SUFFOLK COUNTY PLANNING COMMISSION

c/o Suffolk County Department of Economic Development & Planning
100 Veterans Memorial Highway, PO Box 6100, Hauppauge, NY 11788-0099
T: (631) 853-5191 F: (631) 853-4767
Theresa Ward, Acting Commissioner, Department of Economic Development and Planning
Sarah Lansdale, Director of Planning

Notice of Meeting

October 11, 2016 at 10:00 a.m.

Maxine S. Postal Auditorium, Evans K. Griffing Building
Riverhead County Center
300 Center Drive Riverhead, NY

Tentative Agenda Includes:

1. Meeting Summary for September 2016

2. Public Portion

3. Chairman's Report

4. Director's Report

5. Guests

6. Section A 14-14 thru A 14-23 & A 14-25 of the Suffolk County Administrative Code

    - Acadia Republic Farmingdale, LLC, Town of Babylon
      0100 04900 0200 00100 et al

    - Tuckahoe Center, Town of Southampton
      0900 15800 0300 00300 et al

7. Section A-14-24 of the Suffolk County Administrative Code

    - None

8. Other Business:
    - 2016 Rules of Proceedings
    - Suffolk County Planning Commission Guidebook
    - PSDR – Parking Stall Demand Reduction

NOTE: The **next meeting** of the SUFFOLK COUNTY PLANNING COMMISSION will be held on November 2, 2016 2 p.m. Maxine S. Postal Auditorium, Evans K. Griffing Building, Riverhead County Center, 300 Center Drive Riverhead, New York 11901

COUNTY OF SUFFOLK

Z-1

Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Theresa Ward
Acting Commissioner

Division of Planning
and Environment

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

Applicant: Acadia Republic Farmingdale, LLC
Municipality: Babylon
Location: s/w/corner Conklin Street (NYS Rte. 24) and Broad Hollow Road (NYS Rte. 110)

Received: 8/23/2016
File Number: BA-16-04
T.P.I.N.: 0100 04900 0200 001000
Jurisdiction: Adjacent to NYS Rte. 110 and NYS Rte 24/ within one mile of an airport.

ZONING DATA

- Zoning Classification: G Industry
- Minimum Lot Area: 15,000. Sq. Ft.
- Section 278: N/A
- Obtained Variance: No

SUPPLEMENTARY INFORMATION

- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: No
- Received Health Services Approval: No
- Property Considered for Affordable Housing Criteria: No
- Property has Historical/Archaeological Significance: No
- Property Previously Subdivided: No
- Property Previously Reviewed by Planning Commission: yes
  - File:BA-03-12
  - Date:11/21/03
  - Map of: Stew Leonards
- SEQRA Information: Yes
- SEQRA Type
- Minority or Economic Distressed No

SITE DESCRIPTION

- Present Land Use: vacant
- Existing Structures: No
- General Character of Site: rolling

- Range of Elevation within Site: 65' - 80' amsl
- Cover: weeds
- Soil Types: Wallington, Carver and Urban Land soil associations
- Range of Slopes (Soils Map): variable - stockpiled material on level land
- Waterbodies or Wetlands: none

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: site plan
- Layout: campus
- Area of Tract: 19.268Acres
- Yield Map: No
  - No. of Lots: 1
  - Lot Area Range: Sq. Ft.
- Open Space: N/A

ACCESS

- Roads: Public
- Driveways: private

ENVIRONMENTAL INFORMATION

- Stormwater Drainage
  - Design of System: cb/lp
  - Recharge Basins no
- Groundwater Management Zone: VII
- Water Supply: public
- Sanitary Sewers: Public

PROPOSAL DETAILS

OVERVIEW – Applicants seek site plan approval from the Babylon Town Planning Board on an approximate 19.3 acre property for the construction of approximately 210,430 SF of retail space in 11 one-story structures and 1 two-story structure. The 11 one-story structures range in gross floor area from 4,100 SF to 19,985 SF. The gross-floor area of the two-story retail building as indicated on the submitted Overall Site Plan (Bohler Engineering; Revision 5/20/16) is 110,750 SF (55,375 SF footprint). Associated site improvements include approximately 1.3 acres of landscaping; proposed directory signs; dedication of land to NYS DOT and Town of Babylon for the Conklin Street R.O.W; installation of a traffic signal on Conklin Street; a public central plaza area with architectural features; street sidewalks; internal pedestrian pathways; and decorative brick pavers with benches for a southeast facing Airport Viewing Area.

The subject property is located in the hamlet of East Farmingdale. The site is bound by NYS Rte. 110 (Broad Hollow Road) to the east; NYS Rte. 24 (Conklin Street) to the North: East Carmans Road (Town Road) to the west and developed and occupied industrial land to the south. Several easements granted to the DOT related to aviation purposes encumber the subject site.

Access for the proposed development is to be from two points on NYS Rte. 110. A southbound right turn only ingress north of the main entrance and as the main entrance, an all-way signalized intersection to align with the existing Mall Access Road on the east side of NYS Rte. 110. Another proposed signalized all way ingress/egress is to be opened to NYS Rte. 24 opposite an existing driveway to commercial property on the north side of Rt. 24.

The applicant proposes a mass transit (bus) turn-off as part of the land dedication to NYS DOT on

CR 24 (Conklin Ave). MTA LI Bus Routes N70 and N72 (NICE) with routes between Hempstead, Farmingdale and Babylon and stops at the Farmingdale and Babylon LIRR train Stations will be accommodated by the dedication.

Zoning surrounding the subject parcel is predominantly G Industrial District to the north, east, and south of the subject property. To the west across East Carmans Road is found "C" residential zoning. Land use surrounding the subject property includes residential dwellings to the west, Vacant and improved G industrial land to the south, north and east, as well as, Republic Airport and the Airport Plaza retail complex across NYS Rte. 110 to the east.

The proposed project site is within the "G" Light Industrial zoning district. The applicant proposes to develop under the "Ga" Industry zoning code (permissible under TOB Zoning Law) so dimensional requirements can be in scale with the existing lot size). In the G Light Industrial District, buildings and premises may be used for any permitted use as in the E Business district (section 213-166 A. of the TOB Zoning Law). The Town of Babylon Zoning Law indicates that the use of "G" industrial zoned property as retail sales shall be allowed as a Special Exception by the Zoning Board of Appeals, subject to such conditions, restrictions and safeguards as may be imposed by the Zoning Board of Appeals (section 213-166 F of the TOB Zoning Law). Should the retail complex incorporate "on premise food and beverage consumption establishments" a Planning Board Special Permit would be required (section 213-129 G of the TOB Zoning Law). Moreover, the applicant appears to require an Area Variance from the TOB Zoning Board of Appeals as well. The applicant is proposing twelve (12) buildings on site. Section 213-176 and 213-192 of the Town of Babylon Zoning Law indicates that "In a Ga Industrial District there shall be erected upon the premises only one building, and no other building or detached accessory building will be permitted."

The subject proposal for site plan approval will also require a Parking Variance from the Town of Babylon Zoning Law. The off-street parking stall requirement for the proposed 210,430 SF retail campus is 1,057 parking stalls. The Overall Site Plan submitted to the Suffolk County Planning Commission in referral materials from the Town of Babylon demonstrates only 923 stalls; a twelve percent (12%) shortfall.

All proposed one-story structures lie within the Republic Airport Runway Protection Zone (RPZ) for Republic Airport Runway #14 as indicated by Town of Babylon Department of Environmental Control Memorandum (June 9, 2016). The RPZ is a trapezoidal shaped zone established by the Federal Aviation Administration (FAA) "to enhance the protection of people and property on the ground" in the event an aircraft lands or crashes beyond the runway end. FAA advisory Circular 150-5300-13 Section 212 (2) (b) states that places of public assembly including shopping centers should not be located in the RPZ. An existing NYS DOT Airport Approach Lighting System (navigational approach light stanchions) is proposed to remain within a NYS DOT R.O.W. in the center median of the main ingress/egress to the development off of NYS Rte. 110.

All estimated 6,290.4 gallons per day of wastewater from the proposed development is to be treated via connection to SCWSD #3 (southwest). The subject property is to make connections to an existing sewer line in the area.

Storm water runoff from the contemplated development is to be collected via on-site catch basins and leaching pools. Storm water drainage will be in conformance with Town of Babylon Code and will be required to prepare a SWPPP.

There is a history of hazardous waste being generated, treated and/or disposed of at or near the subject property. The site was re-listed on the Registry of Inactive Hazardous Waste Disposal Sites as Class 2 in April 2010. The New York State Department of Environmental Conservation (DEC), along with the Departments of Health (DOH) and Law (DOL), is responsible for ensuring the cleanup

of inactive hazardous waste disposal sites across the state. Under New York State's Inactive Hazardous Waste Disposal Site Remedial Program, the process begins with the discovery of a potential hazardous waste site and follows a path of thorough investigation, remedy selection, design, construction and monitoring. The Site Characterization (SC) is one stage in the comprehensive process.

NYS DEC evaluates SC information to classify or delist a site. Each SC step ends with a decision point that can lead to one of two outcomes. If the presence of hazardous waste and the degree of health or environmental threat can be documented, a site is classified to:

- Class 1 (imminent danger)
- Class 2 (significant threat)
- Class 3 (no significant threat)

The subject site of this development proposal is being remediated under a March 2015, Record of Decision (ROD). The compounds of concern for the site are PCBs and SVOCs (semi-volatile organic compounds). As indicated in the Environmental Assessment Form for this action referred to the Suffolk County Planning Commission by the Town of Babylon (EAF Part 1.E.1.g. pg. 10), the NYSDEC, in its ROD, "has determined that volatile organic compound (VOC) contamination found in groundwater at the site is associated with an off-site source. The extent of the on-site VOC contamination, as well as associated human exposure assessments and abatement actions, will be addressed separately by the NYSDEC as part of the remedial program for the Brandt Airflex Superfund site (site no. 152183)."

Referral material indicates that the proposed development site is subject to institutional control limiting the property uses including an environmental easement for remediation limiting the site to commercial use; prohibiting the use of groundwater and; prohibiting vegetable gardens and cultivation. Engineering controls, including a "Site-wide Cap and Sub-Slab Depressurization Systems for Buildings will be installed as part of the site development"

Historical wetland maps for the subject property indicate a federally mapped wetland system (FW 925-189). This is the location of a 13 acre former recharge basin and inactive hazardous waste site (Site #1-53-004 Fairchild Republic Old Recharge basin site). The discharges consisted of storm water, non-contact cooling water and treated wastewater. The recharge basin has since been filled and delisted as a State Superfund site however; the subject property on which the wetland site occurred has been re-listed (see above).

The proposed project is not located in a Suffolk County Pine Barrens Zone. The subject parcel is not located in a State Special Groundwater Protection Area (SGPA). The site is situated over Hydro-geologic Management Zone VII. The subject property is not in a State designated Critical Environmental Area.

The project site has been the subject of prior referrals to the Suffolk County Planning Commission. On June 7, 2000 the SCPC deliberated a referral from the Babylon Town Board and approved a "Commercial Overlay District" applicable to this project site and surrounding lands and conditioned that "all development shall be consistent with the Republic Airport Runway Protection Zone requirements as established by the FAA." In December of 2003 the Commission deliberated a referred application from the Town of Babylon Zoning Board of Appeals entitled "Stew Leonards" (SCPC file No. BA-03-12). The appeal to the ZBA was for variances to increase the maximum number of buildings from one to three including six animal shelters and allow outdoor storage and display for a garden center in connection with special use permits for retail sales and a petting farm. Staff to the Commission recommended that the referral be disapproved for the following reasons:

1. It contravenes a previous determination of the Suffolk County Planning Commission of June 7, 2000 on the establishment of the Commercial Overlay District which required that "all development shall be consistent with the Republic Airport Runway Protection Zone requirements as established by the FAA.";
2. The information Submitted does not appear sufficient in demonstrating compliance with applicable special exception/variance criteria, particularly as relates to public safety concerns;
3. Premises can be reasonably developed for other permitted uses in the Industrial Ga/Commercial Overlay District more compatible with airport operations; and
4. The establishment of a place of public assembly in the Runway Protection Zone appears to constitute a public safety concern for people and property, particularly as relates to entrepreneurial activities conducted in and near the northernmost building.

The Suffolk County Planning Commission, on December 3, 2003, after due study and deliberation was unable to render a determination, as the necessary votes were unavailable to carry a resolution relative thereto. Therefore no action was taken on the Stew Leonards referral (see attached).

STAFF ANALYSIS

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

According to section 212 of FAA Regulatory Requirements 150/5300-13 Ch. 7 "Land uses prohibited from the RPZ (on lands owned or controlled by an airport) are: residences and places of public assembly (churches, schools, hospitals, office buildings, shopping centers) and other uses with similar concentrations of persons typify places of public assembly."

Suffolk County Department of Planning Informational Bulletin No. 9, revised February 1, 1995 established policy for the review of land use proposals around airport facilities. The Bulletin reads in part "Where possible, the land surrounding an airport, particularly those areas within the landing and takeoff zone, should be industrially zoned. Where residential land use is permitted, it should be the lowest density possible clustered away from the most commonly used flight paths. In industrially zoned areas, those industries most compatible with airport operations such as indoor storage facilities, vertically unobtrusive building structures, transportation hubs, should be encouraged. Uses that are incompatible in terms of safety and noise, such as activities that attract birds; livestock farming, riding stables or noise sensitive uses: schools, hospital, outdoor recreational facilities should be discouraged. There may be an impact in areas extending beyond one mile."

LOCAL COMPREHENSIVE PLAN RECOMMENDATIONS: The Town of Babylon 1998 Comprehensive Land Use Plan recommends "Office" for the subject property. The plan indicates that "the Route 110 corridor is preferable for office development as it is the only area that can be served by bus, rail and air facilities. In fact, two of the most substantial assets in the Town are Republic Airport and the adjacent properties along Conklin Street. These include the former Fairchild property and New York State Department of Transportation (NYSDOT) properties along Conklin Street, Route 110 and Route 109."

The Plan (pg. 39) also indicates that "the Office Zoning District along Route110 would function best by the addition of a rail station and parking. Ideally, this could be accomplished through the conversion of the 12.5 acre NYSDOT parcel along Conklin Street. Commuter rail service would reduce the need for automobile travel to other areas of the region. Strong Pedestrian connections should be made between the rail station and surrounding employment and shopping areas."

Most recently, due on February 20, 2015, the Town of Babylon issued a Request For Proposals (RFP) from highly creative and qualified professional architectural/planning/urban design consultants for the preparation of a specific community driven and market responsive Preliminary Site Plan, Regulating Plan, and Form-Based Code to allow for the development of the East Farmingdale Downtown Center in the unincorporated hamlet of East Farmingdale within the Town of Babylon. The Study Area includes the subject parcel of this referral and staff report.

The RFP continued to read "this work is being performed in conjunction with the Cleaner, Greener Communities ("CGC") Program and is funded through the New York State Energy Research and Development Authority ("NYSERDA"). Note that the work may be supplemented by funds from Empire State Development ("ESD") as part of a separate grant to the Town for East Farmingdale. Town intends to utilize a form-based code as a tool for recreating a rich and vibrant commercial node and corridor—linking neighborhoods, rebuilding the public realm, and creating a more predictable process and certain outcome for both the Town and future developers. It is hoped that the creation of a preliminary site plan and form-based code will facilitate the creation of transit-centered, mixed-use development around a reopened Republic Station linked to a regional BRT, and that such development will attract businesses that are economically viable and sustainable, while also helping to enhance the quality of life for the residents of East Farmingdale."

It is apparent, that the subject property, due to its proximity to major transportation infrastructure should be planned in a regional context in conjunction with neighboring and area properties. It is noted that the proposed use is in the flight path of one of the airport runways associated with Republic Airport and should be subject to any use compatibility studies or guidelines for development around the State airport facility.

SUFFOLK COUNTY PLANNING COMMISSION GUIDELINE CONSIDERATIONS:

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

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

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

As indicated above all wastewater from the proposed development is to be treated via connection to SCWSD #3 (southwest).

Storm water runoff from the proposed project will be retained on-site and recharged via a drainage system designed to conform to all applicable Town requirements. Submission materials to the Commission indicate that NYS DEC SWPPP requirements will be met. There is no indication in the referral materials that the applicant has reviewed the Suffolk County Planning Commission publication on managing storm water through natural vegetation and green methodologies.

It is noted that the subject site of this development proposal is being remediated under a March 2015, Record of Decision (ROD). Town review of the proposed development should be in coordination with the NYSDEC.

No mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. There is no indication if the applicants have reviewed the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency.

MTA LI Bus Route N70 and N72 travel on NYS Rt. 24 (Conklin Street); N72 travels on NYS Rt. 110 (Broad Hollow Road); SCT S1 & S31 travels on NYS Rt. 110. These bus routes which pass by the frontage of the subject property have destination to and between Hempstead, Farmingdale, Babylon, Amityville RR, Halesite, Copiague RR, Northwest Babylon, Farmingdale RR and Huntington among other destinations. As noted above, due to its proximity to major transportation infrastructure, the project should be planned in a regional context in conjunction with neighboring and area properties.

As indicated above, in industrially zoned areas, those industries most compatible with airport operations such as indoor storage facilities, vertically unobtrusive building structures, and transportation hubs, should be encouraged. Section 212 of FAA Regulatory Requirements 150/5300-13 Ch. 7 provides that land uses prohibited from the Runway Protection Zone (RPZ) are: residences and places of public assembly (churches, schools, hospitals, office buildings, shopping centers) and other uses with similar concentrations of persons that typify places of public assembly. FAA considerations are critical factors with respect to development parameters on the subject property.

It is the belief of the staff that the subject property could be reasonably developed for other permitted uses in the RPZ more compatible with airport operations. Theoretically this could include a 44 lot compatible development of approximately 264,000 SF of gross floor area (the theoretical yield calculation is as follows: 19.268 ac x 43,560/ac - 16,7863 SF (20% roads and drainage) / 15,000 SF minimum lot size (G zone) = 44.8 lots… 40% lot occupancy of 44 lots @ 15,000 SF each lot (one story re: RPZ) = 264,000 SF GFA).

One possible alternative to the development of an as-of-right warehouse-self storage complex or a massive at-grade-parking lot or the proposed retail complex on the subject property could be the transfer of the 44 lot/264,000 SF GFA development potential (under an as-of-right use) of the subject property to some other receiving site location or component of an “East Farmingdale Downtown Center and rail station” as is envisioned by the Town of Babylon and noted above. The TDR mechanism could be worked into the Regulating Plan and Form-Based Code. The development should be aligned with local plans including the Town of Bablyon’s vision for East Farmingdale, and the recent MEC corridor study

Little discussion is made in the application to the Town and referred to the Commission on public safety (other than the airport RPZ) and universal design. There is no indication that the applicant has reviewed the Planning Commission guidelines particularly related to public safety and universal design.

STAFF RECOMMENDATION

Approval of the Acadia Republic Farmingdale, LLC referral from the Town of Babylon Planning Board with the following modifications as conditions to the aforesaid approval and with the following comments:

Conditions:

1. No final approval shall be granted by the Town of Babylon Planning Board until such time as the NYS Department of Environmental Conservation (DEC) and any other appropriate

agency is satisfied with the level of remediation at the subject property for the purposes of the proposed use.

2. No final approval shall be granted by the Town of Babylon Planning Board until such time as the Federal Aviation Administration (FAA) and the NYS DOT has determined that proposed development at the subject property is consistent with the Republic Airport Runway Protection Zone requirements as established by the FAA.

3. No final approval shall be granted by the Town of Babylon Planning Board until such time as the Town of Babylon Zoning Board of Appeals has approved the Special Exception use of "G" industrial zone property for retail sales pursuant to section 213-166 F of the Town of Babylon Zoning Law.

4. No final approval shall be granted until such time as the Town of Babylon Zoning Board of Appeals has approved an Area Variance for twelve (12) buildings on site as per section 213-176 and 213-192 of the Town of Babylon Zoning Law.

Comments:

1. The subject property can be reasonably developed for other permitted uses in the Runway Protection Zone more compatible with airport operations. Theoretically this could include a 44 lot compatible development of approximately 264,000 SF of gross floor area (the theoretical yield calculation is as follows: 19.268 ac x 43,560/ac - 16,7863 SF (20% roads and drainage) / 15,000 SF minimum lot size (G zone) = 44.8 lots… 40% lot occupancy of 44 lots @ 15,000 SF each lot (one story re: RPZ) = 264,000 SF GFA)

   One possible alternative to the development of an as-of-right warehouse-self storage complex or a massive at-grade-parking lot or the proposed retail complex on the subject property could be the transfer of the 44 lot/264,000 SF GFA as-of-right development potential of the subject property to some other receiving site location or component of an "East Farmingdale Downtown Center and rail station" as is envisioned by the Town of Babylon. The TDR mechanism could be worked into the Regulating Plan and Form-Based Code relative to the above "Center". It is the belief of the Suffolk County Planning Commission that this alternative should be given serious consideration. The development should be aligned with local plans including the Town of Bablyon's vision for East Farmingdale, and the recent MEC corridor study

2. The applicant should continue dialogue with the Suffolk County Department of Public works with respect to connection to the Suffolk County Wastewater Sewer District #3 (Southwest).

3. The applicant should continue dialogue with the NYS Department of Transportation with respect to access to NYS Rte. 110 (Broad Hollow Road) and NYS Rte. 24 (Conklin Street).

4. The applicant should continue dialogue with the NYS Department of Transportation, MTA LI and Suffolk County Department of Public Works Transit Division for coordination and development of the transit (bus) stop on Conklin Street (NYS Rte. 24).

5. The applicant should be encouraged to review the Commissions publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.

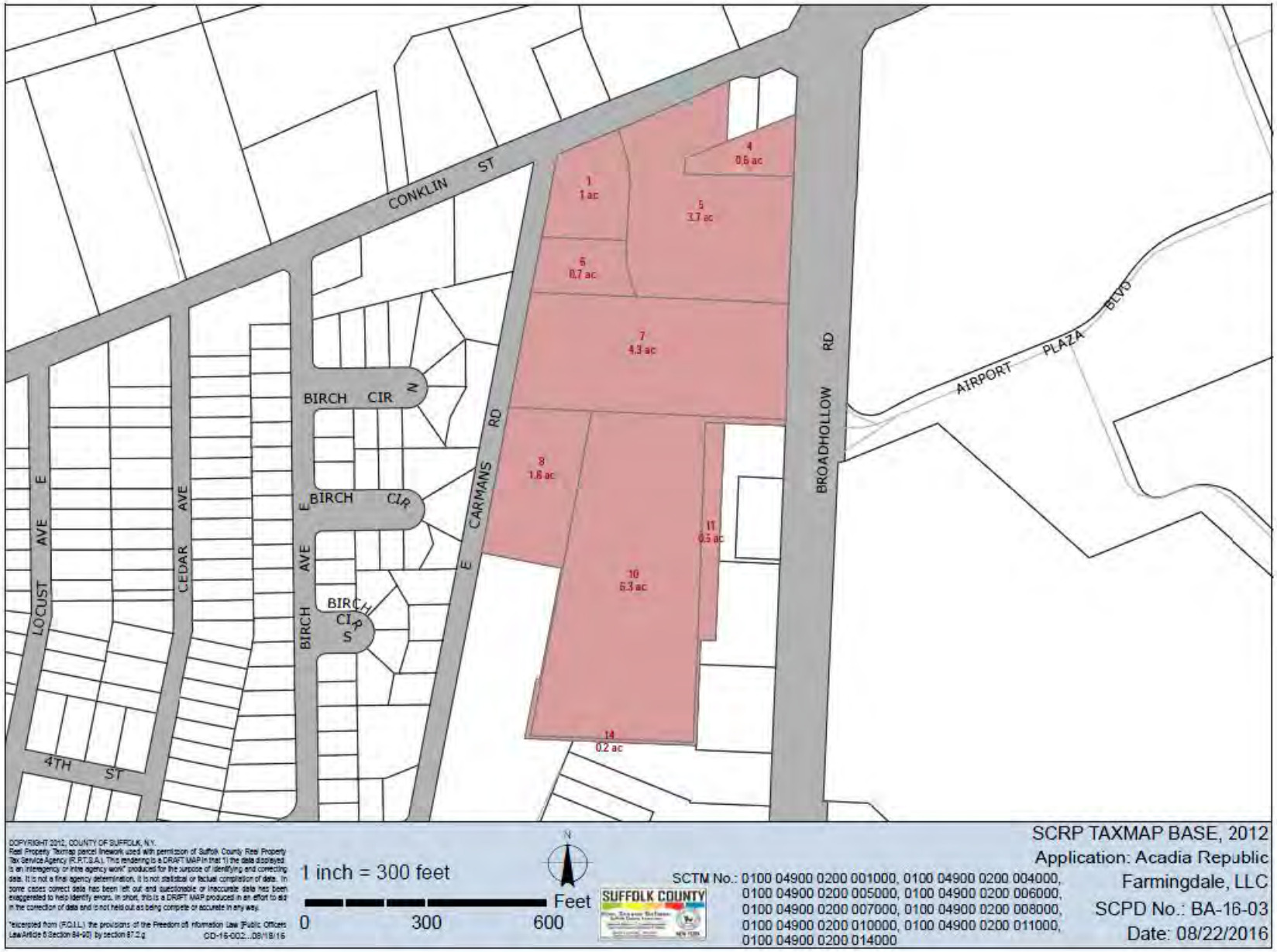
6. The applicant should be encouraged to continue dialogue with the Town of Babylon's office of Downtown Revitalization for coordination with local plans for the area.

7. All structures that may be erected at the subject property should be constructed using materials and techniques that will reduce interior noise levels in accordance with the recommendations of the Federal Aviation Administration or other authority that has promulgated standards for reduction of interior noise levels.

8. No mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. The applicant should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable for the commercial, residential and clubhouse components of the proposal.

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

10. The petitioners should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.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*(excerpted from (F.O.I.L.) the provisions of the Freedom of Information Law [Public Officers Law Article 6 Section 84-90] by section 87-2-g
CD-16-002...08/18/16
1 inch = 300 feet
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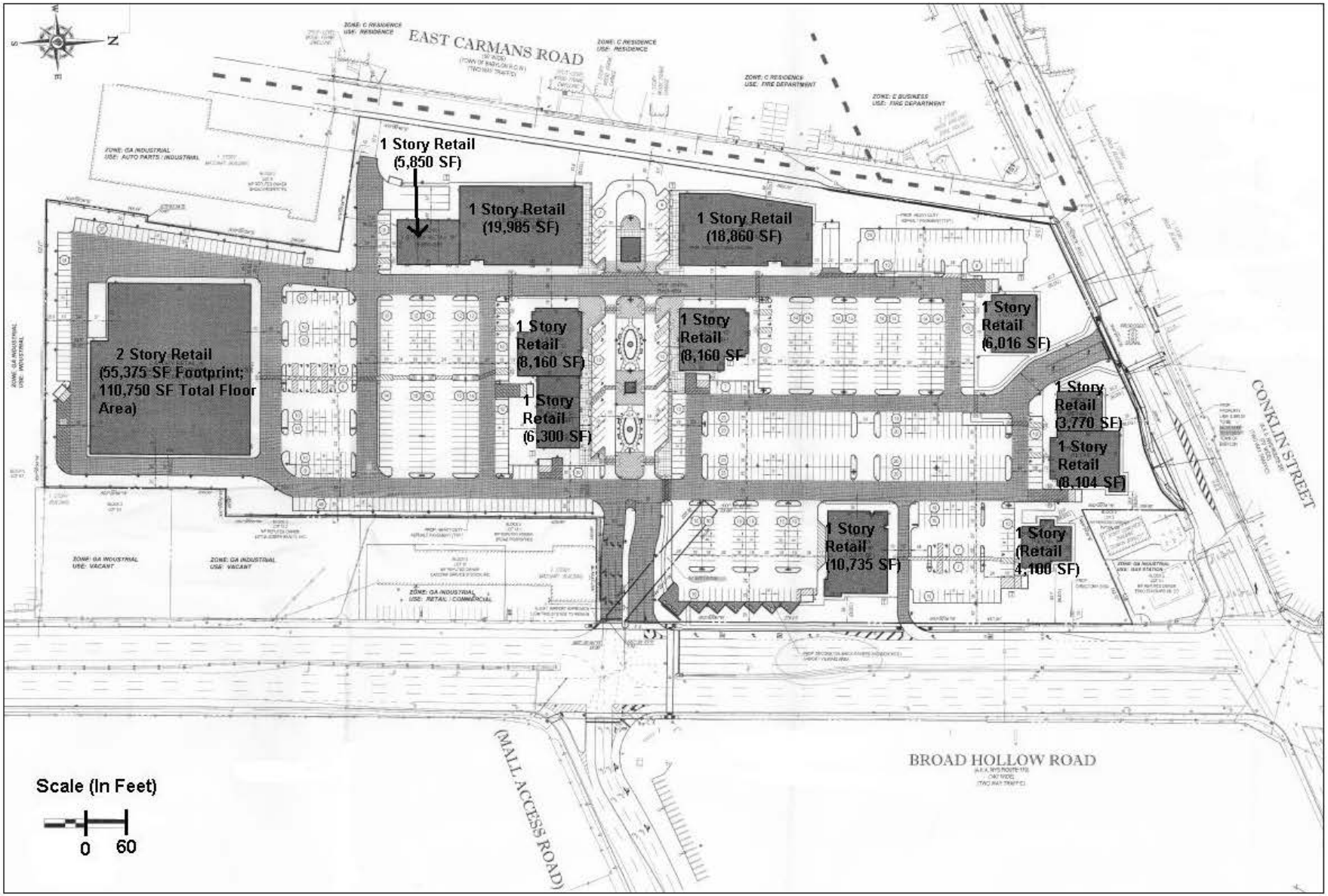
SUFFOLK COUNTY
SCRP TAXMAP BASE, 2012
Application: Acadia Republic Farmingdale, LLC
SCPD No.: BA-16-03
Date: 08/22/2016
SCTM No.: 0100 04900 0200 001000, 0100 04900 0200 004000, 0100 04900 0200 005000, 0100 04900 0200 006000, 0100 04900 0200 007000, 0100 04900 0200 008000, 0100 04900 0200 010000, 0100 04900 0200 011000, 0100 04900 0200 014000



Z-1: Acadia Farmingdale Republic, LLC
SCPD: BA-16-04
SCTM No: 0100-49-2-1 et al

COUNTY OF SUFFOLK

ROBERT J. GAFFNEY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PLANNING

THOMAS ISLES, AICP
DIRECTOR OF PLANNING

December 5, 2003

Mr. Thomas Young, Chairman
Town of Babylon ZBA
200 East Sunrise Highway
Lindenhurst, NY 11757

Re: Application of "Stew Leonards" (#03-174) for special permits/variances in connection with the erection of a shopping center at East Farmingdale in the Town of Babylon (BA-03-12)

Dear Mr. Young:

Pursuant to the requirements of Sections A 14-14 to 23 of the Suffolk County Administrative Code, the Suffolk County Planning Commission on December 3, 2003 reviewed the above captioned application and after due study and deliberation was unable to render a determination, as the necessary votes were unavailable to carry a resolution relative thereto.

Therefore, no action was taken by the Planning Commission.

Very truly yours,

Thomas Isles
Director of Planning

by
Gerald G. Newman
Chief Planner

GN:cc

LOCATION
H. LEE DENNISON BLDG. - 4TH FLOOR
100 VETERANS MEMORIAL HIGHWAY

MAILING ADDRESS
P. O. BOX 6100
HAUPPAUGE, NY 11788-0099

(631) 853-5190
TELECOPIER (631) 853-4044

Resolution No. ZSR-03- of the Suffolk County Planning Commission
Pursuant to Sections A 14-14 to 23 of the Suffolk County Administrative Code

WHEREAS, pursuant to Sections A 14-14 to 23 of the Suffolk County Administrative Code, a proposed zoning action was received at the offices of the Suffolk County Planning Commission on November 21, 2003, with respect to the application of "Stew Leonards" (#03-174) for variances/special permits in connection with the erection of a shopping center on premises situated on the south side of Conklin Street (N.Y.S. Rte. 24) between N.Y.S. Rte. 110 and Carmans Rd. at East Farmingdale in the Town of Babylon, and

WHEREAS, said application was considered by the Suffolk County Planning Commission at its meeting on December 3, 2003, and

WHEREAS, the Commission voted to disapprove said application, Be it Therefore

RESOLVED, that the Suffolk County Planning Commission hereby approves and adopts the report of its staff, as amended, as the report of the Commission, Be It Further

RESOLVED, that said application be disapproved for the following reasons:

1. It contravenes a previous determination of the Suffolk County Planning Commission of June 7, 2000 on the establishment of the Commercial Overlay District which required that "all development shall be consistent with the Republic Airport Runway Protection Zone (RPZ) requirements as established by the FAA";

2. The information submitted does not appear sufficient in demonstrating compliance with applicable special exception/variance criteria, particularly as relates to public safety concerns;

3. Premises can be reasonably developed for other permitted uses in the Industrial Ga/Commercial Overlay District more compatible with airport operations; and,

4. The establishment of a place of public assembly in the Runway Protection Zone (RPZ) appears to constitute a public safety concern for people and property, particularly as relates to entrepreneurial activities conducted in and near the northernmost building.

Motion by: Commissioner O'Dea Seconded by: Commissioner Thorsen

Commission Vote: Present - 10	Ayes	4*	(Commissioners Graboski, O'Dea, Petersen and Thorsen)
	Nays	6	(Commissioners Caracciolo, Cremers, Dietz, London, Martin and Nolan)
	Abstentions	0	

***Motion Failed to carry**

Dated: December 3, 2003
Arthur Kunz Memorial Library, Hauppauge, New York
Suffolk County Planning Commission

Resolution No. ZSR-03- of the Suffolk County Planning Commission
Pursuant to Sections A 14-14 to 23 of the Suffolk County Administrative Code

WHEREAS, pursuant to Sections A 14-14 to 23 of the Suffolk County Administrative Code, a proposed zoning action was received at the offices of the Suffolk County Planning Commission on November 21, 2003, with respect to the application of "Stew Leonards" (#03-174) for variances/special permits in connection with the erection of a shopping center on premises situated on the south side of Conklin Street (N.Y.S. Rte. 24) between N.Y.S. Rte. 110 and Carmans Rd. at East Farmingdale in the Town of Babylon, and

WHEREAS, said application was considered by the Suffolk County Planning Commission at its meeting on December 3, 2003, and

WHEREAS, the Commission has voted to disapprove said application, Be It Therefore

RESOLVED, that the Suffolk County Planning Commission hereby approves and adopts the report of its staff, as amended, as the report of the Commission, Be it Further

RESOLVED, that said application be considered as a matter for local determination.

Motion by: Commissioner Dietz Seconded by: Commissioner Nolan

Commission Vote: Present - 10	Ayes	6*	(Commissioners Caracciolo, Cremers, Dietz, London, Martin and Nolan)
	Nays	4	(Commissioners Graboski, O'Dea, Petersen and Thorsen)
	Abstentions	0	

***Motion failed to carry**

Dated: December 3, 2003
Arthur Kunz Memorial Library, Hauppauge, New York
Suffolk County Planning Commission

COUNTY OF SUFFOLK

Z-2

Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Theresa Ward
Acting Commissioner

Division of Planning
and Environment

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

-Tuckahoe Center October 11, 2016 Addendum to the 12/2/15 staff report-

Overview: The Suffolk County Planning Commission received on August 22, 2016 a referral from the Southampton Town Board related to the application of "Tuckahoe Center". The referral revises a prior change of zone and conceptual site plan application referred to the Planning Commission by the Town of Southampton in November of 2015 (see attached 12/2/15 staff report). At the time the petition to the Town and referral to the Commission was for a change of zone from Highway Business (HB) and Residential-20 (R-20; minimum lot size 20,000 SF) to Shopping Center Business (SCB) to allow the construction of a 58,500 SF Shopping Center

The Suffolk County Planning Commission deliberated and disapproved the referral on December 2, 2015 (see attached resolution) for the following reasons:

1. The additional cumulative traffic impacts on critical regional transportation arteries;
2. The adverse traffic impacts on the Village of Southampton and the surrounding areas;
3. There may be another location more suitable for this type of development;
4. The proposed shopping center is not consistent with the local community character; and
5. The proposed shopping center traffic characteristics are inconsistent with the Town Study for CR 39.

The current referral includes a revised COZ petition to the Town including a Conceptual Site Plan of 52,500 SF. Overall the Revised Plan reduces the gross floor area of the project by over 10% (6,000 SF), increases the total area of landscaping by 13,000 SF, and improves site circulation particularly for the public access easement. Detailed changes to the Conceptual plan include:

- The size of the supermarket has been reduced by 2000 SF;
- The drive-through lane has been eliminated from the eastern-most building, and the building has been reduced in size by 500 SF;
- The two remaining retail buildings have been reduced by a total of 3,500 SF
- The total area of landscaping has been increased by approximately 13,000 SF
- Internal site circulation roadways (including the public access easement) have been realigned to more closely resemble a roadway system, while continuing to accommodate future cross-access;

- The proposed bank building has been re-designated on the Scheme 3 conceptual site plan as a proposed retail building; and
- On-site parking has been increased from 249 spaces to 257 spaces

The change of zone petitioners also, through their engineering consultants, reiterate that the proposal improves the main access driveway on County Road 39, eliminates an easternmost egress driveway on CR 39, increases lot depth, and improves cross access between adjacent properties as compared to existing conditions and the prior FEIS Plan.

The petitioners to the Town of Southampton have submitted through their engineering consultants VHB, a traffic assessment of the proposed changes (see attached). In addition, an analysis from the Town of Southampton traffic Consultant, Dunn Engineering that assesses the VHB traffic conclusions was also included (see attached).

STAFF ANALYSIS

The Suffolk County Planning Commission's first two reasons for the original 12/2/15 disapproval appear to be substantially responded to. The assertion with respect to the proposed change of zone to shopping center business at the subject property is the cumulative adverse traffic impacts to critical regional and Village of Southampton transportation arteries. In addition, it is argued that the change of zone and conceptual site plan are not consistent with the Town of Southampton County Road 39 Corridor Land Use Plan, Final Plan dated January 2015 wherein Executive Summary Recommendation 1 states "Modify the Highway Business (HB) zone zoning category to improve the quality and diversity of land uses. The Highway Business (HB) zone is the prevalent commercial zoning district along County Road 39. Refining the Highway Business zoning category to enhance its performance, while still maintain the original intent to serve as the location for businesses that provide the sale of higher order goods is important in order to maintain low trip-generating uses"

The Suffolk County Department of Public Works Commissioner is on record at the December 2, 2015 Suffolk County Planning Commission meeting stating that impacts to traffic as a result of the proposal can be addressed and mitigated (see prior staff report attached) with "no reduction in level of service" [to CR 39 and corresponding intersections]. Traffic engineers for the consultant have demonstrated on two tables within their report that the recent modifications to the conceptual site plan decrease driveway volume trip reduction and site traffic trip generation after the effect of pass-by-trips is accounted for (see page 2 and 3). The petitioner's engineers conclude that "a substantial reduction in peak period trip generation would result from the proposed reduction in size of the Tuckahoe Center and elimination of the bank drive-through." Moreover, the Town of Southampton requested of its own engineering consultant to review the VHB report on the revised plan for Tuckahoe Center. The engineering consultant concluded that the original impacts disclosed in the FEIS at each of the studied intersections were not substantial and should be diminished with the reduction in trip generation." The engineers further concluded "however, it cannot be determined without doing the intersection analysis and comparing the results to the No Build Analysis how much the reduction in trip generation reduces the impacts of the project on the traffic operations at the intersections studied."

The third reason originally enumerated for disapproval of the Tuckahoe Center project by the Suffolk County Planning Commission was that there may be another location more suitable for this type of development. The Town of Southampton Shopping Center Business (SCB) district zoning category requires a minimum lot size of five (5) acres. Outside of the immediate area there are few properties that would (without assemblage) meet the minimum lot size along the CR 39 corridor from the Shinnecock Canal to the west to Hampton Road to the east.

Suffolk County Planning Commission staff compiled and presents the following for informational purposes:

Supermarkets in Hampton Bays (Approximately 7 miles from the Tuckahoe Center project site):

- Stop and Shop – 50,000 Square Feet
- King Kullen – 38,000 Square Feet
- Wild by Nature – 20,000 Square Feet

Supermarket in the Bridgehampton Commons (Approximately 7 miles from the Tuckahoe Center project site):

- King Kullen – 42,000 Square Feet

Supermarket in the Village of Southampton (Approximately 2 miles from the Tuckahoe Center project site):

- Stop and Shop – 24,000 Square Feet

- In addition to the proposed Tuckahoe Center a Fresh Market has been proposed and discussed in the Town of Southampton, though no application has been referred to the Suffolk County Planning Commission to date.

Note: the square footage data is based on analysis of aerial photographs and is approximate in nature: the total square footage of the Bridgehampton Commons is approximately 288,000 Square Feet

It is difficult to determine, from the planning available, what the optimal ratio of neighborhood grocery stores or supermarkets to suburban residents would be. A 10 to 15 minute travel time appears to be the most consistent criteria. Depending on the season of the year this can be a variable radius from the Tuckahoe area for a motor vehicle.

Suffolk County Planning Research Unit staff calculated that in western Southampton Town there are four supermarkets that serve a year round population of approximately 37,000 people. This would equate to roughly 9,300 people/market. In eastern Southampton there are three supermarkets that serve a year round population of approximately 21,000 people or close to 7,000 people/market. If a fourth supermarket is built in eastern Southampton the ratio would be approximately 5,200 people/market.

The seasonally adjusted population of the eastern half of the Town of Southampton is approximately 39,000 people. It would appear that situating a fourth grocery store (~9,000 people/supermarket) to service year round and seasonal populations in the area is reasonable. A review of the Town of Southampton's zoning districts map indicates that there are no SCB districts in the area or another strip of commercial or Highway Business zoned land in the area with a parcel suitable in dimension and no closer to existing supermarkets. It is noted that the hamlets of Bridgehampton, Hampton Bays, West Tiana and Riverside, have a SCB zoning district surrounded by a similar zoning pattern. All would be more than a 10 minute drive to reach in the peak season.

Development trends in the Tuckahoe area from 2009 to present have indicated an increase in commercial development and residential population around the subject area. The projects Fairfield at Southampton, Rosco Farm, the Ponds at Southampton and the Southampton Golf Club have added approximately 156 residential units and an estimated 336 persons to the Tuckahoe area. A partial listing of projects (as depicted on the attached figure) is as follows:

Notable Land Use Applications Received by the SCPC in the Last 10 Years

- Fairfield At Southampton – 2009 Change of Zone Application, 2010 Site Plan Application for the Change of Zone from Highway Business to RPDD to allow for the construction of a 50 unit Condo Complex (Change of Zone – Local Determination 3/18/09; Site Plan approved by the Suffolk County Planning Commission on 4/7/2010)
- The Ponds at Southampton Village – 2011 Town Board and ZBA approval for Non-Conforming Use approval to construct 78 unit condominium complex (SCPC No Action-7/6/2011)
- Rosko Farm – 2015 Major Subdivision 28 Lot Application (Subdivision Approved by the Suffolk County Planning Commission on 5/8/2015)
- CR39 Holdings, LLC – 2015 Site Plan for the demolition and reconstruction of an existing buildings to a for a 3,724 SF total floor area, 2 story building to be used for retail and offices
- Classy Canine, Inc – 2016 Site Plan application for the change of Use from retail to dog grooming service (Local Determination 8/22/2016)
- Southampton Golf Club (Employee Housing) – 2013 Site Plan application for a 5,773 square foot building to be used for staff housing, a fitting area and equipment storage (Local Determination 1/15/2013)

Suffolk County Planning Commission 12/2/15 disapproval reason no. 4 indicated that the proposal is not consistent with local community character. The Town of Southampton in early 2015 adopted The County Road 39 Corridor Land Use and Access Management Plan which was guided by the 1999 Comprehensive Plan Update. The subject property lies within CR 39 Corridor Study Area, which in part had a land use plan with a focus on the following four goals:

Goal 1: Maintain/Enhance Community Character
Goal 2: Facilitate Movement/Enhance Safety
Goal 3: Manage new development along the corridor
Goal 4: Protect and enhance the area's environmental quality

One of the recommendations of the CR 39 Study is to promote open space retention on remaining large undeveloped tracts. There are currently several large tracts of land that are used as open space/recreation and effectively act as greenbelts between the commercial nodes along CR 39. It has been noted by staff that the subject property is not indicated as one of those undeveloped parcels targeted for preservation, and the proposed development of the subject property is not inconsistent with the Comprehensive Plan Update or the CR 39 Corridor Land Use Plan.

In response to comments of the Commission, the public and local municipalities, the petitioner has reduced the overall gross floor area of the proposal by 10% and eliminated the high trip generating bank and drive through. An analysis of potential as-of-right density for the subject property lying within the HB zoning district indicates that the theoretical yield of the 6.25 acre parcel would be approximately 82,575 SF of gross floor area (6.25 acres x 43,560SF/ac x 30% [lot coverage] = 82,575 SF). The proposed total development of the Tuckahoe Center project is 52,500 SF. This reduction in yield over the as-of-right density further accommodates the property into the character of the area.

Moreover, the petitioner has indicated (see VHB report 6/7/16) a willingness to "modify the projects mix of retail uses" in order to enhance the community character and reduce trip generation impacts on the community character.

A review of the Town of Southampton Town Zoning Law Section 330-33, Business Districts Table of Use Regulations reveals that 46% of the as-of-right permitted or special exception uses allowed in the Highway Business zoning district are allowed as permitted or special exception use in the Shopping Center Business zoning district category. The uses permitted in the Highway Business district are by design low trip generating uses. It would appear that the petitioner's willingness to modify the projects mix of retail uses to reduce trip generation impacts could be used to limit retail uses on the subject property to those permitted as of right or by special exception in the Highway Business zoning district. This would assure that the proposed project improves the quality and diversity of land uses, enhances its performance, provide the sale of higher order goods and maintains low trip-generating uses as is called for in the CR 39 Plan.

It is the belief of the staff that the modifications to the proposed Tuckahoe Center development project as offered by the petitioner, along with certain conditions that may be imposed on the project, would address Suffolk County Planning Commission reason for disapproval number 5 of the 12/2/15 resolution.

STAFF RECOMMENDATION

Approval of the Tuckahoe Center referral for a change of zone from HB and R-20 to SCB with the following comments:

Comments:

1. Early review by the Suffolk County Department of Health Services and the Suffolk County Department of Public Works is warranted for waste water treatment considerations and the petitioner should be directed to contact and begin dialogue with the Suffolk County Department of Health Services and the SCDPW as early as possible.

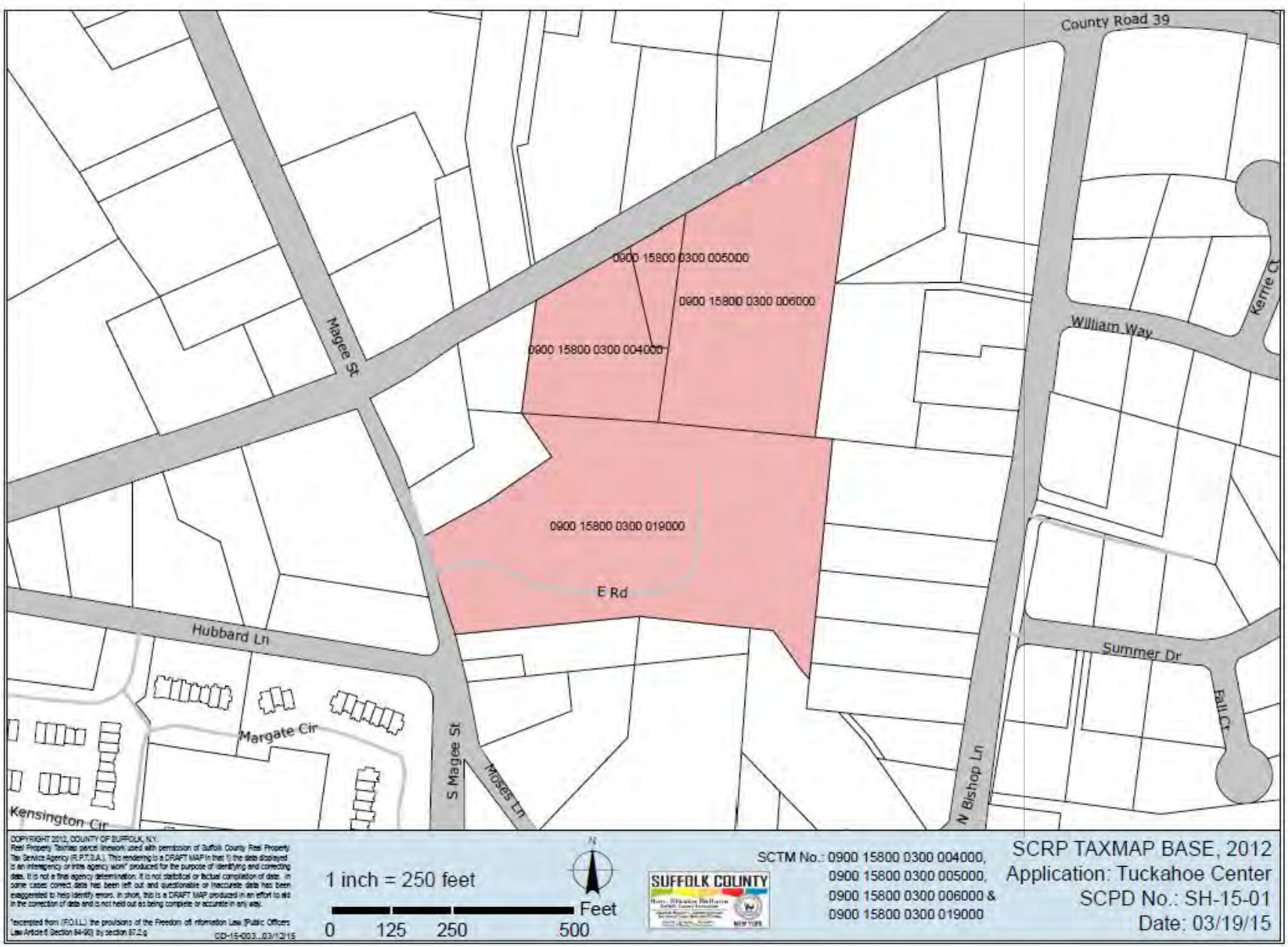
2. Copies of any prepared Phase I and II Environmental Site Assessments have not been submitted to the Suffolk County Planning Commission and it is not known if any have been prepared and submitted to the appropriate agencies. These should be made available.

3. The petitioners may benefit from a review of the Suffolk County Planning Commission publication Managing Stormwater-Natural Vegetation and Green Methodologies and the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency if they have not been reviewed already, and incorporate into the proposal, where practical, additional design elements contained therein.

4. The petitioner should continue to work with Suffolk County Department of Public Works to mitigate any potential traffic congestion identified for CR 39 as a result of the proposed change of zone.

5. The petitioner should begin/continue dialogue with Suffolk County Transit to determine if a bus stop at this site would be appropriate.

6. The petitioner should review the Planning Commission guidelines particularly related to public safety and universal design and incorporate into the proposal, where practical, design elements contained therein.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E Rd
William Way
Kerrie Ct
Hubbard Ln
Summer Dr
Fall Ct
Margate Cir
Kensington Cir
S Magee St
Moses Ln
N Bishop Ln
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Real Property Taxmap parcel linework used with permission of Suffolk County Real Property Tax Service Agency (R.P.T.S.A.). This rendering is a DRAFT MAP in that 1) the data displayed is an interagency or intra agency work* produced for the purpose of identifying and correcting data. It is not a final agency determination. It is not statistical or factual compilation of data. In some cases correct data has been left out and questionable or inaccurate data has been exaggerated to help identify errors. In short, this is a DRAFT MAP produced in an effort to aid in the correction of data and is not held out as being complete or accurate in any way.
*excerpted from (F.O.I.L.) the provisions of the Freedom of Information Law (Public Officers Law Article 6 Section 84-90) by section 87.2.g
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1 inch = 250 feet
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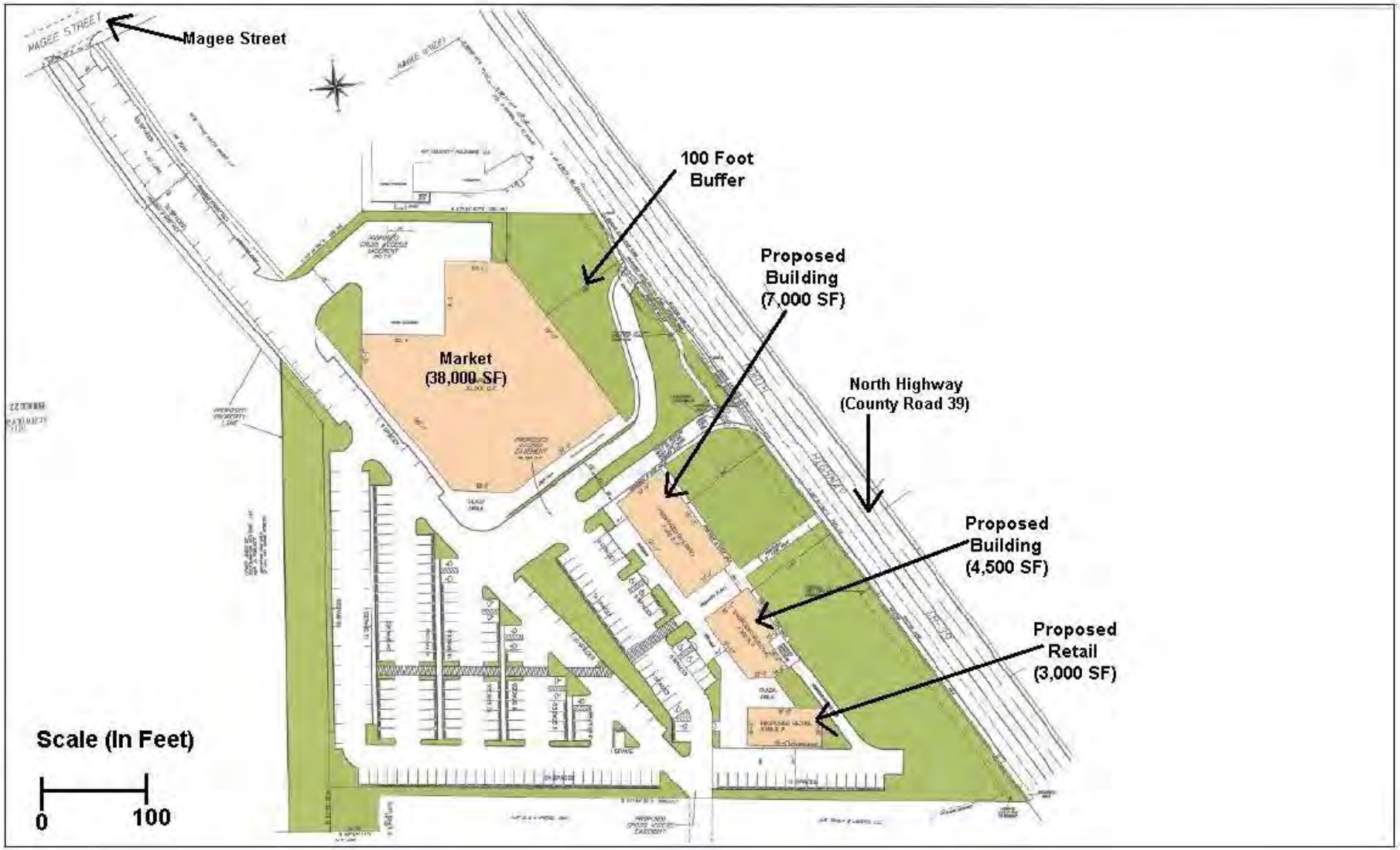
SCRP TAXMAP BASE, 2012
Application: Tuckahoe Center
SCPD No.: SH-15-01
Date: 03/19/15



Z-2: Tuckahoe Center
SCPD: SH-16-03
SCTM No: 0900-158.00-03.00-04.000 et al

COUNTY OF SUFFOLK

Z-2

Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Joanne Minieri
Deputy County Executive and Commissioner

Division of Planning
and Environment

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

Applicant: Tuckahoe Center
Municipality: Southampton
Location: s/s/o CR 39 (North Highway) approx. 200 feet east of Magee Street

Received: 2/17/2015
File Number: SH-15-01
T.P.I.N.: 0900 15800 0300 004000 et al
Jurisdiction: adjacent to CR 39 (North Highway)

ZONING DATA

- Zoning Classification: HB & R-20
- Minimum Lot Area: 40,000. Sq. Ft.
- Section 278: No
- Obtained Variance: No

SUPPLEMENTARY INFORMATION

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

SITE DESCRIPTION

- Present Land Use: motel, restaurant, residential, inactive soil and materials storage
- Existing Structures: vacant retail shop, motel, dwellings, garages & sheds
- General Character of Site: rolling
- Range of Elevation within Site: 50'-60' above msl
- Cover: woods grass cleard area

- Soil Types: plymouth association and Cut and fill
- Range of Slopes (Soils Map): 0-8%
- Waterbodies or Wetlands: none

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: change of zone
- Layout: site plan
- Area of Tract: 7.3Acres
- Yield Map:
  - No. of Lots: 1

ACCESS

- Roads: CR 39 -
- Driveways: private

ENVIRONMENTAL INFORMATION

- Stormwater Drainage
  - Design of System: green technology
  - Recharge Basins bioswales.
- Groundwater Management Zone: IV
- Water Supply: public
- Sanitary Sewers: CT-LP

PROPOSAL DETAILS

OVERVIEW – Applicants seek change of zone approval from the Southampton Town Board for the construction of a 58,500 SF shopping center. The subject parcel is a 7.3 acre parcel zoned Highway Business (40,000 SF minimum lot size) and R-20 (Residential, minimum lot size 20,000 SF) located at the northeast corner of Magee Street (Town road) and North Highway (County Road 39) in the hamlet of Tuckahoe. The petitioners are requesting a change of the zone on three parcels and part of a fourth parcel to Shopping Center Business to construct a 40,000 SF supermarket, an 8,400 SF retail and commercial use building, a 6,600 SF retail/commercial use building and a 3,500 SF bank with drive-thru. Two-hundred-seventeen (217) surface parking spaces are shown on the Conceptual Site Plan. A 46,488 SF access easement for public right of way is also proposed from Magee Street through the project site to North Highway.

The conceptual site plans submitted with the referral materials to the Suffolk County Planning Commission indicates four buildings aligned parallel to the frontage of CR 39 with surface parking to the rear and southeast on the site. A portion of SCTM lot No. 0900 15800 0300 019000 is to be utilized as a proposed access easement and transition yard buffering. Cross access easements are proposed to be established between the subject lot and the properties adjacent to the east and west.

The main access to the subject property is intended via North Highway (CR 39). Uncontrolled ingress east and westbound from CR 39 is proposed. The entrance lane into the subject site has been relocated from previous iterations of the conceptual site plan to the west, to be located nearer to the western limit of the site's frontage. This modification is intended to increase the available que length for vehicles entering the site from the left hand turning (westbound) lane on CR 39. Egress to North Highway is via a right turn only (east bound). A second alternate egress to North Highway that was proposed at the eastern property line is no longer an element on the conceptual site plan. This exit was determined to be potentially too near to the intersection of CR 39 and CR 52 (Sandy Hollow Road) and was removed to address potential traffic and safety concerns expressed by the public.

Secondary ingress/egress to the proposed project is to be from Magee Street via a 50 foot wide "public access easement" to provide "improved circulation (not only at the site but in the vicinity) by providing vehicles the opportunity to avoid the intersection of Magee Street and CR 39 and traverse through the subject property. This access point does not appear to be restricted, signalized or controlled in any way.

Information included in the referral to the Suffolk County Planning Commission indicate that the subject property is or has been improved with a 7,725 square foot, 11 room motel, a 1,950 square foot restaurant, a 950 Square foot vacant retail shop, residential uses and inactive soil and materials storage areas. All said structures are to be demolished and removed. Copies of any prepared Phase I and II Environmental Site Assessments have not been submitted to the Suffolk County Planning Commission and it is not known if any have been prepared and submitted to the appropriate agencies.

The proposed Tuckahoe Center intends to utilize conventional on-site sanitary systems to accommodate sanitary wastewater generated by the proposed development. Total anticipated sanitary waste water flow to be generated is approximately 2,177 gallons per day (DEIS pg.269).

Storm water runoff from the contemplated development is intended to use leaching pools and bio-retention basins to provide for the adequate storage and recharge of storm water runoff generated from a two-inch rain event across the site. It is also noted that the proposed shopping center design includes the creation of green roofs atop the two proposed retail buildings, and the use of pervious pavement is intended to be incorporated into the design of the shopping center. In addition, native plant species are proposed to be used throughout the proposed site to reduce irrigation demands.

A traffic Impact Study Report for the Tuckahoe Center project was prepared by the petitioner's consultant (VHB Engineering, Surveying and Landscape Architecture, PC. February 14, 2014) and submitted with the DEIS for the project and referred to the Suffolk County Planning Commission. Based on the results of the analyses conducted VHB concluded that the site generated traffic from the proposed Tuckahoe Center will not have a significant impact on the overall intersection level of service at the nearby signalized study intersections of CR 39 (North Highway) at Magee Street and CR 39 at CR 52 (Sandy Hollow Road). According to the FEIS the "overall levels of service in the Build with Mitigation scenarios in the new analysis (on the revised FEIS plan) are equal to those in the DEIS with two minor exceptions. At the intersection of Magee Street and Sebonac Road during the Friday p.m. and Saturday midday peak analysis periods there are isolated intersection movements that change from Level Of Service (LOS) A to LOS B when the original DEIS results are compared to the revised results in this FEIS. However, the increases in delay that precipitate this change in level of service are not more than three-tenths of a second per vehicle." The FEIS goes on to read that "this change will not be noticeable to motorists and only results in the level of service slipping because the original results are very close in delay to the level of service threshold between A and B."

The petitioner has been in dialogue with the Suffolk County Department of Public works and has indicated several mitigations to the trip generation of the proposed project including: 1) Increasing the lengths of the northbound and southbound left-turn lanes on Magee street as they approach CR39. The extension of these lanes will reduce the possibility of through-movement queues blocking entry to the left turn lane during peak periods. 2) Dedication of 17 feet of property along the entire site frontage on CR 39 to the SCDPW for uses in future roadway improvements. 3) Additional mitigation includes changes in traffic signal cycle length, adjustment of phased splits to better correlate with future volumes and proposed changes to signal coordination.

Potable water is to be supplied to the proposed development by the Suffolk County Water Authority.

The subject property is bounded on the north by CR 39 and lands in the Highway Business District; to the east by improved lands in the Highway Business and R-20 (Residence-minimum lot size 20,000); to the south by the remaining property of the Independent Group Home Living Corporation (and the vacant bldg.) and improved and unimproved land in the R-20 district; to the west improved lands in the HB District, and across Magee Street improved land in the HB and MF-44 (Multifamily Family-minimum lot area 44,000SF) District know as Southampton Commons.

The proposed project is not located in a Suffolk County Pine Barrens Zone. The subject parcel is not located a State Special Groundwater Protection Area (SGPA). The site is situated over Hydro-geologic Management Zone IV. The subject property is not in a State designated Critical Environmental Area. No local or State designated wetland occur on the subject site.

STAFF ANALYSIS

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

The petitioners put forth that the purpose of the change of zone request is to "create a shopping center…to address existing and projected demands for these uses in the surrounding area." The petitioners authorized a market study which concluded that "from a socio-economic perspective, there is a significant demand within the surrounding community for the types of development proposed at the subject property." The proposed action has been designed to service the existing area population, including the seasonal population, the projected population growth and the existing and proposed multi-family developments in the vicinity of the subject property. According to submitted materials to the Planning Commission the "nearest substantial full-service supermarkets are greater than five miles in either direction (east or west) of the subject property, and a smaller supermarket is situated within the Village of Southampton, approximately 1.3 miles from the subject site."

Suffolk County Planning Commission staff compiled and presents the following for informational purposes:

Supermarkets in Hampton Bays (Approximately 7 miles from the Tuckahoe Center project site):

- Stop and Shop – 50,000 Square Feet
- King Kullen – 38,000 Square Feet
- Wild by Nature – 20,000 Square Feet

Supermarket in the Village of Southampton (Approximately 2 miles from the Tuckahoe Center project site):

- Waldbaums – 24,000 Square Feet

Supermarket in the Bridgehampton Commons (Approximately 7 miles from the Tuckahoe Center project site):

- King Kullen – 42,000 Square Feet

Note: the square footage data is based on analysis of aerial photographs and is approximate in nature: the total square footage of the Bridgehampton Commons is approximately 288,000 Square Feet

The petitioners argue that "the purpose for the proposed action is to eliminate the exiting uses at the

subject property, which are blighting and detract from the character of the community, and develop the subject property in a manner that is consistent with, and achieves relevant goals of, the Town of Southampton's Comprehensive Plan…"

With respect to inter-community issues as outlined in GML it is the belief of staff that the proposal is a compatible land use with the uses adjacent to the subject property particularly with the cross access and buffering proposed by the petitioners. While the change of zone and development of the site as proposed by the petitioner will increase motor vehicle trip generation from the site over current conditions, the Town's traffic consultant, the applicant's traffic consultant and the Suffolk County Department of Public Works have determined that with the mitigations proposed the public convenience will not be altered.

The Highway Business zoning and uses along the corridor define the immediate community character and a change of zone to Shopping Center Business is not anticipated to have a significant impact on the community character of the County Road 39 Corridor in this area. It is noted that the hamlets of Bridgehampton, Hampton Bays, West Tiana and Riverside, have a SCB zoning district surrounded by a similar zoning pattern and appear to be maintaining a satisfactory community environment for these hamlets.

LOCAL COMPREHENSIVE PLAN RECOMMENDATIONS: The Town of Southampton Comprehensive Plan Update (1999) makes no specific recommendations for the land area of the subject property but includes several relevant generic recommendations and goals that are proposed to be included in the preliminary design of the propped shopping center including:

- Innovative storm water management
- Elimination of pre-existing, nonconforming uses
- Improving the highway business corridors by improving and coordinating access and circulation; promoting more attractive signage and landscaping; providing incentives for redevelopment and consolidation; and providing greater flexibility as to use, but with greater attention to design

According to submitted materials by the petitioner, Chapter VI ("The Economy") – Implementation Strategies of the Town Comprehensive Plan includes language that indicates that "the Town should prohibit stores larger than 15,000 square feet, except by special exception, in Shopping Center Business (SCB) districts…the special exception review should include consideration of the economic impacts of large-scale retail development on existing centers, especially with regard to the continued health of hamlet and village anchors." The petitioners put forth that the proposed Tuckahoe Center redevelopment includes a change of zone to "SCB" and the development of a 40,000 SF supermarket, which would require a special exception. In accordance with the above recommendation, a Market analysis was prepared and submitted to the town. This Market Analysis demonstrated that, among other things, the proposed development of a supermarket would not be expected to substantially affect the area's small-and medium-sized food and beverage stores…" The Town of Southampton authorized a peer review of the VHB Market Analysis and traffic report in the DEIS and the FEIS for the proposed Tuckahoe Center by an independent engineering/planning firm (Cashin Associates P.C.). The review indicated that "there is a significant need for the proposed shopping center. This is also reportedly suppo0rted the findings of the traffic study for the FEIS, which indicated that the proposed Project will significantly reduce the amount of trips outside of the area for grocery store shopping."

The County Road 39 Corridor Land Use Plan 2014, prepared by the Town of Southampton, indicates (for Quadrant 3 that contains the area of the subject referral site) no specific recommendations for the subject property. The petitioners indicate that the design for the Tuckahoe Center project incorporates several of the recommendations for traffic management found in the Draft Access Management Plan for the CR 39 corridor (pg 56 FEIS). Two of the key

recommendations in the CR 39 Access Plan are to reduce the overall numbers of driveways on CR39 and to limit left turns and cross traffic from intersecting streets and driveways. The proposed site plan incorporates both of these recommendations.

SUFFOLK COUNTY PLANNING COMMISSION GUIDELINE CONSIDERATIONS:

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

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

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

As indicated above, the proposed Tuckahoe Center is to utilize conventional on-site sanitary systems to accommodate sanitary waste water generated by the proposed development. Total anticipated sanitary waste water flow to be generated is approximately 2,177 gallons per day (DEIS pg.269). Approximately one quarter of a mile (0.25 miles) to the west is the Southampton Commons private sewage treatment plant (STP). The permitted flow of this facility is 0.040 million gallons per day (mgd). Also to the east, is the private STP to the Hampton Rehab Center approximately 0.7 miles away. This STP has a permitted flow of 0.045 mgd. These are the only STP facilities in the immediate area. It is not known if there is additional capacity at either of these two STP's to accommodate the flow of the proposed development. Best management practices and state-of-the-art technologies are being investigated by the Suffolk County for advance waste water treatment facilities that may impact consideration of the placement of a conventional individual wastewater treatment facility. Early review by the Suffolk County Department of Health Services and the Suffolk County Department of Public Works is warranted for waste water treatment considerations and the petitioner should be directed to contact and begin dialogue with the Suffolk County Department of Health Services and the SCDPW as early as possible.

As previously noted, storm water runoff from the contemplated development is intended to use leaching pools and bio-retention basins to provide for the adequate storage and recharge of storm water runoff generated from a two-inch rain event across the site. Various additional sustainable design components are intended to be incorporated into the proposed Tuckahoe Center including permeable pavers, native landscaping species, rooftop solar photovoltaic PV panels, Green roofs, low-flow plumbing fixtures and drip or low-flow irrigation systems, and energy-efficient LED site lighting fixtures among others. The petitioners may benefit from a review of the Suffolk County Planning Commission publication Managing Stormwater-Natural Vegetation and Green Methodologies and the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency if they have not been reviewed already, and incorporate into the proposal, where practical, additional design elements contained therein.

A Traffic Impact Study Report for the Tuckahoe Center project was prepared by the petitioner's consultant (VHB Engineering, Surveying and Landscape Architecture, PC. February 14, 2014) and submitted with the DEIS for the project and referred to the Suffolk County Planning Commission. As part of the DEIS review process the Town of Southampton has hired its own traffic consultant to assess the submitted traffic report and make further recommendations as to congestion management at the Magee Street intersection along the CR 39 corridor (see above).

Bus service to the proposed Tuckahoe Center shopping area is provided by S92 to points east and west along CR 39 with connecting service at Hampton Bays and Southampton village. Train stations are located in Hampton Bays to the west and Southampton Village to the east. The applicant has indicated a willingness to install a bus shelter. The petitioner should begin/continue dialogue with Suffolk County Transit to determine if a bus stop at this site would be appropriate.

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

STAFF RECOMMENDATION

Approval of the change of zone from HB and R-20 to SCB for the Tuckahoe Center with the following comments:

1. Early review by the Suffolk County Department of Health Services and the Suffolk County Department of Public Works is warranted for waste water treatment considerations and the petitioner should be directed to contact and begin dialogue with the Suffolk County Department of Health Services and the SCDPW as early as possible.

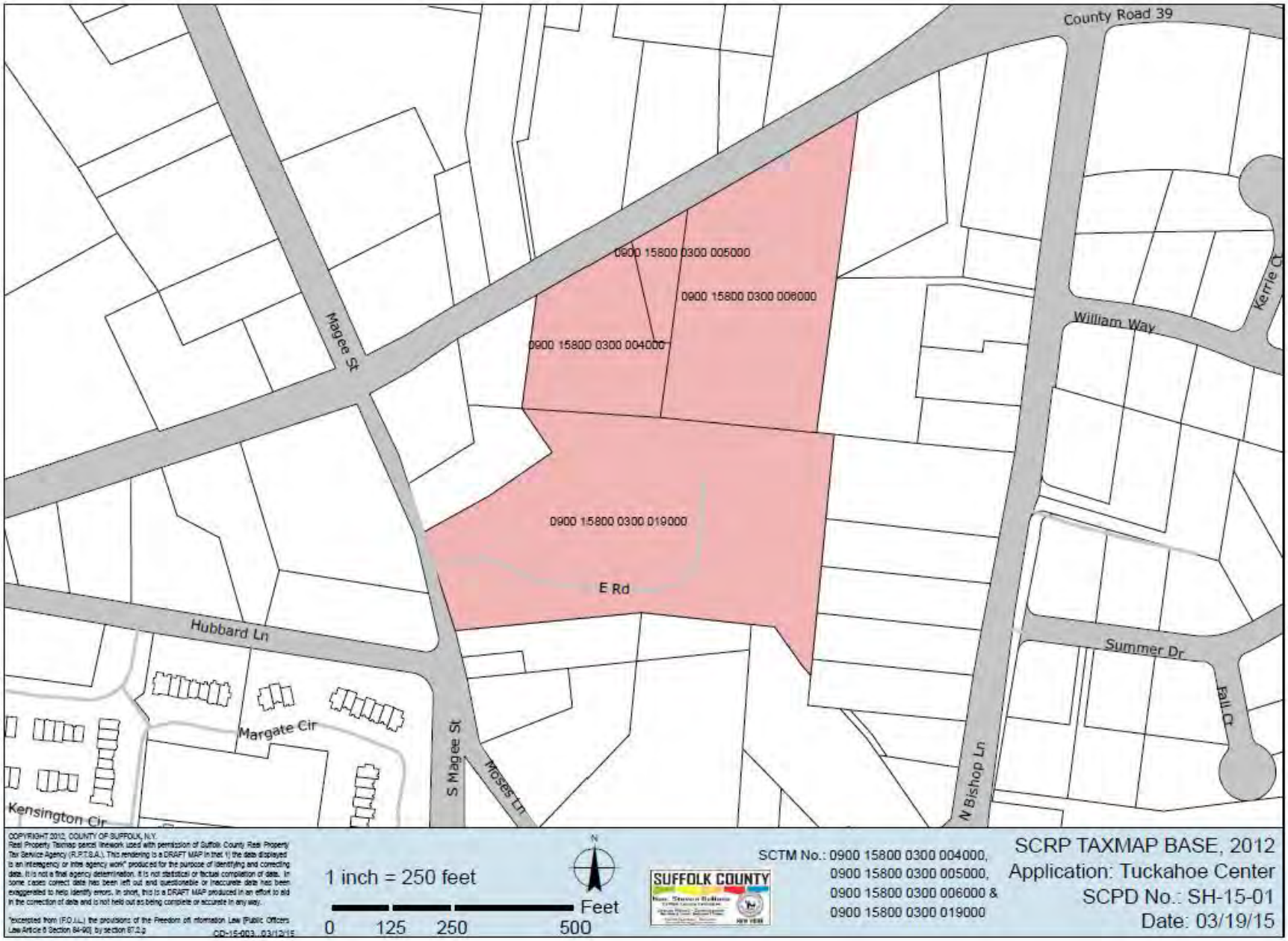
2. Copies of any prepared Phase I and II Environmental Site Assessments have not been submitted to the Suffolk County Planning Commission and it is not known if any have been prepared and submitted to the appropriate agencies. These should be made available.

3. The petitioners may benefit from a review of the Suffolk County Planning Commission publication Managing Stormwater-Natural Vegetation and Green Methodologies and the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency if they have not been reviewed already, and incorporate into the proposal, where practical, additional design elements contained therein.

4. The petitioner should continue to work with Suffolk County Department of Public Works to mitigate any potential traffic congestion identified for CR 39 as a result of the proposed change of zone.

5. The petitioner should begin/continue dialogue with Suffolk County Transit to determine if a bus stop at this site would be appropriate.

6. The petitioner should review the Planning Commission guidelines particularly related to public safety and universal design and incorporate into the proposal, where practical, design elements contained therein.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E Rd
William Way
Kerrie Ct
Hubbard Ln
Summer Dr
Fall Ct
Margate Cir
Kensington Cir
S Magee St
Moses Ln
N Bishop Ln
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CD-15-003...03/12/15
1 inch = 250 feet
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Feet
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SUFFOLK COUNTY
SCTM No.: 0900 15800 0300 004000,
0900 15800 0300 005000,
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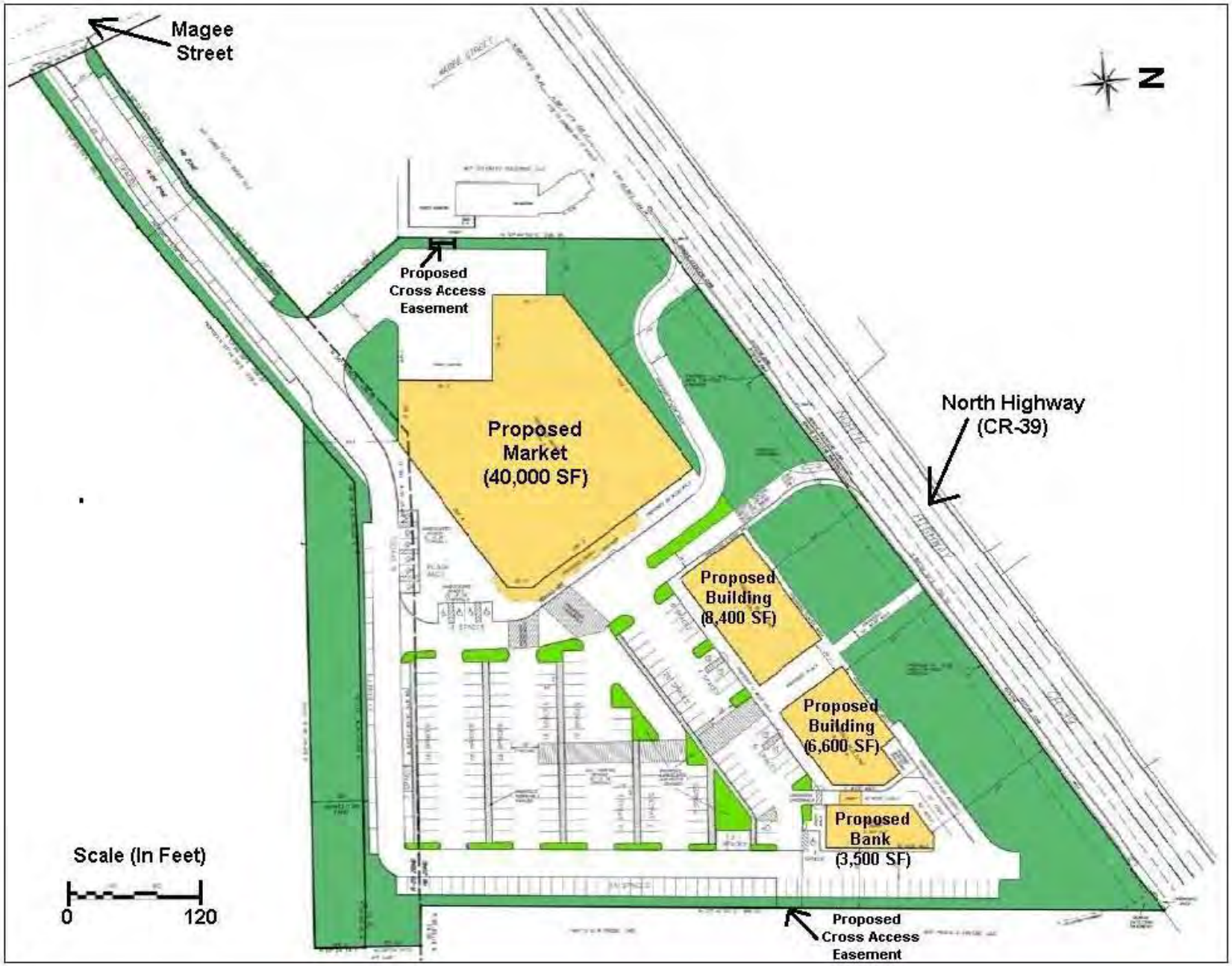
0900 15800 0300 019000
SCRP TAXMAP BASE, 2012
Application: Tuckahoe Center
SCPD No.: SH-15-01
Date: 03/19/15


Magee Street
N
Proposed Cross Access Easement
Proposed Market (40,000 SF)
North Highway (CR-39)
Proposed Building (8,400 SF)
Proposed Building (6,600 SF)
Proposed Bank (3,500 SF)
Scale (In Feet)
0
120
Proposed Cross Access Easement

File No. SH-15-01

Resolution No. ZSR-15-34 of the Suffolk County Planning Commission
Pursuant to Sections A14-14 thru A14-25 of the Suffolk County Administrative Code

WHEREAS, pursuant to Sections A14-14 thru A14-25 of the Suffolk County Administrative Code, a referral was received on November 10, 2015 at the offices of the Suffolk County Planning Commission with respect to the application of **"Tuckahoe Center"** located in the Town of Southampton

WHEREAS, said referral was considered by the Suffolk County Planning Commission at its meeting on December 2, 2015, now therefore, Be it

RESOLVED, pursuant to Section A14-16 of the Suffolk County Administrative Code and Section 239-m 6 of the General Municipal Law, the referring municipality within thirty (30) days after final action, shall file a report with the Suffolk County Planning Commission, and if said action is contrary to this recommendation, set forth the reasons for such contrary action,
Be it further

RESOLVED, that the Suffolk County Planning Commission hereby **Disapproves** the Change of Zone application **"Tuckahoe Center"** for the following reasons:

1. The additional cumulative traffic impacts on critical regional transportation arteries.
2. The adverse traffic impacts on the Village of Southampton and the surrounding areas.
3. There may be another location more suitable for this type of development.
4. The proposed shopping center is not consistent with the local community character.
5. The proposed shopping center traffic characteristics are inconsistent with the Town Study for CR 39.

The Suffolk County Planning Commission Guidebook for policies and guidelines can be found on the internet at the below website address:

http://www.suffolkcountyny.gov/Home/departments/planning/Publications%20and20Information.aspx#SCPC

ZSR-15-34
File No.: SH-15-01

Proposed Tuckahoe Center
Town of Southampton

COMMISSION ACTIONS ON ADOPTION OF RESOLUTION

	AYE	NAY	RECUSED	ABSENT
ACCETTELLA Jr., RAMON – Town of Babylon		X		
CALONE, DAVID – Chairman, At Large	X			
CASEY, JENNIFER - Town of Huntington	X			
CHARTRAND, MATTHEW - Town of Islip				X
CHU, SAMUEL – At Large		X		
ESPOSITO, ADRIENNE - Villages over 5,000	X			
FINN, JOHN - Town of Smithtown		X		
GABRIELSEN, CARL - Town of Riverhead	X			
GERSHOWITZ, KEVIN G.- At Large		X		
KAUFMAN, MICHAEL - Villages under 5,000	X			
KELLY, MICHAEL – Town of Brookhaven		X		
PLANAMENTO, NICHOLAS - Town of Southold	X			
ROBERTS, BARBARA Town of Southampton	X			
KRAMER, SAMUEL – Town of East Hampton	X			

Motion: Commissioner Roberts

Present: 13

Seconded: Commissioner Kramer

Absent: 1

Voted: 13

Abstentions: 0

DECISION: Disapproved

COPY

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June 7, 2016

Ref: 27143.02

The Honorable Jay Schneiderman, Supervisor
and Members of the Town Board
Town of Southampton
Town Hall
116 Hampton Road
Southampton, New York 11968

RECEIVED
JUN - 8 2016
TOWN CLERK

Re: Proposed Tuckahoe Center – Change of Zone Application
Town of Southampton, Suffolk County

Dear Supervisor Schneiderman and Honorable Town Board Members:

Based on comments received since the Town Board's acceptance of the October 2015 Final Environmental Impact Statement ("FEIS") for the proposed Tuckahoe Center project, the project applicant (Southampton Venture, LLC) has determined to modify the project so as to voluntarily reduce the size of the project, modify the project's mix of retail uses, and achieve other benefits, as particularly described herein.

VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) has compared the proposed modified Tuckahoe Center, which is depicted on the "Scheme 3-Site Plan" prepared by Zyscovich Architects, dated April 27, 2016 (the "Revised Plan"), several prints of which are submitted with this letter), with the "Alternate Development Plan," last revised July 21, 2015 (the "FEIS Plan") that is Appendix C to the accepted October 2015 FEIS for the proposed action.

As appears from the Revised Plan, the gross floor area of the proposed buildings has been reduced to 52,500 square feet (SF), and the Tuckahoe Center development program has been modified, from the FEIS Plan, as follows:

- The size of the supermarket has been reduced by 2,000 SF
- The drive-through lane has been eliminated from the eastern-most building, and the building has been reduced in size by 500 SF
- The two remaining retail buildings have been reduced by a total of 3,500 SF
- The total area of landscaping has been increased by approximately 13,000 SF
- Internal site circulation roadways (including the public access easement) have been realigned to more closely resemble a roadway system, while continuing to accommodate future cross-access
- On-site parking has been increased from 249 spaces to 257 spaces

Engineers | Scientists | Planners | Designers

100 Motor Parkway
Suite 135
Hauppauge, New York 11788
P 631.787.3400
F 631.813.2545

Overall, the Revised Plan reduces the gross floor area of the project by over 10 percent (i.e., 6,000 SF), increases the total area of landscaping by 13,000 SF, and improves site circulation, particularly for the public access easement. Despite the reduction in building square footage, the Revised Plan continues to offer many of the same benefits as the FEIS Plan, as presented in the October 2015 FEIS (e.g., improvement of the main access driveway on County Road 39 [CR 39], elimination of the easternmost egress driveway on CR 39, increased lot depth, improved cross-access, and improved screening of loading areas).

As explained below, the modifications depicted in the Revised Plan are expected to result in benefits with respect to transportation and other considerations, as compared with the FEIS Plan.

Transportation and Traffic

The modifications to the proposed Tuckahoe Center will result in significant changes to the development's operational characteristics, including the project's potential trip generation. In addition, the reduction in the size of the retail components proposed on the site and the elimination of the drive-through lane and window at the proposed bank allow for an increase in the number of parking stalls provided on the site, as well as improved accommodation of pedestrians in that area of the site.

As noted on the Revised Plan, the overall building area is reduced to 52,500 square feet (SF) -- a reduction of 6,000 SF as compared to the FEIS Plan, which proposed a total of 58,500 SF. This over-10-percent reduction in the total floor area of the project results from a 2,000-SF reduction in the size of the proposed supermarket and a 4,000-SF reduction in the balance of the project, which contains other retail. In addition, as noted above, the drive-through lane and window at the proposed bank would be eliminated.

To determine the anticipated reduction in vehicle trips to the site associated with the proposed project changes, VHB consulted the Institute of Transportation Engineers (ITE) Trip Generation Manual in the same manner as was done in previous traffic studies performed for the project (including the February 14, 2014 Traffic Impact Study [TIS] Report for the Tuckahoe Center and the updated analyses within the October 2015 FEIS).

The analysis of the FEIS Plan relied on ITE trip generation rates for the respective components of the Tuckahoe Center development, including Supermarket (Land Use Code [LUC] 850), Retail Shopping Center (LUC 820) and Drive-in Bank (LUC 912). As the drive-through lane has been eliminated from the project plan, LUC 912 is no longer applicable, and trip generation was thus re-calculated for the Revised Plan using LUCs 850 and 820, only.

The decreases in proposed building area at Tuckahoe Center will result in a reduction in site traffic generation. This reduction will be reflected in lower driveway volumes at the site as well as in less new traffic drawn to the area on the surrounding street system (after the effect of pass-by trips is accounted for). Table A – Driveway Volume Comparison, below, contains the peak hour gross trip generation anticipated for the reduced-size Tuckahoe Center. Also included in Table A is the trip generation estimate for the previous, larger project (as evaluated in the TIS Report and FEIS) and the percent change in trips for each peak hour.

TABLE A – Driveway Volume Comparison

Project	**Size**	**AM Peak Hour**		**PM Peak Hour**		**Saturday/Sunday Midday**	
Reduced Center	52,500SF	AM Peak Hour Trips		PM Peak Hour Trips		Sat/Sun Peak Hour Trips	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		110	67	273	272	301	289
		177		545		590	
Original Center	58,500SF	247		658		700	
Trip Reduction		70		113		110	
Percent Reduction		28.3%		17.2%		15.7%	

As can be seen in Table A, the proposed reduction in the Tuckahoe Center building area is expected to result in a significant reduction in peak hour trips to and from the site. Specifically, approximately 28%, 17% and 15% reductions in peak hour trips are expected, respectively, for the Weekday A.M., Weekday P.M. and Weekend Midday peak hours of site trip generation.

As detailed in previous studies, not all of the trips to the site will be new trips. A significant percentage of trips to the site will be pass-by trips, which are already on the roadways adjacent to the site and are not new trips on the roadway system. Table B – Adjusted Trip Generation Comparison, below, sets forth the peak hour net trip generation (i.e., exclusive of pass-by trips) anticipated as a result of the reduced-size Tuckahoe Center. Also included in Table B is the net trip generation estimate for the original, larger project and the percent change in net trips for each peak hour.

TABLE B - Adjusted Trip Generation Comparison

Project	Size	AM Peak Hour		PM Peak Hour		Saturday/Sunday Midday	
		AM Peak Hour Trips		PM Peak Hour Trips		Sat/Sun Peak Hour Trips	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
Reduced Center	52,500SF	82	50	191	190	226	217
		132		381		443	
Original Center	58,500SF	185		460		525	
Trip Reduction		53		79		82	
Percent Reduction		28.7%		17.2%		15.6%	

As can be seen in Table B, the proposed reduction in the size of the Tuckahoe Center is expected to result in a significant reduction in net peak hour trips to and from the site. Specifically, approximate reductions of 29%, 17% and 16% in peak hour trips are expected, respectively, in the Weekday A.M., Weekday P.M. and Weekend Midday peak hours of site trip generation, or between 53 and 82 fewer trips per peak hour.

Based on the above, a substantial reduction in peak period trip generation would result from the proposed reduction in size of the Tuckahoe Center and elimination of the bank drive-through.

Other Considerations

As a result of the reduced building sizes and re-design of the internal circulation roadways and parking areas, the Revised Plan for Tuckahoe Center includes an additional 13,000 SF of landscaped area. This increase in landscaping (as compared with the FEIS Plan) is complemented by a commensurate decrease in total impervious surface area, such that the Revised Plan would generate less stormwater runoff. Other benefits of such increased landscaping are reduced visual impacts - - by screening of parking areas, softening of views of proposed buildings and enhancement of the overall visual character of the site.

The Revised Plan also provides an increased number of parking spaces on the site. Specifically, the number of on-site parking spaces increases from 249 spaces (on the FEIS Plan) to 257 spaces. This increase in parking, combined with the reduction in building area, increases the parking ratio on the site by over 20%. While the FEIS Plan provided adequate parking, the increase in parking ratio under the Revised Plan will provide more flexibility and an additional level of cushion.

With respect to other areas of potential impact of the Tuckahoe Center evaluated in the Draft Environmental Impact Statement (dated September 2014) and the October 2015 FEIS, the Revised Plan is expected to result in approximately the same benefits, while the potential impacts of the project (e.g., on water use, sanitary waste generation, energy, soils and topography) would be the same or less.

As discussed herein, the Revised Plan for Tuckahoe Center is expected to reduce the peak hour vehicle trips to and from the subject property, while also reducing impervious surfaces and increasing landscaped area and parking.

Should you have any questions concerning this matter, please do not hesitate to contact either of the undersigned. Thank you.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Patrick Lenihan (BA)

Patrick Lenihan, PE
Director of Transportation

David M. Wortman
Senior Environmental Manager

PL/DMW/ba
enc.

Dunn Engineering Associates, P.C.
Consulting Engineers

66 Main Street
Westhampton Beach, NY 11978
631-288-2480
631-288-8832 Fax

July 18, 2016

Mr. Kyle Collins, AICP
Development Administrator
Department of Land Management
Town of Southampton
116 Hampton Road
Southampton, NY 11968

Re: Tuckahoe Center
Change of Zone From Highway
Business (HB) to Shopping Center Business (SCB)
S/S C.R. 39, East of Magee Street

Dear Mr. Collins:

As requested, we have reviewed the letter of June 7, 2016 from Mr. Patrick Lenihan of VHB regarding a revised plan for Tuckahoe Center. We offer the following comments:

1. The revised plan calls for a reduction from the FEIS plan of 6,000 square feet from 58,500 to 52,500 square feet. The 6,000 square foot reduction in space consists of a 2,000 square foot reduction in the grocery store (supermarket) and a 4,000 square foot reduction in other buildings on the site. In addition the drive-up bank is no longer shown on the site plan, which changes the mix of uses in the site, which in addition to the reduction in the size proposed center, will change the number of trips the site is expected to generate.

2. VHB has recalculated the anticipated trip generation to reflect the reduced size of the project and to reflect that the drive-up bank is no longer considered part of the project. The Institute of Transportation Engineers (ITE) Trip Generation Manual is used to calculate the anticipated number of trips the revised project will generate. The anticipated trip generation is then compared to the trip generation from the FEIS plan to determine what the reduction in the site plan will be. The comparison indicates the revised plan will result in a reduction in trips the project can be expected to generate. During the weekday morning peak hour of traffic the reduction is 70 vehicles or 28.3%, while during the afternoon weekday peak hour of traffic the reduction is 113 vehicles or 17.2%. During the Saturday and Sunday peak periods the reduction in trips is 110 vehicles or 15.7%.

3. VHB further performs the comparison of trips the two projects may generate with the application of the by-pass credit. The by-pass credit acknowledges that not all traffic destined for the proposed center would be new traffic but would come from the adjacent roadways. The comparison indicates that during the weekday AM peak hours of traffic that the proposed plan will generate 53 fewer trips or 28.7% less traffic and during the weekday PM peak hours of traffic 79 fewer trips or 17.2% less traffic. On Saturday and Sunday the revised project will generate 82 fewer trips or 15.6% less traffic.

4. In the DEIS and FEIS analysis trip generation was calculated using three separate land uses: Supermarket, Shopping Center and Drive-up Bank. The revised analysis considers the Supermarket and Shopping Center uses only. The use of individual components to determine trip generation for the site plan is a conservative approach. It could be argued that the entire site plan could be treated as a single Shopping Center use. If the entire site was treated as a single Shopping Center use, it is anticipated that the revised plan may result in somewhat fewer trips.

5. The variability between the impact the changes in the plan will have is largely do to the removal of the drive-up bank from the site plan. Had this use not been removed, the reduction in traffic would have been more consistent between peak hours and would have tended toward a lower percentage reduction. The elimination of the drive-up bank from the site plan is thus significant. We note that while the applicant has stated the removal of the drive-up bank, it isn't clear that the site plan would not include a non drive-up bank, which has similar trip generating characteristics to the drive-up bank. This should be clarified.

6. The impacts disclosed in the FEIS at each of the Study intersections were not substantial and should be diminished with the reduction in trip generation. The reduction of trips (28.7% in the weekday AM, 17.2% in the weekday PM, and 15.6% during the Saturday and Sunday peak hours) is a significant reduction in the amount of traffic the project can be anticipated to generate. However, it cannot be determined without doing the intersection analysis and comparing the results to the No Build Analysis how much the reduction in trip generation reduces the impacts of the project on the traffic operations at the intersections studied.

7. As noted, the site plan has been reduced by 6,000 square feet, and the number of parking spaces has been increased by 8 spaces. This improves the parking ratio provided of the site plan. The FEIS site plan had adequate parking but the revised plan is more generous and will enhance the ability of users to find an open space more quickly. It is recommended that the single space provided in the easterly island in the lot not be constructed and that the island be landscaped instead.

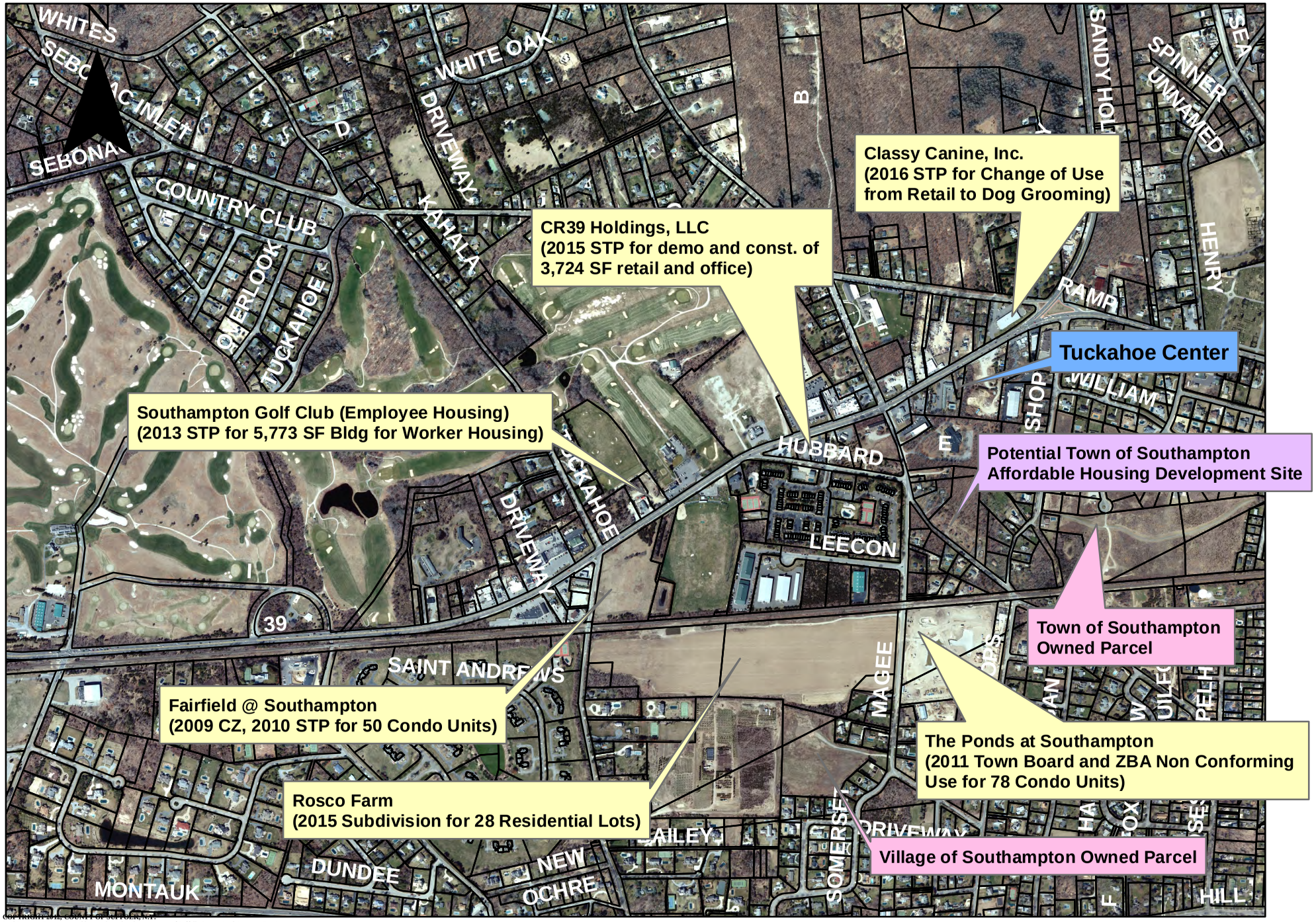
If you have any questions or require any additional information, please do not hesitate to call me.

Sincerely,

RONALD HILL, P.E.
Principal

RH:as
L2016078
P34012

Notable Land Use Applications Recieved By SCPC in the Last 10 Years



1,500 750 0 1,500 Feet

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