

the study area. The nearest movie theaters are located south of the study area in downtown Sayville, and in Holtsville north of the study area.

The study area contains several retail automobile dealerships. There are four major new car dealers (Toyota, Chevrolet, Volkswagen, Ford), all located in the Islip portion of the study area. There are used car dealers in the study area; most of them are located in the Patchogue area. In addition, the study area contains a truck dealer, a motorcycle dealer, a boat dealer, several gasoline stations (and one abandoned station) and three auto repair shops.



New car dealer in Sayville.



Used car dealer in East Patchogue.

Numerous other commercial establishments exist in the study area. These include two self-storage facilities, a golf driving range, a bowling center, and several restaurants, small offices, banks, and individual retail stores including several furniture stores.

Housing

Just beyond the boundaries of the Sunrise Highway corridor study, the development pattern includes mostly single family residences. The study area itself contains approximately 200 single family

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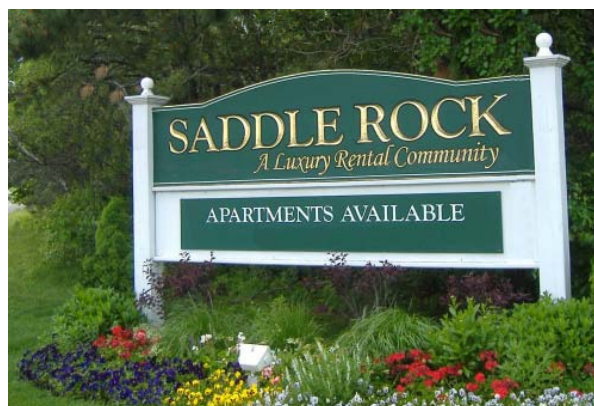
homes. However, the study area's housing stock is dominated by multi-unit housing complexes. Multi-unit housing complexes include condominiums/townhomes, cooperatives (co-ops), and apartment complexes.

The Sunrise Highway corridor contains 17 multi-unit housing complexes. Most of these are rental apartment complexes. There are 13 rental apartment complexes in the study area; three of those are for seniors. There are four condominium complexes in the study area; one of them is for seniors. The total number of units of multi-unit housing in the study area is 3,185. Most of these units are located in the Town of Islip portion of the study area. See Table 15.

The Sunrise Highway corridor study area contains 3,185 of the 79,043 units of multi-unit housing in Suffolk County, which represents 4.0% of the total number of units in housing complexes in the county. The study area contains no cooperatives (co-ops), and the study area contains a relatively minor share of owner-occupied condominiums/townhomes; there are just 213 units of senior condominiums and 127 units of non-senior condominiums in the study area. However, there are nearly 1,100 units of senior apartments in the study area, representing 8% of all senior apartments in

Suffolk County, and 1,746 non-senior rental apartments in the study area, representing 7% of the Suffolk County total.

Holbrook contains the largest number of units of multi-unit housing in the study area, 974 units in three complexes. Sayville has the next highest number, 615 units in three complexes in the study area, followed by Bohemia with 555 units in five complexes.



Saddle Rock rental apartments in Holbrook is one of the largest housing complexes in the study area with 330 units built in 1995. The development is an example of Islip's successful policy of converting excess retail zoning to residential use.

Table 15. Units of Multi-Unit Housing in the Sunrise Highway Corridor Study Area, 2007

Community	Senior Rental Apts.	Non-Senior Rental Apts.	Senior Condos	Non-Senior Condos	TOTAL
East Islip	0	128	0	0	128
Great River	0	27	0	0	27
Oakdale	163	0	0	0	163
Bohemia	0	428	0	127	555
Sayville	342	60	213	0	615
Holbrook	200	774	0	0	974
Bayport	394	0	0	0	394
ISLIP PORTION	1,099	1,417	213	127	2,856
East Patchogue	0	329	0	0	329
BROOKHAVEN PORTION	0	329	0	0	329
STUDY AREA TOTAL	1,099	1,746	213	127	3,185
Suffolk County	13,298*	23,529*	11,258**	30,958**	79,043

*Includes subsidized apartment complexes. There are no subsidized or affordable housing complexes in the study area.

**Includes co-ops. There are no co-ops in the study area.

Source: Suffolk County Department of Planning

Table 16. Units of Multi-Unit Housing Built in the Sunrise Highway Corridor Study Area, By Year Built

Area	1960-1969	1970-1979	1980-1989	1990-1999	2000-2007	Total
Islip portion	354	188	255	890	1,169	2,856
Brookhaven portion	80	249	0	0	0	329
Study Area Total	434	437	255	890	1,169	3,185
Percent of Total	14%	14%	8%	28%	37%	100%

Source: Suffolk County Department of Planning

The five largest multi-unit housing complexes in the study area each have between 300 and 400 units. The largest housing complex in the study area is the 394 unit Fairway Manor senior rental complex built in Bayport in the late 1990s and early 2000s. The next largest complex is the 360 unit Spruce Pond rental apartments built in Holbrook in 1997, followed by the 354 unit Fairfield at Sunrise Gardens apartment complex built in Bohemia in 1968. The next largest housing complex is the 342 unit Sayville Commons senior apartments which was built in 2002, followed by the 330 unit Saddle Rock apartments in Holbrook which was built in 1995.

Many of the housing complexes in the study area were constructed in recent years. Since 2000, more than 1,100 units of multi-unit housing have been built in the study area. This figure compares to 890 units in the 1990s, 255 units in the 1980s, 437 units in the 1970s and 434 units in the 1960s. See Table 16.



Sayville Commons senior apartments in Sayville built in 2002. Another example of the conversion of vacant land with retail zoning to residential zoning.

In the study area, 37% of the multi-unit housing was built since 2000, all of it in the Town of Islip along Sunrise Highway between Oakdale and Bayport. A full 65% of the multi-unit housing in the study area was built since 1990.

Study Area Population

The boundary of the study area was constructed to include major development areas such as multi-unit housing complexes, shopping centers and large areas of vacant land adjacent to Sunrise Highway. As such, the boundary included a relatively small number of single family homes near Sunrise Highway.

Nevertheless, for comparison purposes the population residing within the study area can be estimated based on knowledge of the number of housing units and the types of housing units within the study area. Using 2000 U.S. census data, the Suffolk County Department of Planning has estimated the average household size in multi-unit housing complexes in Suffolk County to be 2.05 persons per unit. Census data for Suffolk County indicate that there are approximately 3.1 persons per owner-occupied housing unit.

At 3.1 persons per home and 200 single family residences in the study area, and 2.05 persons per multi-unit housing unit and 3,185 multi-unit housing units in the study area, **the estimated population living within the defined study area is 7,149.** This figure amounts to 0.5% of the population of Suffolk County.

Institutional Development

The Long Island campus of St. Joseph’s College is located in Patchogue, in the Town of Brookhaven on the south side of Sunrise Highway in the study area. Originally used as Seton Hall Catholic High School, St. Joseph’s College moved to the Patchogue campus in 1979. It is now a significant educational institution, with enrollment increasing by more than 50% in the past 10 years. St. Joseph’s is a four-year college with a graduate school, serving nearly 3,800 undergraduate and 300

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graduate students at its Long Island campus. Its Long Island staff numbers nearly 600, including part-time staff. Students are educated in one of 22 undergraduate programs and seven graduate programs. The college's John A. Danzi Athletic Center opened in 1997. This 48,000 square foot athletic complex includes a basketball court, a track, seating for 1,500 spectators, a pool, an aerobics studio, and a fitness center.



St. Joseph's College in Patchogue is a major institution in the study area.

St. Joseph's College Business Technology Center opened in 2002. The 33,000 square foot facility houses computer workshops, classrooms and faculty offices. The college's 48,000 square foot athletic center opened in 1997. St Joseph's college is now applying for permits to develop a new athletic complex on the south side of Sunrise Highway in East Patchogue, east of Phyllis Drive on land zoned for commercial purposes.



Brookhaven Memorial Hospital is a large employer in East Patchogue.

Brookhaven Memorial Hospital is located on Hospital Road in East Patchogue, just south of Sunrise Highway. The hospital opened in 1956, it expanded in 1971 and 1975, and in recent decades the hospital has opened numerous other special services facilities on its campus. The hospital now has 321 beds, employs over 2,200 people and generates \$230 million in annual economic activity.

The hospital's long-range strategy calls for construction of more building space and the addition of 20 to 25 new beds. Further development and expansion of the hospital campus facilities will reflect the growth of services and programs. This effort will be supported by an intensive capital campaign dedicated to raising the funding necessary for this construction. Brookhaven Memorial Hospital is in the early stages of preparing a master plan for its facilities.

The Brookhaven Health Care Facility, a 64,000 square foot nursing and rehabilitation center is located on Gazzola Drive in East Patchogue, near Brookhaven Memorial Hospital. This 160 bed facility was built in the late 1980s.

The study area includes the 40,000 square foot facility of the Suffolk Cooperative Library System located on the North Service Road of Sunrise Highway, east of County Road 101 in North Bellport.

Eastern Suffolk Board of Cooperative Educational Services (BOCES) has a facility in the study area in East Patchogue north of Sunrise Highway at Phyllis Drive. A much larger BOCES facility, off Station Road in North Bellport, lies just south of Sunrise Highway outside the study area.

Other institutional facilities in the study area include a Catholic church and school, a public school, a private school, a community center, a day care center, a group home, and a fire department building.

Utilities

Utility development in the study area is confined to property owned by the Suffolk County Water Authority and by Keyspan or LIPA. The Suffolk County Water Authority has major facilities on several properties clustered on the south side of Sunrise Highway off Pond Road. It also has a facility in Holbrook at the intersection of Broadway and Church Street, and another facility off Station Road in North Bellport.

In the study area, LIPA has an electric facility in Great River off Connetquot Avenue. Keyspan owns maintenance and other small facilities off Route 112 in East Patchogue.

LAND USE

LAND USE

LAND USE

The land use inventory conducted for the Sunrise Highway corridor study area was performed in August and September 2007. The existing land use map for the study area shows 13 categories of land use. These land use categories are suitable for characterizing community layout and function, determining land available for development, and preparing master plans.

The 13 general land use categories that are used by the Suffolk County Planning Department for planning purposes are:

- Low density residential (one acre or more per housing unit)
- Medium density residential (between one and five housing units per acre)
- High density residential (five or more housing units per acre)
- Commercial
- Industrial
- Institutional
- Recreation and Open space
- Agriculture
- Vacant
- Transportation
- Utilities
- Waste handling and management
- Surface waters

Each and every tax map parcel within the study area was assigned to one (and only one) of the 13 general land use categories. When more than one use was found to occur on a single parcel, the primary use of that parcel was determined and assigned to that parcel. Primary use is based on the relative intensity of the use in comparison with that of the other possible uses on the parcel. For example, if a house in a residential district contains an accessory garage with a vehicle repair shop, the parcel may be classified as residential because the residential use is the primary and more dominant use of the parcel.

Several other conventions were used in assigning land uses to each parcel. Some of those conventions are:

- When structures on improved parcels are unoccupied, the parcels are classified according to the type of structure present such as commercial, residential, etc. (not as vacant). Such a parcel is classified as vacant only if the building is in such a dilapidated condition that it is considered not reusable.
- The existing zoning designation of a parcel is not a factor in determining the land use classification of that parcel.
- Future or proposed uses were not considered in determining land use, only the existing use when the parcel was visited.
- Each parcel owned by the Suffolk County Water Authority was classified as utilities, regardless of how or whether the parcel was improved.
- Parcels that are adjacent to commercial uses and are used as parking lots in connection with these uses were classified as commercial. Similarly, parcels that are municipally owned and used for parking or roadway drainage were classified as transportation.
- Roadways are technically transportation uses, but they are usually not tax map parcels in themselves. Instead, most roadways show up as “holes” in the GIS coverage. These “holes” which include all road rights-of-way including unbuilt “paper streets” are not included in the transportation category in this study.

The study area covers 3,105 acres and contains 1,118 tax map parcels. The acreage outside of road rights-of-way was used for the analysis. The total acreage of parcels in the study area (excluding road rights-of-way) is 2,271 acres. Acreage figures were generated for each of the 13 land use categories. Table 17 displays, by Town, the number of acres in the study area in each land use category, and the percentage of land in each category.

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Table 17. Existing Land Use, Sunrise Highway Corridor Study Area, 2007

Land Use Category	Town of Islip		Town of Brookhaven		TOTAL	
	Acreage	% of Total Acreage	Acreage	% of Total Acreage	Acreage	% of Total Acreage
Low Density Residential	8.7	1%	9.8	1%	18.5	1%
Medium Density Residential	29.5	2%	21.1	3%	50.6	2%
High Density Residential	241.6	17%	59.7	7%	301.4	13%
Commercial	270.0	19%	262.8	32%	532.8	23%
Industrial	154.2	11%	25.4	3%	179.5	8%
Institutional	37.6	3%	89.6	11%	127.2	6%
Recreation & Open Space	292.4	20%	0.2	0%	292.6	13%
Agricultural	0.0	0%	0.0	0%	0.0	0%
Vacant	340.7	23%	313.8	39%	654.5	29%
Transportation	25.4*	2%	21.5*	3%	46.9*	2%
Utilities	52.4	4%	10.6	1%	63.0	3%
Waste Handling & Management	4.6	0%	0.1	0%	4.7	0%
Surface Waters	0.0	0%	0.0	0%	0.0	0%
Total	1,457.2*	100%	814.6*	100%	2,271.7*	100%

* Excludes road rights-of-way of 478.3 acres in Islip and 355.0 acres in Brookhaven.

Figures may not add to 100% due to rounding.

Source: Suffolk County Department of Planning

Because the study area focuses on Sunrise Highway, a wide highway right-of way, technically the most acreage in the study area is devoted to **transportation** uses. Transportation uses including road rights-of-way account for 880 acres or 28% of the full acreage in the study area. Recharge basins and other road rights-of-way, including unbuilt “paper streets” are also included in this category. However, the study is focusing primarily on the land uses along Sunrise Highway, not the main highway itself. Therefore for the purposes of this analysis, acreage in road rights-of-way has been removed. Without the road rights-of-way, the transportation category has just 47 acres in the study area, 2% of the tax parcel area of the study area.



Road right-of-ways such as Sunrise Highway are a major component of the study area but are excluded from the final land use statistics.

The most common land use in the study area is **vacant** land. There are 654 acres of vacant land in the study area (29% of the total), 341 acres in the Town of Islip and 314 vacant acres in the Town of Brookhaven. In the Islip portion of the study area, 23% of the land is vacant, while in the Town of Brookhaven portion, 39% of the land is vacant.

Commercial development accounts for the next highest number of acres in the study area. There are 533 acres of commercial property in the study area, 23% of the total acreage. There are 270 acres of commercially developed land in the Islip portion of the study area and 263 acres in the Brookhaven portion. Much of the commercial land is developed with retail shopping centers. In Brookhaven, the large multiplex theater property in Blue Point was included as commercial land use (although the property is set to be developed for multi-unit housing) because the property was developed commercially at the time of the land use survey.



Commercial uses such as stores, office buildings, and gas stations are a major land use in the study area.

The fourth most significant land use category in the study area is **High Density Residential**, totaling 301 acres. This category accounts for 13% of the land in the study area. A higher proportion of land is devoted to high density residential in the Islip portion (17%) than the Brookhaven portion (7%), because there are 15 multi-unit housing complexes in the Islip portion of the study area and just two such complexes in the Brookhaven portion.



Spruce Pond apartments in Holbrook, a high density residential development built in the 1990s.

Recreation & Open Space uses occupy 13% of the land in the study area. Virtually all of the 292 acres in this category are located in the Town of Islip portion of the study area, and much of the acreage in the category is the 116 acre Island Hills golf course in Sayville. There are two other major open space areas in the study area: 57 acres of Suffolk County owned land south of Sunrise Highway east of Broadway Avenue in Sayville (part of the San Soucci Lakes Preserve) and 86 acres of New York State and Town of Islip ballfields and preserved open space in Great River near the Sunrise Business Center.



Town of Islip ballfields in Great River.

Map 1 and Map 2 in the Map Appendix show the land use classification for each parcel in the Town of Islip (Map 1) and the Town of Brookhaven (Map 2). Aerial photos of the study area are also shown.

Vacant Land

Vacant land accounts for 29% of the land in the entire study area. There are 341 acres of vacant land in the Islip portion of the study area (23% of the land area), and 314 acres of vacant land in the Brookhaven portion, or 39% of the land in the Town of Brookhaven portion. Map 3 in the Map Appendix shows the general zoning classifications within the study area. These lands fall under various town zoning categories. The major vacant areas in the study area will be discussed here, from west to east, beginning in the Town of Islip.

In **Great River**, the vacant 29 acre parcel on the north side of Sunrise Highway east of Connetquot Avenue is now being developed as Providence, 240 senior apartments and townhomes. The 38 acre property to the south of the Sunrise Business Center, currently mostly industrially zoned, is vacant and may be developed for more than 300 units of senior and non-senior housing.

Further east, in **Sayville**, a 7.4 acre parcel on the south side of Sunrise Highway east of Lincoln Avenue is approved to be developed with 38 townhomes. East of Broadway Avenue south of Sunrise Highway, an application to change the zoning from 20,000 square foot lots to multi-family density for 48 townhomes on 7.4 mostly vacant acres is pending.

In **Holbrook**, between Broadway Avenue and Veterans Memorial Highway, there is a 6.1 acre parcel zoned for light industry and “Industrial Corridor District.” North of Veterans Highway, there is a pending application to re-zone 14.7 acres zoned for half acre residential lots to multi-family housing. Also in Holbrook, approximately 140 acres zoned for light industrial use remain vacant, east of Veterans Highway, north of Sunrise Highway, and west of Beacon Drive. This is the largest area of vacant land in the study area.

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South of Sunrise Highway in **Bayport**, there is an approximately 26 acre area of land zoned for light industrial development. There had been an application filed for a Lowe's home center to be built on this site. South of Church Street, 48 acres of vacant land zoned for light industrial development are adjacent to the NBTY manufacturing facility. Also in Bayport, there are 21.5 vacant acres adjacent to the Fairway Manor Apartments zoned for recreational facilities. An application to add 118 apartments on this property is pending.

In the Town of Brookhaven, there are five vacant parcels in the Gateway area of **North Patchogue**. These parcels, which contain some wetlands, total 22 acres and are all zoned J-2 business (general business).

In the study area, there are several large vacant lots in **East Patchogue**, including 25 vacant acres zoned J-2 business on the south side of Sunrise Highway. This site is proposed to be used by St. Joseph's college for construction of an athletic complex. Adjacent to this area to the east, there are several lots totaling more than 10 acres that are zoned A-1 residential (40,000 square foot lots). Also in East Patchogue west of Robinson Avenue north of Sunrise Highway, there are 18 vacant acres, most of which is about to be developed with single family homes. East of Robinson Avenue west of Fish Thicket Road, there are 25 vacant acres zoned A-1 residential. There is an application to re-zone eight of those acres to construct a multi-family development.

Still in East Patchogue, east of Hospital Road, north of Sunrise Highway there is a vacant 11.7 acre tract zoned J-2 business where a recent application for a retail use is pending. There is a vacant 7.6 acre area zoned A-1 residential north of Sunrise Highway east of Hospital Road. A 15.7 acre vacant parcel south of Sunrise Highway is zoned A-1 residential. A vacant 20 acre area zoned J-4 business (offices) is west of Patchogue-Yaphank Road (C.R. 101), south of Sunrise Highway.

North Bellport also contains some significant vacant land in the study area. Vacant property totaling 22.8 acres zoned A-1 residential lies east of Patchogue-Yaphank Road, south of Sunrise Highway. Another vacant 22 acres, owned by



Twenty nine percent of the land in the study area is vacant land, such as this vacant industrial land in North Bellport.

BOCES, lies south of the original Bellport Outlet center and is zoned part L-1 industrial (light industry), and part A-1 residential. East of Station Road and South of Sunrise Highway, there are 14 vacant acres zoned A-1 residential.

North of Sunrise Highway in North Bellport, there are four vacant lots on the north side of Farber Drive west of Station Road totaling 17.4 acres, zoned L-1 industrial. East of Station Road north of Sunrise Highway, there are three lots totaling 50.4 acres zoned L-1 industrial.

If the zoning were to be changed on any of these vacant lands, the change would of course affect the ultimate statistics on build-out for the study area.

Land Use and Traffic Generation

To sustain the traffic carrying capacity of Sunrise Highway and its service roads, strategies aimed at reducing vehicular trip generation should be considered. These include the impacts of new development on the highway system. The impact of development on traffic can vary dramatically by the type of development. Table 18 shows the large disparity of trip generation by type of land use.

The calculations of trip generation per acre of land are estimates for the Sunrise Highway corridor, based on existing floor area ratios (FARs) in the study area, and based on accepted estimates for dwelling unit yield per acre of land for residential development. Residential uses generate the lowest number of vehicle trips, followed generally by

industrial uses and then office uses. Retail commercial uses generally have the highest trip generation rates. In this case, retail trip generation rates are roughly 20 to 30 times the rate of medium density residential development (20,000 square foot lots).

Table 18: Trip Generation Comparison Chart: Estimated Daily Trip Generation Per Acre of Land*

Land Use	Week-day	Satur-day
Residential (Single family, 40,000 sq. ft. lots)	8	8
Residential (Single family, 20,000 sq. ft. lots)	15	16
Residential (Condo/Townhouse, 5 units/acre)	29	28
Residential (Condo/Townhouse, 10 units/ acre)	59	57
Industrial (Manufacturing)	39	15
Industrial (Warehouse)	51	13
Industrial (Industrial Park)	72	26
Office (General)	101	22
Office (Medical)	331	82
Retail (Home Center)	324	422
Retail (Shopping Center)	396	462
Retail (Discount Club)	386	496

* Based on ITE trip generation rates and using estimated dwelling unit yield per acre (for residential) or average floor area ratios (for commercial and industrial) within the Sunrise Highway corridor study area.

Source: Institute of Transportation Engineers Trip Generation Report, Suffolk County Department of Planning

Redevelopment Possibilities

In addition to land that is classified as vacant, there are a number of properties in the study area that are currently developed but could be redeveloped for other, sometimes more intense, uses. While any property could theoretically be redeveloped, the properties selected for a discussion of redevelopment potential were selected because they *may* have the potential to be redeveloped in the future.

In the study area, one of the largest parcels that could be redeveloped is the **Island Hills Country Club**, a 116 acre parcel in Sayville. It is currently zoned AAA residential, or 40,000 square foot lots in a cluster layout. If developed for housing, the property could yield approximately 100 homes.

The original **Bellport Outlet Center** occupies a 10.2 acre parcel in North Bellport, zoned J-2 business. Since the Bellport Outlet Center has

performed so poorly in recent years and several additional stores are slated to close in the coming months, this property could be the site of potential redevelopment. In conjunction with the Royal Oak diner to the east, which sits on an oversized and underutilized 4.8 acre parcel (also zoned J-2 business), these two parcels occupy an important 15.0 acre corner site.



The Island Hills Country Club in Sayville covers 116 acres.

The newer **Bellport Outlet Stores**, occupying 29.2 acres on the north side of Sunrise Highway in North Bellport, could be a redevelopment site. However, now that part of the center has been removed for the construction of the new Home Depot, the center’s prospects have improved. Further improvement may be realized if the Sunrise Highway service road were constructed in this vicinity, allowing the shopping center more visibility and direct access to the Sunrise Highway service road.



The former Home Depot store in E. Patchogue.

The now-closed **Home Depot in East Patchogue** and the underutilized land to the east of it are a prime area for redevelopment. This area, mostly zoned J-2 business between Sunrise Highway and Clark Street east of State Route 112 and west of Washington Avenue, totals approximately 17.5 acres. The area contains a mix of mostly older retail buildings (some of them vacant) and underutilized property. An application for redevelopment of this parcel has recently been

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submitted. An additional 4.4 acres to the east, including a Dollar Tree store, could be added to this possible redevelopment area.



The Oakdale Golf Center in Oakdale.

The 12.9 acre **Oakdale Golf Center** is zoned Recreation Service (RSG) for recreational facilities. A possible application for a change of zone to allow redevelopment with townhomes has been discussed.

In Sayville, a large shopping center with **Attias Flea Market** sits on 12.2 acres at the southwest corner of Sunrise Highway and Broadway Avenue. The center is in need of renovation, and currently has several vacant stores.

The private **Leeway School in Sayville** on the southeast corner of Johnson Avenue and Sunrise Highway, is zoned AA residential (20,000 square foot lots). While the school is fully functioning, it is possible that the property could eventually be sold and redeveloped.

Our Lady of Mt. Carmel Church and School in North Patchogue is situated on 9.3 acres on the east side of North Ocean Avenue, north of Sunrise Highway. The property is zoned A-1 residential. While the church and school are fully functioning, it is possible that part of the property could eventually be sold and redeveloped. Other churches in Suffolk County have developed excess property for high density senior citizen housing.

In Sayville, the **Sayville Bowl and adjacent Ruby Tuesday** restaurant (which sits on an

oversized lot) total 7.2 acres and are zoned Business 3. While many bowling centers in the region have closed, the Sayville Bowl remains open for business. Nevertheless, the adjacent property is underutilized and further development or redevelopment could occur.



Sayville Lanes bowling center.

The 6.4 acre site of the **Island Grill Diner in East Patchogue** on the corner of Sunrise Highway and Hospital Road is currently underdeveloped and zoned J-2 business. Additional development or redevelopment could occur at this site.

In recent decades, there has been a marked decrease in the number and quality of small motels in western Suffolk County. It is possible that the two motel sites in the study area may be redeveloped in the future. The **Shore Motor Inn in Blue Point** occupies approximately 1.3 acres on the south side of Sunrise Highway, zoned J-2 business. The entire area surrounding this property, 3.5 acres total (zoned J-2 business and L-1 industrial), could eventually be redeveloped. The **Sayville Motel** occupies 1.4 acres on the south side of Sunrise Highway, and is zoned Business 1.



The Shore Motor Inn in Blue Point.

POTENTIAL BUILD-OUT

POTENTIAL BUILD-OUT

POTENTIAL BUILD-OUT

An analysis of the existing major development in the Sunrise Highway corridor study area was detailed earlier in this report. Total numbers of hotel rooms, multi-unit housing units, and square footage of industrial, office, and shopping centers was determined. The summary of this information is shown in Table 19.

Very few hotel rooms exist in the study area, just 57 motel rooms. In the Long Island region, most concentrations of hotel rooms exist near concentrations of office development, industrial development, or tourist areas.

There are 1.8 million square feet of industrial space currently in the study area. More than three-quarters of it is in the Town of Islip portion of the study area, mainly in Holbrook and Bayport. Current office space in the study area totals nearly 600,000 square feet. Most of it is located in Great River and East Patchogue. Shopping Center space is



Home Depot in North Bellport. Large stores and shopping centers total more than 2.5 million square feet in the study area.

more significant. There are 1.4 million square feet of space in shopping centers in the Islip portion of the study area, and 1.1 million in the Brookhaven portion, for a total of more than 2.5 million square feet.

Multi-unit housing is significant in the study area, predominantly in the Town of Islip portion, which has more than 2,800 units. There are 329 multi-unit housing complex units in the Brookhaven portion, for a total of 3,185 units in the study area.

In order to determine the ultimate build-out potential of the lands within the Sunrise Highway corridor study area, an inventory of the vacant land in the study area was created. Future potential development was based on the floor-area ratio (FAR) of existing development within the study area, which often was substantially lower than the FAR allowed by zoning. Currently developed property that could be redeveloped or more fully developed was not included in this analysis. Because of these factors, the ultimate build-out figures generated are conservative.

Appendix Map 3 shows the general zoning classifications within the study area. The amount of additional potential development by general type of development was generated based on existing zoning on land that is classified as vacant, and using actual existing FARs for that type of development. Table 20 details the amount of potential development by category that could take place under existing zoning of vacant land.

Table 19. Existing Development, Sunrise Highway Corridor Study Area, 2007

Community	Hotel Rooms	Industrial	Office	Shopping Center	Multi-Unit Housing Units
ISLIP PORTION	31	1,559,400	408,000	1,432,500	2,856
BROOKHAVEN PORTION	26	256,100	186,000	1,125,000	329
STUDY AREA TOTAL	57	1,815,500	594,000	2,557,500	3,185

Source: Suffolk County Department of Planning

Table 20. Additional Potential Development to Build-Out Under Existing Zoning, Sunrise Highway Corridor Study Area, 2007.

Community	Hotel Rooms	Industrial	Office	Shopping Center	Multi-Unit Housing Units
ISLIP PORTION	0	2,746,000	62,000	87,000	360
BROOKHAVEN PORTION	0	1,024,000	250,000	412,000	0
STUDY AREA TOTAL	0	3,770,000	312,000	499,000	360

Source: Suffolk County Department of Planning

POTENTIAL BUILD-OUT

Table 21. Major Development Proposed in the Sunrise Highway Corridor Study Area

Community	Hotel Rooms	Industrial	Office	Shopping Center	Multi-Unit Housing Units
ISLIP PORTION	0	0	40,000	400,000	1,028
BROOKHAVEN PORTION	0	0	0	9,600	349
STUDY AREA TOTAL	0	0	40,000	409,600	1,377

Source: Suffolk County Department of Planning

Under existing zoning, there is a potential for an additional 3,770,000 square feet of industrial space in the study area. Most of this (2.7 million square feet) is located in the Town of Islip portion, on vacant land primarily in Holbrook, followed by Bayport, and then Great River. In Brookhaven, significant additional industrial development in the study area could occur primarily in North Bellport.

An additional 499,000 square feet of shopping center or general commercial development could occur in the study area under existing zoning. Most of this potential space is located in the Brookhaven portion of the study area, in East Patchogue. Under existing zoning, an additional 312,000 square feet of office space could be constructed in the study area, most of it in the Brookhaven portion of the study area, in East Patchogue.

Finally, under existing zoning, an additional 360 units of multi-unit housing could be built in the study area, and approximately 175 additional single family homes could be built on vacant land currently zoned for single family residences in the study area.

There are currently approximately two dozen major applications or development proposals located in the study area. A list of these development proposals can be found in Appendix 3. These proposals have been aggregated in Table 21.

While there is very little hotel, office, and industrial development currently proposed for the study area, there are significant shopping center and multi-unit housing proposals, mostly in the Town of Islip. **Most of the proposed retail space is in the Town of Islip, specifically two large proposals in Bayport.**

There are 1,377 units of multi-unit housing complexes proposed within the study area which, if built, would increase the number of units by 43%, to more than 4,500 units. Most of the proposed multi-unit housing complexes in the study area are located in the Town of Islip portion of the study area, in various locations.

When potential development based on existing zoning is combined with the development potential of likely or pending development applications, a sharper picture of potential development to build-out emerges. In this case, the development potential under existing zoning of property with a proposed development is removed and the actual development yield of the proposal is added. The results of this analysis are shown in Table 22. Appendix 3 contains the detailed information from which Table 22 was derived.

There is significant potential additional development to build-out in the study area, based on existing zoning *and* current proposals. There is a potential for an additional 3.1 million square feet of **industrial space** in the study area. Most of this (2.06 million square feet) is located in the Town of Islip portion, on vacant land primarily in **Holbrook**, followed by **Bayport**. In Brookhaven, significant additional industrial development in the study area could occur primarily in **North Bellport**.

An additional 658,000 square feet of **shopping center** or general commercial development could occur in the study area under existing zoning and pending applications. Most of this potential space is located in the Islip portion of the study area, in **Bayport**, and in **East Patchogue** in the Brookhaven portion of the study area.

Table 22. Additional Potential Development to Build-Out, Based on Existing Zoning and Current Proposals, Sunrise Highway Corridor Study Area, 2007

Community	Hotel Rooms	Industrial	Office	Shopping Center	Multi-Unit Housing Units
ISLIP PORTION	0	2,062,000	62,000	457,000	1,078
BROOKHAVEN PORTION	0	1,024,000	250,000	201,000	349
GRAND TOTAL	0	3,086,000	312,000	658,000	1,427

Source: Suffolk County Department of Planning

An additional 312,000 square feet of **office space** could be constructed in the study area, most of it in the Brookhaven portion of the study area, in **East Patchogue**.



New residential subdivision beginning construction in East Patchogue.

Finally, an additional 1,427 units of multi-unit housing could be built in the study area based on existing zoning and pending applications, and approximately 130 additional single family homes could be built on vacant land currently zoned for single family residences in the study area.

Based on projected future housing units, an estimate of additional future population in the study area can be calculated. If under existing zoning and pending applications, there would be an additional 1,427 multi-unit housing units and 130 single family housing units, these 1,557 additional housing units would yield an additional 3,893 persons at build-out, assuming 2.5 persons per household. This figure, added to the estimate of 7,149 persons currently living in the study area, would yield a **build-out population of 11,042 persons**, a 54% increase over the current figure. It would be unwise, however, to base the amount of future commercial or industrial square footage in the study area on this

build-out population figure, since the commercial and industrial development within the study area serves an area beyond the study area boundary.

The potential development to build-out in the study area have potentially large implications for the Sunrise Highway corridor area. Table 23 displays the percentage change in development from the present to build-out.

It is important to remember that these figures represent potential increases in development under current proposals and existing zoning. They assume no further changes in zoning except for those applications currently pending. Under this scenario, the largest percentage potential change is in industrial development, which would increase by 170% under existing zoning and pending applications. In the Brookhaven portion of the study area, industrial development would increase by 400%, while in Islip it would increase by 132%. These figures are dramatic, primarily because there presently exists a relatively small base of industrial development in the study area and therefore any increase will appear large.

Office space in the study area would increase by 52% in the study area overall, and by 134% in the Brookhaven portion.

The number of units of multi-unit housing would increase by 45% in the study area overall under existing zoning and pending applications. The increase would be 106% in the Brookhaven portion, and 38% in the Islip portion of the study area.

Shopping center and general commercial space would increase by 26% in the study area under existing zoning and pending applications, 32% in the Islip portion, and 18% in the Brookhaven portion. The amount of hotel/motel rooms would not change.

POTENTIAL BUILD-OUT

Table 23. Percentage Change From Present to Build-Out, Based on Existing Development, Existing Zoning and Pending Applications, Sunrise Highway Corridor Study Area, 2007

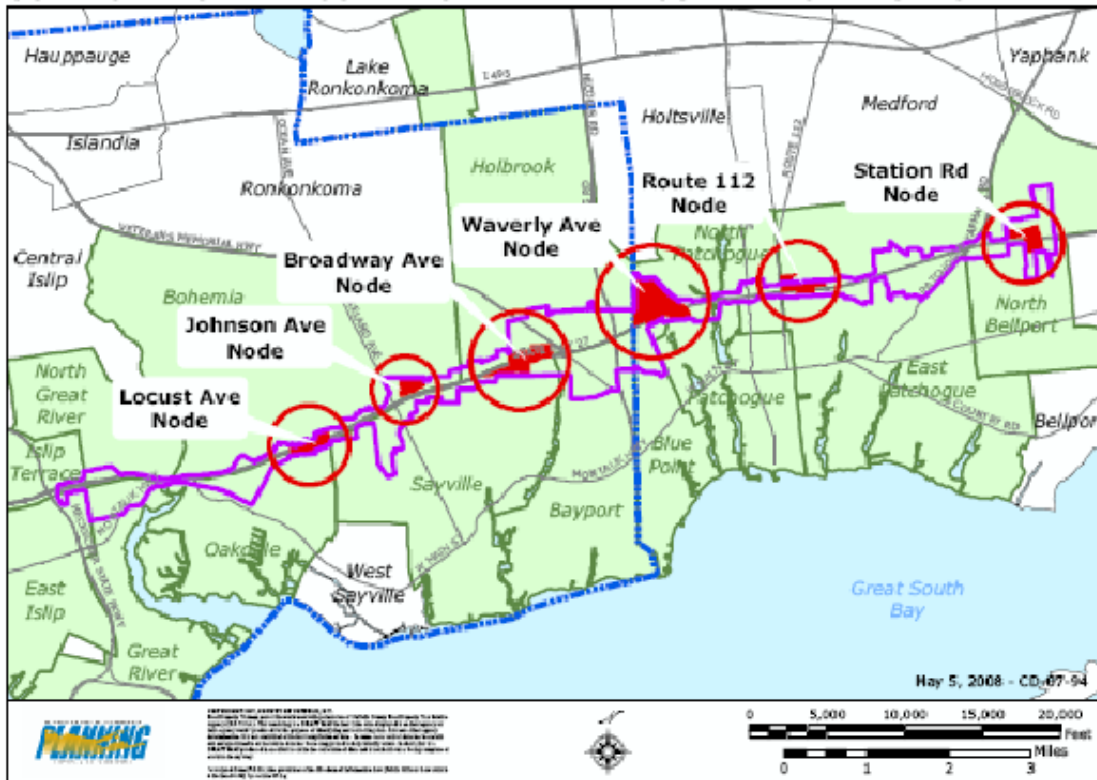
Community	Hotel Rooms	Industrial	Office	Shopping Center	Multi-Unit Housing Units
ISLIP PORTION	0%	132%	15%	32%	38%
BROOKHAVEN PORTION	0%	400%	134%	18%	106%
GRAND TOTAL	0%	170%	52%	26%	45%

Source: Suffolk County Department of Planning

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SUNRISE HIGHWAY CORRIDOR KEY MAP - COMMERICAL NODES



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Sunrise Highway: Regional Significance

Sunrise Highway is a major arterial highway in Suffolk County that serves a significant regional purpose in the movement of traffic in an east-west direction. Within central Suffolk County, there is only one other similar east-west highway, the Long Island Expressway. Both highways are vital circulation routes, especially considering Long Island's linear, east-west geography.

Extensive improvements to the highway have been completed by New York State over the course of several decades, including more recent projects within the study area that have eliminated grade crossings and provided service roads. These changes have greatly increased the capacity of the highway and have substantially reduced travel times within the corridor during many periods of the day.

As noted in this report, traffic counts have climbed dramatically in recent years. Annual increases from 2000 to 2006 have been significantly above customary growth rates. Traffic volume growth rates of 5.1%, 6.3% and 7.2% *annually* have been recorded. Customary growth rates are below 2% annually. This growth has resulted in capacity problems during certain peak hours. With additional development occurring within the study area and to the east (eastern Brookhaven, the South Fork), volumes are expected to continue to rise.

In addition to regional traffic that passes through the area using Sunrise Highway, the highway also provides access to a significant amount of development that is adjacent to the highway. This includes over 2.5 million square feet of shopping center space, 1.8 million square feet of industrial use and over 2,800 multi-family residential dwelling units within the study area.

Although Sunrise Highway was planned to provide a by-pass of regional traffic around local communities and downtown business districts, it has also served to accommodate extensive development that is often many times greater than that which exists within the surrounding communities. The impact of this development pattern is significant to both the highway and those communities. The

highway must accommodate regional traffic needs which impacts highway capacity. Adjacent communities must deal with the shift of land uses in the highway corridor with a potential detrimental effect to their existing centers and downtowns.

This report also examined the potential build-out of the corridor based on present zoning and the potential development of pending applications. The analysis indicated that an additional three million square feet of industrial development is possible, along with 312,000 square feet of office development, 658,000 square feet of shopping center use and over 1,400 multi-family residential units.

To place this scale of development into perspective, the commercial area of downtown Sayville is about 214,000 square feet. The adjacent community of Bayport has about 53,000 square feet of shopping center development along Montauk Highway and 25,000 square feet in a small downtown along Middle Road. By comparison, the Sun Vet mall alone is 267,000 square feet and the "K-Mart" center in Bohemia is 370,000 square feet. New retail development projects recently proposed in the study area would add more than 600,000 square feet of retail space if approved. Additional applications for zoning changes may be forthcoming, adding very significantly to the potential additional retail square footage

Patterns of development: nodes, sprawl, residential land and undeveloped land.

A review of the pattern of retail development along the corridor reveals that development has generally been grouped into six major retail nodes. These nodes contain concentrated destination retail development of at least 200,000 square feet. The nodes are more geographically distinct, as opposed to typical retail sprawl. The nodes are identified by their cross streets as follows:

- Locust Avenue, Oakdale/ Bohemia
- Johnson Avenue, Bohemia
- Broadway Avenue, Sayville/ Holbrook
- Waverly Avenue, Patchogue
- Route 112, Patchogue
- Station Road, North Bellport

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Other retail development exists within the corridor but not as concentrated as in these nodes. Within the Town of Islip, the pattern of node development has been aided by the implementation of the Town's *Sunrise Highway Corridor Study* which resulted in the conversion of 100 acres of vacant retail zoned land to residential and office uses. The Town of Brookhaven's nodes have been formed at major highway intersections.

Sunrise Highway serves a dual purpose: it is a through road, a highway to use in order to travel a distance; yet it also serves a local purpose, serving local residents making local trips. The recommendations that follow are some of the ideas that could be pursued to improve the quality of life for those who live, work, shop, or travel in or near the Sunrise Highway corridor.

Specific Recommendations

1. *Continue an inter-municipal, interagency cooperative planning approach.*

This study has been conducted in a cooperative manner with the involved agencies and the direct involvement of both local and regional agencies. Planning and development within the corridor for both highway improvements and development of adjacent lands should be approached in a holistic manner, understanding the inter-relatedness of decision-making. The involved agencies, both transportation and land use, as well as interested stakeholders should have a clear view of the larger vision and issues that will affect the future of the corridor. Coordination and cooperation should be encouraged and facilitated through the County referral process as well as the SEQRA process, and involve appropriate local, county and state agencies early and on a continuous basis.

2. *Reinforce nodes.*

The six major nodes identified in the corridor should remain as the principal retail locations and should not be expanded in any significant manner. Infill development within the nodes is encouraged. Expansion of retail uses outside of the existing nodes does not appear to be warranted given the limited population growth of the area served by the study area. Opportunities to increase pedestrian linkages between each node and its surrounding residential neighborhoods should be developed, especially at Waverly Avenue.



Waldbaums shopping center in Oakdale, part of the Locust Avenue retail node.

3. *Encourage mixed uses within nodes.*

While the nodes are principally retail in nature, consideration should be given to encouraging mixed uses that blend retail, residential and office uses into a coherent, planned development. Mixed uses should provide several characteristics that aid in the creation of walkable, high quality environments. These would include a high portion of residential uses on the site, primarily in upper story development above commercial land uses, and a pedestrian-friendly environment. Development sites should be designed holistically avoiding fragmentation of uses and lack of connectivity to adjacent developed sites. It is noted that in some of the nodes, new residential development may not be appropriate, and new industrial development may be acceptable.

If mixed use development is proposed outside of a node, any retail uses should be limited in scale to a level needed to support only the other uses on site (such as personal service and convenience uses, e.g., dry cleaner, hair cutter, deli, bakery, etc.). In addition, such proposals should only be considered if it is demonstrated that they will not adversely affect existing downtown areas and other retail centers in the corridor. Any amount of retail in excess of that needed to support on-site uses, should be contingent upon a reduction of undeveloped land zoned for retail use elsewhere in the corridor, providing all other planning criteria are satisfactorily addressed.

4. *Discourage retail sprawl.*

Consistent with the findings of this report, new retail development is generally not appropriate within the corridor. Sprawl retail development should be strongly discouraged. Any new retail development outside the established nodes should also be discouraged.

In addition, innovative strategies to improve



Mixed use development in Shakopee, Minnesota.

(Image from the Metropolitan Design Image Bank. ©Regents of the University of Minnesota. All rights reserved. Used with permission.)

the appearance of existing retail sprawl should be implemented in the corridor. These strategies include increasing front yard setbacks on development between nodes, increasing front yard landscape requirements and requiring parking lots to be sufficiently screened to provide visual relief between commercial nodes.

5. Encourage and retain industrial zoning.

The industrial vacancy rate on Long Island and in the Towns of Brookhaven and Islip in particular, is very low. Conversions of industrially zoned land to other uses should be avoided. Industrial development generates higher paying jobs



Renovation of shopping center in North Patchogue in the Waverly Avenue retail node.

and far less traffic than retail development and has a less deleterious impact to the regional highway system.

Retention of industrial zoning also allows the siting of transportation-dependent uses (such as commercial bus companies and freight terminals) along this major transportation corridor. This type of development should be encouraged utilizing economic incentives such as the industrial/commercial incentive plan.



New light industrial and office uses, such as this new building in the North Bellport/ Yaphank area are encouraged.

6. Encourage redevelopment.

Limit the amount and location of new development to encourage reinvestment in existing sites and the adaptive reuse and redevelopment of poorly performing commercial sites. Redevelopment of commercial sites within identified nodes should also be specifically encouraged. Consideration should be given to the establishment of a commercial Transfer of Development Rights program along the corridor to accomplish this goal.

A number of existing commercial redevelopment incentives have the potential to encourage improvement of obsolescent sites, including a CDBG-funded Commercial Facade Matching Grant Program, expedited permit review, Regionally-Significant Empire Zone designation, public transportation improvements, publicly funded retail market potential gap analysis, density bonuses and graduated density zoning.

Consideration should be given to permitting commercial development on other sites which may be developed as-of-right for retail uses, are characterized by blight or disinvestment, or would be instrumental in retention of the industrial employment base of the County.

7. Link development to existing sewer districts.

Where appropriate, connect development to the Patchogue municipal sewer district, the Southwest Sewer District or other existing sewage treatment facilities in order to promote a general policy of sewer district consolidation. Individual sewage treatment plants should be utilized for new

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large scale development. However, sewers should only be encouraged and permitted in order to promote development within a designated growth node. Sewers outside designated nodes should be discouraged and prohibited.

8. Consider the adoption of a uniform overlay district within both towns.

With the cooperation of both towns, establish uniform development standards for the corridor that are consistent across municipal boundaries. Include uniform setback, landscaping and parking requirements along with uniform architectural and signage design standards. Design guidelines should be established through a process that is open, transparent and inclusive to be consistent with community standards and concerns. At the same time, some differences in design among discrete nodes, communities, and commercial districts should be encouraged to foster distinct communities.

9. Plan for appropriate non-retail commercial uses.

Promote office and light industrial development within the corridor and consider the expansion of additional office and light industrial zoning in lieu of existing undeveloped retail sites. Commercial recreation and transportation-dependent uses can also be considered for undeveloped retail sites. Retain existing industrial zoning within the corridor consistent with this goal. Exception: In the event it is determined that development under the existing zoning is inappropriate and incompatible with existing adjacent single-family residential development, consideration may also be given to residential development which may help to promote more diverse housing options.

10. Encourage cumulative traffic impact studies.

A cumulative approach to assessing the impacts of development should be considered. Individually, each proposed development will have direct impacts on the immediately surrounding roadway network and traffic flow. However, cumulatively, these developments can have broad impacts upon the regional roadway network and overall traffic congestion in the area. The cumulative impact of several development projects,

especially for retail projects, can be very significant. Therefore, cumulative traffic impact studies should be performed where appropriate.

Such studies could be appropriate for the full length of the corridor or within particular areas of concern. Examples of areas of concern include the area surrounding the intersection of Nicolls Road (County Road 97) and Sunrise Highway which contains significant vacant land, the Hospital Road area, and the Station Road area. Development and redevelopment in these areas must consider collective factors that may affect existing aging infrastructure.

The assessment of impacts and mitigation measures within the corridor should take into consideration the potential impacts associated with development elsewhere within the corridor study area as well as outside the study area within the County. The role of traffic impact fees should be considered as part of any cumulative traffic impact study.

11. Implement Transportation Demand Management.

Demand management should be preferred over capital infrastructure expansion to address traffic impacts within the corridor. It is recommended that the following transportation management strategies be considered within the corridor to improve existing service and to minimize future congestion:

a. Balance future growth.

Land uses within the corridor should be balanced with the ability of the transportation infrastructure to accommodate anticipated traffic volumes based upon existing and proposed capital infrastructure planning.

b. Seek to reduce trip generation.

The towns, as part of the site plan approval process, should require developments of a magnitude exceeding certain thresholds to include aspects that will reduce vehicular trip generation such as parking management (fewer

parking spaces, priced parking, and preferential parking for car/vanpools), improved transit access, the promotion of uses that involve off-peak traffic generation and provisions for bicycles and pedestrians. Large developments should be required by the towns to accommodate standard transit vehicles.

c. Consider expansion of transit alternatives.

Bus service or other forms of *jitney loops* should be considered within the corridor. Establish jitney pick-up and drop-off spots along jitney loops, especially within commercial nodes and major employment centers.

d. Consider establishing Park-and-Ride lots. Consider the establishment of Park-and-Ride lots, where appropriate, to encourage carpooling for regional trips.

e. Provide for non-motorized transportation. Local access to developed property for pedestrians and bicyclists should be considered in the site planning and capital improvement planning process.

12. Improve access management standards.

Access management refers to the design of motor vehicle access to individual parcels along a roadway. The layout, location and number of access points (driveways and curb cuts) can significantly affect the capacity and safety of the roadway. Each access point is a potential conflict with the

movement of traffic on the roadway and excessive curb cuts and those that are poorly designed (e.g. too close to highway ramps and intersections) can slow the movement of traffic on the roadway and greatly increase the risk of traffic accidents. Following are some access management techniques.

a. Obtain cross easements.

Cross access between developed properties should be strongly encouraged in order to minimize conflict points and improve traffic flow along the service roads. Cross easement agreements should be obtained during the review process for individual developments and prior to the issuance of permits. While adjacent property owners are not compelled to provide a reciprocal easement, future opportunities may occur for obtaining easements when sites are the subject of a land use review process (where reasonable and related to the impact of the development application). For template language requiring access agreements see Appendix 2.



Example of good cross access between a large apartment complex and the Gateway Plaza retail area in North Patchogue.



Pond Road north service road intersection.

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b. *Discourage direct access to service roads.*

Direct access to the service roads should be discouraged or prohibited. Traffic volumes on the service roads can be very high and vehicle speeds usually exceed the posted limits. As such, certain segments of the service road system function more like a main highway; therefore, driveway access points can significantly affect through traffic movements and safety. Where available, access should be limited to side roads and internal roadways. New development adjacent to side streets perpendicular to Sunrise Highway should take access from the side street instead of the Sunrise Highway service roads.



Direct access to service roads should be very limited.

c. *Complete the service roads.*

Complete the north side, one-way, westbound service road east of Route 112 to Station Road, and the south side, one-way, eastbound service road east of Hospital Road to Station Road. New York State already owns an adequate right-of-way to accomplish this goal. Funding may be appropriate from traffic mitigation fees associated with area-wide land development.

d. *Reduce or eliminate two-way service roads.*

Consider the elimination of two-way service roads within the study area. In the study area, there are two-way service roads in several

locations. Two-way service roads are confusing and unsafe, particularly where both the eastbound and westbound service road traffic can enter Sunrise Highway. Consider realignment of access to the Bellport Outlet Center.



Two-way service road and awkward entrance to the Bellport Outlet Center.

e. *Consider ramp metering.*

Consider the implementation of ramp metering heading westbound and also consider a modification to the Pond Road north service road intersection.



Ramp metering on the Long Island Expressway.

f. *Assume actual traffic speeds for traffic impact studies along service roads.*

Traffic analysis should consider actual speeds along the service road rather than posted speed limits. This should especially apply to “gap” studies along the service roads where actual travel speeds can be twice the posted limit. As such, actual available gaps in traffic are much less than estimated in most studies.

- g. **Relocate Beacon Drive.**
If the opportunity arises, consider relocating Beacon Drive in Holbrook (at the intersection with the North Service Road of Sunrise Highway) to the west, near the mid-point between Veterans Memorial Highway and Nicolls Road, allowing for greater merge distances and a safer traffic design.



The Sunrise Highway North Service Road at Beacon Drive, near the exit ramp off Nicolls Road.

13. **Seek innovative funding and traffic mitigation development options.**

After all reasonable measures are utilized to reduce traffic generation, there remains a need for infrastructure, capacity, safety or other operational improvements. The financial responsibility for implementing the additional improvements should be shared by those who cause, control, or benefit from the development. Financing partnerships should be developed among developers and government entities to share cost in an equitable fashion. Other options include:

- a. **Require property dedications for future transportation improvements.**

As a condition of development approval, property dedications to the appropriate public agency that may be needed to accommodate future transportation improvements

should be required. These improvements may include provisions for bicycle and pedestrian travel or additional highway capacity. This will help to mitigate the impact of travel generated by the development of the site and will also make future transportation improvements less expensive and more likely to be completed.

- b. **Require off-site traffic mitigation where impacts are identified.**

Each development project should include an assessment of the traffic impacts of the proposed development. Where impacts are identified to off-site locations, the developer should be required to complete the traffic improvement necessary to mitigate the impacts of the traffic from the project.

- c. **Consider alternate funding arrangements.**

Where infrastructure improvements are needed to insure that adequate capacity exists to accommodate growth, consideration should be given to the creation of a transportation financing district to offset costs and facilitate the implementation of identified mitigation measures. As an example, an alternate funding mechanism was used by the Town of Islip in the redevelopment of the Central Islip Psychiatric Center that required the developers to fund a traffic mitigation fund that was used by the town to complete traffic improvements in the area.

Site specific recommendations suggested by the Planning Departments of the Town of Brookhaven and the Town of Islip are included in Appendix 1.

RECOMMENDATIONS

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APPENDIX

Appendix 1: Site Specific Recommendations Suggested by the Town Planning Departments

Town of Islip Sites

The Town of Islip's general policy regarding new development or redevelopment is to avoid retail outside existing commercial nodes. Industrial zoning is to be maintained as recommended by the Town's *Overall Economic Development Plan*, unless:

- a) other, equally valid land uses are proposed such as diversified housing including affordable units, or
- b) the public would be better served by retail development that ultimately retains jobs, reduces ambient traffic levels, or removes blight.

The following list includes sites of pending applications or potential development or redevelopment:

Oakdale Golf Center 0500-302.00-02.00-003.000

Recommendation: Recreational uses are preferred. Recent suggested uses include assisted living and diversified housing. While these can be successful uses, the density and design would need to be appropriate to equal the benefits of RSG zoning or recreational uses.

Vacant land at Oakdale Bohemia Road 0500-302-01.00-005.000, 006.000, 009.001 and 010.000

Recommendation: Retain existing General Service D (GSD) and residential zoning consistent with the first plan. All of the southern parcels are zoned residential. Only lot 10 is zoned GSD.

Island Hills Country Club 0500-280.00-01.00-015.001

Recommendation: Retain existing Residence AAA zoning. Consideration should also be given to the designation of a recreational zoning district in order to protect this valuable recreational use and preserve this existing oasis of open space. Retain golf course or if an application is received, allow as-of-right

development or similar FARS and density and require cluster subdivision which preserves golf course or any other open space on site. TDRs should be considered if on-site yield is incompatible with golf course. Actual yield would be about 107 units if developed under the existing Residence AAA District.

Leeway School 0500-258.00-01.00-009.000

Recommendation: Retain existing Residence AA District zoning. The school is low intensity.

Sayville Motel 0500-259.00-01.00-001.000

Recommendation: Consideration should be given to non-retail commercial development such as General Service D (GSD) District. While this parcel lies on the western extent of the Broadway node, the current use is legal nonconforming. Retention and upgrading of the existing use is appropriate. Non-retail commercial development should be encouraged for this parcel if redeveloped.

Sayville Bowl /Ruby Tuesdays 0500-237.00-02.00-015.001, 015.002

Recommendation: Retain existing commercial zoning designation within this established commercial node.

Attias Flea Market 0500-238.00-02.00-001.000

Recommendation: Retain existing commercial zoning within this established commercial node. Redevelop as-of-right (potential department store). Note: The retail node stops at Broadway Avenue.

Fusco property 0500-238.00-02.00-002.000, 003.001, 003.002, 004.000

Recommendation: Retain existing residential zoning. The site is surrounded by Suffolk County Parks. On this basis, consistent with the town's original *Sunrise Highway Corridor Study*, the site is recommended for lower density residential. The Residential AA zoning allows development as a cluster subdivision.

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Serota site 0500-218.00-01.00-many

An application to rezone this site to permit retail and residential use, in addition to Industrial zoning, has been made to the Town of Islip.

The final scope for the Draft Environmental Impact Statement for this proposal was adopted by the Islip Town Board on March 16, 2010. The DEIS will identify all significant issues including traffic volume and safety, especially the existing location of Beacon Drive; the impact of development on established retail centers; socioeconomic impacts; consistency with previous studies of Sunrise Highway Corridor; maximizing buffer and open space; and impacts on stormwater run-off and groundwater.

Lowe's site 0500-239.00-03.00-many

Recommendation: Retain existing Industrial 1 District zoning. The Town's original *Sunrise Highway Corridor Study* recommendations are valid. Retail and Industrial Business District Zoning (which could allow big box retail) should be prohibited.

Wenner Bread site 0500-239-4-6.16, 6.19, etc.

Recommendation: Development should be encouraged which results in industrial job retention and the removal of existing blighted conditions. Industry, office, recreation, and other uses permitted in the Industrial 1 (IN1) and Industrial Business (IBD) District should be encouraged. Vehicle movements on Sunrise Highway, especially for vehicles exiting the site, should be minimized though the use of Sylvan Avenue and Church Street. Any new development proposed on the subject parcel should function as large bulk/industrial uses not multi-unit shopping centers. Ancillary uses which support these primary bulk/industrial uses may be acceptable if proper site design and on-site circulation are achieved.

NBTY vacant land 0500-261.00-01.00-028.012

Recommendation: Retain existing light industrial zoning. Cartwright Loop should be completed.

Astro/Farkas 0500-211.00-01.00-005.006 and 005.007

Recommendation:
Northern parcel: Keep industrial; allow redevelopment. Southern parcel: Re-zone to Planned Development District and allow a reasonable amount of residential units in conformance with diversified housing policy, and as a more compatible land use if: a) traffic impacts can be properly mitigated and b) some portion of the property is donated for community ball fields (with accompanying parking).

Town of Brookhaven Sites

All proposed developments east of Route 112 and those yet conceived within the study corridor will require transportation mitigation that considers Sunrise Service Road construction. Such construction should connect existing sections as applicable, and incorporate one-way operation consistent with the existing service roads to the west.

All proposed developments east of Route 112 and those yet conceived within the study corridor will require transportation mitigation along crossroads that include consideration for bridge widenings at Hospital Road and Station Road. These improvements will further require intersection improvements at the crossroads with the Sunrise North and South Service Roads.

Existing Industrial zoning should be retained to support job creation associated with transportation-dependent uses.

In conformance with the intent of Town Code, front yard landscaping shall be increased, where practicable.

The following list includes sites of pending applications or potential development or redevelopment:

Waverly Avenue area:

While mixed use development is encouraged in this node, mixing residential uses should not be encouraged here because of conflicts with noise from the arterial highway.

North of Sunrise Highway (from the Town line east to Waverly Avenue). Parcels: 0200-973.00-01.00-007.028, 007.011, 007.031

Recommendation: Retain existing zoning and encourage light industrial zoning proximate to a

commercial node.

North of Sunrise Highway (from the Town line east to Waverly Avenue). Parcels: 0200-951.00-04.00-033.002, 033.003, 033.004

Recommendation: Retain existing zoning but control permitted uses that are incompatible contiguous to wetlands. Encourages offices, recreational uses, and light industrial zoning.

North of Sunrise Highway (east of Waverly Avenue, west of North Ocean Avenue)

Recommendation: Rezone vacant J-2 Business parcels to a residential category that is sensitive to contiguous wetlands, as recommended in prior stream corridor rezoning efforts.

South of Sunrise Highway (from the Town line east to Waverly Avenue). Parcels: 0200-975.20-02.00-021.003, 022.001

Recommendation: Rezone vacant J-2 Business parcels to L-1 Industrial to encourage transportation dependent uses such as landscape nurseries, equipment dealerships, motor vehicle shops, etc. Consideration should also be given to the gradual amortization of poorly situated commercial uses in order to promote reinvestment in existing downtowns and commercial nodes.

Our Lady of Mt. Carmel

0200-953.00-04.00-002.000

Recommendation: Retain existing residential zoning. In addition, the NY Telephone/Verizon building property immediately to the north but outside the study area (0200-953.00-04.00-001.000) should be rezoned to J-4 Business in conformance with the existing use to all office use only.

Route 112 area:

Route 112 is dominated by a pattern of strip commercial zoning that is reflective of the zoning patterns of the past, common to many Long Island

APPENDIX

suburban communities. While mixed use development is encouraged in this node, mixing residential uses should not be encouraged here because of conflicts with noise from the arterial highway. Mixing industrial campus type development with existing regional retail will better serve the infrastructure and tax base.

Northeast of Sunrise Highway: The northeast corner of Route 112 and the westbound service road is dominated by the closed Home Depot store, along with a variety of strip commercial uses extending east to Phyllis Drive. **Recommendation:** Eliminate the existing J-2 Business zones on the North Service Road east of Route 112 and west of Phyllis Drive, in favor of J-4 Business or L-1 Industrial zoning to allow for office and transportation-dependent uses as an alternative to the existing strip commercial pattern. However, the existing Chck E Cheese site (0200-954.00-05.00-009.001) should be rezoned to CR (Commercial Recreation) in conformance with the existing uses. It is also recommended that the Park and Ride immediately east of the Home Depot building be retained during the redevelopment of this property.

Southeast of Sunrise Highway: The area southeast of the intersection of Route 112 and the eastbound service road consists of three commercial uses including a restaurant and car dealership. **Recommendation:** The Town may wish to consider a less intensive non-retail commercial use at this location.

BOCES offices

0200-955.00-02.00-035.003

Recommendation: The BOCES facility located on the North Service Road east of Phyllis Drive should be rezoned from J-2 Business District to J-4 Business District to accommodate the school office use and future professional and business office uses.

Reckson Site area

0200-973.40-04.00-001.000, 003.000

Recommendation: These two parcels are proposed for development of a college level recreational complex associated with St. Joseph's College. A change of zone to L-1 Industrial and A-1 Residential has been approved. The Town has received an application to consider a change of zone from A-1 Residential to J-2 Business for the adjacent former model dwelling site, for a proposal to develop an animal hospital. However, it is recommended that the remaining properties in this area east of Phyllis Drive, west of Hewlett Avenue be rezoned for residential development consistent with surrounding land uses or an L-1 Industrial zone which would permit Veterinarian, but not future retail uses.

Hospital Road area:

The Hospital Road area is dominated by Brookhaven Memorial Hospital and associated office development. It is recommended that zoning be used to enhance the predominant land use pattern centered around the hospital and medical offices. The medical and office development surrounding the hospital can further be supported with the development of workforce housing using transferred development rights from more environmentally sensitive properties.

Recommendations:

The **southwest corner** of Hospital Road and the south service road is zoned J-2 Business District and is currently improved with a restaurant (diner). It is recommended that the existing zoning be retained in order to allow for the retention and possible expansion of this service-oriented use. In the alternative, the expansion of this site for additional office space should also be considered.

The **southeast corner** of Hospital Road and the south service road is dominated by the hospital with a small site improved with a gas station. It is recommended that the existing zoning be maintained at these two locations as well as the surrounding office development to the east along

County Road 101. It is also recommended that the vacant property to the east and northeast of the hospital (0200-957.00-01.00-001.000 and 002.000) be rezoned to J-4 Business District in order to allow for the future expansion of the hospital and office development.

The **northeast corner** of Hospital Road and the north service road consists of a now vacant former gas station. This area also has a large vacant tract zoned J-2 Business District. It is recommended that the J-2 Business District zoning be reduced to allow limited neighborhood business uses to serve the existing multi-family and office developments with services and convenience retail. The remaining lands in this area should be rezoned to J-4 Business District in order to allow for the future expansion of this office node surrounding the hospital. Consideration should also be given to the development of a Planned Development District (PDD) in order to allow for the development of a mixed-use office/residential development. Significant additional retail development at this location, outside of an established retail node, is unwarranted and would serve to exacerbate existing and future traffic impacts in the vicinity of Hospital Road.

The **northwest corner** of Hospital Road and the north service road consists of vacant land zoned residential. Residential uses at this location should be supported.

County Road 101 area:

There are dozens of residentially zoned contiguous vacant parcels located along the north and south service roads east and west of C. R. 101. The Suffolk Cooperative Library System occupies the parcel northeast of C. R. 101.

Recommendation: Zoning should remain residential.

Station Road area:

Development within the Station Road area is a mix of industrial and retail uses. The Town of Brookhaven's Empire zone extends to Sunrise Highway at Station Road. The industrial development in the Station Road area is situated in proximity to the Town's recycling facility, landfill, and compost facility. There is an opportunity to identify this area of the corridor as a niche for companies developing cleaner and "greener" technology.

While mixed use development is encouraged in this node, residential uses should not be encouraged in the Station Road area north of Sunrise Highway because of conflicts with industrial uses and noise from the arterial highway. Mixing industrial campus type development with existing regional retail and commercial uses will better serve the infrastructure and tax base.

Recommendations:

North of Sunrise Highway: All industrial zoned land should be retained for tax base and economic development purposes. A local visioning plan has recommended that a large-scale retail store be built at the northeast corner of Station Road and Sunrise Highway, but additional retail uses should be confined to existing retail locations along Sunrise Highway. Limiting additional retail construction in the Station Road node will help foster retail development within the envisioned North Bellport downtown on Montauk Highway, and will help to limit commercial sprawl along Sunrise highway. In addition, workers associated with existing and future office and industrial uses will patronize existing and future retail development within North Bellport, helping to strengthen the retail market in this area.

South of Sunrise Highway: It is recommended that a 22 acre parcel (0200-929.00-02.00-009.002) split-zoned L-1 Industrial and A-1 Residential located south of the Bellport Outlet Center be rezoned to all residential use; the development of industrial uses in this location would adversely impact surrounding single-family residential development. This

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industrially zoned parcel is a leftover portion of a larger tract of industrial land that has since been rezoned to residential and retail. The industrial zoning in this limited location is inappropriate and should be eliminated, as it is incompatible with surrounding residential development. The southeast corner of Sunrise Highway and Station Road (0200-929.00-03.00-031.001) is zoned A-1 Residential. This area was recommended for Commercial Recreation use by the recent *Sustainable Community Plan for Greater Bellport*. Residential or Commercial Recreation uses would be appropriate at this location.

Appendix 2: Declaration of Covenants and Restrictions Language that the Town of Islip Uses for Zoning Applications Needing Cross Access Easements

- *Applicant/owner agrees to maintain a perpetual offer of cross access and easement with the property owner to the east. Applicant/owner agrees to enter into site plan review with the property to the east limited to the design and construction of the cross access. Applicant/owner further agrees to permit the required cross-access and easement construction subject to any approved site plan issued in connection with the neighboring property to the east. All cross access and easement agreements shall be subject to the review and approval of the Office of the Town Attorney.*
- *Applicant/owner agrees to formalize a shared access agreement with any adjoining office use if mandated by the Planning Board at any time in the future.*
- *A perpetual offer of cross access easement shall be extended to any adjacent property owners to the east or west of the subject parcel. Said easement shall allow access to and from the subject parcel in or around the rear yard areas outside of the rear buffer.*

Appendix 3: Major Development Proposals, Sunrise Highway Corridor Study Area

HOUSING					
Census Place	Name	Units	Type of Housing	Status	Tax Map Number
Town of Islip					
N Great River	Providence	240	200 Apartments and 40 owner Townhomes	beginning construction	500-299-1-10.1 and 10.2
Oakdale	Greenview Square	82	Townhomes (includes 48 senior units)	No application yet	500-302-2-3
Oakdale	Oakcreek Commons	32	Townhomes (senior)	moving earth	500-326-1- 10,11,12
Sayville	(Atlantic Senior)	48	Townhomes (senior)	No PB or TB Decision yet.	500-238-2-3,2,4
Sayville	Village Green at Sayville	38	Townhomes	Approved Zoning and Site Plan. No BPs yet.	500-258-3-1
Holbrook	Fairfield Broadway Avenue LLC	120	Apartments	No PB Decision yet.	500-195-1-25,26
Bayport	Fairway Manor (expansion)	118	Apartments (senior)	No PB Decision yet.	500-240-3.4,3.12
Great River	Astro Realty, LLC (FKA Spacely, LLC)	350	Apartments and Townhomes. Senior and Non-Senior	SEQRA process (lead agency designation) scheduled to begin in December '07.	500-211-1-5.7
Town Total		1,028			
Town of Brookhaven					
Blue Point	Vineyards at Blue Point	283	Townhomes (senior)	Zoning approved, site plan under review	200-977.40-1-3.1
E Patchogue	Ashley Estates	66	Townhomes	Proposed MF zoning under review	200-926-3-22
E Patchogue	Monarch	10	Single family homes	moving earth	200-926-2-29.1
Town Total		359			
STUDY AREA TOTAL		1,387			

OFFICE					
Census Place	Name	Square Feet	Description	Status	Tax Map Number
Town of Islip					
Holbrook	(Broadway partners)	40,000		Zoning approval obtained. NO SP or BPs yet.	500-217-1-4.3 (pt.)
HOTELS					
Census Place	Name	Rooms	Description	Status	Tax Map Number
(none)					

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Appendix 3: Major Development Proposals, Sunrise Highway Corridor Study Area

RETAIL					
Census Place	Name	Square Feet	Description	Status	Tax Map Number
<i>Town of Islip</i>					
Bayport	Wenner Plaza at Bayport	190,000	Stand-alone Department Store	Applicant is in process of revising application. Initial steps of SEQRA (lead agency) will commence when we have complete revised application. Current DCRs under review.	500-239-4-6.19, etc.
Bayport	Lowe's	170,000		Application was incomplete and never had an initial PB zoning hearing.	500-239-3-multiple.
Town Total		400,000			
<i>Town of Brookhaven</i>					
N Patchogue	Terrence Cullen Building	9,600	Retail/office building	Site plan under review	200-953-1-25.1
Town Total		9,600			
STUDY AREA TOTAL		409,600			

OTHER					
Census Place	Name	Square Feet	Description	Status	Tax Map Number
<i>Town of Islip</i>					
Holbrook	Serota	TBD	Multi-Use retail, industrial, housing.	Old Application is moot. Revised application is expected.	0500-218.00-west of Beacon Drive, Holbrook
<i>Town of Brookhaven</i>					
N Patchogue	St. Joseph's College		Parking lot expansion	Site plan under review	200-973.10-3-27.1
E Patchogue	St. Joseph's College		Construction of athletic complex	Amd. Covenants & site plan under review	200-973.40-4-1
E Patchogue	Brookhaven Memorial Hospital		Superstructure to enclose existing STP	Site plan approved, building permit pending	200-973.60-1-2 (outside study area)

MAP APPENDIX

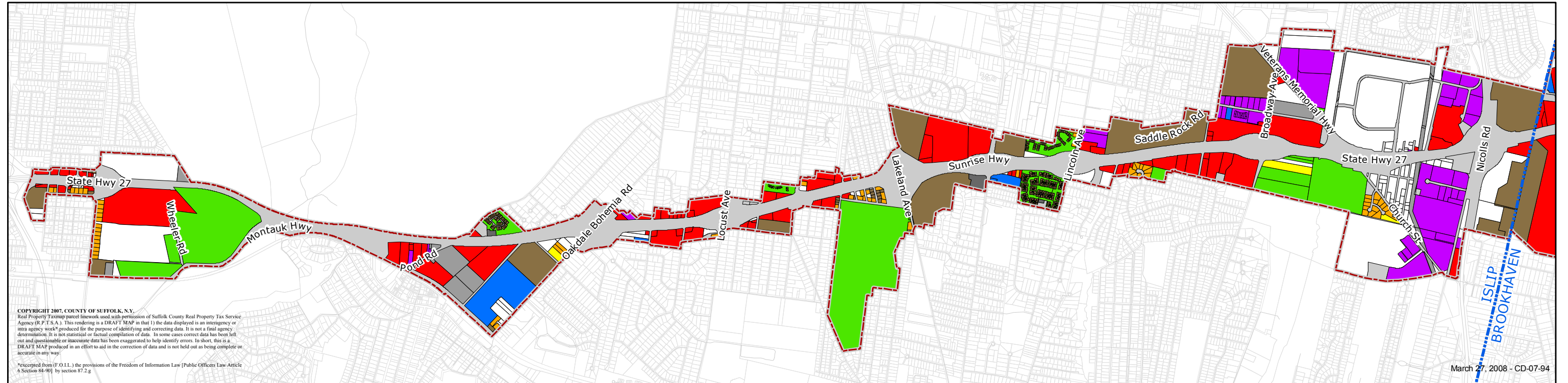
Map 1: Sunrise Highway Corridor Study Area, Town of Islip Portion - Suffolk County Land Use by Tax Map Parcel and Aerial Photo & Points of Interest

Map 2: Sunrise Highway Corridor Study Area, Town of Brookhaven Portion - Suffolk County Land Use by Tax Map Parcel and Aerial Photo & Points of Interest

Map 3: Sunrise Highway Corridor Study Area, Town of Islip Portion - Generalized Zoning Categories and Sunrise Highway Corridor Study Area, Town of Brookhaven Portion - Generalized Zoning Categories

Map 4: Sunrise Highway Corridor Study, Patterns of Development, Towns of Islip and Brookhaven, Suffolk County, New York.

**MAP 1:
SUNRISE HIGHWAY CORRIDOR STUDY AREA,
TOWN OF ISLIP PORTION - SUFFOLK
COUNTY LAND USE BY TAX MAP PARCEL**

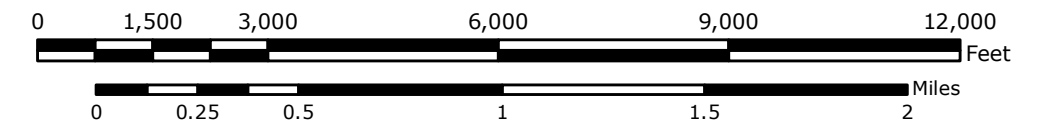


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Tax Map Base - 2007

Land Use

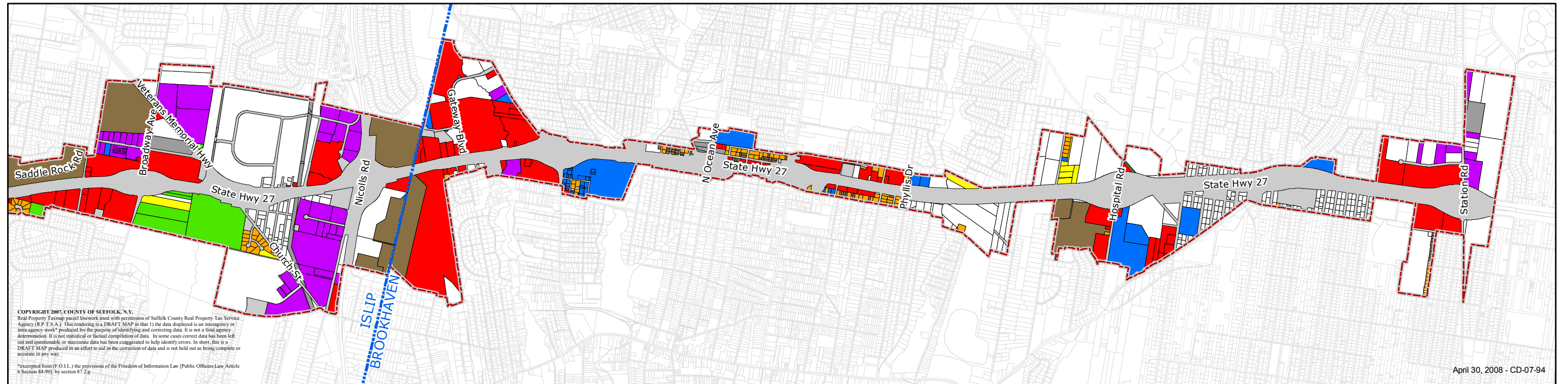
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|----------------------------|---------------------------|-------------------------------|
| Low Density Residential | Commercial | Vacant |
| Medium Density Residential | Industrial | Transportation |
| High Density Residential | Institutional | Utilities |
| Agricultural | Recreation and Open Space | Waste Handling and Management |
| | Underwater Land | |



**SUNRISE HIGHWAY CORRIDOR STUDY AREA,
TOWN OF ISLIP PORTION - AERIAL
PHOTO & POINTS OF INTEREST**



**MAP 2:
SUNRISE HIGHWAY CORRIDOR STUDY AREA,
TOWN OF BROOKHAVEN PORTION - SUFFOLK
COUNTY LAND USE BY TAX MAP PARCEL**

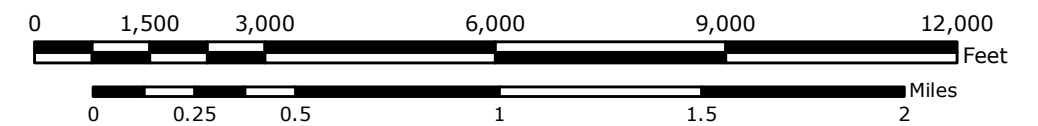


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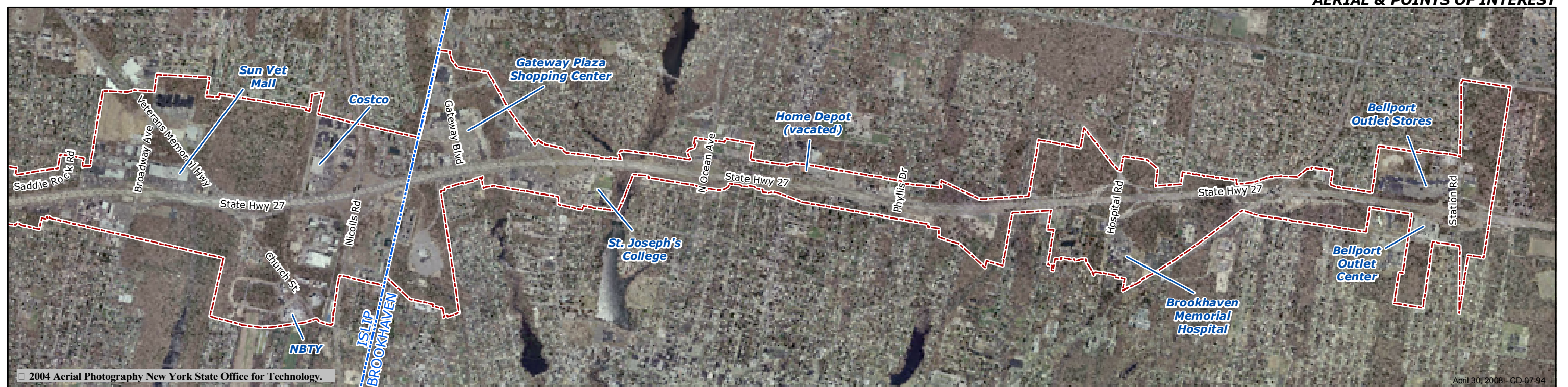
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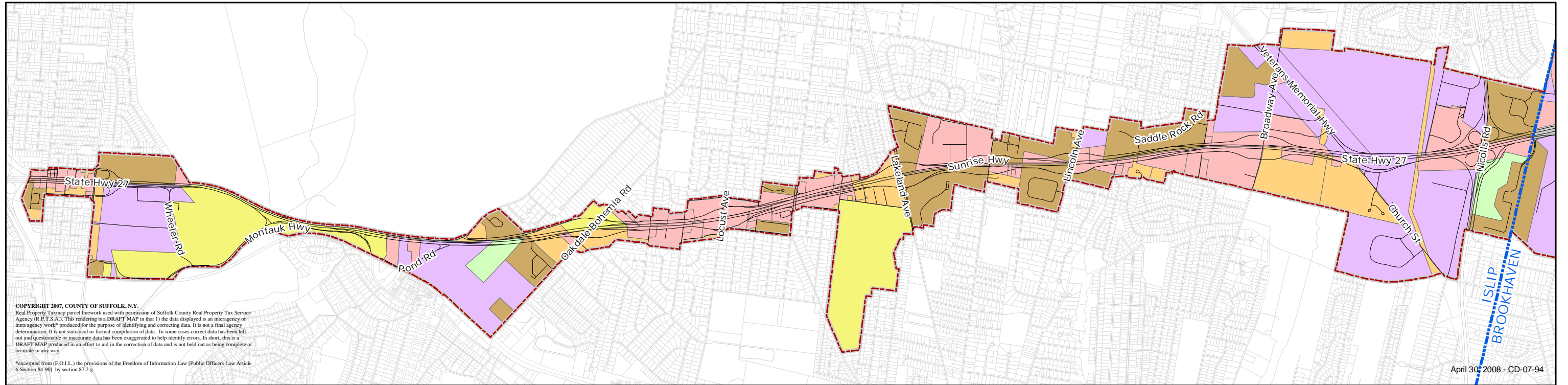
Land Use

- | | | |
|----------------------------|---------------|-------------------------------|
| Low Density Residential | Commercial | Vacant |
| Medium Density Residential | Industrial | Transportation |
| High Density Residential | Institutional | Utilities |
| Recreation and Open Space | Agricultural | Waste Handling and Management |
| | | Underwater Land |



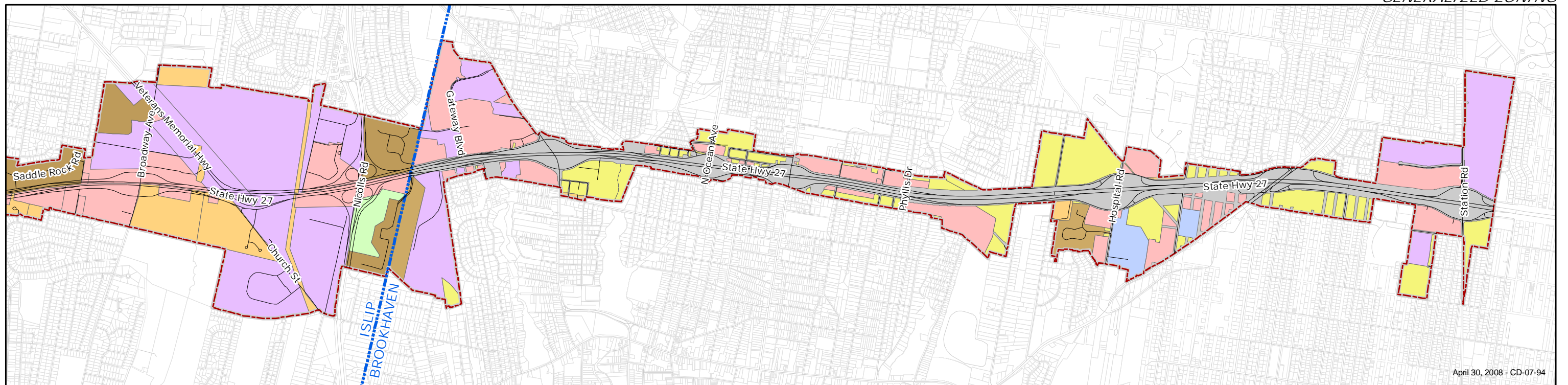
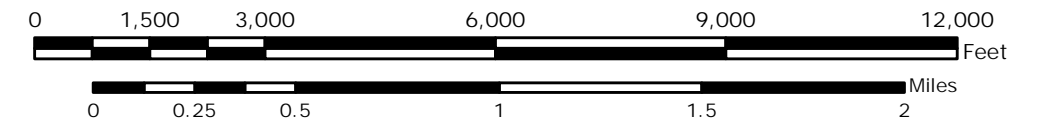
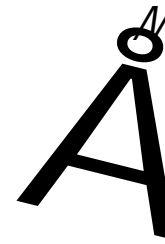
**SUNRISE HIGHWAY CORRIDOR STUDY AREA,
TOWN OF BROOKHAVEN PORTION -
AERIAL & POINTS OF INTEREST**

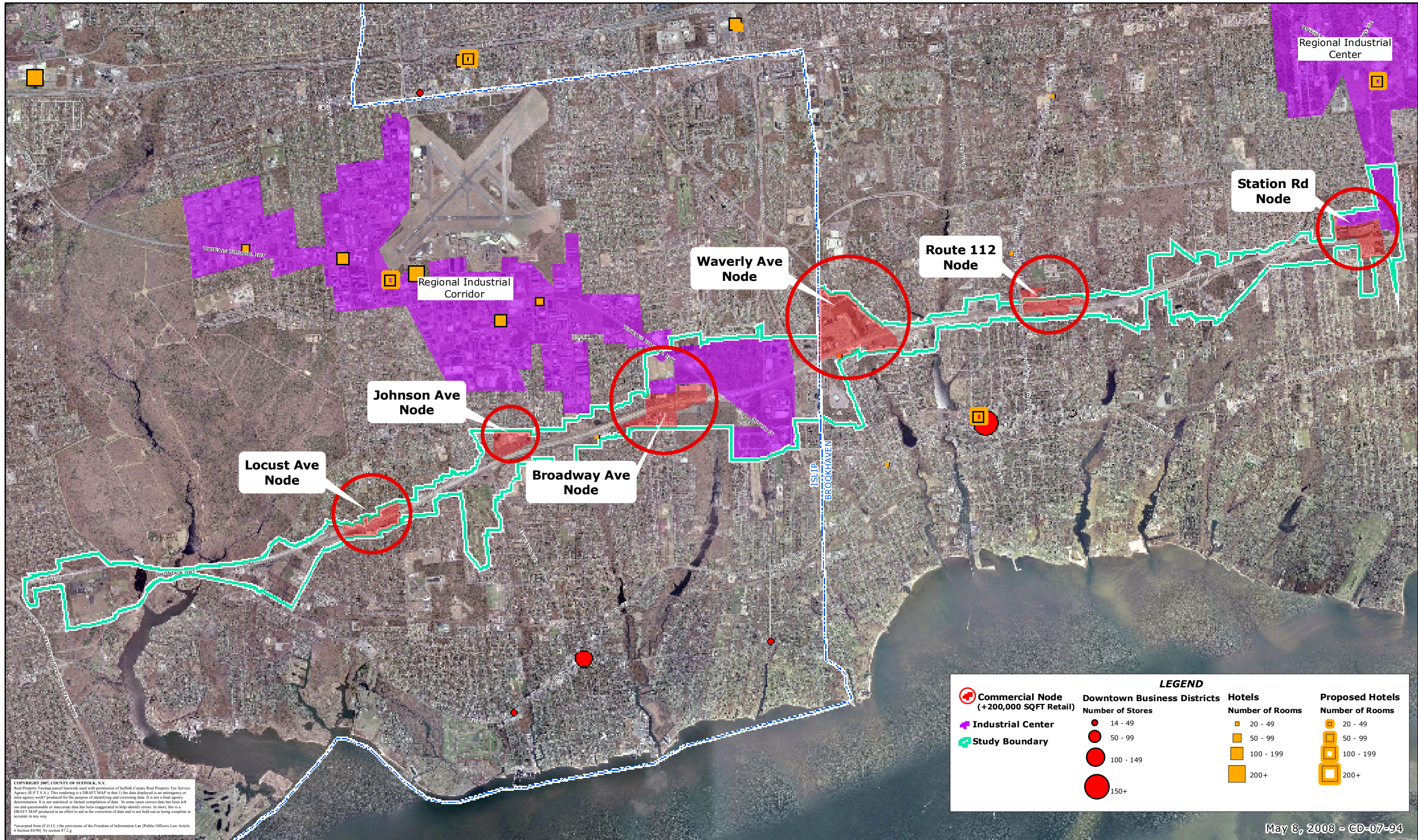




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|-----------------------------|-------------------------|
| Generalized Zoning Category | Commercial |
| | Industrial |
| | Institutional |
| High Density Residential | Recreation & Open Space |
| Medium Density Residential | |
| Low Density Residential | |



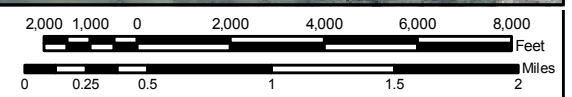


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*Excerpted from (F.O.I.), the provisions of the Freedom of Information Law [Public Officers Law Article 6 Sections 84-90] by section 87.2 g

LEGEND

Commercial Node (+200,000 SQFT Retail)	Downtown Business Districts	Hotels	Proposed Hotels
Industrial Center	Number of Stores	Number of Rooms	Number of Rooms
Study Boundary	14 - 49	20 - 49	20 - 49
	50 - 99	50 - 99	50 - 99
	100 - 149	100 - 199	100 - 199
	150+	200+	200+

May 8, 2008 - CD-07-94



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