



ROUTE 25A - Mount Sinai to Wading River Draft Land Use Plan

Town of Brookhaven, New York

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BFJ Planning

Route 25A – Mount Sinai to Wading River Land Use Plan (Draft)

Town of Brookhaven
Suffolk County, NY

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1.0 Introduction

1.1 Background

During the last 40 years, the Route 25A corridor has lacked an overall vision. As a result, planning has been reactionary rather than proactive in solving the corridor’s problems. In recent years, the character of the corridor has changed, due to increases in population and development. This can be seen in the many strip centers along Route 25A, discontinuity in land uses, and demand for remaining vacant open space. These changes have led to accompanying increases in traffic congestion, as well as adverse impacts on local businesses, the environment, and overall corridor aesthetics.



Increased traffic and development pressure have negatively impacted the Route 25A corridor

Hamlets along the corridor have long recognized the need to find the right balance between economic development and the preservation of the area’s suburban and semi-rural character, and especially its environmental resources. The Town of Brookhaven has addressed these issues through past hamlet studies along the

corridor. However, most of these studies are now outdated and while some issues continue, new issues have arisen.

In the fall of 2009, the Town of Brookhaven initiated the first phase of the Route 25A Corridor Study with a community visioning component. The visioning component helped to identify current issues and opportunities and develop visions for each of the five hamlets located within the Route 25A study area: Mount Sinai, Miller Place, Rocky Point, Shoreham, and Wading River.

Town residents, business owners, civic associations, New York State Department of Transportation (NYSDOT) representatives, planning and elected officials, and other hamlet stakeholders contributed to the overall visioning process through a series of five community planning forums. Sound Beach residents participated in either the Miller Place and/or Rocky Point forums. Feedback from community planning forum participants provided a schematic for land use, design, and development recommendations for the Route 25A corridor. (See Section 1.4 below.) In addition, past hamlet studies were utilized as a foundation for the community visioning phase.

The result of the Final Visioning Report was a consensus to preserve resources, guide future development, enhance community character, and promote standards for a high quality of life.

As part of Phase 2 of the Route 25A Corridor Study, the Town of Brookhaven is moving forward with a plan that will effect positive change for the communities located along the Route 25A corridor. The Route 25A Corridor Land Use Plan aims to achieve this. The Plan provides for land use strategies and zoning recommendations

that will help guide future growth in a responsible way, while retaining the qualities that have continuously attracted residents and businesses to the corridor over the years. Finally, this Land Use Plan contains an analysis of economic development conditions, including an overview of current commercial market conditions, and potential economic and fiscal impacts of the recommendations of this Plan.

1.2 Regional Context

The Town of Brookhaven, founded in 1655, is located in Suffolk County, New York. It is the second largest town in population in New York State and its border extends from the North Shore to the South Shore of Long Island. The 10-mile long study area along Route 25A, which includes the five hamlets of Mount Sinai, Miller Place, Rocky Point, Shoreham and Wading River, is located along the North Shore and is approximately 50 miles east of Manhattan. Sound Beach, although not directly located on the corridor, is contiguous to Miller Place to the west and Rocky Point to the east. (See Figure 1-1: Regional Context and Figure 1-2: Route 25A Corridor Study Area.) The study area is bounded by Crystal Brook Hollow Road to the west and by the Town of Riverhead to the east.

1.3 Existing Zoning

The Route 25A study area contains approximately 1,600-acres and 515-tax parcels. Zoning is predominantly single family residential (A Residential 1, A Residential 10, and B Residential 1) within the study

area, but mainly J Business 2 along the Route 25A corridor. Remaining zoning districts generally consist of commercial zones (such as J Business 4, J Business 5 and J Business 6), light industrial zoning (L Industrial 1), Planned Development District zoning (PDD) and split-zones (A-1/J-2, B-1/J-2 and A-10/J-2). (See Figure 1-3: Route 25A Corridor Zoning.)

Chapter 2.0 provides more information on specific land uses and zoning in each hamlet. In addition, see Appendix 5 for the Town of Brookhaven Table of Dimension Requirements and Permitted Uses (with zoning district explanations).

1.4 Hamlet Visions

The first phase of the Route 25A Corridor Study was an inclusionary public participation process that involved over 300 residents and stakeholders who provided their input on how to improve the Route 25A Corridor at a series of community planning forums. The community planning forums were integral in helping to form each community's vision and in guiding the land use and zoning framework of this Land Use Plan.





Approximate Study Area



As a result of the community planning forums, the following vision statements were formed:

Mount Sinai Vision

The goal of this vision is to promote a mixed-use hamlet center as the gateway to the Route 25A corridor. This will be achieved by responsible economic development and a balance of commercial and residential development that offers needed public amenities. New development will consist of businesses that are within context of the community and that will support and enhance small businesses. Residential uses will support both young adults and seniors. Improvements, such as access management, enhanced building façades, signage, architectural lighting, and trees and landscaping will help make the 25A corridor safer, more attractive and accessible for all users. This vision promotes improved pedestrian crossings and linkages between community and recreation facilities.

Miller Place Vision

The Hamlet of Miller Place is proud of its suburban, rural, and historic qualities. Its vision is to preserve these unique attributes over the coming decades by retaining its current build-out, redeveloping existing vacant buildings, and preserving its remaining open space. At the same time, residents and business owners recognize the importance of encouraging limited economic and commercial development that will sustain and enhance the community's quality of life. The delicate balance between preservation and small-scale development and redevelopment will ensure that Miller Place will remain safe, attractive and affordable for families to live and play. Route 25A corridor improvements

that establish aesthetic continuity, support rural and historic qualities, and provide for needed expansion of parkland and community spaces, support this vision.

Rocky Point Vision

Rocky Point's shared vision for the Route 25A corridor is to protect and enhance its natural resources and suburban character while promoting responsible economic development. Improvements that focus on access management, gateways, attractive building façades and signage, trees and landscaping will help make the corridor safer, more attractive and accessible for all users. In the downtown area, development should focus on the revitalization of existing vacant and underutilized parcels, an attractive streetscape, small businesses that meet community needs, and the provision of shared parking. These improvements will help to increase linkages between the downtown area, preserved open spaces and the LIPA right-of-way rails-to-trails project.

Shoreham and Wading River Vision

The Hamlets of Shoreham and Wading River are communities defined by their abundant natural settings and rural, small-town character. The collective vision of Shoreham and Wading River is to retain this rural spirit over the coming decades. At the same time, residents and business owners recognize the importance of encouraging some economically beneficial development that would allow limited commercial uses. The delicate balance between preservation and small-scale development will ensure that the Hamlets of Shoreham and Wading River remain safe, attractive and affordable communities for future generations of residents.

2.0 Planning and Zoning Recommendations

2.1 Overall Land Use Strategy

The following is an overall zoning and land use strategy for the Route 25A corridor. It provides a broad overview of the zoning and land use recommendations of this Plan. The overall zoning strategy is intended to address the issues and vision for each of the five hamlets along the Route 25A corridor. A more detailed breakdown of these strategies is provided in Sections 2.2, 2.3, 2.4 and 2.5.

This Plan is organized in three parts: a ***Hamlet Center Overlay District***, a ***Route 25A Overlay District***, and a ***Planned Conservation District***.

What an Overlay District Is

According to a New York State Department of State publication, titled “Creating the Community You Want: Municipal Options for Land Use Control Overlay Districts”, an overlay zoning technique applies a common set of standards to a designated area that may cut across several different conventional or “underlying” zoning districts, with the standards of the overlay zone applying in addition to those of the underlying zoning district. An overlay zone creates a special district placed over an existing base zone, without changing the zoning of the base zone.

Overlay zoning can serve several purposes. Regulations or incentives can be attached to the overlay district to protect a specific resource, guide development within a specific area, or

encourage or discourage certain types of uses that the underlying zone permits (or doesn’t permit). For the Route 25A corridor, overlay districts would help to direct future growth to its existing centers, preserve the suburban and rural qualities of the areas between the centers, improve the appearance of the built environment through design standards for commercial and mixed use development, and strive to encourage tax benefits or tax neutrality within its hamlets.

Applying Overlay Districts to the Route 25A Corridor

For the Route 25A study area, the Hamlet Center Overlay District, (which includes the five identified centers), the Route 25A Overlay District (the areas between the centers), and the Planned Conservation District would all act as overlay districts with varying requirements and incentives designed to achieve the specific goals of each. General design guidelines would be developed for all the hamlet centers, with additional specific components for each hamlet to recognize unique characteristics, conditions, and history. The following sections describe each overlay district in general terms. (See Sections 2.3, 2.4 and 2.5 for more information on existing and proposed zoning, bulk requirements, design guidelines, overlay district boundaries, purpose, and key parcel descriptions.)

2.1.1 Hamlet Center Overlay District (Centers)

The proposed zoning strategy for the Route 25A corridor is predicated on five identified centers with varying characteristics: 1) Mount Sinai Commercial Center; 2) Miller Place Commercial Center; 3) Rocky Point Commercial Center; 4) Rocky Point Main Street District; and 5) Shoreham Rural Center. (See Figure 2-1: Proposed Centers and Route 25A Overlay District for approximate locations.)

These centers were identified based upon the presence of existing clusters of commercial businesses or for their commercial and/or mixed-use potential. Together, they comprise the Hamlet Center Overlay District, which is further illustrated as follows:

Commercial Centers

Mount Sinai Commercial Center
Miller Place Commercial Center
Rocky Point Commercial Center

Main Street District

Rocky Point Main Street District

Rural Center

Shoreham Rural Center

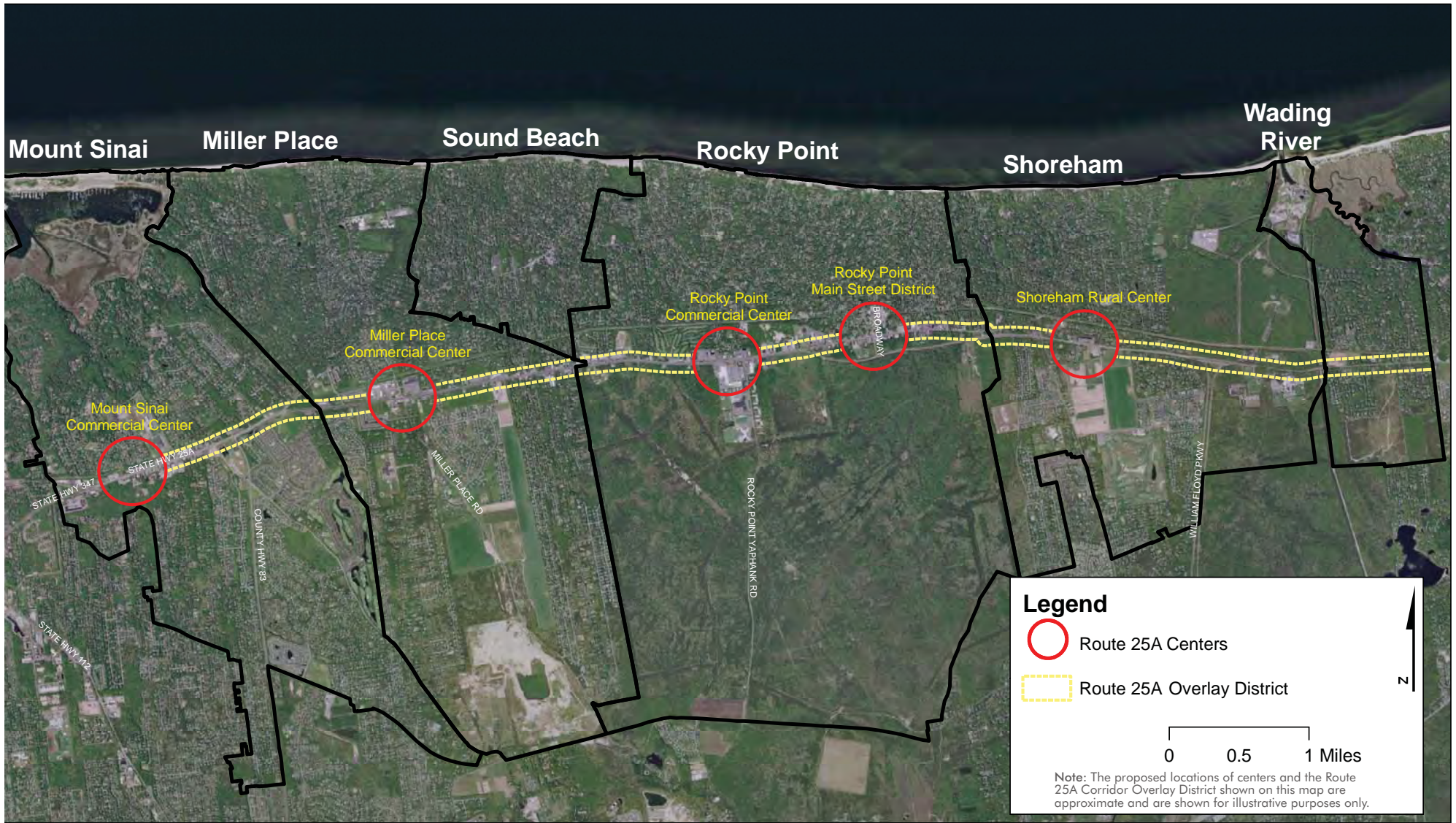
The five centers capitalize on the uniqueness of each hamlet, creating recognizable places, while fostering economic vitality and maintaining the small-town environment that residents of the five hamlets currently enjoy. To help curb the adverse effects associated with continued suburban sprawl, future commercial and mixed-use (commercial and residential) growth would be directed to the above centers. By absorbing future growth within the corridor's centers, development will occur in a controlled manner as the remaining portions of the Route 25A corridor will retain their low-density suburban and rural qualities. Design standards would also be required within centers to achieve the stated goals of this Plan. (See Section 2.3 below for more information on the Hamlet Center Overlay District.)

2.1.2 Route 25A Overlay District (Transition Areas)

Connecting the above centers are the corridor's transition areas, which currently include varying uses, such as commercial strip centers, retail businesses, offices, residential development, recreation uses and some undeveloped land. For these areas, the Route 25A Overlay District is proposed. This Overlay District is meant to control development on both sides of Route 25A for roughly 300 feet from the roadway or as lot lines or other conditions may dictate. (See Figure 2-1: Proposed Centers and Route 25A Overlay District for approximate location of the Route 25A Overlay District.)

The Route 25A Overlay District includes the following transition areas:

- The area between the Mount Sinai and Miller Place Commercial Centers;
- The area between the Miller Place Commercial Center and the Rocky Point Commercial Center;
- The area between the Rocky Point Commercial Center and the Rocky Point Main Street District;
- The area between the Rocky Point Main Street District and the Shoreham Rural Center; and
- The area between the Shoreham Rural Center and the Riverhead Town line.



Within the Route 25A Overlay District, residential uses and commercial revitalization would be encouraged. The Overlay District would help to promote attractive transitions between the centers through design standards and encouraging potential future residential uses that are within the suburban character of Route 25A. (See Section 2.4 below for more information on the Route 25A Overlay District.)

2.1.3 Planned Conservation District

Throughout the community visioning process, residents of the five hamlets strongly favored the preservation of existing farmland, scenic vistas, open space, and recreational facilities, while expressing concern about unsustainable tax increases that may result if these properties were developed with traditional subdivisions. A Planned Conservation District is proposed to help balance the need to protect these corridor resources, while concurrently providing for as-of-right development utilizing conservation subdivision techniques.

The Planned Conservation District overlay would “float” over the entire Route 25A study corridor and “land on” contiguous undeveloped properties comprising at least 35-acres. In addition to all permitted uses in the underlying A-1 zoning District, high technology green uses, such as solar farms, and single-family attached homes would be permitted by Special Permit from the Town Board. (See Section 2.5 below for more information on the Planned Conservation District.)

2.2 Zoning and Design Recommendations – Overall Corridor

In order to implement the above land use strategies for the Route 25A corridor, the following zoning and design recommendations are proposed. The framework of these recommendations includes a description and analysis of each proposed center, the Route 25A Overlay District, and the Planned Conservation District. The proposed zone changes, zoning tools, and design standards that will be required to accomplish this Plan are also discussed.

2.3 Zoning and Design Recommendations – Hamlet Center Overlay District (Centers)

2.3.1 District Intent

As stated above, the overall zoning and land use strategy is to designate five existing centers along the corridor to which future growth may be directed to meet the following goals: 1) reinforce hamlet identity and improve walkability; 2) improve aesthetics and architecture of the built environment; 3) ameliorate future suburban sprawl; and 4) preserve the existing low density residential character of the remaining undeveloped portions of the Route 25A corridor. As part of the Hamlet Center Overlay District, the following five existing or proposed centers are identified: 1) Mount Sinai Commercial Center; 2) Miller Place Commercial Center; 3) Rocky Point Commercial Center; 4) Rocky Point Main Street District; and 5) Shoreham Rural Center.

2.3.2 Permitted Uses

All uses permitted by the current underlying zoning - including those uses that are allowed by Special Permit - will continue to be permitted. In addition, a mix of commercial and residential uses is permitted, including residential uses located on upper floors with commercial retail, office or restaurant uses located on the ground floor. By mixing uses and encouraging development to grow more compactly in the five proposed centers, these areas can reduce the footprint of new construction, reduce stormwater runoff, and preserve remaining open space. A mix of uses can also result in an environment allowing various activities where people like to stay and spend time to shop, to eat, maybe to work and live, and to pursue cultural activities.

In terms of transportation, people would park and then walk to the various destinations. It is anticipated that this concept will maximize the benefits of more sustainable development in the centers and will reduce the negative impacts of sprawled development at the fringes.

2.3.3 Bulk Requirements

The existing bulk requirements of the underlying zoning districts will remain. For example, in a J Business 2 (Neighborhood Business) (J-2) district, current zoning allows up to a maximum building height of 50 feet or three stories. In the Hamlet Center Overlay District, the height requirement will be the same.

As part of the Hamlet Center Overlay District, some new bulk requirements are appropriate in order to protect surrounding residential areas from potential adverse impacts and encourage

attractive development that is pedestrian friendly. Within each center, parcels or projects of more than 10-acres are required to have a minimum of 25% of undisturbed open space, as well as a 150 to 200 foot buffer from adjacent residential communities. If undisturbed or natural vegetation does not currently exist on a site, then a minimum 25% landscaped open space is acceptable. On the north side of Route 25A, adjacent to the LIPA right-of-way - where commercial lots are narrower -additional landscaping and careful site layout is required to ensure that light, noise and other impacts to adjacent residential will be mitigated.

A major concern that was expressed by participants of the visioning component of the Route 25A Corridor Study was the size of large-scale retailers and the potential negative impacts that are often associated with so called “big box stores”. To further protect existing residential communities from out-of-scale development, enhance the overall visual quality of the Route 25A corridor, and reduce potential traffic and environmental (e.g. noise, light and air quality) impacts, the maximum allowable building size for retail or other commercial uses within the hamlet centers is limited to between 60,000 and 75,000 square feet (SF), with a strong preference for the lower end of this range. At this size, retail uses that serve the local community, such as supermarkets or book stores, could successfully operate without the harmful, disruptive impacts upon the community associated with large scale, national retail.

Finally, the Town of Brookhaven needs to develop incentives in order to direct future growth to the five centers, revitalize

sprawl of commercial retail development beyond the centers to the transition areas, which are more appropriately utilized for less intensive commercial and residential uses.

2.3.4 Design Standards

Development within the centers will be required to refer to the Town’s Main Street Business District Design Manual, which will be updated to reflect new design standards that are applicable to the Hamlet Center Overlay District. Supplemental regulations should be added to this manual for design standards that allow a mix of uses and revitalization of existing shopping centers and other commercial areas. The design standards should aim to enhance the overall appearance of each center, attract new businesses, improve safety and mobility, and create a more pedestrian friendly environment in these centers, which are currently auto centric and not conducive to walking within or between existing retail and shopping centers.

As stated in the Main Street Business District Design Manual - and confirmed in the community visionings - unified architectural designs that reflect or are sympathetic to New England or traditional architectural character are preferred. The minimum front yard setback for buildings should be five feet and the maximum front yard setback should be 25 feet. Large development sites may also contain a commercial cluster-style layout where buildings can be strategically placed; however, site plan layout must be approved by the Town of Brookhaven Planning Board.



An example of attractive landscaping treatment at CVS in Miller Place



Strong architectural emphasis is placed on the building entrance to the Rose Caracappa Community Center

Parking should be located to the rear of buildings and shared parking standards within the proposed centers should be encouraged. Access management techniques, such as cross-access between adjacent parcels and the consolidation of curb cuts, are strongly encouraged. Traffic calming, such as raised crosswalks, and landscape treatments are also recommended onsite.

Offsite improvements that enhance the Route 25A corridor and make it safer would further complement the five centers. Streetscape improvements, such as street trees, architectural lighting, and striped crosswalks are recommended. Pedestrian amenities, such as sidewalk furniture and bus shelters, should be appropriately located to promote the use of public transportation. The cooperation of the NYSDOT will be crucial in implementing some of these recommendations.

2.3.5 Five Centers

An analysis of each identified center – including the intent of each center and proposed zone changes - is provided below:

Mount Sinai Commercial Center

Existing Conditions

The traditional Mount Sinai hamlet center consists of a mix of commercial, banking, office, restaurant, and service uses on both sides of Route 25A. The uses are generally situated close to the highway and parking is provided in the front, adjacent to, and in some cases, behind the uses. The hamlet center is not pedestrian friendly and lacks architectural consistency, landscaping, and a central unifying feature.

On a 30-acre vacant site adjacent to the current King Kullen shopping center (SCTM# 162-5-3.2), the Mount Sinai Village Centre (SCTM# 163-1-6 and multiple tax parcels) has been proposed which includes construction of a mix of commercial uses, including 90,000 SF (versus the 75,000 SF maximum this Land Use Plan provides for along the corridor) and 50,000 SF retail buildings supported by a mix of smaller retail, office, bank, and restaurant uses. As part of the developer’s proposal, the current L Industrial 1 (Light Industry) (L-1) zoning district would be rezoned to J-2. (See Appendix 1 for a list of all undeveloped and partially undeveloped parcels.)



Location of proposed Mount Sinai Village Centre vacant site (30-acres)

General permitted uses in the J-2 district include banks (drive-through is permitted via Special Permit), personal service shops (e.g. barbershops), pharmacies, take-out restaurants, other retail establishments, commercial centers, and major restaurants as an accessory to commercial centers. Single- and two-family homes are also permitted by Town Board Special Permit.

The L-1 district generally permits agricultural/nursery uses, banks, religious institutions, commercial laundry facilities, day-care, health clubs, historical/memorial monuments, lodges, manufacturing, offices, research and development, and warehouses.

The Mount Sinai Commercial Center also currently contains an A Residence 1 (One-Family) (A-1) zoning district, which generally permits one-family dwellings (on roughly one-acre lots), religious

institutions, open farming, and schools. By Planning Board Special Permit, the A-1 district also allows golf courses, cemeteries, museums, parks/athletic fields, community centers, and ambulance companies. (See Figure 2-2 for existing and proposed zoning.)

District Intent and Zoning Recommendations

The boundaries of the Mount Sinai Commercial Center extend from Crystal Brook Hollow Road on the west to just west of Mount Sinai-Coram Road on the east, the LIPA right-of-way on the north, and the proposed southerly boundary of the Mount Sinai Village Centre on the west and progressively shallower parcels backing up to J-2 and split J-2/A-1 parcels along Route 25A. (See Figure 2-3 for the boundaries of the Mount Sinai Commercial Center and Appendix 3 for a list of parcels located within the center.)



The primary intent of this center is to provide a location for up to medium-sized national and local retail and services (between 60,000 SF and 75,000 SF maximum), and smaller, locally based retail and services needed by the community. A hamlet center green provided as a community amenity by the proposed Mount Sinai Village Centre project would provide a focal point and a place for concerts, festivals, and other community gatherings. Pedestrian linkages (including sidewalks with landscaped buffers adjacent to the roadway, additional crosswalks, and improved landscaping throughout the hamlet) between all of the following will strengthen

local businesses and provide improved levels of service and travel choice for Mount Sinai and adjacent communities, as well as improved connectivity with all of the following: the Mount Sinai Commercial Centre project, existing Route 25A retail, commercial and office uses, the US Post Office (SCTM# 96-6-13.6), the Mount Sinai School campus (SCTM# 116-2-10.1), the Rose Caracappa Center (SCTM# 117-8-2.1), Heritage Park (SCTM#s 117-5-4 and 141-3-1.1), and the future LIPA multi-use pathway, which runs the entire length of the Mount Sinai to Wading River corridor project area just north of Route 25A.

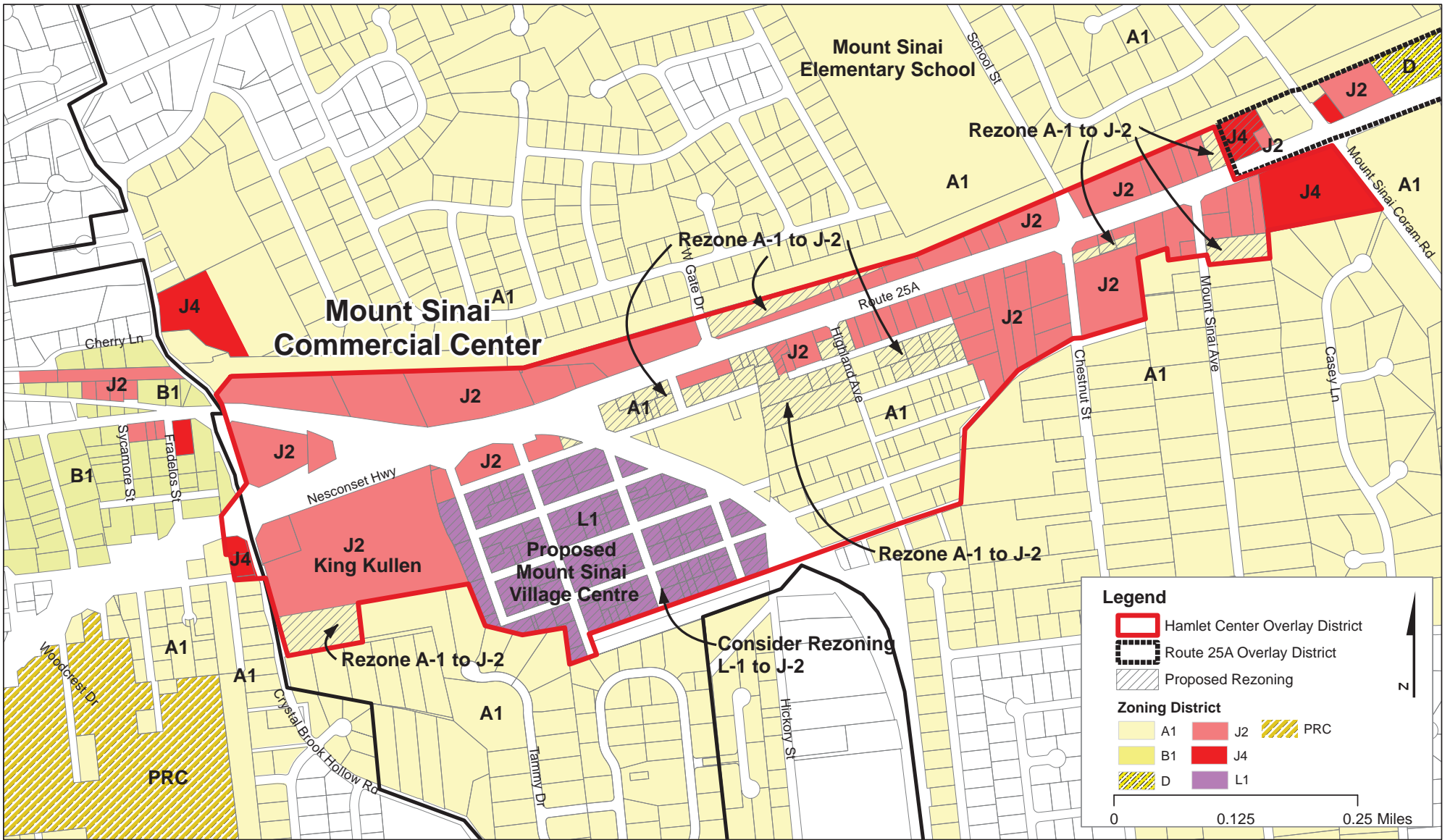
As shown on Figure 2-2 (and in Appendix 3), the following zoning changes are proposed:

North Side of Route 25A

- Rezone split J-2/A-1 parcels to J-2
- Rezone A-1 parcels that contain commercial uses to J-2

South Side of Route 25A

- Consider rezoning the proposed Mount Sinai Village Center project to J-2 (from L-1 and A-1) if the project complies with this Land Use Plan
- Rezone split J-2/A-1 parcels to J-2
- Rezone A-1 parcels that contain commercial uses to J-2





Miller Place Commercial Center*Existing Conditions*

The Miller Place Commercial Center lies at the bustling intersection of Miller Place Road and Route 25A. The center is home to several small-to-medium sized national and regional retail stores, including a Super Stop & Shop

(SCTM# 97-4-8.1), and smaller scale local retail and service uses in two primary suburban shopping centers. There is an emerging retail node on the southwest corner of Miller Place Road and Route 25A where a site plan was recently approved.

Just east of the Miller Place Commercial Center - on the south side of Route 25A - is the 300-acre DeLea Sod Farm, which was discussed in depth during the visioning component of the Route 25A Corridor Study. Options included preservation, or if that were not possible, conservation development which would preserve scenic views and be tax neutral or tax positive to the school district. (See Section 2.5 Planned Conservation District.)

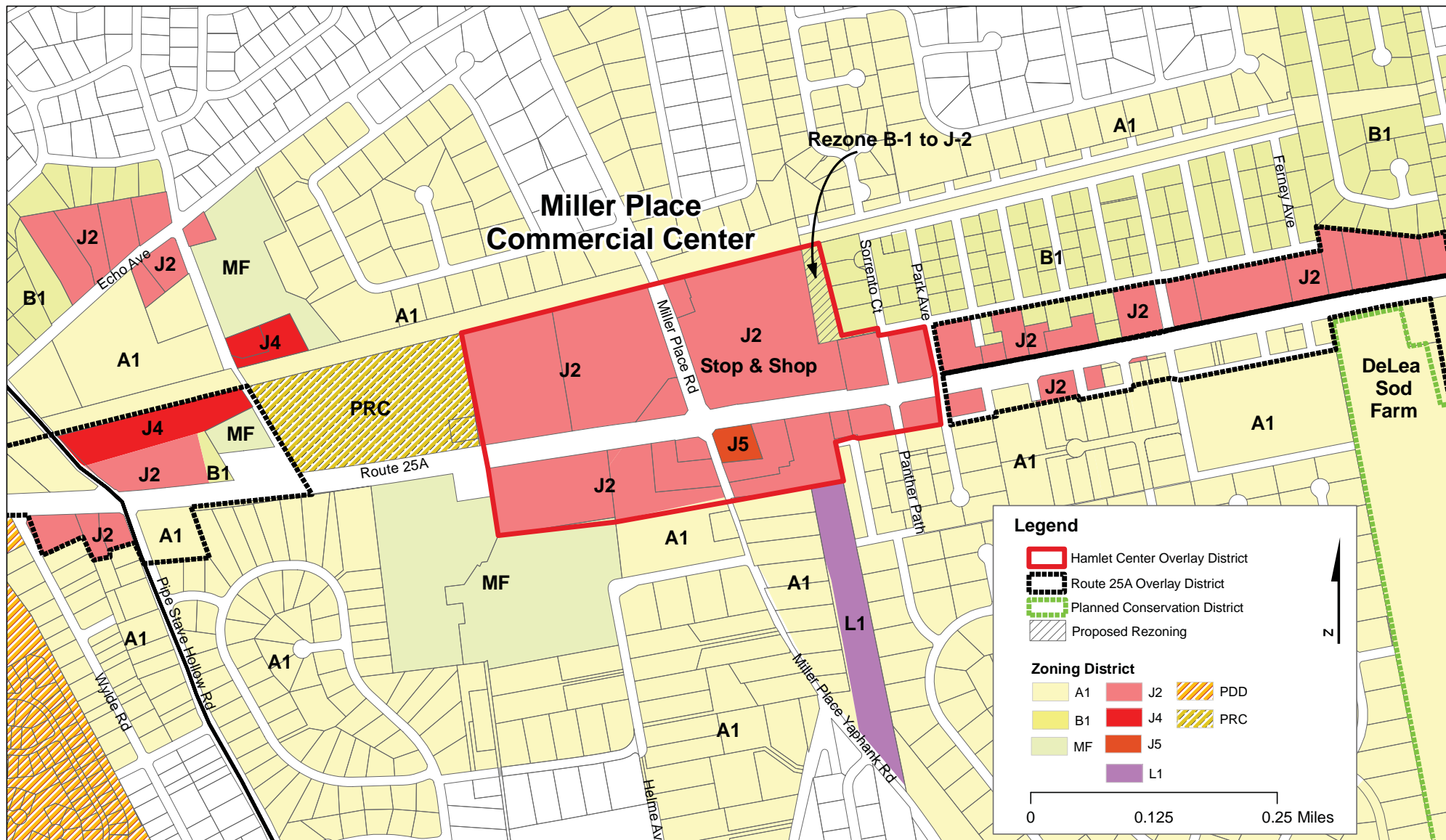
The J-2 (Neighborhood Business) District is the predominant zone within the Miller Place Commercial Center, which also consists of one parcel zoned J Business 5 (High Intensity Business - Gas Station) (J-5). There is a second gas station at the southwest intersection of Miller Place Road and Route 25A, which is zoned J-2. The Town amended its J-5 code in 1995 restricting gas stations to this zoning district by Town Board Special Permit, and increasing minimum lot

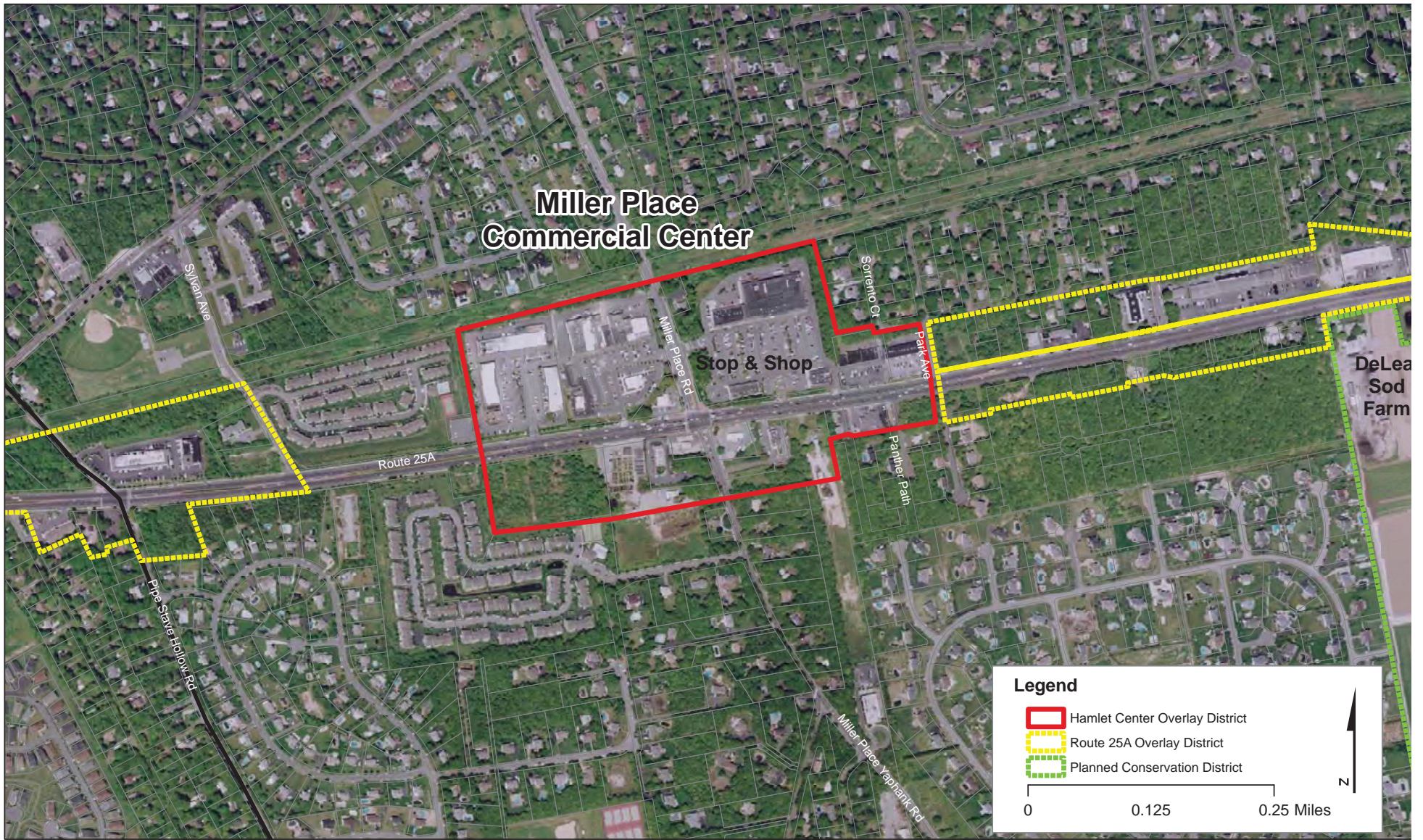
size and minimum lot width throughout. In addition, part of the Super Stop & Shop parcel is split zoned J-2 and B Residence 1 (One-Family) (B-1). The B-1 district allows the same uses as the A-1 (One-Family) zoning district except that the minimum lot size is roughly one-half an acre. (See Figure 2-4 for existing and proposed zoning.)

District Intent and Zoning Recommendations

The Miller Place Commercial Center is bound on the north by the LIPA right-of-way, on the south by Ging's Nursery (SCTM# 119-3-20.7), on the east by Park Avenue, and on the west by the Vineyards Condominium development (SCTM# 97-2-6.2). (See Figure 2-5 for the boundaries of the Miller Place Commercial Center and Appendix 3 for a list of parcels located within the center.)

The intent of the Miller Place Commercial Center is to support current uses through more consistent architecture, improved landscaping and pedestrian amenities, improved intra- and inter-shopping center mobility, consolidation of roadway access, reduction of excess parking and parking immediately fronting roadways, and improvements to pedestrian safety and walkability. These improvements will help calm traffic until such time as the NYSDOT is able to provide more "capitol item" traffic calming devices, such as additional landscaped medians, dedicated turning lanes, and landscaped sidewalk buffers on Route 25A.





Any additional future national and regional retail uses in Miller Place must be to scale and should be confined to this center so as not to impinge upon adjacent residential neighborhoods. Additional crosswalks should be established to facilitate shopping center pedestrian crossings. Future development and redevelopment should be carefully considered so as not to negatively impact the adjacent Miller Place Historic District.

As shown on Figure 2-4 (and in Appendix 3), the following zoning change is proposed:

North Side of Route 25A

- Rezone split J-2/B-1 parcel (part of Super Stop & Shop) to J-2

South Side of Route 25A

- The existing gas station on the southwest corner of Miller Place Road and Route 25A (SCTM# 119-3-1) is a legal, non-conforming use on a small lot at a busy intersection with higher than normal automobile crashes. (See Route 25A Final Visioning Report, page 11.) In the future, it is recommended that lots adjacent to this corner be consolidated and redeveloped to comply with current Town Zoning Code requirements.

When such a redevelopment takes place, it is further recommended that a landscaped treatment be included at this corner to provide visual relief and interest, as has been accomplished on the northeast corner of these two roads.

Rocky Point Commercial Center

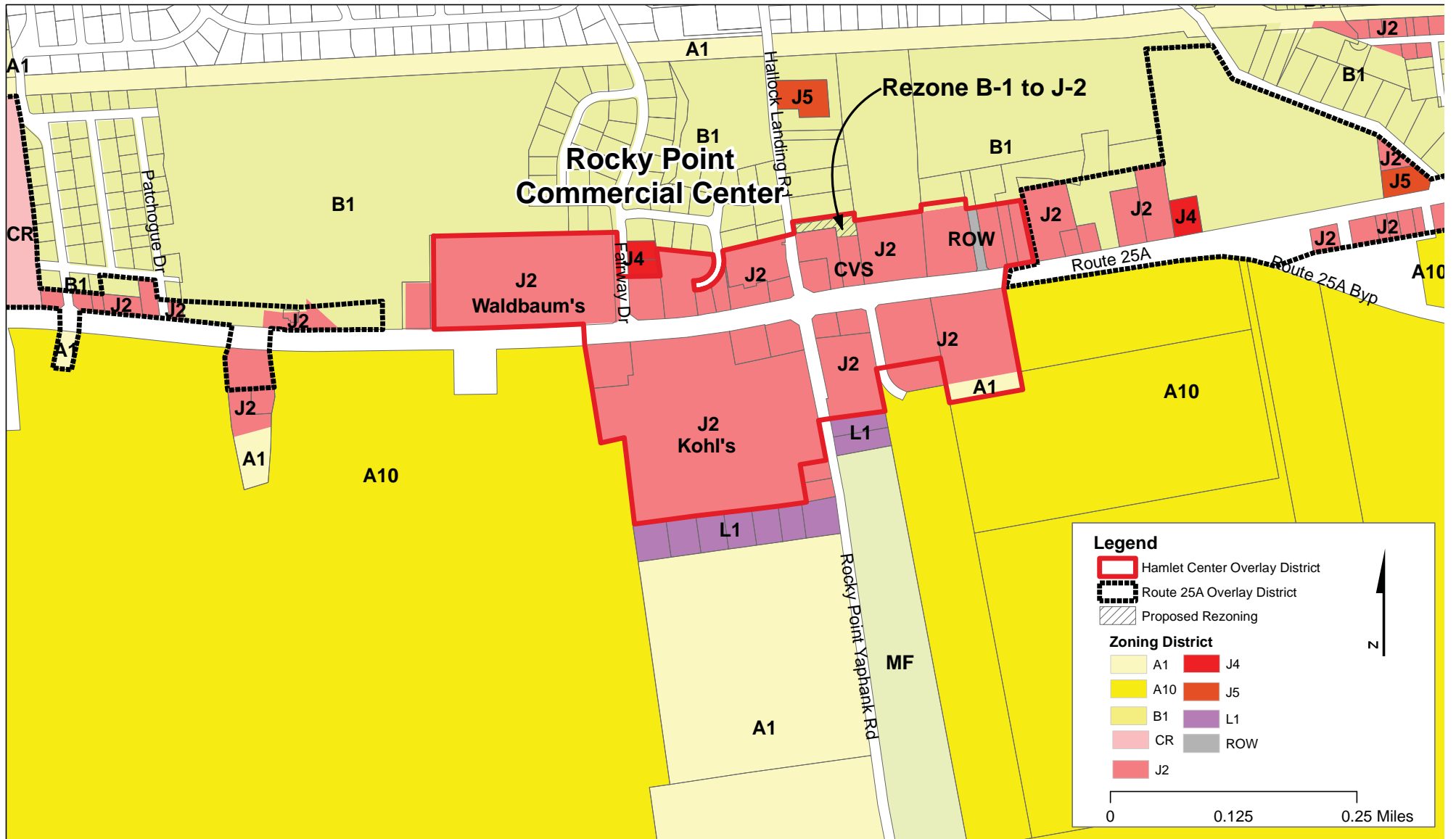
Existing Conditions

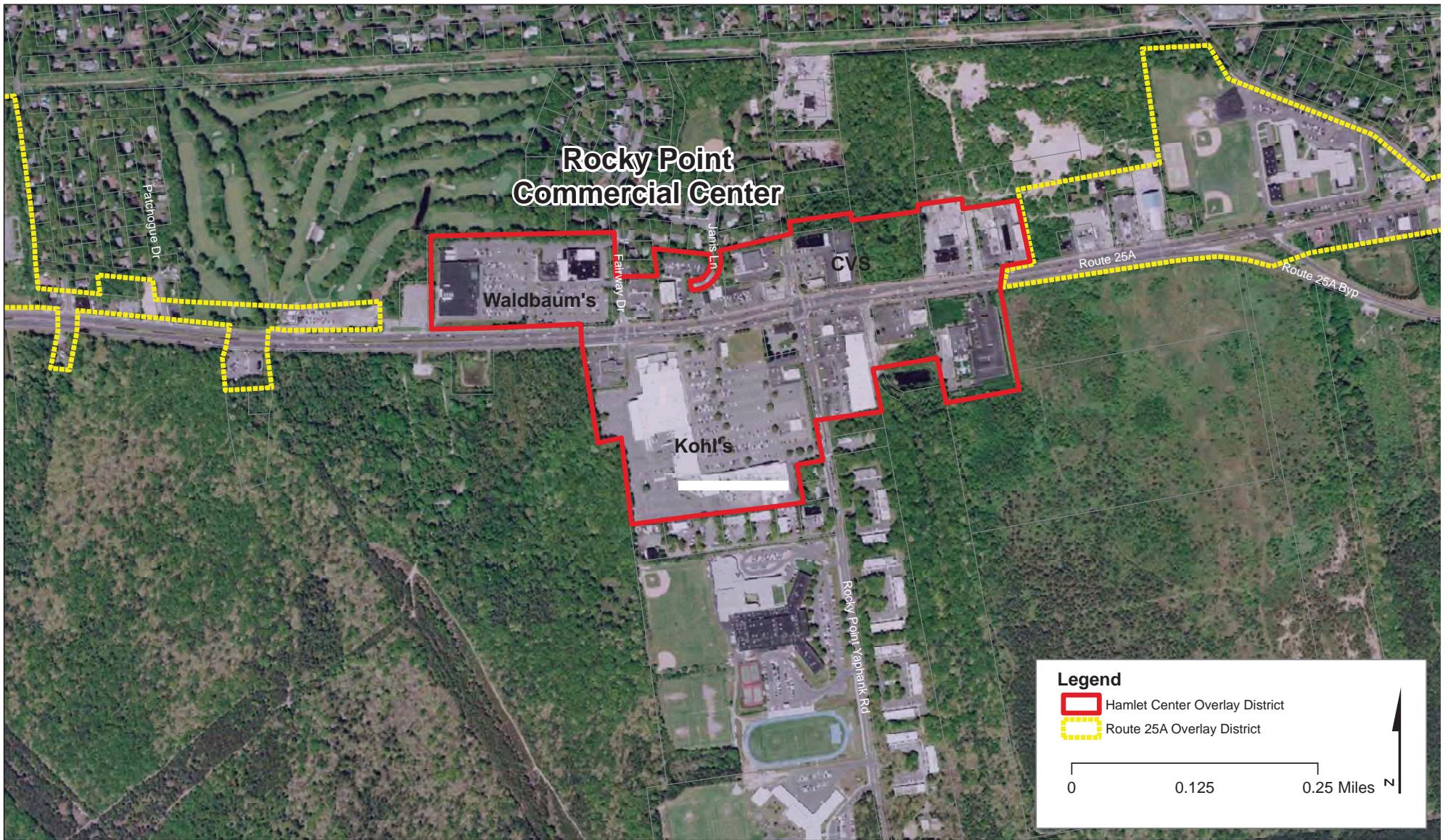
The Rocky Point Commercial Center is anchored at the intersection of Hallock/Rocky Point Roads and Route 25A. The center is home to several medium-scale national and regional retail uses (including Waldbaum’s Supermarket, SCTM# 101-1-1.8, and Kohl’s, SCTM# 101-3-5.1) and a series of smaller, locally-based retail and service uses in traditional suburban shopping centers, strip malls, and office buildings.

With the exception of one split zone parcel that is zoned J-2 (Neighborhood Business)/B-1 (One-Family), the entire Rocky Point Commercial Center is zoned J-2. The J-2 zoning district allows various restaurants and retail uses, such as personal service shops, banks and commercial centers, which can be seen within the center today. (See Figure 2-6 for existing and proposed zoning.)

District Intent and Zoning Recommendations

To the west, the Rocky Point Commercial Center extends to the Town golf course (SCTM# 101-1-1.10) (north side) and the NYS Rocky Point Natural Resource Area (SCTM# 238-1-1.3 and multiple tax parcels) (south side). To the east, the District extends to and includes Blackman Plumbing Supply (SCTM# 102-4-3.2) (north side) and Majestic Gardens (SCTM# 102-3-1.2) (south side). (See Figure 2-7 for the boundaries of the Rocky Point Commercial Center and Appendix 3 for a list of parcels located within the center.)





The intent of this center is to support current uses through more consistent architecture, improved landscaping and pedestrian amenities, improved intra- and inter-shopping center mobility, consolidation of roadway access, reduction of excess parking and parking immediately fronting roadways, and improvements to pedestrian safety and walkability. Any additional future medium-scale national and regional retail uses in Rocky Point should be confined to this Rocky Point Commercial Center. This center is designed to complement the Rocky Point Main Street District and not compete with it as different uses and scale are inherent in both.

As shown on Figure 2-6 (and in Appendix 3), the following zoning changes are proposed:

North Side of Route 25A

- Rezone split J-2/B-1 parcel (part of the CVS Shopping Center) to J-2

Rocky Point Main Street District

Existing Conditions

The Rocky Point Main Street District is the corridor’s one existing traditional downtown area, which contains a variety of local retail uses and building forms. On Broadway, where on-street parking is currently permitted, buildings are typically located toward the front of the property line with parking either behind or to the side of buildings. Single-family homes are



found adjacent to the district, directly behind the retail and restaurant establishments along Broadway.

There is a commercial node located on North Country Road/Route 25A that contains a mix of newer buildings that have a traditional downtown feel and consistent architecture – such as Sweets of the Spoon (SCTM# 77-6-35) and CVS Pharmacy (SCTM# 77-11-2.3) – while other properties contain more diverse architectural styles and site layouts that are typical of the other hamlets along Route 25A (e.g. parking located up to the front property line). Sidewalks are clearly marked along North Country Road/Route 25A with a consistent red and beige patterned design.

The J-2 (Neighborhood Business) district is the predominant zone within the Rocky Point Main Street District, which also consists of J Business 6 (Main Street Business) (J-6), A-1 (One-Family), and B-1 (One-Family). The J-6 zone typically allows retail, personal service stores, restaurants, bars, offices, religious institutions, museums, artist studios, community theaters, and other related uses. Second story uses are restricted to residential or office use, with third story use restricted to residential by Town Board Special Permit. Within the J-6 zone, hotels are also allowed by Town Board Special Permit. On the south side of North Country Road/Route 25A, there is one parcel that is split zoned J-2 and A Residence 10 (One-Family) (A-10) and a portion of a New York State owned property that is also zoned A-10. Properties located on the south side of Route 25A comprise the 5,100-acre NYS Rocky Point Natural Resource Area, which is part of the Core Preservation Area of the Central Pine Barrens. No development is permitted in the Core Preservation Area, although it

serves as an extremely valuable recreational and open space resource. (See Figure 2-8 for existing and proposed zoning.)

District Intent and Zoning Recommendations

The boundaries of the Rocky Point Main Street District are as follows: King Road to the north, the NYS Rocky Point Natural Resource Area to the south, Madison Street to the east, and Rocky Point Landing Road to the west (north side of 25A) and SCTM#: 77-12-1 (south side of 25A). (See Figure 2-9 for the boundaries of the Rocky Point Main Street District and Appendix 3 for a list of parcels located within the district.)

The intent of this district is to reinforce and strengthen this existing, mixed-use, pedestrian-oriented area along Broadway and North Country Road/Route 25A (for approximately ¼ mile in each direction from Broadway), and to encourage its revitalization with appropriately scaled commercial and service uses, shared parking, uniform design standards, and improved pedestrian friendly streetscape and landscaping. Redevelopment is expected to occur in the mid- to long-term, and will emphasize commercial and service uses needed by the neighborhood and adjacent communities.

Additional goals for the Rocky Point Main Street District are to help stimulate tourism, improve pedestrian linkages with the adjacent 5,300-acre NYS Rocky Point Natural Resources Management Area, the potential future Tesla Museum in Shoreham (SCTM# 80-4-31), and the LIPA multi-use path. Lastly, the Rocky Point Main Street District seeks to prevent commercial sprawl beyond its boundaries into adjacent rural (east) and commercial (west) areas.

As shown on Figure 2-8 (and in Appendix 3), the following zoning changes are proposed:

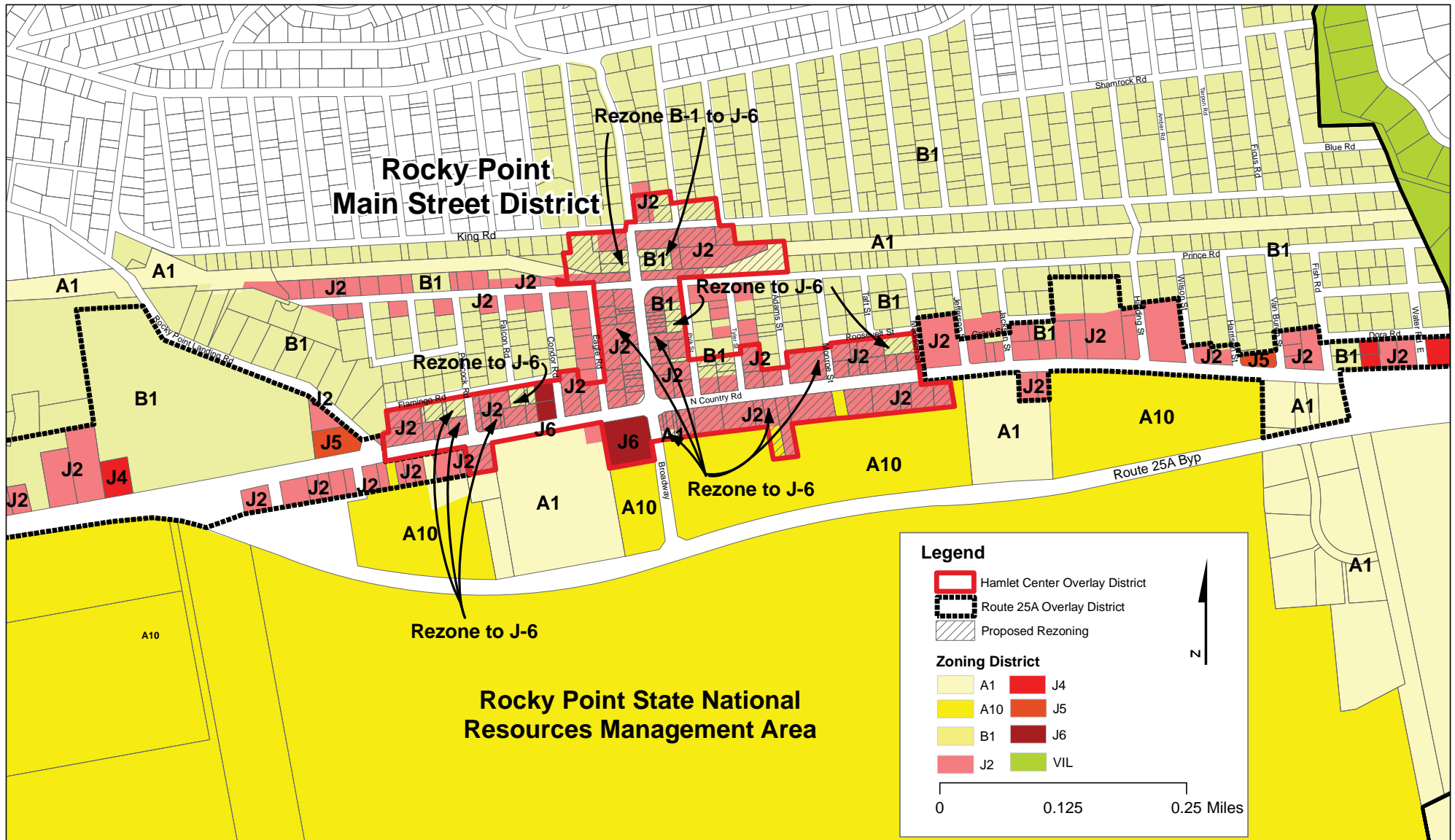
North Side of North Country Road/Route 25A (Including Broadway and Prince and King Roads)

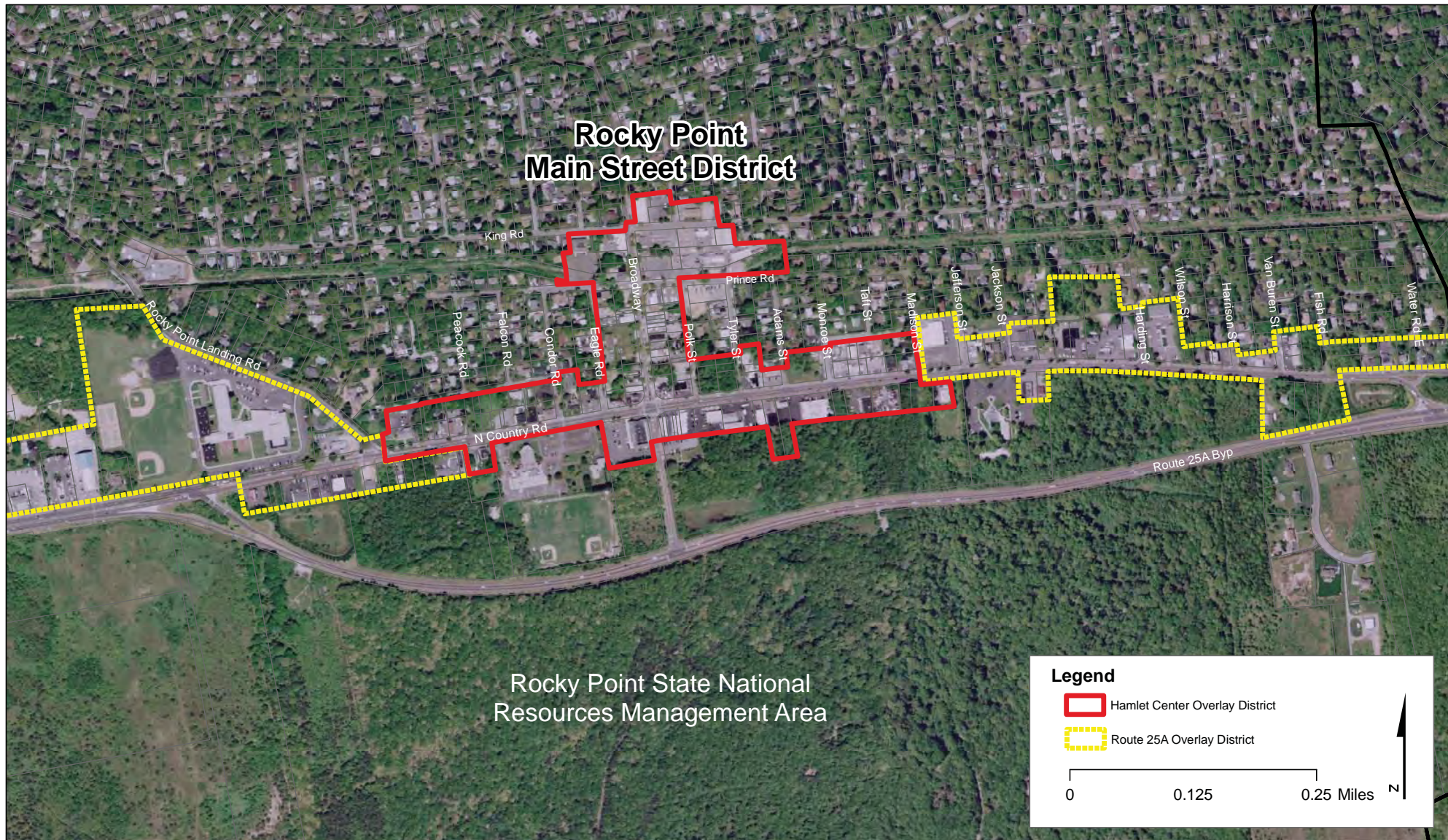
- Rezone J-2 parcels to J-6
- Rezone B-1 parcels to J-6

South Side of North Country Road/Route 25A

- Rezone J-2 parcels to J-6
- Rezone split J-2/A-1 parcels to J-6
- Rezone split J-2/A-10 parcel to J-6

In addition to the above zoning changes, all development proposals within the Rocky Point Main Street District shall refer to the Town's Main Street Business District Design Manual, which contains design guidelines, illustrations and standards for the Town's designated Main Street Districts.





Shoreham Rural Center*Existing Conditions*

As the most rural community in the Route 25A study area, Shoreham is the “gateway” to the North Fork farms, wineries, and the entire East End. Recognizing the existing rural and residential qualities in the area, the Shoreham Rural

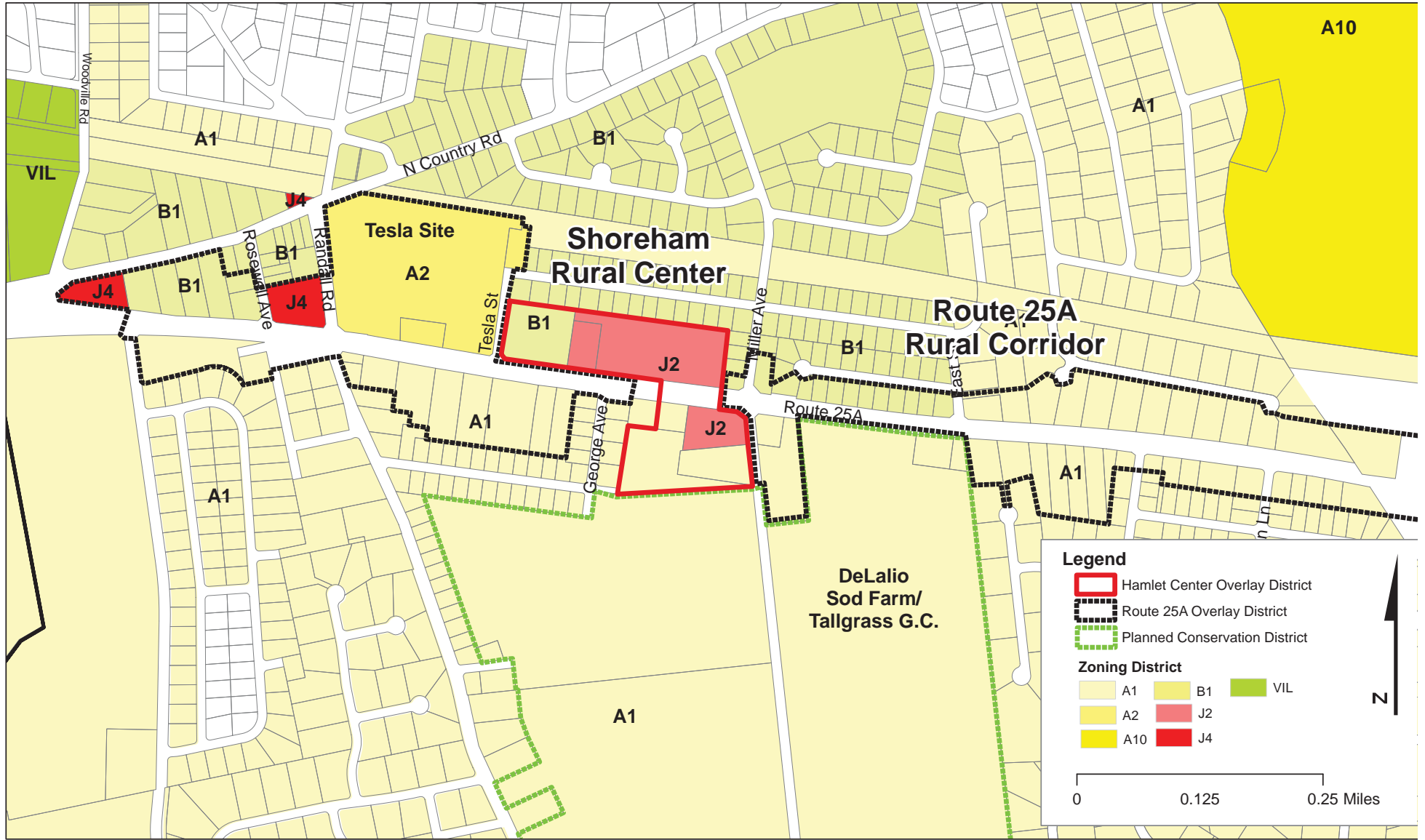
Center is the smallest of the proposed centers within the Hamlet Center Overlay District. The center contains a small neighborhood shopping center (SCTM# 80-4-35.8), a Rocky Point Fire District substation (SCTM# 80-4-33.1), and a commercial bus storage depot (SCTM# 104-2-18).

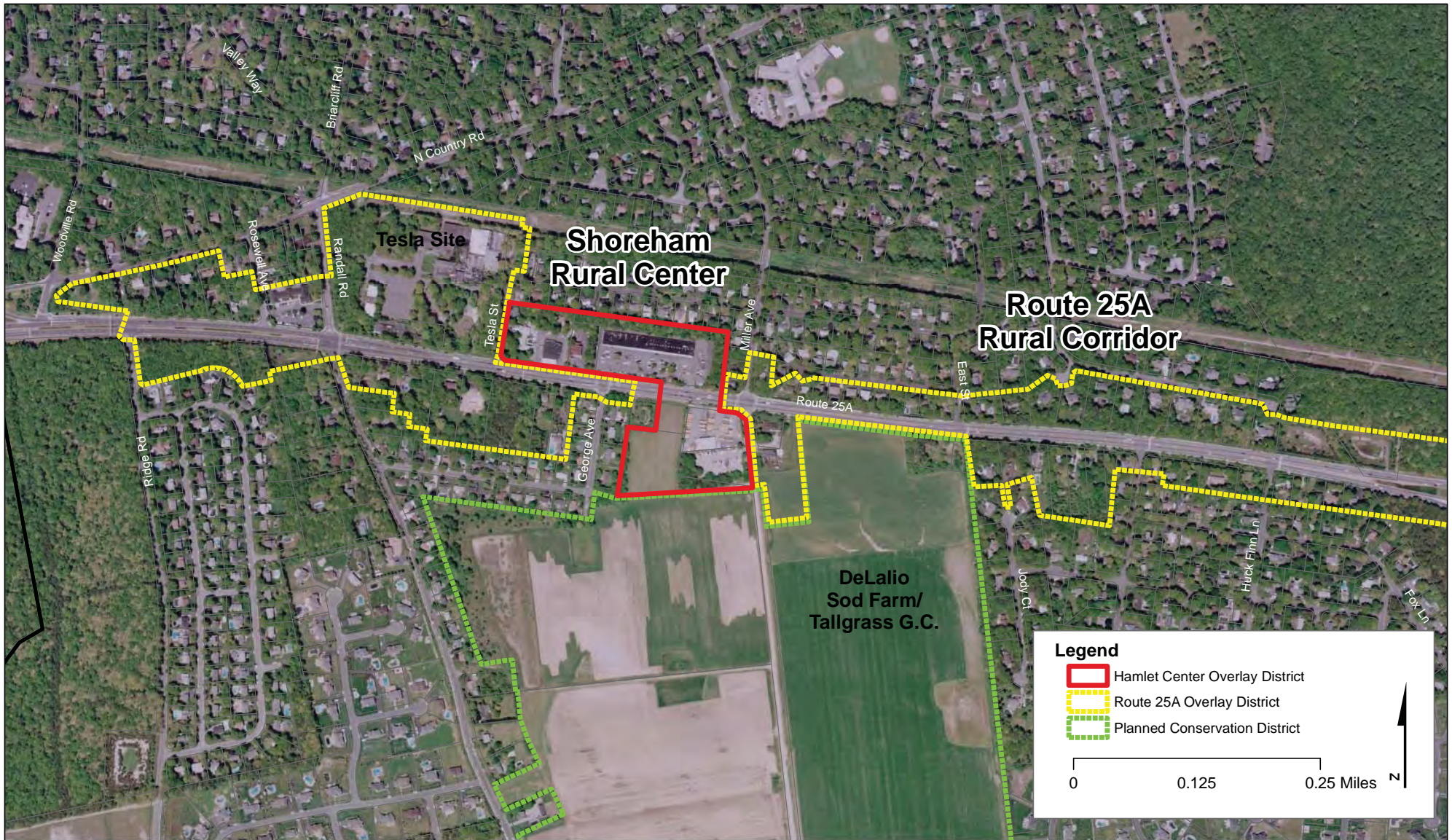
Just outside the center lie three strategic parcels that were discussed in depth during the visioning component of the Route 25A Corridor Study: the 168-acre DeLalio Sod Farm and 150-acre Tallgrass Golf Course (to the southeast) and the abandoned Tesla property (to the west). The Shoreham Rural Center is zoned J-2 (Neighborhood Business) and A-1 (One-Family). (See Figure 2-10 for existing and proposed zoning.)

District Intent and Zoning Recommendations

The Shoreham Rural Center is bound by Tesla Street to the west, Miller Avenue to the east, the local Shoreham shopping center to the north, and the edge of the bus depot to the south. (See Figure 2-11 for the boundaries of the Shoreham Rural Center.)

The intent of this center is to preserve and reinforce the rural character of Shoreham and to help prevent sprawl outside the center’s boundaries into the adjacent rural corridors to the east and west. Pedestrian linkages should be established between the Shoreham Rural Center, the LIPA multi-use pathway, the potential future Tesla Museum, the Rocky Point Main Street District, and the 5,100-acre Rocky Point State Natural Resources Management Area. The rural center is designed to permit modest pedestrian-oriented commercial development within its boundaries, with a potential for some complimentary residential development. The possible relocation of the bus depot, as recommended in the visioning and past hamlet studies, would help to achieve the above goals, as well as provide a site for modest future retail expansion on the south side of Route 25A to accommodate potential residential uses.





2.4 Zoning and Design Recommendations – Route 25A Overlay District (Transition Areas)

2.4.1 District Intent and Boundaries

The primary intent of this District is to preserve and reinforce the residential character of the Route 25A corridor, protect it from additional commercial incursion, and promote uniform design standards that aim to enhance the appearance of the corridor. The secondary intent is to encourage the redevelopment of some of the existing strip commercial centers that undermine the unique functional and visual role of the corridor centers. (See Appendix 4 for a list of all parcels within the Route 25A Overlay District.)

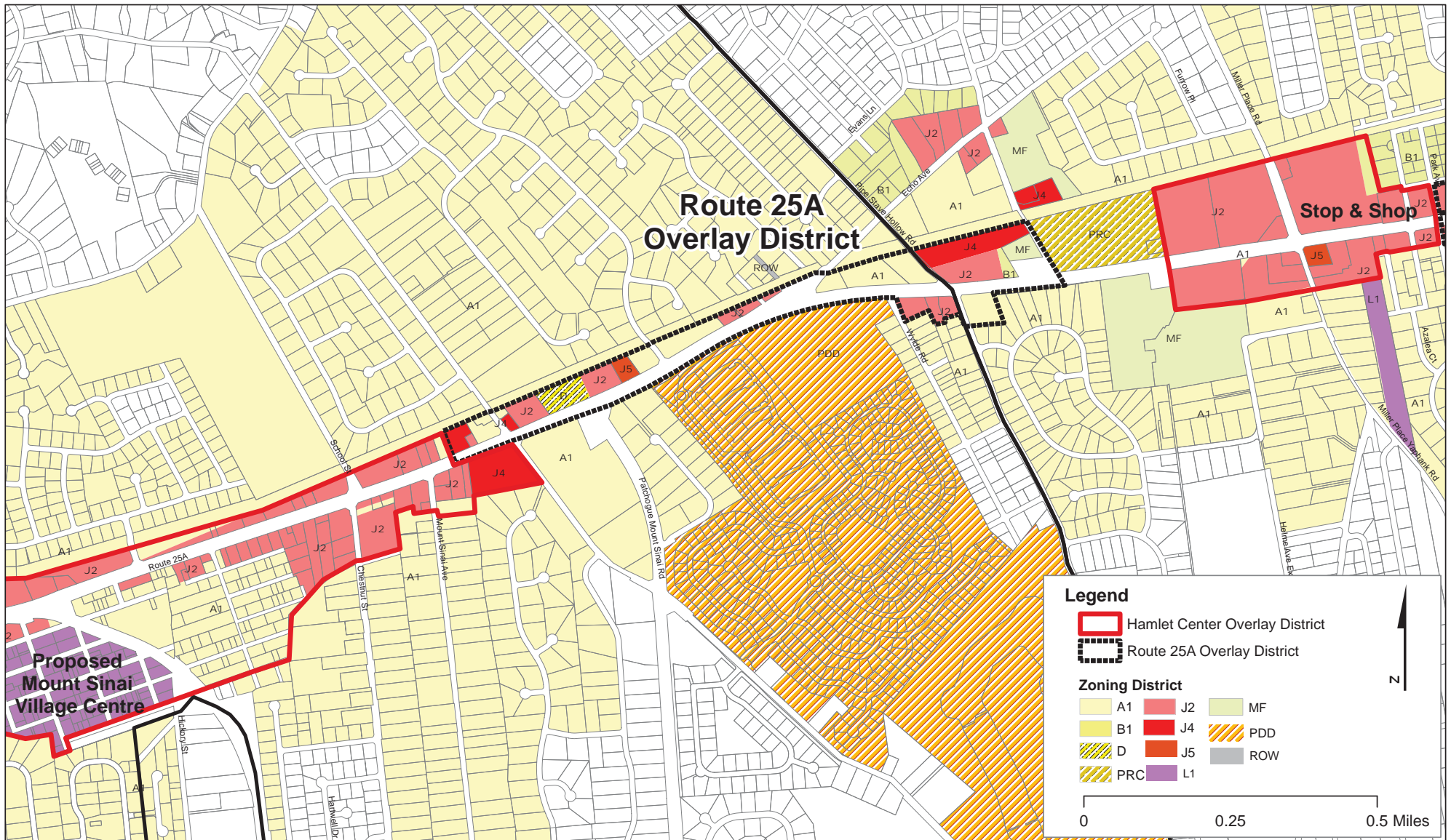
The proposed guidelines provide the framework for residential development that maintains sufficient landscaped or natural buffers, as well as design guidelines that will help revitalize existing strip commercial centers, retain the unique character of the surrounding communities, encourage walkability, and encourage the consolidation of roadway access and minimization of parking within the front yard. As a result of these guidelines, the Route 25A Overlay District will work in combination with the five centers to promote their mutual vitality, as well as the vitality of adjacent neighborhoods.

On the north side of Route 25A, the Overlay District extends up to the LIPA right-of-way, except where there are existing residential uses. To the south, the Route 25A Overlay District includes parcels that directly front Route 25A, except in areas with existing residential uses, areas that conflict with the Planned Conservation District, and areas that are environmentally

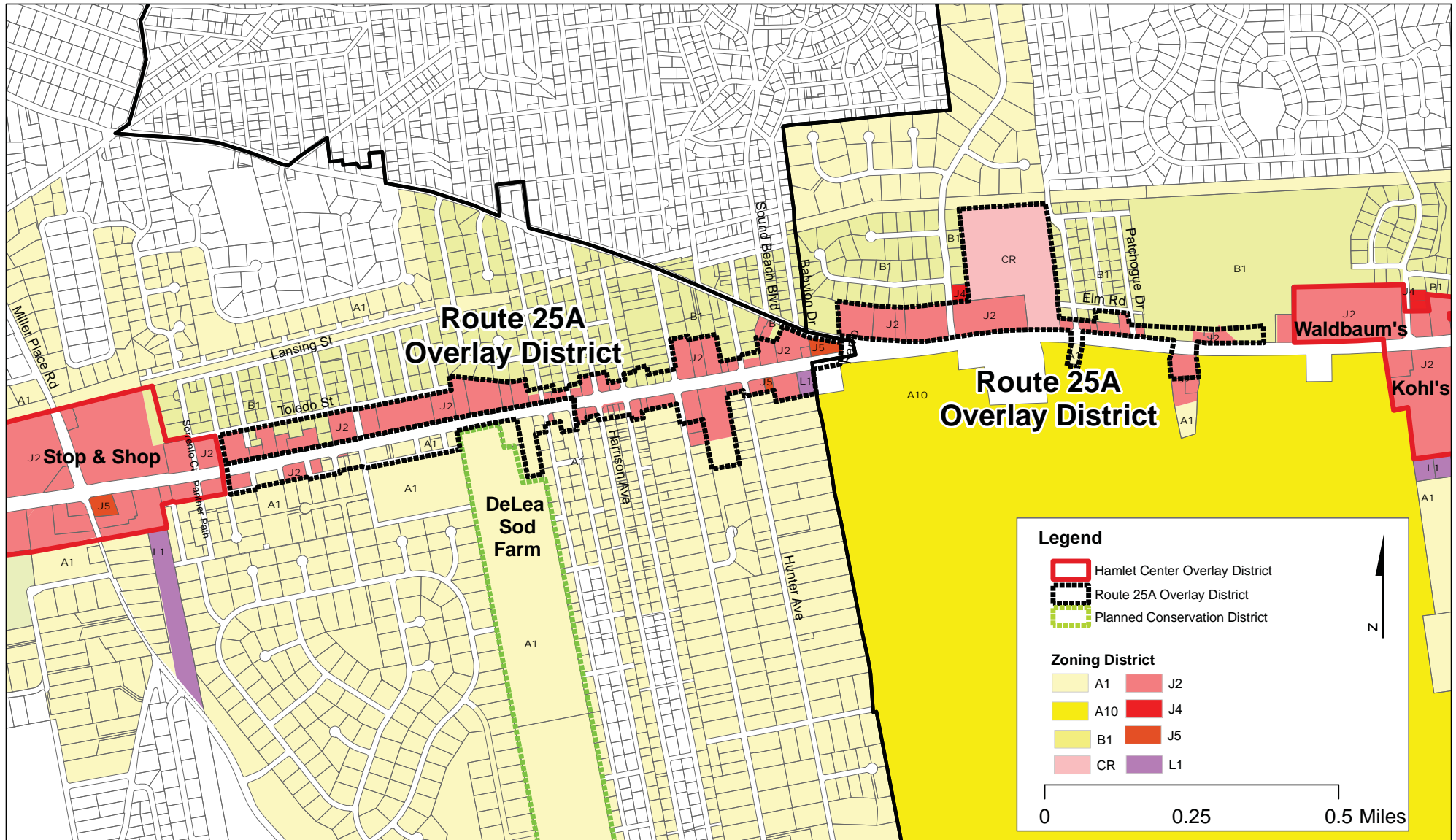
sensitive (such as the Core Preservation Area of the Central Pine Barrens District on the south side of Route 25A in Rocky Point and portions of Shoreham and Wading River). (See Figures 2-13, 2-15, 2-17 and 2-19 for the boundaries of the Route 25A Overlay District.)

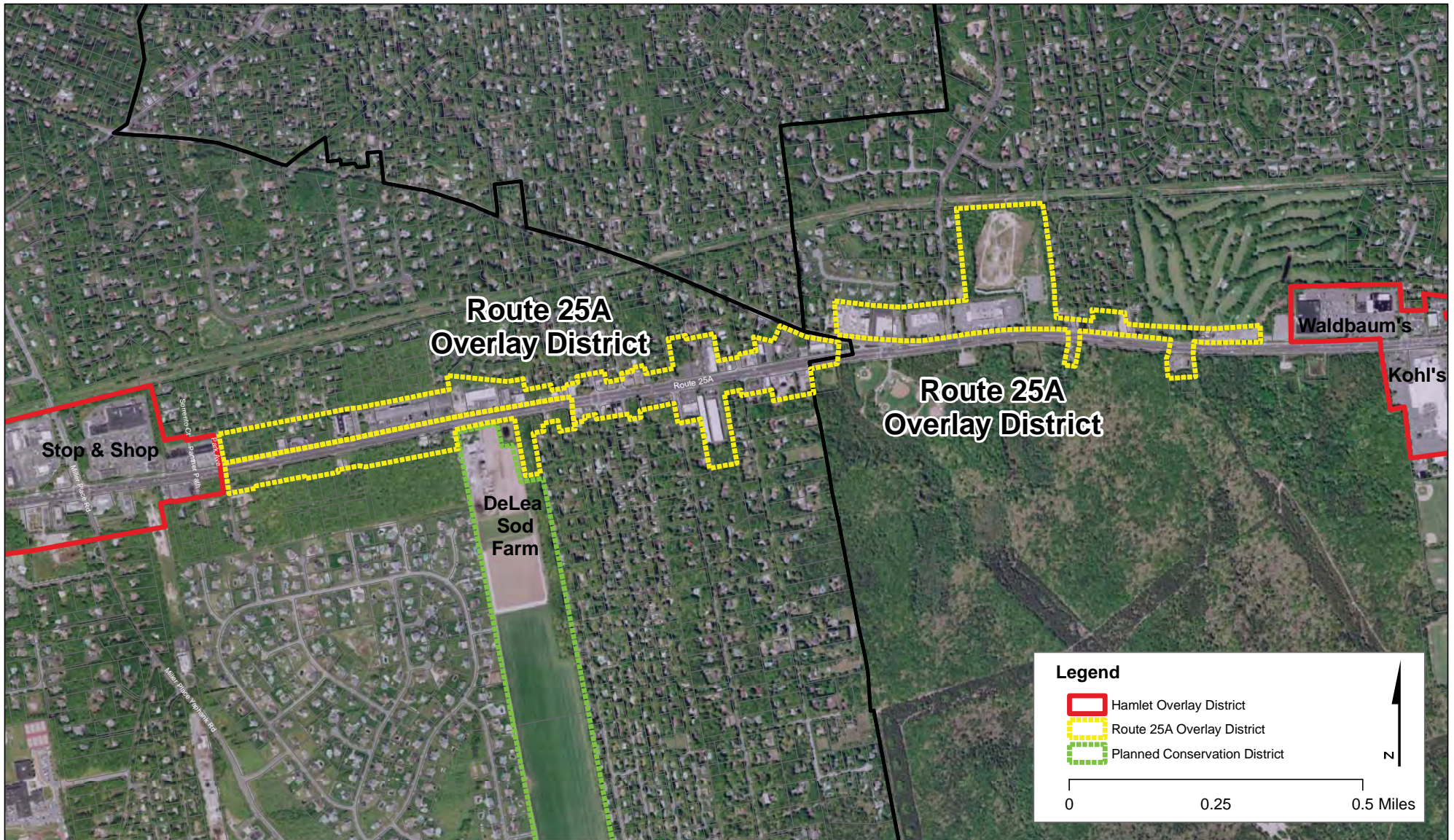
As part of Route 25A Overlay District, a rural transition area is proposed between the Shoreham Rural Center and the Riverhead Town line. This rural transition area is zoned exclusively residential excepting two parcels at the Riverhead Town line as follows: a 0.38-acre parcel (SCTM# 106-1-16.3) zoned J-2, and a 0.71-acre split-zoned parcel (SCTM# 106-1-14.1), which is approximately 85% A-1 and 15% J-2. The second parcel is immediately adjacent to the first on the north side of Route 25A.

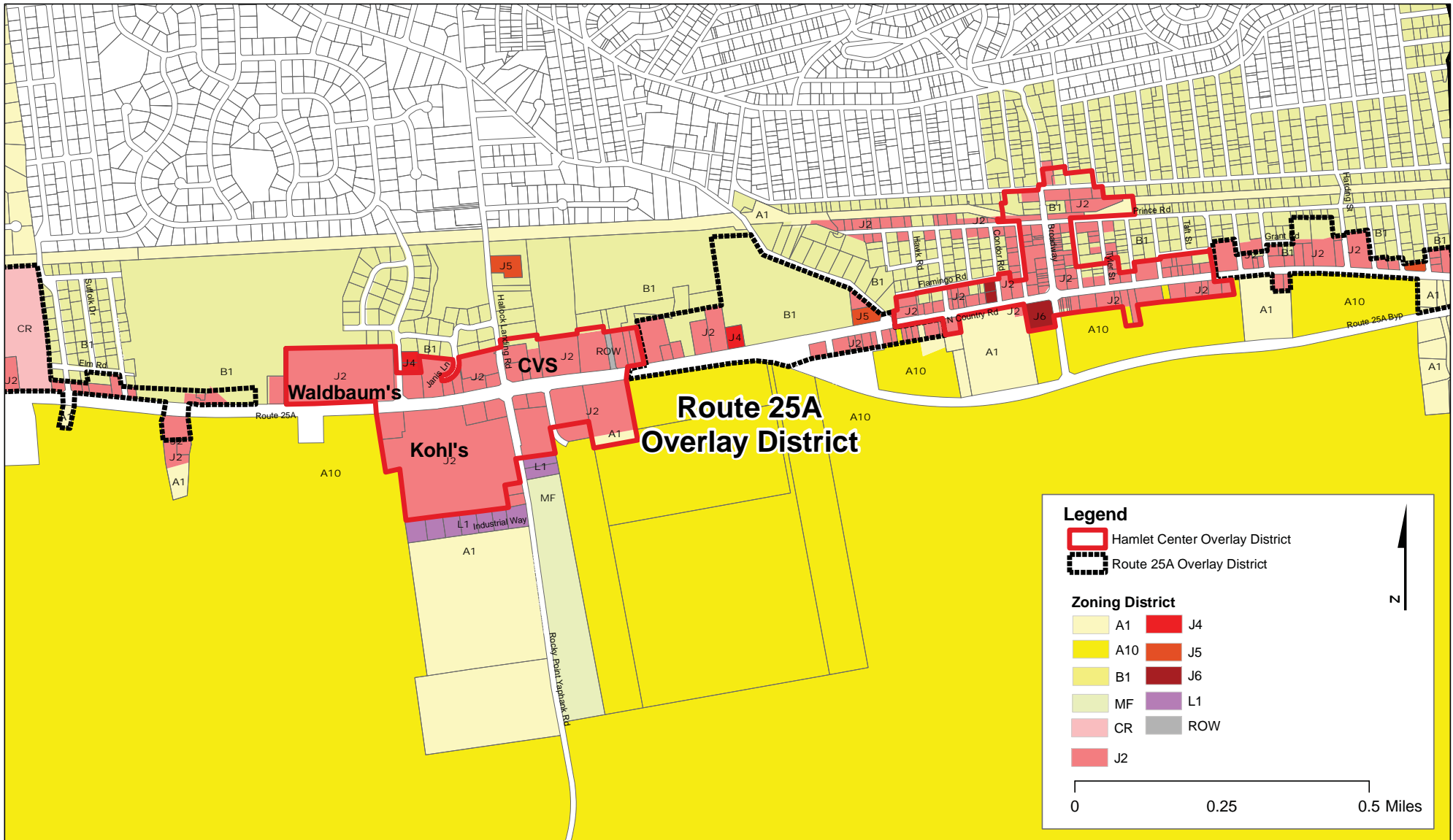
The purpose of the overlay in this rural portion of the corridor is to maintain its exclusive residential character and to prevent the incursion of commercial uses from the east or the west. A secondary purpose is to protect the large amount of preserved open space along this portion of the corridor, which is located in the sensitive Pine Barrens and provides significant wildlife habitat.

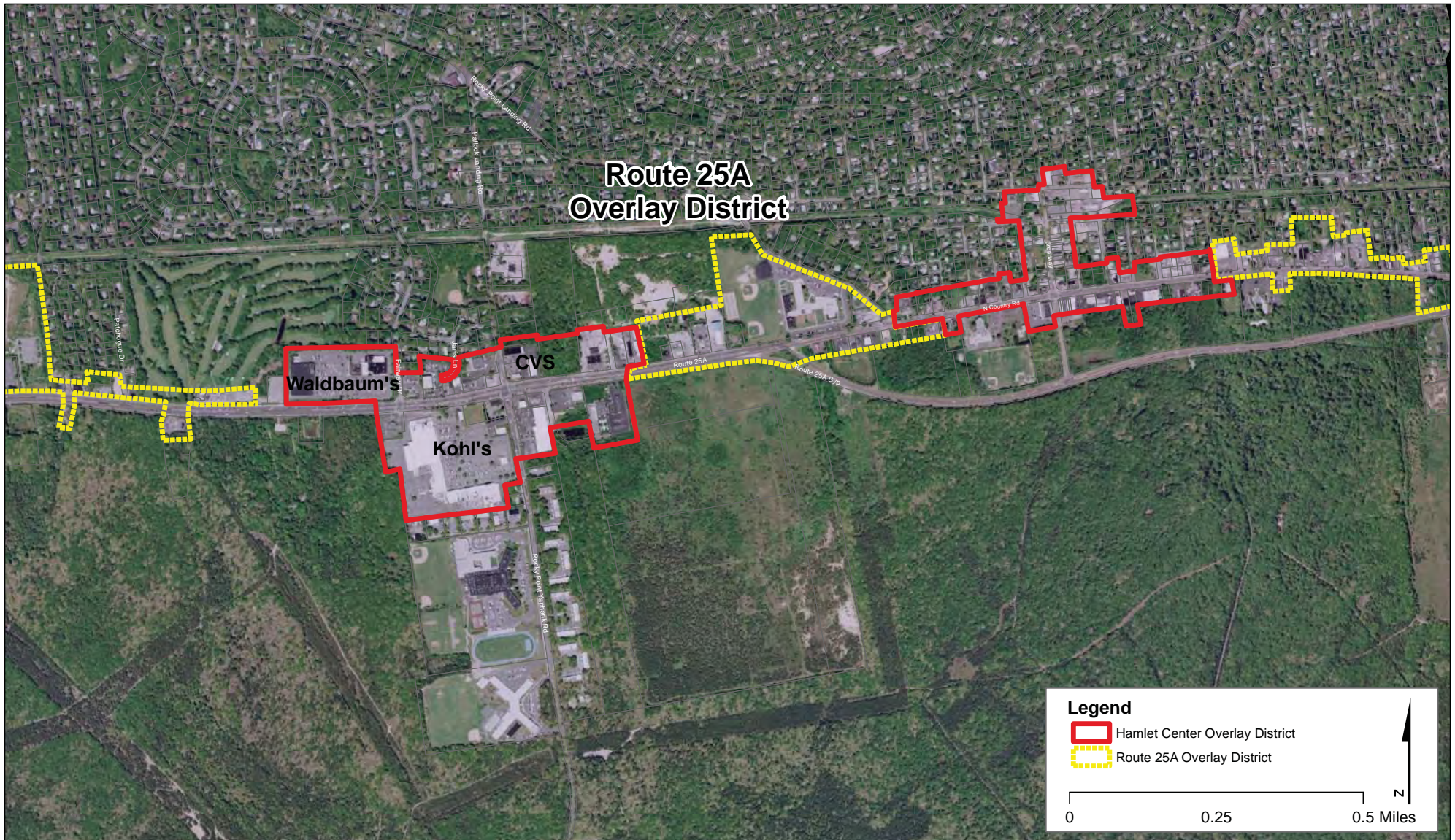


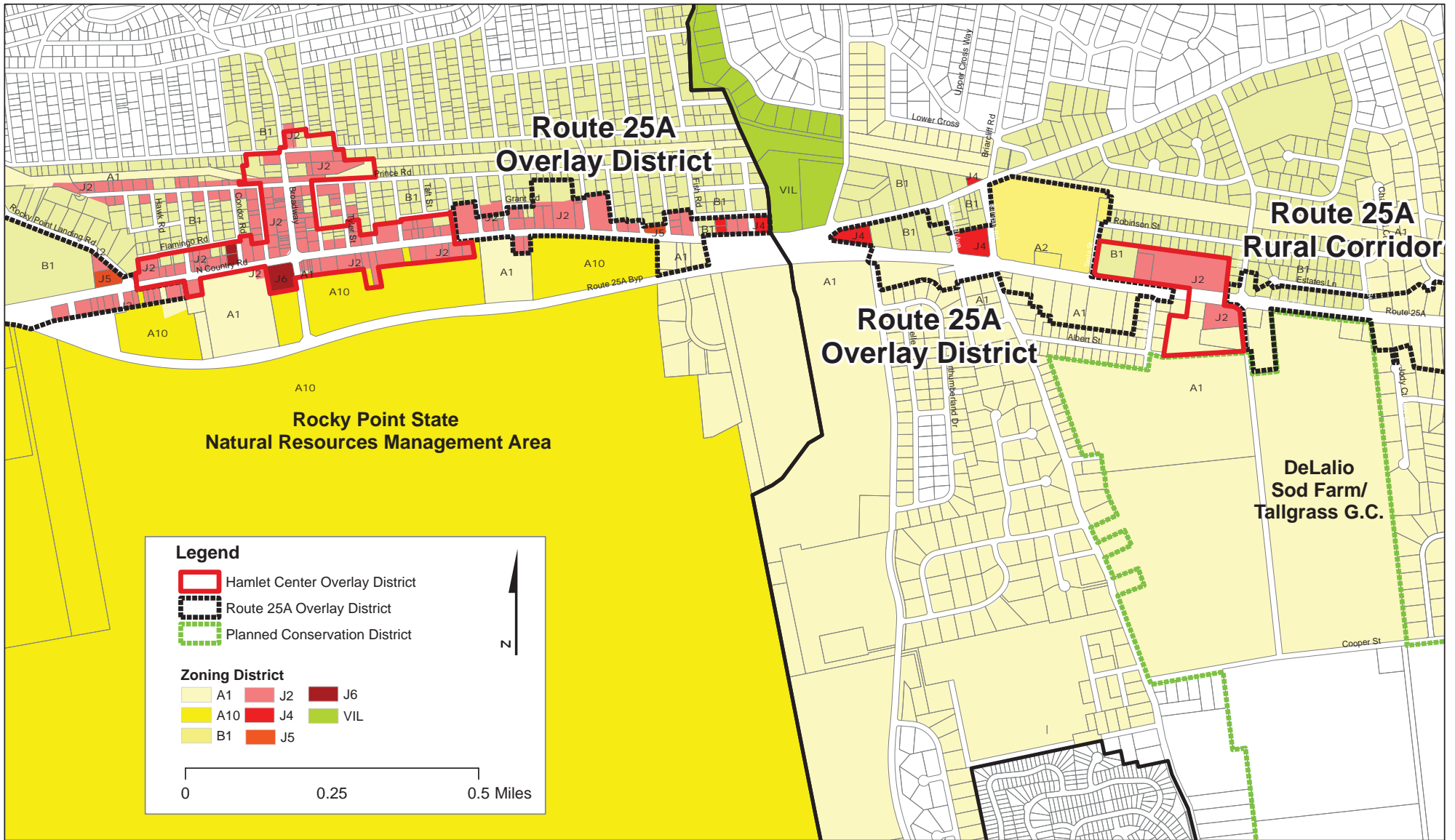


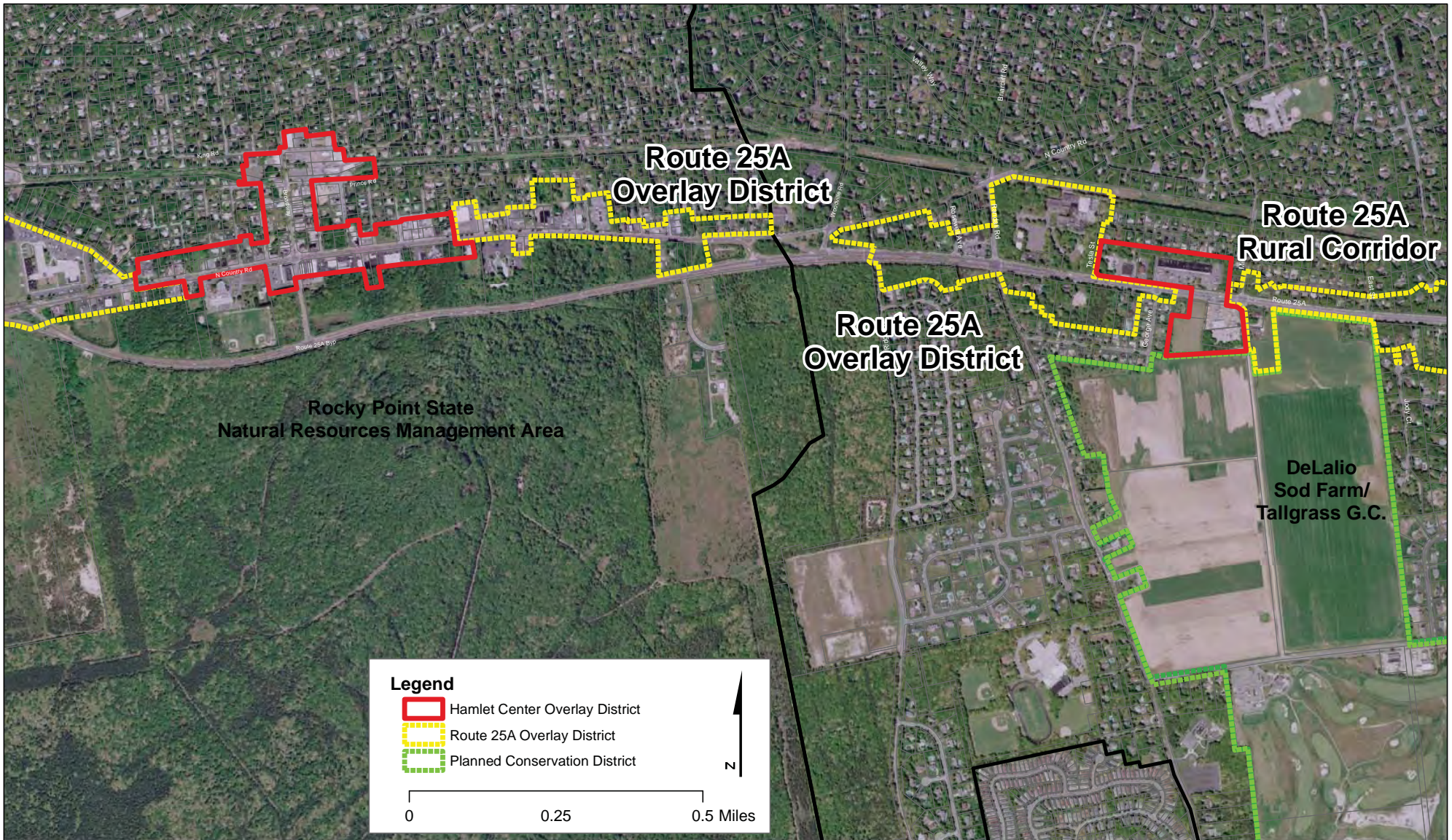












2.4.2 Permitted Uses

Within the Route 25A Overlay District, uses permitted by the underlying zoning district will continue to be allowed. As shown in Figures 2-12, 2-14, 2-16 and 2-18, existing zoning districts within the Overlay District include the following (See Appendix 5 for permitted uses and dimensional requirements):

- A Residence 1 (One-family)
- B Residence 1 (One-family)
- D Residence (One- and two-family)
- A Residence 10 (One-family)
- MF (Multifamily)
- PRC (Planned Retirement Community)
- J Business 2 (Neighborhood Business)
- J Business 4 (Professional and Business Offices)
- J Business 5 (Gasoline Filling Station)
- L Industrial 1 (Light Industrial)
- CR (Commercial Recreation)

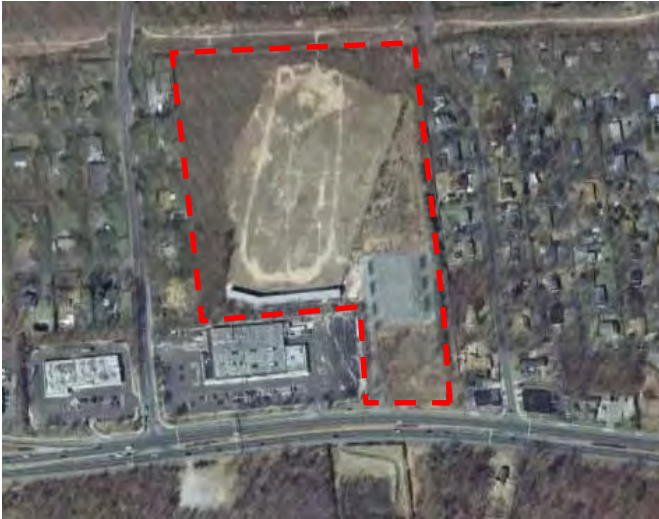
Within the Route 25A Overlay District, commercial infill development projects and projects entailing redevelopment improvements to an existing commercial property will be required to refer to the J Business District Design Manual. (See section below on Design Standards.)

As identified during the visioning phase of the Route 25A Corridor Study, there are two key soft sites that are located within the Route 25A Overlay District: the 13-acre Tesla property in Shoreham and the 17-acre former Rocky Point Drive-In Theater/Driving Range. The Tesla property is currently zoned A-2 (One-family), while the former

drive-in theater/driving range is zoned CR (Commercial Recreation). Similar to the rest of the Route 25A Overlay District, the underlying zoning for these parcels will remain. This will keep available the preferred uses for these parcels that were expressed during the visioning sessions. For the Tesla property, this allows the possibility of a future Tesla Museum. For the former drive-in theater/driving range site, this includes a potential future community center and park similar to the Heritage Center and park in Mount Sinai.



Tesla Property



Rocky Point Vacant Drive-In/Driving Range Site

2.4.3 Bulk Requirements

The bulk requirements of the underlying zoning district will remain in the Route 25A Overlay District. Similar to the Hamlet Center Overlay District, the maximum allowable building size for retail or other commercial uses within the transition areas is limited to between 60,000 SF and 75,000 SF. Also, similar to the Hamlet Center Overlay District, the Town of Brookhaven needs to develop incentives in order to revitalize abandoned or underutilized shopping areas and discourage the sprawl of commercial retail development.

2.4.4 Design Standards

Commercial development within the transition areas will be required to refer to the Town's J Business District Design Manual, which will be updated to reflect new design standards that are

applicable to the Route 25A Overlay District. The current design manual includes design guidelines for commercial uses that are intended to enhance the existing character of the Town's residential areas. Similar to the proposed Hamlet Center Overlay District, supplemental regulations should be added to this manual for design standards that would guide revitalization of existing shopping centers and other strip commercial areas. The design standards should aim to enhance the overall appearance of the Route 25A corridor, improve safety and mobility, and create a more pedestrian friendly environment.

As suggested by the J Business District Design Manual, commercial developments should provide cross-access connections between parking lots whenever possible. The desired location for parking is in the rear of the site. Curb cuts along Route 25A are discouraged and should be consolidated whenever practicable. Landscaping and streetscape improvements, such as painted crosswalks, decorative lighting, street furnishings, and the use of native trees and shrubs are also encouraged.

2.5 Planned Conservation District

2.5.1 District Intent and Boundaries

The intent of this district is to protect and reinforce the rural heritage and character of the Route 25A corridor, while accommodating compatible growth and preserving scenic vistas so important to residents. As can be seen with the continued residential and commercial growth along the corridor over the years, large remaining tracts of land can be an attractive opportunity for developers. The Planned Conservation District seeks to avoid the environmental shortcomings and property tax pitfalls of traditional residential subdivisions and large planned unit developments.

This circumstance presents a challenge for Miller Place and Shoreham in their determination to preserve remaining farmland and open space, while concurrently respecting the property rights of property owners who have farmed the corridor for generations. At the same time, high property taxes and a lack of affordable housing options have raised concerns that the young adults of today and children of tomorrow will not be able to continue to live in the communities they were raised in.

To protect the corridor’s major remaining agricultural resources, and to respond to community concerns regarding high property taxes, a Planned Conservation District is proposed as a floating zoning district over the Route 25A corridor.

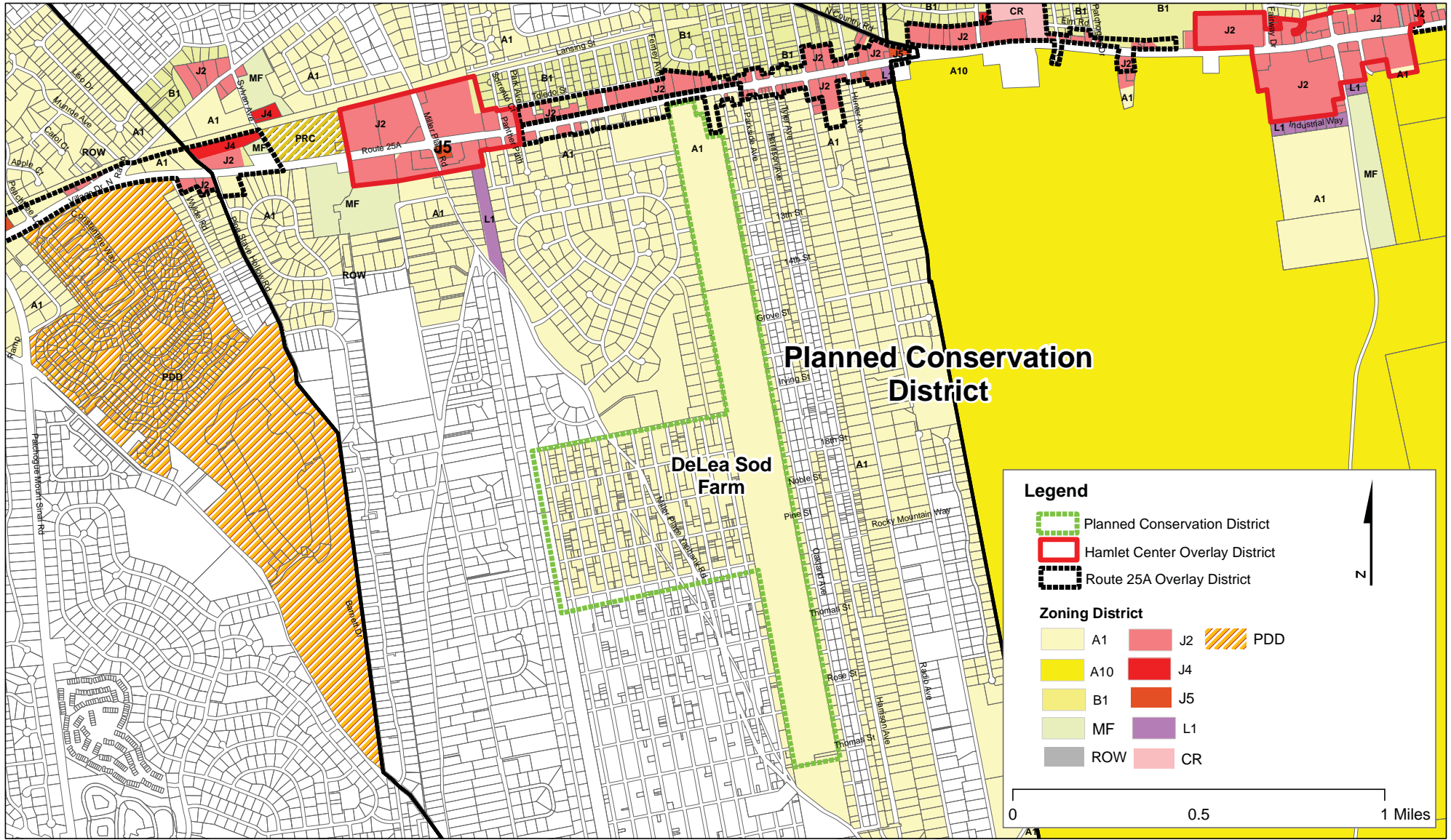
In the Route 25A corridor, the District will apply to all undeveloped contiguous acreage of at least 35-acres. Currently, four such agricultural and recreational uses would be included: the 144-acre DeLea Sod Farm in Miller Place, the adjacent parcels directly to the west of DeLea Sod Farm that are currently used for agricultural purposes, and the 168-acre DeLalio Sod Farm and 150-acre Tallgrass Golf Course in Shoreham. (See Figures 2-20, 2-21, 2-22 and 2-23 for parcels that meet the criteria of the Planned Conservation District.)

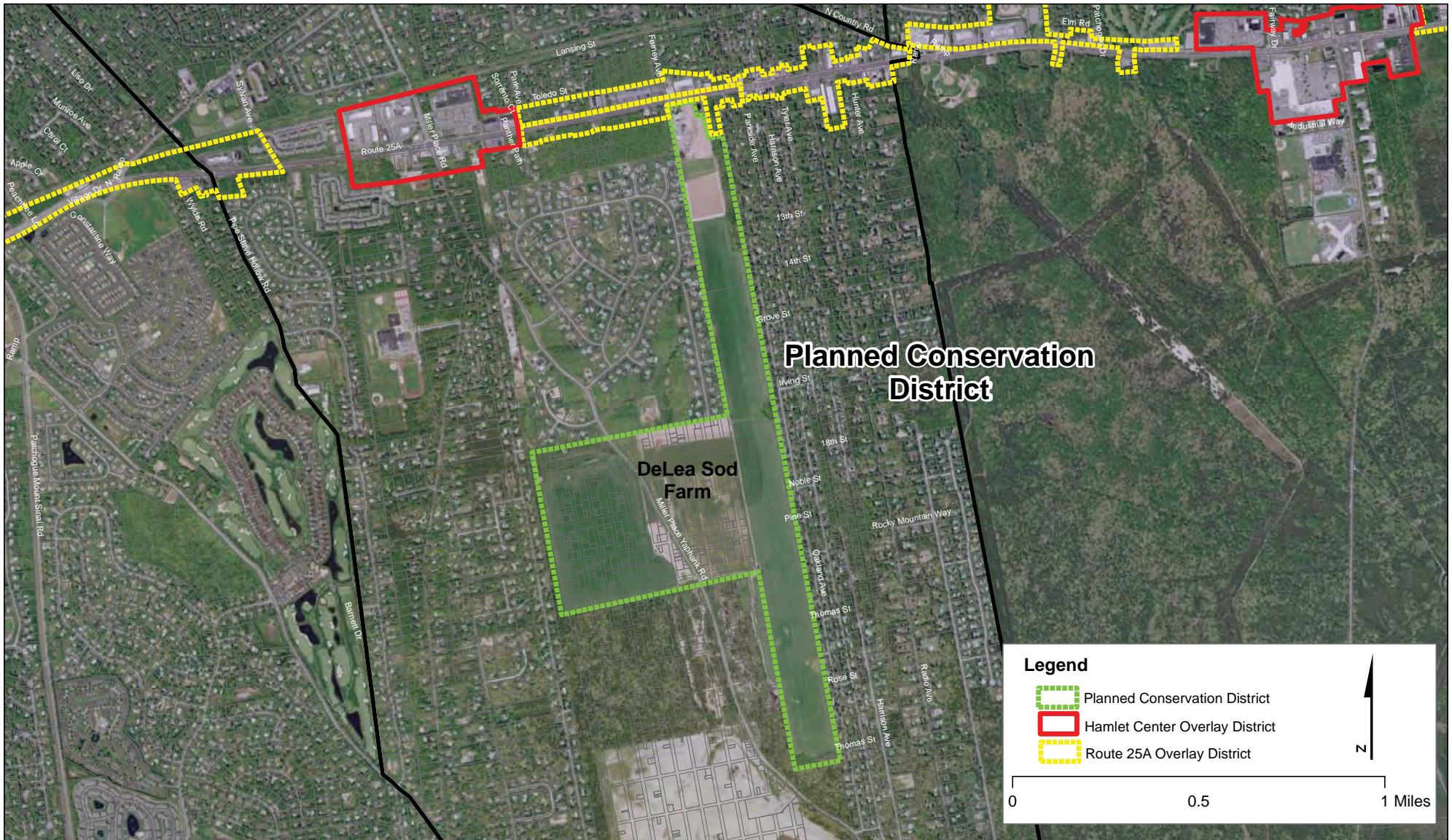


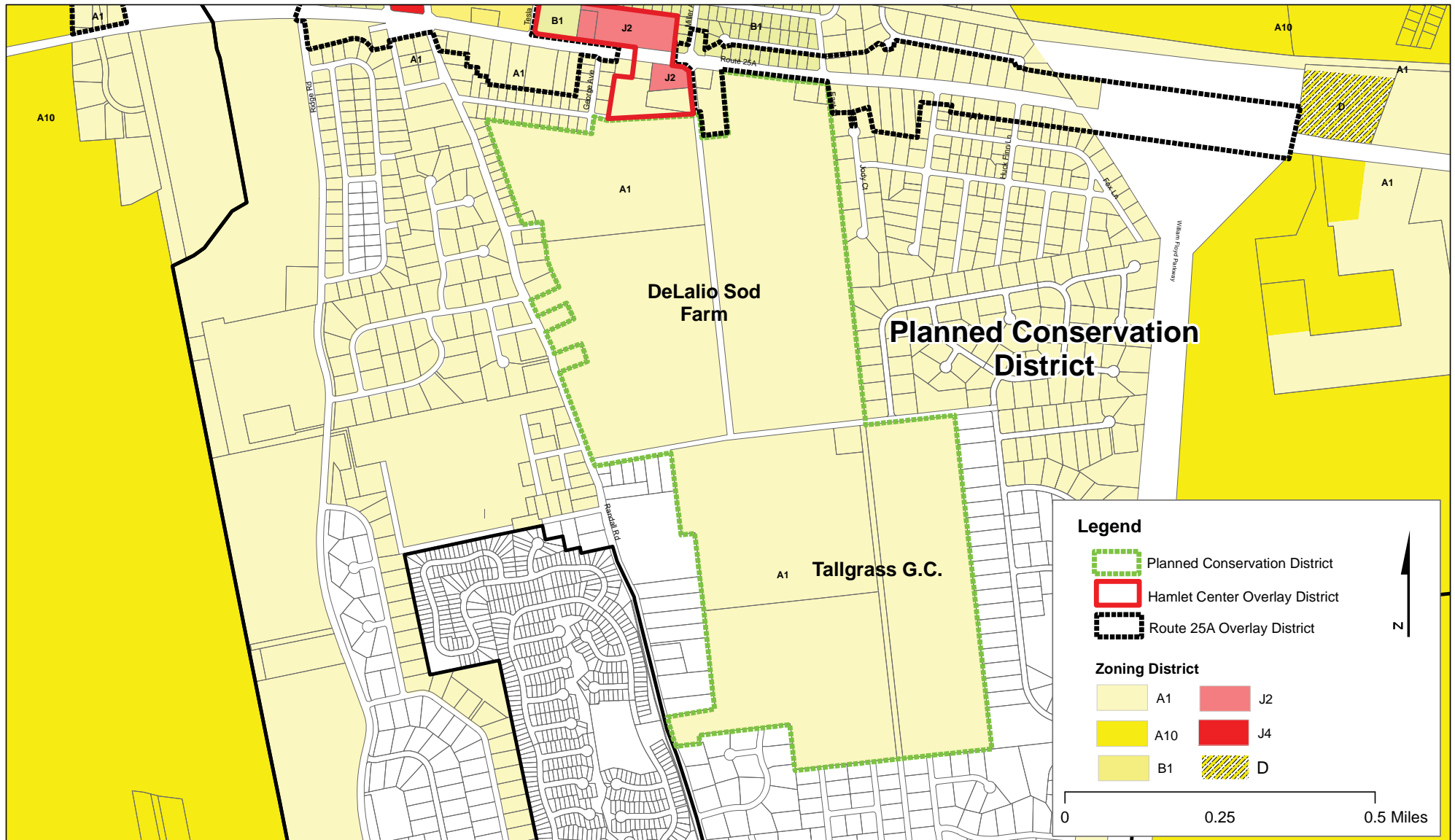
DeLea Sod Farm



DeLalio Sod Farm and Tallgrass Golf Club









2.5.2 Applying the Planned Conservation District to the Route 25A Corridor

One approach to the above challenges is creating a floating district in the Route 25A corridor study area. The standards and allowable uses for a floating zone are set forth in the text of a municipality's zoning regulations, but the actual district is not mapped; rather, the district "floats" in the abstract until a development proposal is made for a specific parcel of land and the project is determined to be in accordance with all of the applicable floating zone criteria.

As part of the floating zone, the Town can require that new residential subdivisions utilize a "clustering" layout, often referred to as a conservation subdivision. Conservation development is the arrangement of residential properties on a proposed development site in order to preserve land for open space and recreation. Unlike many standard subdivisions, a cluster subdivision promotes integrated site design that considers natural features – such as agricultural fields and wetlands - and site topography. It helps protect natural and open space resources and minimizes runoff by reducing impervious surface area.

Unlike traditional residential subdivisions and large planned unit developments that allow single-family home sizes that support families with two or more children, permitted housing within the Planned Conservation District addresses the Corridor's current and future housing needs as it aims to attract single adults, couples with one child or no children, and seniors. At the same time, the required bulk requirements of this district would result in a lesser tax impact than standard residential subdivisions as home sizes

would be smaller than traditionally large single-family homes, thereby resulting in less school children.

In the Route 25A Corridor's Planned Conservation District, a resource preservation development theme is required based on an environmental conditions/site context map (Figure 2-24 provides an example of how the layout for a conservation subdivision can be determined on an environmentally sensitive site.)

2.5.3 Uses

Permitted

Permitted uses within the Route 25A Planned Conservation District include agriculture uses (including open farming and vineyards) and residential cluster development of one-family homes. All uses allowed by the underlying A-1 (One-Family) zone are also permitted, except that all residential uses must be clustered in accordance with the District's criteria. In addition to one-family homes, the A-1 zone currently permits religious institutions, open farming (including farm stands and greenhouses), and schools. (See Figures 2-20 and 2-22 for existing and proposed zoning.)

Special Permit

High technology green uses, such as solar farms, and single-family attached homes (i.e. townhomes would be permitted by Special Permit. All uses currently allowed by Special Permit in the A-1 zone, including golf courses, cemeteries, museums, parks/athletic fields, community centers and ambulance companies, would also be permitted.

2.5.4 Bulk Requirements

The Planned Conservation District is applicable to all existing undeveloped contiguous parcels in the Corridor that are a minimum of 35-acres in size. A cluster is mandatory for residential development with conservation of a minimum of 70% open space to protect the Town's natural resources, existing scenic vistas, and wildlife habitats.

Building within the Planned Conservation District is restricted to a maximum of 30% of the land area. Density is based upon the underlying A-1 zoning, while a density of two-acres per unit (A-2 zoning) for a developer pursuing an "as-of-right" single-family development.

The District provides for a mix of one-third single-family and two-thirds single-family attached housing (with no age restricted units), with a 15% density bonus for attached housing. Single-family attached units may have a maximum of two-bedrooms and 1,400 SF in size (exclusive of garage area).

2.5.5 Design Standards

Any development within the Planned Conservation District shall preserve scenic vistas to the maximum extent possible. For the purposes of this Plan, scenic vistas are defined as a scenic or panoramic view observed by pedestrians or motorists travelling on Route 25A. In addition, a landscaped setback of 50 feet is required from surrounding residential uses, and 100 feet from other uses.

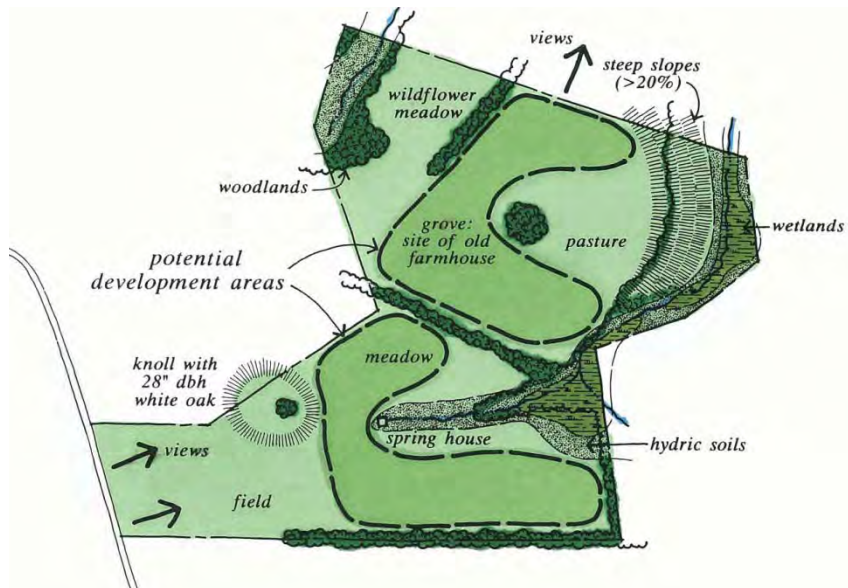
A) Before Development



B) Yield Plan



C) Environmental Features



D) Cluster Subdivision



2.6 Other Potential Zoning Recommendations

The Town should examine two other potential zoning options that would further the goals of this Land Use Plan. The following options would further suppress the sprawl of retail development along the Route 25A corridor and support the Plan's recommendation to direct future retail development toward the existing or proposed centers:

1. Rezone selected J Business 2 parcels to J Business 4

There are several parcels located within the proposed Route 25A Overlay District that currently contain professional or business offices located within the J Business 2 district. The Town should evaluate these parcels and determine whether a J Business 4 (Professional and Business Offices) zoning designation would be appropriate.

2. Rezone selected J Business 2 parcels to J Business District

There may be an opportunity to rezone areas leading up to the Rocky Point Main Street District (along North Country Road/Route 25A, within the Route 25A Overlay District) from J Business 2 to the J Business District (Traditional Business).

In this area, North Country Road is a two-lane highway that contains a mix of retail and offices uses. The J Business District would allow a transition up to the Rocky Point Main Street District that would allow art galleries, museums, religious institutions, mixed-use buildings, offices and single-add two-family dwellings, while excluding retail uses.

In addition, there are opportunities throughout the 10.5 mile corridor to rezone less intensive current and future uses from J-2 Business to J Business.

Similar to other parcels located within the Route 25A. High quality architectural design and building and site layout would be dictated by the J Business District Design Manual.

3.0 Market Assessment and Gaps Analysis

3.1 Study Area

A market assessment and gaps analysis was prepared for the six hamlets and transition areas in the Route 25A corridor defined by their respective zip code areas, as follows:

- Mount Sinai, zone 11766
- Miller Place, zone 11764
- Rocky Point, zone 11778
- Shoreham, zone 11786
- Sound Beach, zone 11789
- Wading River, zone 11792

The purpose of this analysis is to determine whether the potential exists for capturing additional retail and service establishments, including offices, to boost the hamlets' commercial areas. Following upon this determination, an economic and fiscal impact analysis was conducted to assess the net benefits of the potential economic development for the Town of Brookhaven.

The major data sources utilized in the gaps analysis were acquired at the zip code level from the New York State Department of Labor (*2010 Quarterly Census of Employment and Wages*), the U.S. Bureau of the Census (*2008 County Business Patterns*), and The Nielsen Company (*2010 Claritas RPM Report*). The economic and fiscal impact analysis was estimated at the Town level by the 2009 IMPLAN Pro Model (*MIG, Inc*), calibrated for Suffolk County.

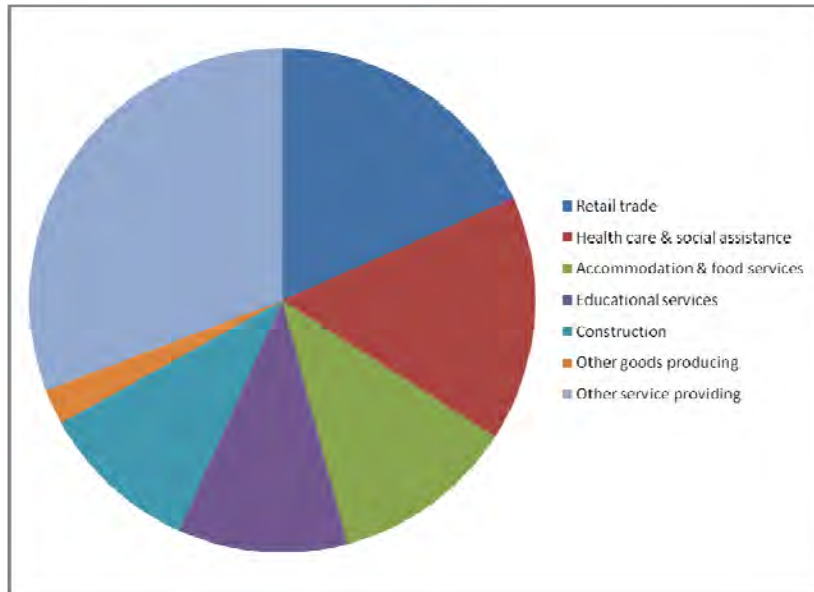
3.2 Existing Economic Conditions in the Route 25A Corridor

In addition to some 58,000 residents, the Route 25A corridor that encompasses the six hamlets and transition areas contains nearly 10,000 employment opportunities and more than 1,500 separate establishments. Though comprising only a small share of all economic development in Suffolk County (2%), the existing businesses and institutions nonetheless support an annual payroll of more than three hundred million dollars (\$328.8 million) with average annual wages of \$33,300 (Table 3-1).

Retail Trade represents the largest single industry in the corridor, accounting for one in every six jobs by employing 1,800 workers in 170 establishments with an average annual wage of \$25,750. This share is closely followed by Health Care & Social Services with 1,550 jobs in 144 establishments, paying \$35,300 annually. Thereafter, only three specific industries are dominant – Accommodation & Food Services, Educational Services (including public schools), and Construction. They range from 1,000 to nearly 1,200 workers each and, other than Food Services (Restaurants), pay progressively higher wages.

Collectively, the three largest sectors – Retail, Health care and Food services – comprise 45 percent of the local economy, while Education and Construction account for another 21 percent, leaving relatively little activity in typical white collar services and blue collar goods producing industries.

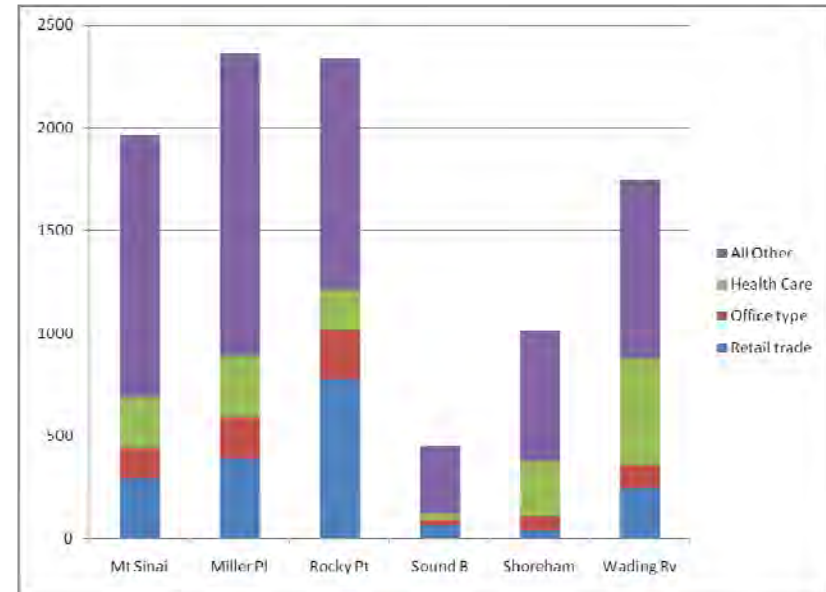
Chart 3-1: Share of Employment by Industry in Route 25A Corridor, 2010



Source: New York State Department of Labor

Few large businesses oriented toward external markets exist in the corridor, with the exception of Utilities which has the fewest employees (20) and the highest average annual worker earnings (\$124,845). As a consequence, residents that live and work in the corridor have somewhat limited disposable incomes to spend in nearby shops, and the demand for office type activities that serve corporate industry is largely non-existent. Chart 3-1 depicts the share of total employment by major sector and Chart 3-2 provides a summary view by hamlet of major employment concentrations.

Chart 3-2: Employment by Major Sectors and Hamlet Zip Code Areas, 2010



Source: New York State Department of Labor

Clearly, the bulk of resident spending power is earned by those who commute from the corridor to work elsewhere in Brookhaven, Long Island or the Region as a whole. According to the 2009 Longitudinal Employer Household Database (LEHD), only one in eight residents live and work in the corridor, while one in three work elsewhere in Brookhaven, another one in three in the rest of Suffolk County, and one in five in Nassau and New York City.

Table 3-1: 2010 Establishments, Employment and Earnings by Industry in the Route 25A Corridor

Rte 25A Corridor	2010			
	Estab	Employment	Annual Wages	Ave Wages
Total for all sectors	1579	9875	\$328,800,084	\$33,296
Forestry, fishing & agriculture support	4	22	\$1,185,356	\$53,880
Utilities	3	20	\$2,496,892	\$124,845
Construction	312	1010	\$48,946,764	\$48,462
Manufacturing	26	182	\$10,721,532	\$58,910
Wholesale trade	70	148	\$10,683,880	\$72,188
Retail trade	170	1813	\$46,684,688	\$25,750
Transportation & warehousing	31	276	\$6,941,816	\$25,152
Information	12	117	\$3,858,572	\$32,979
Finance & insurance	68	332	\$14,076,840	\$42,400
Real estate & rental/leasing	47	123	\$4,968,340	\$40,393
Professional, scientific & technical services	153	326	\$13,557,420	\$41,587
Management of companies	4	14	\$689,056	\$49,218
Administrative & Waste Mgmt Svcs	140	577	\$19,064,752	\$33,041
Educational services	41	1072	\$45,870,412	\$42,790
Health care & social assistance	144	1554	\$54,864,480	\$35,305
Arts, entertainment & recreation	33	426	\$6,477,596	\$15,206
Accommodation & food services	96	1161	\$21,762,784	\$18,745
Other services (exc public administration)	156	565	\$12,806,188	\$22,666
Public Administration	4	86	\$1,942,640	\$22,589
Industries not classified	65	51	\$1,200,076	\$23,531

Source: New York State Department of Labor, Quarterly Census of Employment & Wages

Note: Comprised of data reported for 6 zip code areas in 3rd Quarter of 2010

Of the six hamlet zones, Miller Place and Rocky Point contain the largest number of jobs, though they differ in terms of employment composition. In its Main Street District and Commercial Center, Rocky Point contains twice as many Retail Trade jobs and somewhat more Office Type activity – that is, work in Finance & Insurance, Real Estate & Rental/Leasing, and Professional, Scientific & Technical Services – than Miller Place. The latter, however, tends to offset this concentration by housing more medical and social service offices in the Health Care sector and by attracting more Construction and Administrative Support/Waste Management services.

As Table 3-2 shows, Mount Sinai places third with nearly two thousand jobs and a greater specialization in Educational Services, Arts, Entertainment & Recreation. With several hundred fewer jobs, Wading River has the corridor’s largest concentration of Health Care & Social Services, as well as a large share of Accommodation & Food Services, including the only overnight stay destination. The remaining two hamlet zones of Shoreham and Sound Beach have relatively few employment opportunities with half of Shoreham’s jobs concentrated in Transportation & Warehousing, and Health Care & Social Services. With limited consumer oriented activity, residents of the two smaller hamlet zones tend to shop elsewhere in the corridor.

Table 3-2: 2010 Employment in the Route 25A Corridor by Hamlet Zip Zone

Rte 25A Corridor	2010 Estimate					
	Mt Sinai	Miller Pl	Rocky Pt	Sound B	Shoreham	Wading River
Total for all sectors	1963	2361	2339	452	1013	1748
Forestry, fishing & agriculture support	11	11	0	0	0	0
Utilities	0	2	0	0	4	14
Construction	130	341	264	87	76	112
Manufacturing	4	48	91	9	17	13
Wholesale trade	40	53	26	6	7	16
Retail trade	297	387	774	68	40	246
Transportation & warehousing	19	4	7	0	237	7
Information	73	0	15	5	10	15
Finance & insurance	31	72	136	6	25	62
Real estate & rental/leasing	27	49	22	4	7	14
Professional, scientific & technical services	83	77	82	12	36	36
Management of companies	0	0	0	0	9	5
Administrative & Waste Mgmt Svcs	147	248	43	30	48	60
Educational services	211	202	226	144	82	206
Health care & social assistance	246	302	194	29	268	514
Arts, entertainment & recreation	226	84	37	7	33	40
Accommodation & food services	221	329	259	14	28	309
Other services (exc public administration)	128	133	146	20	77	61
Public Administration	17	17	17	12	7	17
Industries not classified	51	0	0	0	0	0

Source: New York State Department of Labor, Quarterly Census of Employment & Wages

Note: Comprised of data reported for 6 zip code areas in 3rd Quarter of 2010

3.3 Consumer Retail and Restaurant Sales versus Consumption

For the six (6) zip code areas comprising the Route 25A corridor, Table 3-3 presents in detail the composition of Retail and Food Service establishment sales versus the estimated expenditures of local residents in current dollars. This comparison thus depicts the “Spending Gap” or positive (or negative) difference that indicates where local buying power “leaks out” to establishments outside of the corridor (or is “injected” in by non-resident spending). As such, the leakage serves as an indicator of where, in the full spectrum of goods shopping, the demand exists for additional local activity, while the injection suggests a surplus of development. The subsectors with significant leakage can then be classified by building type (e.g., small shop, big box) and locational preference (e.g., roadside, commercial center) to identify the potential for further hamlet development.

In the aggregate, more than half of all resident spending in retail trade and food service establishments leaks out of the Route 25A corridor, or fully \$528.6 million of the estimated consumption of \$1.026 billion in 2010. Although local shops and restaurants had nearly a \$500 million business, in several big ticket sectors the sales were insignificant. Major leakages occurred in auto dealerships (\$155 million), general merchandise or department stores (\$114 million), home centers (\$44 million), clothing stores (\$34 million), other building material dealerships (\$34 million) and limited service eating places (\$26 million). On the other hand, surplus business existed in grocery stores (\$34 million), beer and wine stores (\$17 million) and pharmacies (\$14 million). When aggregated with the

leakages, these injections underestimate the overall short-fall in corridor business activity.

As Chart 3-3 and Table 3-4 show, the cumulative value of spending leakages in the Route 25A corridor was \$600 million in 2010, absent offsetting injections. However, not all of the establishment types for which a sales potential exists could be accommodated in hamlet centers. In fact, as the chart shows, a clear majority are more suitable for transition areas, or \$459 million. This is so because of the scale of store types or nuisance character.

Chart 3-3: Spending Leakage

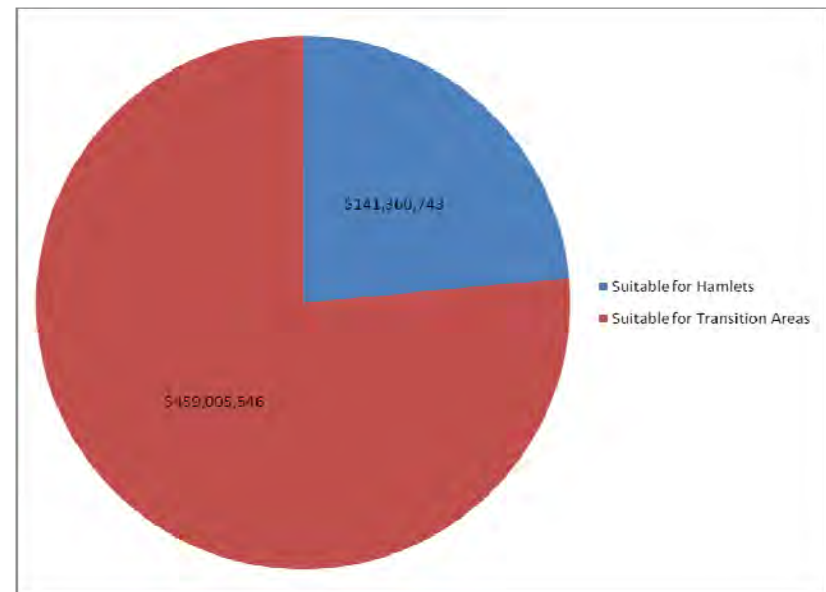


Table 3-3: Spending Gaps in Retail and Restaurant Activity in Route 25A Corridor, 2010

Route 25A Corridor	2010		
	Resident Consumption	Establishment Sales	Spending Gap
Retail Trade & Restaurants	\$ 1,025,940,722	\$ 497,362,601	\$ 528,578,121
Retail Trade	\$ 917,987,611	\$ 432,522,047	\$ 485,465,564
<i>Motor vehicle and parts dealers</i>	\$ 184,846,895	\$ 11,541,225	\$ 173,305,670
Automobile dealers	\$ 159,252,012	\$ 4,730,170	\$ 154,521,842
<i>Home furnishings stores</i>	\$ 24,786,659	\$ 11,381,969	\$ 13,404,690
Furniture stores	\$ 13,963,475	\$ 8,000,577	\$ 5,962,898
<i>Electronics and appliance stores</i>	\$ 25,188,777	\$ 9,011,491	\$ 16,177,286
Appliance, TV & other electronics	\$ 18,947,833	\$ 6,394,528	\$ 12,553,305
Computer & software stores	\$ 4,984,034	\$ 786,255	\$ 4,197,779
<i>Building material & supplies dealers</i>	\$ 101,301,796	\$ 23,949,833	\$ 77,351,963
Home Center	\$ 43,524,600	\$ 1,801	\$ 43,522,799
Paint & Wallpaper stores	\$ 2,345,275	\$ 3,452,365	\$ (1,107,090)
Hardware stores	\$ 9,423,863	\$ 8,292,119	\$ 1,131,744
Other building material dealers	\$ 46,008,058	\$ 12,203,548	\$ 33,804,510
<i>Lawn & Garden Equipment</i>	\$ 8,887,317	\$ 2,096,629	\$ 6,790,688
Nursery, garden center	\$ 7,606,101	\$ 2,094,864	\$ 5,511,237
Food and beverage stores	\$ 129,772,368	\$ 183,011,804	\$ (53,239,436)
Grocery stores	\$ 117,581,019	\$ 151,099,310	\$ (33,518,291)
Beer, wine & liquor stores	\$ 8,127,953	\$ 25,468,225	\$ (17,340,272)
<i>Health and personal care stores</i>	\$ 49,715,573	\$ 59,371,109	\$ (9,655,536)
Pharmacies	\$ 42,494,997	\$ 56,931,144	\$ (14,436,147)
<i>Gasoline stations</i>	\$ 79,203,888	\$ 62,869,901	\$ 16,333,987

Table 3-3: Spending Gaps in Retail and Restaurant Activity in Route 25A Corridor, 2010 (continued)

Route 25A Corridor	2010		
	Resident Consumption	Establishment Sales	Spending Gap
<i>Clothing & Accessories</i>	\$ 55,044,815	\$ 13,176,600	\$ 41,868,215
Clothing stores	\$ 39,283,241	\$ 5,103,525	\$ 34,179,716
Sporting goods stores	\$ 8,208,136	\$ 6,706,535	\$ 1,501,601
Sew/Needlework/Piece Goods Stores	\$ 1,034,934	\$ -	\$ 1,034,934
Book Stores & news dealers	\$ 6,740,962	\$ 1,515,897	\$ 5,225,065
<i>General Merchandise stores</i>	\$ 139,538,058	\$ 25,107,540	\$ 114,430,518
<i>Miscellaneous store retailers</i>	\$ 26,744,682	\$ 8,649,376	\$ 18,095,306
Florists	\$ 2,140,763	\$ 730,494	\$ 1,410,269
Office supplies	\$ 11,185,342	\$ 4,591,658	\$ 6,593,684
<i>Nonstore retailers</i>	\$ 70,985,023	\$ 6,761,333	\$ 64,223,690
Restaurants	\$ 107,953,111	\$ 64,840,554	\$ 43,112,557
<i>Food Service & Drinking Places</i>	\$ 107,953,111	\$ 64,840,554	\$ 43,112,557
Full-service Restaurants	\$ 48,629,501	\$ 33,125,560	\$ 15,503,941
Limited -service Eating Places	\$ 45,575,616	\$ 19,589,982	\$ 25,985,634
Drinking Places - Alcoholic Beverages	\$ 4,813,578	\$ 2,141,976	\$ 2,671,602

Source: The Nielsen Company, Claritas RPM Report

Table 3-4: Spending Leakages of the Route 25A Corridor by Locational Suitability

Route 25A Corridor	\$2010		
	Spending Leakage	Suitable for Hamlets	Suitable for Transition Areas
Retail Trade & Restaurants	\$ 600,366,289	\$ 141,360,743	\$ 459,005,546
Retail trade	\$ 556,205,112	\$ 97,199,566	\$ 459,005,546
Motor vehicle and parts dealers	\$ 173,305,670	\$ -	\$ 173,305,670
Home furnishings stores	\$ 13,404,690	\$ 13,404,690	\$ -
Electronics and appliance stores	\$ 16,751,084	\$ 16,751,084	\$ -
Building material and supplies dealers	\$ 78,459,053	\$ 1,131,744	\$ 77,327,309
Lawn & Garden Equipment	\$ 6,790,688	\$ -	\$ 6,790,688
Food and beverage stores	\$ -	\$ -	\$ -
Health and personal care stores	\$ 4,780,611	\$ 4,780,611	\$ -
Gasoline stations	\$ 16,333,987	\$ -	\$ 16,333,987
Clothing & Accessories	\$ 41,868,215	\$ 41,868,215	\$ -
Sporting goods, hobby, book & music	\$ 7,761,600	\$ 7,761,600	\$ -
General Merchandise stores	\$ 114,430,518	\$ -	\$ 114,430,518
Miscellaneous store retailers	\$ 18,095,306	\$ 11,501,622	\$ 6,593,684
Nonstore retailers	\$ 64,223,690	\$ -	\$ 64,223,690
Food Service & Drinking Places	\$ 44,161,177	\$ 44,161,177	\$ -

Source: The Nielsen Company, Claritas RPM Report, and Urbanomics

Note: Only positive values of Spending Gap shown, or sum of total leakages.

In sum, detailed hamlet type opportunities exist for:

- furniture and home furnishing stores (\$13 million),
- computer and television electronics and appliance stores (\$17 million),
- health and personal care stores excluding pharmacies (\$5 million),
- clothing stores (\$34 million),
- shoe stores (\$3 million),
- jewelry shops (\$4 million),
- luggage (\$600,000) stores,
- sew/needlework/piece goods stores (\$1 million),
- book stores and news dealers (\$5 million),
- florists (\$1 million),
- used merchandise (\$2 million), and
- other miscellaneous (\$8 million) stores.

However, not all hamlet zones share in the spending gap potential. As Table 3-5 shows, Rocky Point has a surfeit of retail activity, drawing not only from other hamlet zones but also from residents outside the Route 25A corridor. In contrast, Mount Sinai and Miller Place are the least developed with respect to resident demand, although the heavy concentration of food service establishments in Miller Place could nearly satisfy all resident restaurant demand. Similarly, Wading River shows a surplus of accommodation and food service sales with respect to local consumption.

Table 3-5: Spending Gap by Hamlet Zone and Major Sector, 2010

Route 25A Corridor	2010 in \$000		
	Resident Consumption	Establishment Sales	Spending Gap
Mount Sinai	\$ 222,781	\$ 77,721	\$ 145,060
Retail Trade	\$ 199,860	\$ 69,721	\$ 130,139
Restaurants	\$ 22,921	\$ 8,000	\$ 14,921
Miller Place	\$ 219,223	\$ 95,254	\$ 123,969
Retail Trade	\$ 196,387	\$ 74,254	\$ 122,133
Restaurants	\$ 22,836	\$ 21,000	\$ 1,836
Rocky Point	\$ 194,394	\$ 207,436	\$ (13,042)
Retail Trade	\$ 173,253	\$ 190,436	\$ (17,183)
Restaurants	\$ 21,141	\$ 17,000	\$ 4,141
Sound Beach	\$ 121,034	\$ 25,027	\$ 96,007
Retail Trade	\$ 107,566	\$ 24,027	\$ 83,539
Restaurants	\$ 13,468	\$ 1,000	\$ 12,468
Shoreham	\$ 106,569	\$ 17,853	\$ 88,717
Retail Trade	\$ 95,698	\$ 16,853	\$ 78,846
Restaurants	\$ 10,871	\$ 1,000	\$ 9,871
Wading River	\$ 161,940	\$ 76,231	\$ 85,709
Retail Trade	\$ 145,224	\$ 57,231	\$ 87,993
Restaurants	\$ 16,716	\$ 19,000	\$ (2,284)

Source: The Nielsen Company, Claritas RPM Report, and Urbanomics

Note: For six (6) zip zones comprising the Route 25A Corridor

3.4 Out of Corridor Retail and Restaurant Competition

On both the west and east sides of the Route 25A corridor, the area is flanked by large shopping centers. Smith Haven Mall, a super regional mall with 1.27 million square feet (SF) of gross leasable area and 200 stores, lies to the west. Built in 1979 and renovated in 2004, with further renovation/expansion plans in mind, the Mall is less than 20 minutes from Mount Sinai and 25 minutes from Rocky Point. On the east, the new Tanger Discount Outlet features designer clothing, accessories, shoe and leather goods, home furnishings, jewelry, specialized foods and electronics in 157 discount outlet stores. From Wading River, Tanger is only 15 minutes away, while from Rocky Point it is a 21 minute drive.



Smith Haven Mall, Lake Grove

3.5 Hamlet Relationships and Potential

Only Rocky Point has more retail and restaurant sales than resident consumption (\$13M), while hamlets with the largest disparity between sales and consumption are: Mount Sinai (\$145) and Miller Place (\$124M), followed by Sound Beach (\$96M), Shoreham (\$89M) and Wading River (\$86M). Measured relative to the size of consumption, the sales in Shoreham are equivalent to only 17 percent of resident consumption and those in Sound Beach to 21 percent, while sales in Mount Sinai, Miller Place, and Wading River range from 35 to 47 percent of consumption. Rank ordered by the scale of retail and restaurant sales, Rocky Point leads with \$207M of annual sales in 2010, or 42 percent of all sales in the 6 zip code areas. It is followed in order of importance by Miller Place with \$95M, Mount Sinai with \$78M, Wading River with \$76M, Sound Beach with \$25M, and Shoreham with \$18M annually.



Tanger Outlet Center, Riverhead

Hamlet zone-specific conditions are as follows:

Rocky Point – with more retail sales than consumption (yet somewhat less restaurant sales than consumer spending), Rocky Point has 660 retail jobs and 260 full and part-time jobs in restaurants. Based upon its specific sector conditions, additional sales in home furnishing stores, food & beverage stores, health & personal care stores, sporting goods/hobby/book & music stores do not appear supportable. Rather, if some expansion were to occur in the Main Street District, it should focus on attracting small miscellaneous store retailers (florists, stationers, used merchandise & consignment stores, antique shops and other miscellaneous retailers) as well as restaurants, while in the Rocky Point Commercial Center the larger building material & lawn/garden equipment stores might be supportable.

Miller Place – as the hamlet zone with the second largest disparity between sales and consumption, the Miller Place Commercial Center might support a small hardware store, some clothing & accessories, needlework & piece goods, gift stores and small home furnishing shops. It does not require additional food and drinking places.

Mount Sinai – with the greatest underserved market in comparison to local buying power, Mount Sinai has a relative surplus in only food & beverage stores, and lawn & garden equipment shops. Aside from limited auto-related spending, few sales are recorded in home furnishings, electronics, sporting goods/hobby/book & music stores, while opportunities may also exist for Mount Sinai's Commercial Center in paint/wallpaper and hardware stores,

personal care stores other than pharmacies, clothing and jewelry shops, and small office supply stores.

Sound Beach – with fewer than 60 retail employees and some 14 restaurant workers, the Sound Beach area has an extremely limited retail profile with several major store types not in existence, such as electronics, building materials, and clothing & accessories. Only one sector – gasoline stations – sells more product than is consumed locally. Very limited opportunities may exist in such convenience goods sectors as food & beverage stores, health & personal care stores.

Shoreham – even smaller than Sound Beach, Shoreham has 11 retail establishments and 5 food service outlets, employing a total of 62 workers. The area's health & personal care stores actually sell more items than residents consume, but all other shopping sectors are underserved locally, with shoppers relying upon easy access to Rocky Point's Commercial Center. Limited site availability in Shoreham's Rural Center does not bode well for capturing new uses.

Wading River – roughly comparable in terms of retail and restaurant employment to Mount Sinai, but at the extreme eastern end of the Route 25A Corridor and closest to the Tanger Discount Outlets Center, Wading River understandably lacks stores selling clothing & accessories and general merchandise, as well as lawn & garden equipment. However, it conducts more sales in food & beverage and health & personal care stores than local residents consume. It also enjoys a surplus business in restaurant sales.

Limited opportunities might exist for a gasoline service station, but other retail options are not feasible.

3.6 Route 25A Retail Capture Conclusions

Given each hamlet's leakage and potential capture conditions, it is useful to determine the Corridor's overall potential relative to existing competition. Anchored within easy access by two major shopping destinations, it is not likely that the Route 25A Corridor can conservatively capture more than 25 percent of its evident leakages. Moreover, excluding the types of retailers that traditionally seek roadside locations or big box facilities, such as auto dealerships and home centers, this limits the potential gain.

Based upon this conclusion, it is estimated that nearly \$24 million of retail sales and \$11 million of restaurant sales can be attracted. Averaging \$250 in sales per SF of area, the potential capture rate would support roughly 140,000 SF of retail and restaurant space. This could be entirely accommodated within the proposed Mount Sinai Village Center, a 30 acre property with 185,000 SF of intended retail development, 35,000 SF of office space, as well as a small bank and restaurant.

3.7 Potential for Office Type Uses

At the local community level, the demand for office space arises among a limited number of service sectors -- finance and insurance, real estate and leasing/rental, and professional or business service

firms -- although specialized offices such as medical offices can account for significant usage. The six hamlets of the Route 25A corridor currently have 950 jobs in the three office service sectors, or roughly 10 percent of total employment, and nearly 1,400 jobs in health care and social assistance. Compared to Suffolk County as a whole, the hamlets' office-related share of total employment is low with 1,350 jobs in the three office service sectors, or roughly 2 percent of comparable county employment, and 650 jobs in health care and social assistance, or equally 2 percent of county employment including hospital workers.

According to the Office of the Assessor of Brookhaven Town, the hamlets have as many vacant commercial lots (39) as developed parcels in professional buildings (26), office buildings (9) and bank buildings (3). While the gross floor area of office space is not known, the distribution of lot acreage is provided by hamlet center. As Table 3-6 shows, the majority of development is located in Rocky Point which contains 28 parcels, totaling 9.5 acres of office, professional and bank buildings. By contrast, Sound Beach, Shoreham and Wading River report no office development.

Table 3-6: Office Type Development in the Route 25A Corridor

	# OF DEVELOPED PARCELS		
	PROF'L BLDG	OFFICE BLDG	BANK BLDG
MOUNT SINAI	2	0	0
MILLER PLACE	3	4	0
ROCKY POINT	20	5	3
SHOREHAM	1	0	0
	ACREAGE OF DEVELOPED PARCELS		
MOUNT SINAI	2.07	0.00	0.00
MILLER PLACE	1.12	3.03	0.00
ROCKY POINT	5.86	1.94	1.74
SHOREHAM	1.56	0.00	0.00

Source: Office of Assessor, Town of Brookhaven

On an employment basis, an assessment of office type activity reveals that opportunities are extremely limited by sector in expanding the corridor’s demand for more office development:

Finance and Insurance. The six (6) zip code areas that comprise the Route 25A corridor contain some 350 Finance and Insurance jobs, or rough 6 jobs per thousand residents. Banks and other Depository Institutions are predominant with 170 jobs, or nearly half of financial service employment, while Insurance Agencies provide nearly 100 jobs. Compared to Suffolk County as a whole with 18 Finance and Insurance jobs per thousand residents, the corridor is undersubscribed by two-thirds, although the banking and insurance agencies are one-half as developed. Major missing uses include

Securities Brokerages and Insurance Carriers, or large institutions that typically prefer a central city location. A limited potential for expansion may exist in the corridor’s banking sector which could conservatively attract some 50 additional jobs while still remaining less developed than Suffolk County.

Real Estate and Rental/Leasing. Nearly 150 office-type jobs exist in the corridor’s real estate sector, consisting primarily of the offices of Real Estate Agents and Brokers. Compared to Suffolk County, these services are fully subscribed at 1.1 jobs per thousand residents. However, the sector as a whole is only half as developed, at 2.5 jobs per thousand, compared to 5.1 per thousand County residents. The major deficiencies exist in the Equipment Rental and Leasing subsector. Office operations in passenger car, truck, consumer goods, and other equipment rental businesses are totally absent, and not likely to be attracted if demand for these services does not currently exist. Thus, the Real Estate and Leasing sector cannot be considered a potential source of office space demand for the area.

Professional, Scientific and Technical Services. This significant sector of office type activity generates over 500 jobs in the corridor, or nearly 9 jobs per thousand residents. However, compared to 26 per thousand in the County, the area is significantly undersubscribed. The sector consists of six major types of office-related services – Legal, Accounting, Design-Related, Computer-Related, Scientific and Technical, and Business-Related. Within these subsectors, the least represented in comparison to countywide averages were Business-Related services, or activities such as Advertising, Public Relations, Media and Direct Mail, Market Research, Translation and Photography. In fact, only personal

photography studios exist in the corridor. Thus, without an established business base to serve, it is unlikely that other such activities can be attracted.

Accounting and Design-Related services are the most populated professional services in the hamlets, though each is under represented by one-half to two-thirds. In the Design-Related field, there may be limited opportunities to attract Architectural, Landscape or Interior design firms given the corridor's emphasis on quality of life, while Accounting services are sufficient for consumer but not business purposes. At one-half countywide representation, another 35 such jobs might be attracted. More problematic, Legal, Computer-Related and Scientific services are less developed. Given the absence of court activities, established businesses or laboratories, the demand for their services appears limited. However, should each subsector rise to the level of one-third countywide representation, 75 additional jobs might be attracted for a total of 110 new Professional and Business Service office type jobs.

Health Care and Social Assistance. Currently, the offices of medical practitioners – including Physicians, Dentists, Chiropractors, Optometrists, Mental Health, Specialty Therapists, Podiatrist, and others – account for the largest use of office and professional space in the corridor. With some 600 jobs in medical offices, the hamlets have nearly three-quarters the per capita representation of Suffolk County as a whole. Jobs in other subsectors, except Social Assistance, are typically located in medical facilities, not offices. However, Social Assistance tends to be concentrated in centers but has fewer than 50 jobs in the area. Given the lack of a hospital

facility in the corridor, it is doubtful that more medical office uses will be attracted to the area.

In conclusion, assuming as many as 160 office type jobs can be attracted to the hamlets from expansion of financial and professional service firms, as determined by a comparison with countywide development levels, the volume of office space required to house these new uses would not be significant. With typically 250 gross SF per worker, the potential demand would require a 40,000 SF office building. Moreover, the proposed commercial development of the Mount Sinai Village Centre consists of a 3,500 SF Bank and 35,289 SF of office space, or sufficient space to concentrate all corridor office potential in one location.

3.8 Potential for Personal and Other Services

A variety of personal services are typically supported in small shops and storefronts of local centers by those of a convenience nature. They include Consumer Electronics and Appliance Repair, Barber and Beauty Salons, Dry Cleaning and Laundry Services, Civic, Social and Business Organizations. Collectively, as Table 3-7 shows, the hamlets have nearly 550 such jobs or 9.4 per thousand residents, comprising roughly one in every 20 employment opportunities in the corridor.

Compared to 16,800 such jobs in Suffolk County as a whole, the area is moderately undersubscribed. The potential for expansion in personal service establishments is probably greatest in household repair and maintenance shops where virtually all such services are

poorly represented with the exception of Footwear and Leather Goods Repair. By contrast, there are relatively more personal care salons in the hamlets, than in the County, with a plethora of Barber and Beauty Salons. Laundry and Dry Cleaning shops, including Coin-Operated Laundries, are considerably under represented, but conceivably most households have built-in laundry equipment.

In addition to repair and maintenance services, limited potential may exist in providing hamlet space for local organizations. Although not likely to be a use that is “attracted” by economic development initiatives, local Civic and Social Organizations may exist in informal settings and might be encouraged to operate out of storefronts. The corridor certainly has an abundance of Religious Organizations, but is lacking in Business and Professional Organizations which are not likely to be in demand. Collectively, for all personal and other services, the potential for additional development is extremely limited. At best, perhaps 20 additional jobs could be sited in existing vacant shops and storefronts of the commercial centers.

Table 3-7: Employment in Personal and Other Services in Route 25A Corridor

<i>Personal & Other Services</i>	<i>Corridor</i>		<i>Suffolk County</i>	
	<i>Jobs</i>	<i>Jobs per 1000 Pers</i>	<i>Jobs</i>	<i>Jobs per 1000 Pers</i>
Repair & Maintenance	33	0.57	2760	1.85
Consumer electronics, including computer	2	0.03	1168	0.78
Appliance	8	0.14	399	0.27
Furniture & reupholstery	4	0.07	186	0.12
Footwear & leather goods	7	0.12	7	0.00
Other personal & household goods	12	0.21	1000	0.67
Personal Care	235	4.07	4695	3.14
Barber shops	26	0.45	151	0.10
Beauty shops	125	2.16	3049	2.04
Nail salons	32	0.55	664	0.44
Diet & weight reducing centers	33	0.57	403	0.27
Other personal care	19	0.33	428	0.29
Laundries & Dry Cleaning	26	0.45	1207	0.81
Organizations	251	4.34	8141	5.45
Religious	220	3.81	5068	3.39
Social advocacy	0	0.00	446	0.30
Civic	9	0.16	805	0.54
Business	0	0.00	247	0.17
Professional	2	0.03	260	0.17
Other	20	0.35	1315	0.88
Total	545	9.43	16803	11.25

Source: 2008 County Business Patterns

3.9 Economic Impact of Potential Retail and Office Demand for Development

Should the Route 25A corridor develop 140,000 SF of retail and restaurant space, as well as 40,000 SF of office space, in a hamlet center as a strategy to retain some of the resident spending leakages, the area will also benefit from the addition of new employment opportunities. Assuming the countywide ratio of retail and food service sales per employee, some 343 new jobs will be located in 140,000 SF of retail and restaurant space, complemented by 160 new jobs in 40,000 SF of office space. Without additional supporting population, many of these jobs may be displaced from elsewhere in the County. If displacement does not occur from elsewhere in Brookhaven, the direct economic impact of new retail, restaurant and office development in the Route 25A corridor will result in a permanent employment increase of 503 jobs for Brookhaven Town. Temporary construction jobs will also be created by the construction of 180,000 SF of space.

Direct economic impacts result not only from the addition of permanent new employment, but also from the labor income generated by new jobs, the value added created by the new enterprises, and the gross business sales of the shops, stores, restaurants and office activities. Direct impacts also trigger indirect and induced spending in the local economy in response to business purchases of goods and services (indirect), and local consumption of new workers (induced). These secondary rounds of economic impact are typically referred to as the “multiplier” effects,” each characterized by additional employment, labor income, value added, and gross output. For Brookhaven Town as a whole, Table 3-

8 presents the separate and aggregate permanent annual impacts of capturing the economic development potential in the Route 25A corridor.

Table 3-8: Permanent Economic Impact of Route 25A Development (2009\$)

Impact Type	Employment	Labor Income	Value Added	Output
Direct Effect	503	\$22,225,137	\$33,679,780	\$52,494,452
Indirect Effect	69	\$4,228,377	\$6,640,654	\$10,360,221
Induced Effect	237	\$13,326,069	\$20,498,434	\$30,696,956
Total Effect	809	\$39,779,582	\$60,818,867	\$93,551,630

Source: Urbanomics, based on 2009 IMPLAN Pro Model calibrated for Brookhaven Town)

As the table shows, without displacement within the Town of Brookhaven, permanent employment will increase by 809 jobs with an annual labor income of \$39.8 million in 2009 dollars. The direct labor payment of \$22.2 million is expected to increase by \$4.2 million with job expansion in supporting industries, such as food suppliers to restaurants, and by \$13.3 million as new workers spend their earnings on personal consumption. Value added, or the contribution to gross domestic product (GDP) generated in Brookhaven Town, is estimated to increase by \$60.8 million, 55 percent of which occurs in new development and 45 percent of which is triggered by the multiplier effects. Lastly output, or the sum of gross business sales, is estimated to expand by \$93.6 million town-wide on an annual basis in 2009 dollars. The projected

increase in employment, value added and output would represent a 0.4 percent expansion of the Brookhaven economy.

The forecast of total economic impacts of proposed development in Brookhaven Town was achieved by use of the *IMPLAN Pro Model*, calibrated for Suffolk County by zip code area. Some 31 zip codes were aggregated to compile the model relationships for Brookhaven Town. *IMPLAN* is a widely accepted statistical software program of MIG, Inc. built upon standard input-output methodology. Input-output analysis is a method that computes how an entire economic system is affected by a direct impact on a portion of the system – i.e., a change in investment, technology, consumption, production or a public or private policy. An input-output model replicates the inter-industry linkages in an economy, and the feedback relationships between producers, household consumers, private investors, government and the balance of trade with the rest of world. In doing so, it predicts the ripple or multiplier effects that emanate between sectors, resulting in indirect and induced effects.

3.10 Tax Impact of Potential Retail and Office Demand for Development

At current costs of construction, the proposed development of 140,000 SF of retail and restaurant space, as well as 40,000 SF of office space, would have a market value of \$33 million. Given prevailing equalization and property tax rates for the County, Town and special districts, the property tax liability would be roughly \$86,000 in current dollars, as Tables 3-9 and 3-10 show.

Table 3-9: Assessed Value of Potential Route 25A Corridor Development

	Construction Value PSF \$2011	Value of Improvements	Equalization Rate 2010	Assessed Value \$2010
Retail	\$173.21	\$24,249,915	0.86	\$20,855
Office	\$219.40	\$8,776,160	0.86	\$7,548
Total		\$33,026,075		\$28,402

Source: *Urbanomics*

Table 3-10: Tax Revenue Liability of Potential Route 25A Corridor Development

District	Name	2010-2011 Rate (per \$100AV)	Tax for New Development
C01	County of Suffolk	2.827	\$803
P01	County of Suffolk - Police	33.003	\$9,374
T01	Brookhaven	0.462	\$131
H01	Highway - Town Wide	2.589	\$735
T02	Part Town	1.39	\$395
H02	Highway - Part Town	11.395	\$3,236
H06	Blizzard Note Repayment	0.499	\$142
M01	NYS MTA	0.155	\$44
T05	\$100 M Bond Act of 2004	5.476	\$1,555
FG1	Mt. Sinai Fire District	8.727	\$2,479
LX1	Brookhaven Lighting	1.364	\$387
AM6	MS Ambulance	5.663	\$1,608
C02	Real Property Tax Art. 7	0.896	\$254
C03	Real Property Tax	7.192	\$2,043
S07	School/Library District	219.713	\$62,404
All	Total	301.351	\$85,591

Source: 2010-2011 Rates from Town of Brookhaven, Louis J. Marcoccia, Receiver of Taxes

4.0 Implementation

4.1 Implementing the Community's Vision

This Land Use Plan provides the tools that can be used to improve the Route 25A corridor by creating a zoning and design framework that allows the Town of Brookhaven to responsibly plan for, and not just react to, future growth along the corridor. Within this Plan, three zoning districts have been proposed: 1) a Hamlet Center Overlay District; 2) a Route 25A Overlay District; and 3) a Planned Conservation District.

As described in Chapter 2.0, all three zoning districts include specifications on permitted and special permit uses, bulk requirements, and guidance on design standards. Each proposed zoning district was established based on consideration of issues and opportunities applicable to the Route 25A corridor, as well as input received during the visioning phase of this study.

Just as important as the involvement and commitment of the public throughout the development of this Plan, is the implementation of its contents. Table 4-1 (below) synthesizes the zoning, design and land conservation recommendations that were originally part of the Final Visioning Report with the zoning or design mechanism that is proposed in this Plan as a means of implementing those recommendations. The table also includes the responsible agency/entity and approximate time frame for implementation.



Table 4-1: Summary of Planning and Zoning Implementation

Action	Responsible Agency/Entity	Time Frame (short, medium, or long term) (=1-5, 5-10, or 10+ years)	Zoning or Design Mechanism
Design			
Design guidelines (massing, siting)	TOB	Short Term	J Design Manual, Main Street Business District
Entry gateways & signage	Developer/property owner, TOB	Short to Medium Term	J Design Manual, Main Street Business District
Landscaping (islands, diamonds, etc.)	Developer/property owner	Short to Medium Term	J Design Manual, Main Street Business District
Use of porous pavements within parking stalls	Developer/property owner	Short to Medium Term	J Design Manual, Main Street Business District
Land Conservation			
Clustering with 70% open space goal	TOB, developer/property owner	Short to Long Term	Planned Conservation District
Open space acquisition	TOB, Suffolk County	Long Term	N/A
Investigate feasibility of providing property tax relief as an incentive within the Planned Conservation District	TOB	Short to Long Term	N/A
Zoning			
Prepare local laws for three overlay districts	TOB	Short to Medium Term	N/A
J-2 amendment to restrict size of large format retail stores	TOB	Short Term	Hamlet Center Overlay District, Route 25A Overlay District
Design (or Business) Overlay Zone	TOB	Short Term	Route 25A Overlay District
New zone for Mount Sinai vacant parcel	TOB	Short Term	Hamlet Center Overlay District
Investigate feasibility of utilizing J-6 Main Street District design for Mount Sinai hamlet center and downtown Rocky Point (with height limitations)	Developer/property owner, TOB	Short to Medium Term	Hamlet Center Overlay District

TOB = Town of Brookhaven

NYS DOT = New York State Department of Transportation

MOA = Memo of Agreement

4.2 Next Steps

For the first time, the hamlets of Mount Sinai, Miller Place, Sound Beach, Rocky Point, Shoreham and Wading River have a document with an overall plan for the Route 25A corridor, which takes into account the growth and change that has occurred over the past decades and provides the framework for which the Town can plan for its future.

The next steps in planning for the Route 25A corridor are for the Town to review and adopt this Land Use Plan, update the Town Zoning Code for the proposed zoning districts, and update the J Business District and Main Street Design Manuals to reflect the design recommendations of this Plan. Prior to this Plan's adoption, the Town will also conduct a thorough environmental review of the Plan's recommendations in accordance with the New York State Environmental Quality Review Act.

Route 25A – Mount Sinai to Wading River Land Use Plan (Draft)

Appendices

Appendix 1: Undeveloped or Partially Developed Acreage

Appendix 2: Commercial/Industrial Sites Over Five Acres

Appendix 3: Hamlet Center and Overlay District Parcels

Appendix 4: Commercial Shopping Centers within Route 25A Overlay District

Appendix 5: Proposed Zone Changes by Parcel

Appendix 6: Town of Brookhaven Bulk Requirements and Permitted Uses

Appendix 1: Undeveloped or Partially Developed Acreage

Undeveloped or Partially Developed Acreage

Mount Sinai

<u>Owner</u>	<u>Acreage</u>	<u>Zoning</u>	<u>25A Frontage</u>	<u>Current Use/Comments</u>
MS LLC 140-4-4	30-acres	L-1	Y	Vacant, <i>Zone Change in</i>
Spence 140-5-24	20-acres	A-1	Y	Vacant except for front lot
Gera 140-6-12.2	7-acres	J-2	Y	Retail shed sales
Koch 140-6-5	1.7-acres	J-2/A-1	Y	Arborist - immediately adjacent to Gera
MS Senior Citizens 118-3-4.1	24-acres	PDD	Y	<i>Approved nursing home (not yet constructed)</i>
Seabrook Properties 118-2-2	4-acres	A-1	Y	Vacant – north side
Mount Sinai Total.....				..87-acres

Miller Place

Doyle Realty 119-1-3.1	5.2-acres	J-2	Y	<i>Approved site plan (retail)</i>
Melo 119-4-1.3	9.3-acres	J-2/L-1	Y	Construction office
DeLea 99-7-1.2	130+ -acres	A-1	Y	Sod farm
Hauptman & Others 167-5-28	150+ -acres	A-1	Y	Sod farm

Miller Place Total 295+ - acres

Rocky Point

<u>Owner</u>	<u>Acreage</u>	<u>Zoning</u>	<u>25A Frontage</u>	<u>Current Use/Comments</u>
RP Drive In Ltd 74-7-10	17-acres	CR	Y	Vacant (litigation)
Fairfield RP 76-6-9.3	35-acres	B-1	Y	Vacant <i>Subdivision in</i>

Rocky Point Total 52-acres

Shoreham

RFP, Inc.(Tesla) 80-4-31	17-acres	A-2	Y	Toxic issues
Delalio & Tallgrass GC 104-2-14.3 126-2-2	320-acres	A-1	Y N	Sod farm Golf course
Laidlaw 104-2-18	(-)3-acres	J-2/A-1	Y	Bus depot

Shoreham Total..... 340-acres

Wading River

Pierzchanowski 128-1-9.1	11-acres	A-1	Y	Farmland
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Wading River Total..... 11-acres

Corridor Summary

Approved or pending site plan/subdivision or change of zone.....	94-acres
Farmland/golf course.....	611-acres
Partially or Fully Vacant.....	79-acres
Total Corridor.....	784-acres

Source: Town of Brookhaven

Appendix 2: Commercial/Industrial Sites Over Five Acres

Commercial/Industrial Sites
Over Five Acres

1. MT SINAI SHOPPING – Mt Sinai - 0200 16200 0500 003002 – 14.6 ac J2 – Built
2. MT SINAI INDUSTRIAL – Mt Sinai – multiple tax numbers – 30.32 ac L1 - Vacant
3. GERA GARDENS – Mt Sinai - 0200 14000 0600 009000 – 5.35 ac J2 – Built
4. SOUNDVIEW-PIPESTAVE HOLLOW LLC – Miller Place - 0200 11800 0500 001003 – 7.37 ac J2 – Built
5. NORTH COUNTRY PLAZA LLC (friendly's) – Miller Place - 0200 09700 0200 009000 – 7.3 ac J2 – Built
6. PINA CONSTRUCTION CORP (Marshals) – Miller Place- - 0200 09700 0200 011001 – 8.3 ac J2 – Built
7. DOYLE REALTY LLC (across from friendly's) – Miller Place - 0200 11900 0100 003001 – 5.2 ac J2 – Vacant approved site plan
8. MILLER PLACE RLTY LLC (stop & shop) – Miller Place- 0200 09700 0400 008001 – 13.74 J2 – Built
9. MELO PROPERTIES LLC (Wendy's) – Miller Place - 0200 11900 0400 001003 – 4.5 ac J2 – Partial Built
10. ICKY CORP (credit union) – Miller Place - 0200 09800 0900 001002 – 5.17 ac J2 – Built
11. PUBLIC STORAGE INC – Miller Place - 0200 09900 0900 005003 – 4.16 ac J2 (split) – Partial Built
12. MILLER FAMILY LIMITED (plaza sports) – Rocky Point - 0200 10000 0100 004000 – 6.77 ac J2 – Built
13. ROCKY POINT DRIVE IN LTD - Rocky Point - 0200 07400 0700 010000 – 17 ac CR – Abandoned.
14. MILROCK INC (waldbaums) - Rocky Point - 0200 10100 0100 001008 – 11.22ac J2 – Built
15. IN TOWNE SHOPPING CENT (kohls) - Rocky Point - 0200 10100 0300 005001 – 21.64 ac J2 – Built
16. HKDG INC (catering) - Rocky Point - 0200 10200 0300 001002 – 5.18 ac J2 –Built
17. JEETISH MANAGEMENT INC (shoreham shopping) – Shoreham - 0200 08000 0400 035008 – 5 ac J2 - Built

Source: Town of Brookhaven

Appendix 3: Hamlet Center and Overlay District Parcels

Hamlet Center and Overlay District Parcels

HAMLET CENTERS

Mount Sinai Commercial Center

Section	Block	Lot
139	3	9
139	3	10
139	3	11
139	5	1
139	5	2.1
139	6	1
139	6	2
139	6	3
139	6	4
139	6	5
139	6	6
139	6	7
140	1	33.1
140	1	33.2
140	1	35.3
140	3	13
140	3	15.1
140	3	16
140	3	17
140	3	18
140	3	20.1
140	3	20.2
140	3	21
140	4	2.1
140	4	3
140	4	4
140	4	5
140	4	6
140	4	7
140	4	8
140	4	9
140	4	10

Section	Block	Lot
140	4	11
140	4	12
140	4	13
140	4	14
140	4	15
140	4	16
140	4	19
140	4	20
140	4	21
140	4	22
140	4	23
140	4	24
140	4	25
140	4	26
140	4	27
140	4	28
140	4	29
140	5	1
140	5	2
140	5	3
140	5	4
140	5	5
140	5	6
140	5	7
140	5	8
140	5	12
140	5	23
140	5	24
140	5	28
140	5	29
140	5	30.1
140	5	30.3

Mount Sinai Commercial Center (cont.)

Section	Block	Lot
140	5	31
140	5	34
140	5	36.1
140	5	41.1
140	5	42
140	5	43
140	5	44
140	5	48.1
140	5	49
140	5	50
140	5	51
140	5	52
140	5	53
140	5	54
140	5	55
140	5	56
140	5	57
140	5	58
140	5	59
140	5	60
140	5	61
140	5	62
140	5	63.1
140	6	5
140	6	9
140	6	11.3
140	6	12.2
140	6	13.1
140	6	15.1
140	6	16.1
140	6	17.1
140	6	18.1
140	6	19.1
140	6	20.1
140	6	20.2
140	6	21

Section	Block	Lot
140	6	22
140	6	23
140	6	24.2
140	6	25.2
140	6	26
140	6	27
140	6	28
140	6	29
140	6	30.1
140	6	30.2
140	6	31
140	6	33.1
140	6	34.1
140	6	34.2
140	6	35
140	6	36
140	6	37.2
140	6	38
140	6	39
140	6	40
140	6	41
140	6	42
140	6	43
140	6	44
140	6	45
140	6	46
140	6	47
140	6	48
140	6	49
140	6	50
140	6	51
140	6	52
140	6	53
140	6	54
140	6	55
140	6	56

Mount Sinai Commercial Center (cont.)

Section	Block	Lot
140	6	57
140	6	58.1
140	6	59
140	6	60
140	6	61
140	6	62
140	6	63
140	6	69
141	1	1.1
141	1	2.1
141	1	3.1
141	1	5
141	1	7.1
141	1	22.1
141	1	22.2
141	1	23.1
141	1	24
141	1	25
141	1	27.1
141	2	1
141	2	2
141	2	4
141	2	5
141	2	14.2
141	2	19.1
162	4	3
162	4	4.1
162	4	11.3
162	5	1
162	5	3.2
162	5	8
162	5	18
162	5	19
162	5	20
162	5	21
162	5	22

Section	Block	Lot
162	5	23
162	5	24
162	5	25
162	5	26
162	5	27
162	5	28
162	5	29
162	5	30
162	5	31
162	5	32
163	1	1
163	1	2
163	1	3
163	1	4
163	1	5
163	1	6
163	1	7
163	1	8
163	1	9
163	1	10
163	1	11
163	1	12
163	1	13
163	1	14
163	1	15
163	1	16
163	1	17
163	1	18
163	1	19
163	1	20
163	1	21
163	1	22
163	1	23
163	1	24
163	1	25
163	1	26

Mount Sinai Commercial Center (cont.)

Section	Block	Lot
163	1	27
163	1	28
163	1	29
163	1	30
163	1	31
163	1	32
163	1	33
163	2	1
163	2	2
163	2	3
163	2	4
163	2	5
163	2	6
163	2	7
163	2	8
163	2	9
163	2	10
163	2	11
163	2	12
163	2	13
163	2	14
163	2	15.1
163	2	15.2
163	2	16
163	2	17
163	2	18
163	2	19
163	2	20
163	2	21
163	2	22
163	2	23
163	2	24
163	2	25
163	2	26

Section	Block	Lot
163	2	27
163	2	28
163	3	1
163	3	2
163	3	3
163	3	4

Miller Place Commercial Center

Section	Block	Lot
97	2	8.1
97	2	9
97	2	11.1
97	4	2.3
97	4	8.1
98	7	4
98	7	8.1
98	7	6.3
98	7	9
119	1	3.1
119	3	1
119	3	20.5
119	3	20.7
119	4	1.2
119	4	1.3
119	4	1.4

Rocky Point Commercial Center

Section	Block	Lot
101	1	1.8
101	2	10
101	2	12

Rocky Point Commercial Center (cont.)

Section	Block	Lot
101	2	13
101	2	14
101	3	1
101	3	5.1
102	1	1.2
102	1	1.3
102	1	2
102	1	3.1
102	1	3.2
102	1	4
102	1	5
102	2	1
102	2	2
102	2	8.1
102	2	9
102	2	10
102	2	11.1
102	3	1.2
102	4	3.2
102	4	3.3
102	4	3.8
102	4	3.9
102	4	4

Rocky Point Main Street District

Section	Block	Lot
77	3	20.1
77	3	21
77	3	22
77	3	33.1
77	4	21
77	4	42.2
77	4	48
77	4	52.2

Section	Block	Lot
77	5	36
77	5	38
77	5	39
77	5	41.2
77	5	42
77	5	44.1
77	5	45
77	6	23
77	6	24
77	6	25
77	6	26
77	6	27
77	6	28
77	6	29
77	6	30
77	6	31
77	6	33.2
77	6	33.3
77	6	34
77	6	35
77	6	39.1
77	6	52
77	7	2.1
77	7	3
77	7	4
77	7	7
77	7	8
77	7	9
77	7	10
77	7	14
77	7	15
77	7	16
77	7	17
77	7	18
77	7	19
77	7	20

Rocky Point Main Street District (cont.)

Section	Block	Lot
77	7	21
77	7	24.2
77	7	24.3
77	7	26
77	7	27
77	7	28
77	7	29
77	7	30
77	7	31
77	7	32
77	7	33
77	7	34
77	7	35
77	7	36
77	7	37.1
77	7	37.2
77	7	38
77	7	39
77	7	40
77	7	41
77	7	42
77	7	43
77	7	44
77	7	45
77	7	46
77	7	47
77	7	48
77	7	49
77	7	50
77	7	55
77	7	56
77	7	57
77	7	58
77	7	59
77	7	66
77	7	67

Section	Block	Lot
77	7	69.1
77	7	70
77	7	87
77	7	88.1
77	7	88.2
77	7	89
77	7	90
77	10	4
77	11	2.3
77	11	4
77	11	5
77	11	6
77	11	7
77	11	9.1
77	11	10
77	11	11
77	11	12
77	11	13
77	11	14
77	11	15
78	5	5.2
78	5	19
78	5	20
78	5	21
78	5	22
78	5	23
78	5	24
78	5	25.1
78	5	25.2
78	5	26
78	5	27
78	8	1
78	9	1
78	9	2
78	9	3
78	9	4

Rocky Point Main Street District (cont.)

Section	Block	Lot
78	9	5

Shoreham Rural Center

Section	Block	Lot
8	4	33.1
8	4	35.2
8	4	35.8
104	2	14.4
104	2	18
104	2	19

ROUTE 25A OVERLAY DISTRICT

Route 25A Overlay District - Mount Sinai

Section	Block	Lot
117	1	4.3
117	1	4.4
117	1	5.1
117	1	7.1
117	4	15
117	5	2.1
117	5	2.2
117	5	3
117	6	1.3
117	6	2
117	8	2.1
118	1	44.1
118	1	46.1
118	1	47
118	1	48
118	2	2
118	2	3.1
118	2	4

Route 25A Overlay District - Miller Place

Section	Block	Lot
98	7	14.1
98	7	15
98	7	16
98	7	19.1
98	7	22.1
98	7	23.2
98	7	23.3
98	8	3.3
98	8	5.1

Section	Block	Lot
98	8	12
98	8	13
98	8	14
98	8	16.1
98	8	18
98	8	19.1
98	8	22.3
98	8	23
98	8	25
98	8	26.1
98	8	27.1
98	8	28.1
98	8	35.1
98	8	36.2
98	8	36.3
98	9	1.2
98	9	1.7
98	9	1.8
98	9	3
98	9	5
98	9	6
98	9	7
98	9	17.3
98	9	17.4
98	9	18.4
98	9	18.5
98	9	19
99	2	6.2
99	2	6.3
99	2	7
99	2	8
99	2	9
99	2	10
99	2	18

Route 25A Overlay District - Miller Place (cont.)

Section	Block	Lot
99	3	9
99	3	10
99	3	29
99	3	31.1
99	4	12.3
99	4	14
99	4	15
99	4	16
99	4	18.4
99	5	3
99	5	4
99	5	6.1
99	5	7.1
99	5	8.1
99	5	17
99	5	18
99	5	23.1
99	5	24
99	7	2
99	7	3
99	7	5.1
99	7	13
99	7	14
99	7	23.2
99	7	23.3
99	8	1
99	8	2
99	8	24.1
99	8	25
99	8	36.2
99	8	36.5
99	8	43
99	9	1.5
99	9	5.3
99	9	14

Section	Block	Lot
99	9	15
99	9	16
99	9	18
99	9	19
100	1	2.2
118	4	1
118	4	34
118	4	35
118	4	36
118	5	1.3
119	1	1
120	2	13.1

Route 25A Overlay District - Rocky Point

Section	Block	Lot
74	7	10
76	7	1
76	7	2
76	7	3.3
76	7	3.26
76	7	3.28
76	7	4
77	5	41.1
77	5	46.1
77	5	46.2
77	8	2.2
77	8	2.3
77	8	3
77	8	4
77	8	5
77	9	1
77	9	2

Route 25A Overlay District - Rocky Point (cont.)

Section	Block	Lot
77	9	3
77	9	4
77	9	5
77	9	6
77	10	2.1
77	10	3
77	12	1
78	5	28
78	5	39
78	5	40.1
78	5	40.2
78	5	41
78	6	6
78	6	7
78	6	8
78	6	9
78	6	10
78	6	11
78	6	12.1
78	6	12.3
78	6	12.4
78	6	13
78	6	22
78	6	33.1
78	6	44.1
78	6	45
78	6	46.1
78	7	3
78	7	8
78	7	18
78	7	19
78	7	20
78	7	21
78	7	35
78	7	36
78	7	37

Section	Block	Lot
78	10	1
78	10	2
78	11	1
78	11	2.7
78	11	2.8
78	11	3.4
79	5	20.1
79	5	20.2
79	5	21
79	5	22
100	1	3.2
100	1	3.6
100	1	3.14
100	1	4
100	1	9
100	2	15
100	2	19
100	2	21.1
100	2	22
100	2	23
100	2	24
100	2	25
100	4	1
101	1	1.11
101	1	4.3
102	4	1.2
102	4	1.3
102	4	2

Route 25A Overlay District - Shoreham

Section	Block	Lot
79	3	13.3
79	3	14.2
79	3	23.3
79	3	23.4
79	3	23.5
79	3	23.6
79	3	27
79	3	28
79	3	40
79	3	46
79	4	1
79	4	2
79	4	3
79	4	4
79	4	5
79	6	8
80	4	31
80	4	43.1
80	4	43.2
80	4	44
80	4	45.1
80	4	45.2
80	4	46

Route 25A Rural Corridor - Shoreham

Section	Block	Lot
79	3	13.3
79	3	14.2
79	3	23.3
79	3	23.4
79	3	23.5
79	3	23.6
79	3	27

Section	Block	Lot
79	3	28
79	3	40
79	3	46
79	4	1
79	4	2
79	4	3
79	4	4
79	4	5
79	4	8
80	4	31
80	4	39
80	4	43.1
80	4	43.2
80	4	44
80	4	45.1
80	4	45.2
80	4	46
80	5	40
80	5	41
80	5	42
80	5	43
80	5	44
80	5	45
80	5	46
80	5	47
80	5	48
80	5	49

80	5	50
80	5	52
81	1	12.1
81	1	12.2
81	1	14.9
81	1	14.1
81	1	14.11
81	1	14.12

Route 25A Rural Corridor - Shoreham (cont.)

Section	Block	Lot
81	1	14.13
81	1	14.14
104	2	21.2
104	2	22.1
105	1	1.6
105	1	1.7
105	1	2.1
105	1	3
105	1	4
105	1	5
105	1	6
105	1	7
105	1	36.1
105	1	36.2
105	1	37
105	1	38
105	1	83.1
105	2	1
105	2	2
105	2	3
105	2	4
105	2	5
105	3	2
105	3	3
105	3	4
105	3	5
243	3	1

PLANNED CONSERVATION DISTRICT**Planned Conservation District - Miller Place**

Section	Block	Lot
99	7	1.2
167	1	1
167	1	2
167	1	3
167	1	4
167	1	5
167	1	6
167	1	7
167	1	8
167	1	9
167	1	10
167	1	11
167	1	12
167	1	13
167	1	14
167	1	16
167	1	17
167	1	18
167	1	19
167	1	20
167	1	21
167	1	22
167	1	23
167	1	24
167	1	25
167	1	26
167	1	27
167	1	28
167	1	29
167	1	30
167	1	31
167	1	32
167	1	33
167	1	34
167	1	35

Section	Block	Lot
167	2	1
167	2	2
167	2	3
167	2	4
167	2	5
167	2	6
167	2	7
167	2	9
167	2	10
167	2	11
167	2	12
167	2	13
167	2	14
167	2	15
167	2	16
167	2	17
167	2	18
167	2	19
167	2	20
167	2	22
167	2	23
167	2	24
167	2	25
167	2	26
167	2	27
167	2	28
167	2	29
167	2	30
167	2	31
167	2	32
167	2	33
167	2	34
167	2	35
167	3	1
167	3	2

Planned Conservation District - Miller Place (cont.)

Section	Block	Lot
167	3	3
167	3	4
167	3	5
167	3	6
167	3	7
167	3	8
167	3	9
167	3	10
167	3	11
167	3	12
167	3	13
167	3	14
167	3	15
167	3	16
167	3	17
167	3	18
167	3	19
167	3	20
167	3	21
167	3	22
167	3	24
167	3	25
167	3	26
167	3	27
167	3	28
167	3	29
167	3	30
167	3	31
167	3	32
167	3	33
167	3	34
167	3	35
167	3	36
167	4	1
167	4	2

Section	Block	Lot
167	4	3
167	4	4
167	4	5
167	4	6
167	4	7
167	4	8
167	4	9
167	4	10
167	4	11
167	4	12
167	4	13
167	4	14
167	4	15
167	4	16
167	4	17
167	4	18
167	4	19
167	4	20
167	4	21
167	4	22
167	4	23
167	4	24
167	4	25
167	4	26
167	4	27
167	4	28
167	4	29
167	4	30
167	4	31
167	4	32
167	4	33
167	4	34
167	4	35
167	4	36
167	4	37

Planned Conservation District - Miller Place (cont.)

Section	Block	Lot
167	4	38
167	4	39
167	5	1
167	5	2
167	5	3
167	5	4
167	5	5
167	5	6
167	5	7
167	5	8
167	5	9
167	5	10
167	5	11
167	5	12
167	5	13
167	5	14
167	5	15
167	5	16
167	5	17
167	5	18
167	5	19
167	5	20
167	5	22
167	5	23
167	5	24
167	5	25
167	5	26
167	5	27
167	5	28
167	6	1
167	6	2
167	6	3
167	6	4
167	6	5
167	6	6

Section	Block	Lot
167	6	7
167	6	8
167	6	9
167	6	10
167	6	11
167	6	12
167	6	13
167	6	14
167	6	15
167	6	16
167	6	17
167	6	18
167	6	19
167	6	20
167	6	21
167	6	22
167	6	23
167	6	24
167	6	25
167	6	26
168	1	1
168	1	2
168	1	3
168	1	4
168	1	5
168	1	6
168	1	7
168	1	8
168	1	9
168	1	10
168	1	11
168	1	12
168	1	13
168	1	14
168	1	15

Planned Conservation District - Miller Place (cont.)

Section	Block	Lot
168	1	16
168	1	17
168	1	18
168	1	19
168	1	20
168	1	21
168	1	22
168	2	1
168	2	2
168	2	3
168	2	4
168	2	5
168	2	6
168	2	7
168	2	8
168	2	9
168	2	10
168	2	11
168	2	12
168	2	13
168	2	14
168	2	15.1
168	2	15.2
168	3	1
168	3	2
168	3	3
168	3	4
168	3	5
168	3	6
168	3	7
168	3	8
168	3	9
168	3	10
168	3	11
168	3	12

Section	Block	Lot
168	3	13
168	3	14
168	3	15
168	3	16
168	3	17
168	3	18
168	3	19
168	3	20
168	3	21
168	3	22
168	3	23
168	3	24
168	4	2
168	4	3
168	4	5
168	4	6
168	4	7
168	4	8
168	4	9
168	4	10
168	4	11
168	4	12
168	4	13
168	4	14
168	4	15.1
168	4	16.1
188	2	1
188	2	2
188	2	3
188	2	4
188	2	5
188	2	6
188	2	7
188	2	8
188	2	9

Planned Conservation District - Miller Place (cont.)

Section	Block	Lot
188	2	10
188	2	11
188	2	12
188	2	13
188	2	14
188	2	15
188	2	16
188	2	17
188	2	18
188	2	19
188	2	20
188	2	21
188	2	22
188	2	23
188	2	24
188	2	25
188	2	26
188	2	27
188	2	28
188	2	29
188	2	30
188	2	31
188	2	32
188	2	33
188	2	34
188	2	35
188	2	36
188	2	37
188	2	38
188	2	39
188	2	40
188	2	41
188	3	1
188	3	2
188	3	3

Section	Block	Lot
188	3	4
188	3	5
188	3	6
188	3	7
188	3	8
188	3	9
188	3	10
188	3	11
188	3	12
188	3	13
188	3	14
188	3	15
188	3	16
188	3	17
188	3	18
188	3	19
188	3	20
188	3	21
188	3	22
188	3	23
188	3	24
188	3	25
188	3	26
188	3	27
188	3	28
188	3	29
188	3	30
189	1	1
189	1	2
189	1	3
189	1	4
189	1	5
189	1	6
189	1	7
189	1	8

Planned Conservation District - Miller Place (cont.)

Section	Block	Lot
189	1	9
189	1	10
189	1	11
189	1	12
189	1	13
189	1	14
189	1	15
189	1	16
189	1	17
189	1	18
189	1	19
189	1	20
189	1	21
189	1	22
189	1	23
189	1	24
189	1	25
189	1	26
189	1	27
189	1	28
189	1	29
189	1	30
189	1	31
213	8	39

Planned Conservation District - Shoreham

Section	Block	Lot
104	2	14.3
104	2	15.1
104	2	16.1
104	2	21.3
126	2	1.5
126	2	2
126	2	3
127	1	3
127	1	6
148	2	6

Notes:

1. Section, Block and Lot numbers are based on Suffolk County Tax Map information and Town of Brookhaven GIS.
2. All parcels are part of District 200 unless otherwise noted.

BFJ Planning

Appendix 4: Commercial Shopping Centers within Route 25A Overlay District

Commercial Shopping Centers within Route 25A Overlay District

Miller Place

Section	Block	Lot(s)	Current Land Use(s)
98	9	1.2, 1.7 & 1.8	Aliano Shopping Center
99	2	6.3	Baskin Robins; other businesses
99	2	7	LI Family Medical Group; Century 21; other businesses
99	5	6.1	Hollywood Salon; other businesses
99	9	1.5	Radio Plaza
118	5	1.3	CVS; other businesses

Rocky Point

Section	Block	Lot(s)	Current Land Use(s)
78	6	1, 6 & 7	721 Assoc. LLC
100	1	4	Carvel; Liberty Travel; other businesses
100	1	9	Crossroads Plaza East

Notes:

1. Section, Block and Lot numbers are based on Suffolk County Tax Map information and Town of Brookhaven GIS.
2. All parcels are part of District 200 unless otherwise noted.

BFJ Planning

Appendix 5: Proposed Zone Changes by Parcel

Proposed Zone Changes by Parcel

Mount Sinai Commercial Center

Section	Block	Lot	Current Zone	Proposed Zone
139	6	3	L-1	J-2
139	6	4	L-1	J-2
139	6	5	L-1	J-2
139	6	6	L-1	J-2
140	3	13	A-1/J-2	J-2
140	3	15.1	A-1/J-2	J-2
140	3	21	A-1/J-2	J-2
140	4	3	L-1	J-2
140	4	4	L-1	J-2
140	4	5	L-1	J-2
140	4	6	L-1	J-2
140	4	7	L-1	J-2
140	4	8	L-1	J-2
140	4	9	L-1	J-2
140	4	10	L-1	J-2
140	4	11	L-1	J-2
140	4	12	L-1	J-2
140	4	13	L-1	J-2
140	4	14	L-1	J-2
140	4	15	L-1	J-2
140	4	16	L-1	J-2
140	4	2.1	A-1/J-2	J-2
140	4	21	A-1	J-2
140	4	22	A-1	J-2
140	4	23	A-1	J-2
140	4	24	A-1	J-2
140	4	25	A-1	J-2
140	4	26	A-1	J-2
140	4	27	A-1	J-2
140	4	28	A-1	J-2
140	4	29	A-1	J-2
140	5	2	A-1	J-2
140	5	3	A-1	J-2
140	5	4	A-1	J-2

Section	Block	Lot	Current Zone	Proposed Zone
140	5	5	A-1	J-2
140	5	6	A-1	J-2
140	5	7	A-1	J-2
140	5	8	A-1	J-2
140	5	24	A-1/J-2	J-2
140	5	29	A-1	J-2
140	5	31	A-1	J-2
140	5	34	A-1	J-2
140	5	36.1	A-1	J-2
140	5	41.1	A-1	J-2
140	6	19.1	A-1	J-2
140	6	20.1	A-1	J-2
140	6	21	A-1	J-2
140	6	22	A-1	J-2
140	6	23	A-1	J-2
140	6	26	A-1	J-2
140	6	27	A-1	J-2
140	6	28	A-1	J-2
140	6	29	A-1	J-2
140	6	22	A-1	J-2
140	6	23	A-1	J-2
140	6	26	A-1	J-2
140	6	27	A-1	J-2
140	6	28	A-1	J-2
140	6	29	A-1	J-2
141	1	5	A-1/J-2	J-2
141	1	7.1	A-1/J-2	J-2
141	1	24	A-1/J-2	J-2
141	1	27.1	A-1	J-2
141	2	5	A-1	J-2
162	5	8	L-1	J-2
162	5	18	L-1	J-2
162	5	19	L-1	J-2
162	5	20	L-1	J-2

Mount Sinai Commercial Center (cont.)

Section	Block	Lot	Proposed	
			Current Zone	Zone
162	5	21	L-1	J-2
162	5	22	L-1	J-2
162	5	23	L-1	J-2
162	5	24	L-1	J-2
162	5	25	L-1	J-2
162	5	26	L-1	J-2
162	5	27	L-1	J-2
162	5	28	L-1	J-2
162	5	29	L-1	J-2
162	5	30	L-1	J-2
162	5	31	L-1	J-2
162	5	32	L-1	J-2
162	5	3.2	A-1/J-2	J-2
163	1	1	L-1	J-2
163	1	2	L-1	J-2
163	1	3	L-1	J-2
163	1	4	L-1	J-2
163	1	5	L-1	J-2
163	1	6	L-1	J-2
163	1	7	L-1	J-2
163	1	8	L-1	J-2
163	1	9	L-1	J-2
163	1	10	L-1	J-2
163	1	11	L-1	J-2
163	1	12	L-1	J-2
163	1	14	L-1	J-2
163	1	15	L-1	J-2
163	1	16	L-1	J-2
163	1	17	L-1	J-2
163	1	18	L-1	J-2
163	1	19	L-1	J-2
163	1	20	L-1	J-2
163	1	21	L-1	J-2
163	1	23	L-1	J-2
163	1	24	L-1	J-2
163	1	25	L-1	J-2

Section	Block	Lot	Proposed	
			Current Zone	Zone
163	1	26	L-1	J-2
163	1	27	L-1	J-2
163	1	28	L-1	J-2
163	1	29	L-1	J-2
163	1	30	L-1	J-2
163	1	31	L-1	J-2
163	1	32	L-1	J-2
163	1	33	L-1	J-2
163	2	1	L-1	J-2
163	2	2	L-1	J-2
163	2	3	L-1	J-2
163	2	4	L-1	J-2
163	2	5	L-1	J-2
163	2	6	L-1	J-2
163	2	7	L-1	J-2
163	2	8	L-1	J-2
163	2	9	L-1	J-2
163	2	10	L-1	J-2
163	2	11	L-1	J-2
163	2	12	L-1	J-2
163	2	13	L-1	J-2
163	2	14	L-1	J-2
163	2	15.1	L-1	J-2
163	2	15.2	L-1	J-2
163	2	16	L-1	J-2
163	2	17	L-1	J-2
163	2	18	L-1	J-2
163	2	19	L-1	J-2
163	2	20	L-1	J-2
163	2	21	L-1	J-2
163	2	22	L-1	J-2
163	2	23	L-1	J-2
163	2	24	L-1	J-2
163	2	25	L-1	J-2
163	2	26	L-1	J-2
163	2	27	L-1	J-2

Mount Sinai Commercial Center (cont.)

Section	Block	Lot	Current Zone	Proposed Zone
163	2	28	L-1	J-2

Miller Place Commercial Center

Section	Block	Lot	Current Zone	Proposed Zone
97	4	8.1	B-1/J-2	J-2

Rocky Point Commercial Center

Section	Block	Lot	Current Zone	Proposed Zone
102	1	4	B-1/J-2	J-2

Rocky Point Main Street District

Section	Block	Lot	Current Zone	Proposed Zone
77	3	20.1	J-2	J-6
77	5	39	J-2	J-6
77	5	41.2	J-2	J-6
77	5	45	J-2	J-6
77	6	26	J-2	J-6
77	6	27	J-2	J-6
77	6	28	J-2	J-6
77	6	29	J-2	J-6
77	6	30	J-2	J-6
77	6	31	J-2	J-6
77	6	33.2	J-2	J-6
77	6	33.3	J-2	J-6
77	6	39.1	J-2	J-6
77	6	52	J-2	J-6
77	7	2.1	J-2	J-6

Section	Block	Lot	Current Zone	Proposed Zone
77	7	3	J-2	J-6
77	7	4	J-2	J-6
77	7	8	J-2	J-6
77	7	9	J-2	J-6
77	7	10	J-2	J-6
77	7	14	J-2	J-6
77	7	15	J-2	J-6
77	7	16	J-2	J-6
77	7	17	J-2	J-6
77	7	18	J-2	J-6
77	7	19	J-2	J-6
77	7	20	J-2	J-6
77	7	21	J-2	J-6
77	7	24.2	J-2	J-6
77	7	24.3	J-2	J-6
77	7	26	J-2	J-6
77	7	27	J-2	J-6
77	7	28	J-2	J-6
77	7	29	J-2	J-6
77	7	30	J-2	J-6
77	7	31	J-2	J-6
77	7	32	J-2	J-6
77	7	33	J-2	J-6
77	7	34	J-2	J-6
77	7	35	J-2	J-6
77	7	36	J-2	J-6
77	7	37.1	J-2	J-6
77	7	37.2	J-2	J-6
77	7	38	J-2	J-6
77	7	39	J-2	J-6
77	7	40	J-2	J-6
77	7	41	J-2	J-6
77	7	42	J-2	J-6

Rocky Point Main Street District (cont.)

Section	Block	Lot	Proposed	
			Current Zone	Zone
77	7	43	J-2	J-6
77	7	44	J-2	J-6
77	7	46	J-2	J-6
77	7	50	J-2	J-6
77	7	66	J-2	J-6
77	7	67	J-2	J-6
77	7	69.1	J-2	J-6
77	7	70	J-2	J-6
77	7	88.2	J-2	J-6
77	7	89	J-2	J-6
77	7	90	J-2	J-6
77	10	4	J-2	J-6
77	11	7	J-2	J-6
77	11	9.1	J-2	J-6
77	11	10	J-2	J-6
77	11	11	J-2	J-6
77	11	12	J-2	J-6
77	11	14	J-2	J-6
77	3	21	J-2/B-1	J-6
77	3	22	J-2/B-1	J-6
77	4	21	J-2/B-1	J-6
77	5	42	J-2/B-1	J-6
77	5	44.1	J-2/B-1	J-6
77	6	34	J-2/B-1	J-6
77	7	56	J-2/B-1	J-6
77	7	57	J-2/B-1	J-6
77	4	22	J-2/A-1	J-6
77	11	4	J-2/A-1	J-6
77	11	5	J-2/A-1	J-6
77	11	6	J-2/A-1	J-6
77	11	15	J-2/A-1	J-6
77	11	13	J-2/A-10	J-6
77	3	33.1	B-1	J-6
77	4	42.2	B-1	J-6
77	4	48	B-1	J-6
77	4	52.2	B-1	J-6

Section	Block	Lot	Proposed	
			Current Zone	Zone
77	5	36	B-1	J-6
77	5	38	B-1	J-6
77	6	24	B-1	J-6
77	6	25	B-1	J-6
77	7	45	B-1	J-6
77	7	47	B-1	J-6
77	7	48	B-1	J-6
77	7	49	B-1	J-6
77	7	55	B-1	J-6
77	7	58	B-1	J-6
77	7	59	B-1	J-6
77	7	87	B-1	J-6
77	7	88.1	B-1	J-6
78	5	5.2	J-2	J-6
78	5	19	J-2	J-6
78	5	20	J-2	J-6
78	5	21	J-2	J-6
78	5	23	J-2	J-6
78	5	24	J-2	J-6
78	5	25.1	J-2	J-6
78	5	25.2	J-2	J-6
78	5	26	J-2	J-6
78	5	27	J-2	J-6
78	8	1	J-2	J-6
78	9	1	J-2	J-6
78	9	2	J-2	J-6
78	9	3	J-2	J-6
78	9	4	J-2	J-6
78	9	5	J-2	J-6
78	5	22	B-1	J-6

Route 25A Overlay District - Mount Sinai

Section	Block	Lot	Current Zone	Proposed Zone
117	1	4.4	J-4	L-4

Notes:

1. Section, Block and Lot numbers are based on Suffolk County Tax Map information and Town of Brookhaven GIS.
2. All parcels are part of District 200 unless otherwise noted.

BFJ Planning

Appendix 6: Town of Brookhaven Bulk Requirements and Permitted Uses

Residential Districts: Table of Dimensional Regulations (§85-56)

Use	A Residence One-Family	A Residence 1 One-Family	A Residence 2 One-Family	B Residence One-Family	B Residence 1 One-Family	C Residence One-Family	D Residence One- and Two-Family	D-1 Residence	A Residence 5 One-Family	A Residence 10 One-Family
Maximum height (feet/stories)	35/2 1/2	35/2 1/2	35/2 1/2	35/2 1/2	35/2 1/2	35/2 1/2	35/2 1/2	35/2 1/2	35/2 1/2	35/2 1/2
Minimum area (square feet)	30,000	40,000	80,000	15,000	22,500	9,000	15,000	15,000	200,000	400,000
Maximum total building area (percentage of lot area)	15%	15%	15%	20%	20%	35%	30%	30%	6%	3%
Minimum road frontage (feet/at a point in feet back from street line)	150/40	175/50	200/60	100/40	125/40	75/30	150/40	150/40	300/70	400/80
Minimum front yard (depth in feet)	40	50	60	40	40	30	40	40 ¹	70	80
Minimum side yard (width in feet)	20	25	30	18	20	12	12	12	35	40
Minimum total side yards (feet)	60	75	80	40	45	30	30	30	85	90
Minimum rear yard (feet)	60	60	75	50	60	30	30	30	80	85
Accessory Structures										
Maximum height (feet)	18	18	18	18	18	18	18	18	18	18
Minimum setback from any lot line (feet)	10	10	20	7 1/2	7 1/2	5	10	10	20	20
Minimum setback from street (feet)	60	70	80	60	60	50	50	50	90	95
Maximum lot coverage (percentage of required rear yard area)	25	25	25	25	25	25	25	25	12 1/2	10

NOTES:

¹ See § 85-63E.

Multifamily Residential Districts: Table of Dimensional Regulations (§85-75)

Use	MF-1	MF-2	PRC	PRC-3	PRCHC	NH-N
Maximum height (feet/stories)	35/2 1/2	35/2 1/2	35/2 1/2 ¹	35/2 1/2 ¹	50/3	35/2 1/2
Maximum building area (percentage of gross area/percentage of gross area for accessory buildings)	15%/–	20%/5%	20%/–	25%/–	20%	20%/–
Minimum gross area (acres)	3	3	10	3	10	3
Road frontage (in feet/at a point in feet back from street line)	200/75	200/50	N/A	N/A	–	200/–
Minimum setbacks [in feet for front yard/side yard(s)/back yard from any exterior boundary line]	75/60/75	50/All	30 ³	50/All	100	100/50/75
Maximum density (number of units per acre)	N/A	N/A	7	11	– ⁵	N/A
Density (number of one-bedroom units/per area in square feet)	1/6,000 ²	1/4,000 ²	N/A	N/A	–	N/A
Maximum units per building (or within part of a building within fire walls) ³	4	4	N/A	4	–/–	N/A
Minimum distance between buildings (in feet between two buildings or rows of parallel buildings/between two abutting ends of buildings)	75/–	50/25 ⁴	–/–	50/25 ⁴	–/–	–/–

NOTES:

¹ Except for flagpoles, domes, spires, chimneys, skylights, water tanks, antennas and other necessary appurtenances, enclosure of bulky appurtenances may be required by Planning Board.

² Except that for each unit containing more than one bedroom, there shall be an additional 1,000 square feet of site area provided.

³ Except for gatehouses, walls and fences.

⁴ Where windows serving habitable rooms are contained in such end walls, the minimum distance shall be increased to 35 feet.

⁵ See § 85-112B.

Residential Overlay Districts: Table of Dimensional Regulations

Use	A Residence 1 Overlay District	A Residence 2 Overlay District
Maximum height (feet/stories)	35/2 1/2	35/2 1/2
Minimum area (square feet)	32,000	64,000
Maximum total building area (percentage of lot area)	15%	15%
Minimum road frontage (feet/at a point in feet back from street line)	160/45	180/55
Minimum front yard (depth in feet)	45	55
Minimum side yard (width in feet)	22	28
Minimum total side yards (feet)	65	78
Minimum rear yard (feet)	60	72
Accessory Structures		
Maximum height (feet)	18	18
Minimum setback from any lot line (feet)	10	16
Minimum setback from street (feet)	65	75
Maximum lot coverage (percentage of required rear yard area)	25%	25%

Maximum Building Area by District (square feet)

A Residence	11,250
A-1 Residence	15,000
A-2 Residence	30,000
A-5 Residence	30,000
A-10 Residence	30,000
B-Residence	7,500
B-1 Residence	11,200
C Residence	7,875
D Residence	11,250

Business Districts: Table of Dimensional Regulations (§85-207)

Use	J Business 1 (Neighborhood Business)	J Business 2 (General Business)	J Business 3 (Commercial Center)	J Business 4 (Professional and Business Offices)	J Business 5 (Gasoline Filling Station)	J Business 6 (Highway Limited Business District)	J Business 7 (Central Business Transportation District)	K Business
Maximum height (feet/stories)	35/2 1/2	50/3	35/2	35/2 1/2	-/1	30/2	35/2 1/2	35/2 1/2
Maximum building area (percentage of lot area)	50%	50%	20%	30%	25%	30%	30%	20%
Minimum lot area (square feet unless otherwise noted)	15,000	4,000	5 acres	9,000	20,000	-	9,000	22,500 ¹
Minimum road frontage (feet)	75	40	none	75	150	100	75	125
Minimum front yard setbacks (in feet front yard/rear yard)	15/50	15/20	30/30 ¹	40/35 ¹	50 both ¹	40/30	40/35 ¹	40/60 ¹
Side yard setback	25/10	none ¹	none ¹	none ¹	50 ¹	12 both ¹	none ¹	45/20 ¹

NOTES:

¹ Exception(s) to minimum requirements(s) is/are set forth in text of Chapter 85.

Industrial Districts: Table of Dimensional Regulations (§85-292)

Use	L Industrial 1 ¹	L Industrial 2	L Industrial 3	L Industrial 4
Maximum height (feet/stories)	50/3	50/-	40/-	250/- ²
Maximum building area (percentage of inclusive gross area for accessory buildings)	60%	50%	50%	50%
Minimum lot area	20,000 square feet	5 acres	3 acres	50 acres
Road frontage (feet/at a point in feet back from street line)	100	200/100	200/100	-
Minimum front/rear yard setbacks (in feet for front yard/in feet for back yard)	30/50	100/50	100/50	125/All ^{3,4}
Minimum side yard setback, total side (feet)	10 both	50/20	50/20	-

NOTES:

¹ Except that property zoned L Industrial 1 which is located within the geographical area described in § 85-309 shall be subject to the requirements of present § 85-308.

² A chimney, stack or vent may be in excess of 250 feet in height.

³ Except setbacks, minimums do not apply to bulkheads, navigational aids, water intake and discharge structures not exceeding 50 feet in height and overhead electric transmission facilities.

⁴ See § 85-337 for computation rules.

PERMITTED USES For Residential Districts (see zoning code for details)

<p><u>A Residence</u></p> <p>A. Principal uses (see code for details on each permitted use):</p> <ul style="list-style-type: none"> (1) One-family dwelling (2) Places of worship, convents and monasteries. (4) Open farming; (see code for more details). Farm stands are permitted. (5) Public, private and parochial schools <p>B. Accessory uses (see code for details on each permitted use):</p> <ul style="list-style-type: none"> (1) Private garages. (2) Office of a physician, lawyer, architect, teacher or similar professional person residing on the premises. (3) Customary home occupations conducted by resident on the premises. (4) Fences less than 4 feet high (see code for exceptions) (5) Signs (as permitted and regulated in Chapter 57A.) (6) Barns, (see code for details): (7) Other customary accessory uses, structures and buildings, provided that such uses are clearly incidental to the principal use and do not include any activity commonly conducted as a business. (8) Accessory apartments, subject to all requirements and limitations set forth in § 85-201. (9) Detached storage sheds (10) Model dwellings with permission from Planning Board. (11) Greenhouses <p>See Zoning Code for details on special permits</p>	<p><u>D Residence</u></p> <p>The purpose of this zoning district is to permit the coexistence of two-family residences and compatible business development. Properties which are of sufficient size and which are so situated that they can be realistically used for single-family residential purposes should be so used. In this regard, cluster residential development shall be encouraged. Where commercial development cannot be sited properly, limited, carefully regulated two-family residential development should be permitted.</p> <p>A. In a D Residence District, no building, structure or premises shall be used or occupied and no building or part thereof or other structure shall be erected or altered, unless otherwise provided in this chapter, except for one or more of the following uses:</p> <ul style="list-style-type: none"> (1) Permitted principal uses: <ul style="list-style-type: none"> (a) All principal uses permitted and as regulated in the B Residence District. (b) Owner-occupied two-family dwellings. (2) Permitted accessory uses, located on the same lot with the permitted principal use: <ul style="list-style-type: none"> (a) All accessory uses permitted and as regulated in the B Residence District: <p>See zoning code for Height, area, setbacks and additional requirements</p>
	<p><u>PRC District</u></p> <p>In a PRC District no building, structure or premises shall be used or occupied and no building or part thereof or other structure shall be so erected or altered except for one or more of the following purposes:</p> <ul style="list-style-type: none"> A. Rental housing units. B. Attached or semi-attached single-family residences. C. Detached single-family residences.

PERMITTED USES For J2, J4, J6 and L1 Districts (see zoning code for details)

<p>J2 Permitted Uses (Neighborhood Business)</p> <ul style="list-style-type: none"> A. Bank without accessory drive-through facility. B. Bowling alley. C. Church or similar place of worship. D. Commercial center. E. Day-care facility. F. Delicatessen. G. Dry cleaners. H. Health club. I. Laundromats. J. Non-degree-granting schools K. Office. L. Personal service shops. M. Pharmacy without accessory drive-through facility. N. Shops and stores for the sale at retail of consumer merchandise and services. O. Shops for custom work and for making articles to be sold at retail on the premises. P. Take-out restaurant. Q. Undertaking establishments. R. Veterinarian, provided that all activities take place within the building. 	<p>J4 Permitted Uses (Professional and Business Offices)</p> <ul style="list-style-type: none"> A. Administrative, financial, business and professional offices. B. Art galleries. C. Bank. D. Day-care facility. E. Exhibit halls. F. Undertaking establishment. <p>J5 Special Permit Uses (High Intensity Business)</p> <ul style="list-style-type: none"> A. College or university, excluding dormitories and other college or university residential facilities. B. Major restaurant. C. Motor vehicle fueling station. D. Outdoor storage. E. Regional theater.
<p>J6 Permitted Uses (Main Street Business District)</p> <ul style="list-style-type: none"> A. Retail sales and/or personal service stores. B. Restaurant. C. Office(s). D. Bank with or without accessory drive-through facility. E. Bar/tavern/night club. F. Live performance - community theater. G. Museum or nonprofit cultural centers. H. Artist studio. I. Billiard hall. J. Indoor recreation. K. Health club. L. Non-degree-granting or recreational schools. M. Churches or similar places or worship, libraries or municipal buildings or municipal uses. 	<p>L1 Permitted Uses (Light Industry)</p> <ul style="list-style-type: none"> A. Agricultural or nursery use including the retail sale of products raised on the premises. B. Bank. C. Church or similar place of worship. D. Commercial laundry establishment. E. Day-care facility. F. Health club. G. Historical or memorial monument. H. Lodge. I. Manufacturing. J. Office. K. Printing plants. L. Research and development uses. M. Veterinarian

N. Second story of building restricted to residential or office use. O. Community movie theater.	N. Warehouse
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