

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)

TOWN OF RIVERHEAD 2024 COMPREHENSIVE PLAN UPDATE

**Town of Riverhead
Suffolk County, New York**

Appendices

- Appendix 1. SEQRA Positive Declaration – Determination of Significance and Notice of Scoping
- Appendix 2. Final Scope
- Appendix 3. SHPO Correspondence
- Appendix 4. Community Service Provider Consultations and Other Stakeholder Engagement
- Appendix 5. Transportation Data

**Appendix 1. SEQRA Positive Declaration –
Determination of Significance and Notice of Scoping**

11.09.2023

ADOPTED

TOWN OF RIVERHEAD

TB Resolution 2023-833

ASSUMES LEAD AGENCY, ISSUES POSITIVE DECLARATION, ACCEPTS DRAFT SCOPE & SETS 30-DAY WRITTEN COMMENT PERIOD FOR PUBLIC COMMENTS ON THE DRAFT SCOPE FOR THE TOWN OF RIVERHEAD COMPREHENSIVE PLAN UPDATE

Councilman Kern offered the following resolution,
which was seconded by Councilman Hubbard

WHEREAS, the Town Board of the Town of Riverhead is in the process of updating its Comprehensive Plan and conducted related Zoning Text and Map Amendments; and

WHEREAS, the purpose of the Comprehensive Plan update is to provide a framework to guide land use and policy decisions in the Town. The vision for the Town of Riverhead is a sustainable community that balances economic growth, environmental stewardship, and quality of life for all residents. The Plan envisions a thriving downtown, support for the farming and agricultural sector, expanded tourism and economic development, a high quality of life, housing opportunities attainable for a range of income levels and ages, provision of quality essential services, and smart growth, and the preservation of the rural character. The plan's chapters include Introduction, Vision, and Goals; Demographic, Housing, and Economic Conditions; Land Use and Zoning; Economic Development; Transportation and Mobility; Community Facilities, Open Space, Parks, and Recreation; Natural Features, Environmental Resources, and Agricultural Lands; Infrastructure and Utilities; Scenic and Historic Resources; Sustainability and Resilience; Future Land Use Plan and Summary of Recommendations; and

WHEREAS, pursuant to 6 NYCRR Part 617.4 (1)., "The adoption of a municipality's land use plan," is considered to be a Type 1 action pursuant to SEQRA; and

WHEREAS, BJJ Planning, on behalf of the Town Board, has prepared Part 1, Part 2, Part 3 of the Full Environmental Assessment form (FEAF) dated September 19, 2023; and

WHEREAS, in anticipation of the Town Board's adoption of a Positive Declaration, BJJ Planning has prepared a Draft Scope for the preparation of a Generic Environmental Impact Statement (GEIS) for the proposed action; and

WHEREAS, the Town Board has not identified any other involved agencies for the proposed action, as such SEQRA regulations state that in cases in which there is only one involved agency, in this case the Riverhead Town Board, coordinated review is not required and said agency must assume the responsibilities of Lead Agency.

NOW, THEREFORE, BE IT RESOLVED that the Town Board hereby assumes Lead Agency Status for the purposes of SEQRA review; and be it further

RESOLVED, that the Town Board, as Lead Agency declares that the proposed action may have a significant effect on the environment for the reasons outlined in Part 3 of the FEAF dated September 19, 2023; and be it further

RESOLVED, the Town Board, as Lead Agency, hereby issues a Positive Declaration, pursuant to 6 NYCRR Part 617, the implementing regulations pertaining to Article 8 of the New York State Environmental Conservation Law (State Environmental Quality Review Act), requiring the formal process, public input, and due deliberation attendant to the preparation of a Draft Generic Environmental Impact Statement pursuant to the State Environmental Quality Review Act; and be it further

RESOLVED, the requisite SEQRA Notice of Determination/Positive Declaration is to be filed with the New York State Department of Environmental Conservation Environmental News Bulletin (ENB) and all relevant information is to be filed with the Town Clerk; and

BE IT FURHTER RESOLVED, the Town Board, by date of this resolution, hereby accepts the Draft Scope submitted by BJF Planning with the Draft Scope annexed hereto; and be it further

RESOLVED, the Town Board authorizes the Town Clerk to send the attached *SEQRA POSITIVE DECLARARTION DETERMINATION OF SIGNIFICANCE AND NOTICE OF SCOPING*, to the Riverhead News Review, the newspaper hereby designated as the official newspaper for this purpose, and to post same on the Town's website and further directs BFJ Planning on Behalf of the Town Board to send said notice to the New York State Department of Environmental Conservation's Environmental News Bulletin (ENB); and be it further;

RESOLVED, the Draft Scope shall be made available for public consumption on the Town's Website, townofriverheadny.gov ; and be it further

RESOLVED, in accordance with and pursuant to 6NYCRR Part 617, the Town Board hereby sets a thirty (30) day written comment period on the Draft Scope commencing on the date of this resolution and ending on December 9, 2023, with all written comments submitted either in person or via mail to Diane Wilhelm, Town Clerk, Town of Riverhead, 4 West 2nd Street, Riverhead NY 11901, or via email to townclerk@townofriverheadny.gov ; and be it further

RESOLVED, that the Town Clerk is hereby Authorized to forward a certified copy of this resolution to The Planning Department, The Town Attorney's Office & BFJ Planning at Noah Levine N.Levine@bfjplanning.com, Sarah Yackel S.Yackel@bfjplanning.com Emily Junker e.junker@bfjplanning.com, Frank Fish f.fish@bfjplanning.com; and be it further

RESOLVED, that all Town Hall Departments may review and obtain a copy of this resolution from the electronic storage device and if needed, a certified copy of same may be obtained from the Office of the Town Clerk.

THE VOTE

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Robert Kern, Councilman
SECONDER:	Tim Hubbard, Councilman
AYES:	Aguiar, Hubbard, Beyrodt Jr., Rothwell, Kern

State of New York
 County of Suffolk } ss:
 Town of Riverhead

This is to certify that I, the undersigned, Town Clerk of the Town of Riverhead, County of Suffolk, State of New York, have compared the forgoing copy of a Resolution with the original now on file in this office and which was duly adopted on November 9, 2023 and that the same is a true and correct transcript of said Resolution and the of the whole thereof.



IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Town of Riverhead, on November 13, 2023

Diane M. Wilhelm, Town Clerk

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Project :

Date :

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer “**Yes**” to a numbered question, please complete all the questions that follow in that section.
- If you answer “**No**” to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box “Moderate to large impact may occur.”
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the “whole action”.
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)

NO

YES

If “Yes”, answer questions a - j. If “No”, move on to Section 2.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

NO

YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

NO

YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	<input type="checkbox"/>	<input type="checkbox"/>

I. Other impacts: _____ _____		<input type="checkbox"/>	
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4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer.

NO

YES

(See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding.

NO

YES

(See Part 1. E.2)

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in development within a 100 year floodplain.	E2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in development within a 500 year floodplain.	E2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	<input type="checkbox"/>	<input type="checkbox"/>
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	<input type="checkbox"/>	<input type="checkbox"/>

g. Other impacts: _____

6. Impacts on Air

The proposed action may include a state regulated air emission source.
 (See Part 1. D.2.f., D.2.h, D.2.g)
 If “Yes”, answer questions a - f. If “No”, move on to Section 7.

NO

YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: i. More than 1000 tons/year of carbon dioxide (CO ₂) ii. More than 3.5 tons/year of nitrous oxide (N ₂ O) iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) iv. More than .045 tons/year of sulfur hexafluoride (SF ₆) v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions vi. 43 tons/year or more of methane	D2g D2g D2g D2g D2g D2h	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may reach 50% of any of the thresholds in “a” through “c”, above.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.)
 If “Yes”, answer questions a - j. If “No”, move on to Section 8.

NO

YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	<input type="checkbox"/>	<input type="checkbox"/>

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____	E1b	<input type="checkbox"/>	<input type="checkbox"/>
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	<input type="checkbox"/>	<input type="checkbox"/>
j. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.)
If "Yes", answer questions a - h. If "No", move on to Section 9.

NO

YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

NO

YES

If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

NO

YES

If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	<input type="checkbox"/>	<input type="checkbox"/>

Attachment: Riverhead EAF Part 2_9_19_23 (2023-833 : Lead Agency, Issues Pos Dec, Accepts Draft Scope, Sets Written Comment on Draft

d. Other impacts: _____ _____		<input type="checkbox"/>	
e. If any of the above (a-d) are answered “Moderate to large impact may occur”, continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	<input type="checkbox"/>	<input type="checkbox"/>
ii. The proposed action may result in the alteration of the property’s setting or integrity.	E3e, E3f, E3g, E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If “Yes”, answer questions a - e. If “No”, go to Section 12.

NO

YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or “ecosystem services”, provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	<input type="checkbox"/>	<input type="checkbox"/>
e. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If “Yes”, answer questions a - c. If “No”, go to Section 13.

NO

YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. NO YES

(See Part 1. D.2.j)

If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action will degrade existing transit access.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. NO YES

(See Part 1. D.2.k)

If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	<input type="checkbox"/>	<input type="checkbox"/>
e. Other Impacts: _____ _____			

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. NO YES

(See Part 1. D.2.m., n., and o.)

If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in routine odors for more than one hour per day.	D2o	<input type="checkbox"/>	<input type="checkbox"/>

d. The proposed action may result in light shining onto adjoining properties.	D2n	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) NO YES
If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	<input type="checkbox"/>	<input type="checkbox"/>
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	<input type="checkbox"/>	<input type="checkbox"/>
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	<input type="checkbox"/>	<input type="checkbox"/>
m. Other impacts: _____ _____			

Attachment: Riverhead EAF Part 2_9_19_23 (2023-833) : Lead Agency, Issues Pos Dec, Accepts Draft Scope, Sets Written Comment on Draft

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans.

NO

YES

(See Part 1. C.1, C.2. and C.3.)

If “Yes”, answer questions a - h. If “No”, go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action’s land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.

NO

YES

(See Part 1. C.2, C.3, D.2, E.3)

If “Yes”, answer questions a - g. If “No”, proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: Type 1 Unlisted

Identify portions of EAF completed for this Project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the _____ as lead agency that:

A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action:

Name of Lead Agency:

Name of Responsible Officer in Lead Agency:

Title of Responsible Officer:

Signature of Responsible Officer in Lead Agency:

Date:

Signature of Preparer (if different from Responsible Officer)

Sarah K. Yachal

Date:

For Further Information:

Contact Person:

Address:

Telephone Number:

E-mail:

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)

Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

Attachment: Riverhead EAF Part 3_9_19_23 (2023-833 : Lead Agency, Issues Pos Dec, Accepts Draft Scope, Sets Written Comment on Draft

**TOWN OF RIVERHEAD
TOWN BOARD**



SEQRA POSITIVE DECLARATION
*DETERMINATION OF SIGNIFICANCE AND
NOTICE OF SCOPING*

DATE: November 9, 2023

LEAD AGENCY: RIVERHEAD TOWN BOARD
ADDRESS: TOWN OF RIVERHEAD
4 WEST 2ND STREET
RIVERHEAD, NY 11901

THIS NOTICE IS ISSUED PURSUANT TO 6 NYCRR PART 617, THE IMPLEMENTING REGULATIONS PERTAINING TO ARTICLE 8 OF THE NEW YORK STATE ENVIRONMENTAL CONSERVATION LAW (STATE ENVIRONMENTAL QUALITY REVIEW ACT).

THE TOWN OF RIVERHEAD TOWN BOARD, AS LEAD AGENCY, HAS DETERMINED THAT THE PROPOSED ACTION DESCRIBED BELOW MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND THAT PREPARATION OF A DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT WILL BE REQUIRED.

SCOPING OF THE DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT WILL BE CONDUCTED. A COPY OF THE DRAFT SCOPE IS AVAILABLE ON-LINE AT WWW.TOWNOFRIVERHEADNY.GOV. WRITTEN COMMENTS ON THE DRAFT SCOPE ARE REQUESTED AND WILL BE ACCEPTED BY THE LEAD AGENCY UNTIL NOVEMBER XX, 2023. COMMENTS CAN BE SUBMITTED TO TOWNCLERK@TOWNOFRIVERHEADNY.GOV.

PROJECT: Town of Riverhead 2024 Comprehensive Plan and related Zoning Text and Map Amendments

AGENCY: Riverhead Town Board
ADDRESS: 4 West 2nd Street
Riverhead, NY 11901

Attachment: Riverhead_PosDec-NoticeofScoping (2023-833 : Lead Agency, Issues Pos Dec, Accepts Draft Scope, Sets Written Comment on

SEORA POSITIVE DECLARATION AND NOTICE OF SCOPING - PAGE 2**PROJECT:** Town of Riverhead 2024 Comprehensive Plan Update and Related Zoning Text and Map Amendments**SUFFOLK COUNTY TAX MAPP ARCEL #:** N/ A**LOCATION:** Throughout the Town of Riverhead, Suffolk County, New York.**DESCRIPTION OF PROPOSED ACTION:** Town Board's own motion to adopt the Town of Riverhead 2023 Comprehensive Plan Update and related Zoning Text and Map Amendments.**SEQRA CLASSIFICATION:** Type I Action**REASONS SUPPORTING THIS DETERMINATION**

the Proposed Action has the potential to result in one or more potentially significant adverse impacts in the following areas:

1. Land use and zoning changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in changes in the use, or intensity of use, of lands in the Town of Riverhead.
2. Land use changes resulting from the adoption of the Comprehensive Plan has the potential to result in changes in existing community or neighborhood character.
3. Land use and traffic pattern changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in changes in existing traffic volumes and levels of service.
4. Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in the impairment of the character or quality of important aesthetic (i.e. visual) and historic resources.
5. Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in an increase in the demand for community facilities and services (police, fire, emergency services, schools, open space, parks and recreation).
6. Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in an increase in the demand for infrastructure capacity and utilities.
7. Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in a change of use, or intensity of use, of lands including natural features, environmental resources and agricultural lands.

SEORA POSITIVE DECLARATION AND NOTICE OF SCOPING - PAGE 3**PROJECT:** Town of Riverhead 2024 Comprehensive Plan Update and Related Zoning Text and Map Amendments

8. Practicable measures to mitigate or avoid the foregoing potential adverse environmental impacts must be identified, considered, and subjected to public review.

FOR FURTHER INFORMATION AND TO SUBMIT WRITTEN SCOPING COMMENTS CONTACT:

Diane Wilhelm
Town Clerk
Town of Riverhead
4 West 2nd Street
Riverhead, New York 11901
(631) 727-3200 ext. 260
townclerk@townofriverheadny.gov

BY ORDER OF: RIVERHEAD TOWN BOARD
AS PER RESOLUTION DATED November 9, 2023

TOWN OF RIVERHEAD
TOWN BOARD



**DRAFT SCOPING OUTLINE OF ISSUES TO BE ADDRESSED IN A DRAFT GENERIC ENVIRONMENTAL
IMPACT STATEMENT (DGEIS) FOR:
ADOPTION OF TOWN OF RIVERHEAD 2024 COMPREHENSIVE PLAN UPDATE AND RELATED ZONING
TEXT AND MAP AMENDMENTS
October 4, 2023**

- Location:** Town of Riverhead, Suffolk County, New York (see attached location map)
- Classification of Action:** Type 1 Action
- Lead Agency:** Town of Riverhead Town Board
Town of Riverhead
4 West 2nd Street
Riverhead, NY 11901
- Written Scoping Comments:** Written comments will be accepted by the Lead Agency until November 17, 2023

Submit written comments to:
Townclerk@townofriverheadny.gov

Purpose of Scoping: see NYCRR 617.8 (a): “The primary goals of scoping are to focus the EIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or not significant. Scoping is required for all EISs (except for supplemental EISs), and may be initiated by the lead agency or the project sponsor.”

Attachment: Riverhead_Draft Scope_100423 (2023-833 : Lead Agency, Issues Pos Dec, Accepts Draft Scope, Sets Written Comment on Draft

A. INTRODUCTION

The Town of Riverhead is proposing to adopt the 2024 Comprehensive Plan Update (“Comprehensive Plan”) and associated Zoning Text and Map Amendments (collectively, the “Proposed Action”) and has determined that a Draft Generic Environmental Impact Statement (DGEIS) will be prepared to assess the potential for significant adverse impacts associated with adoption. This Scope of Work document, has been prepared pursuant to the requirements of the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617, to outline the environmental topics to be assessed and methodologies that will be utilized to prepare the DGEIS.

A Comprehensive Plan is a document that has as its purpose: “the control of land uses for the benefit of the whole community” (NY Town Law §272-a). The Town’s last Comprehensive Plan was adopted in 2003. The 2024 Comprehensive Plan is intended to provide a framework to guide land use and policy decisions in the Town. As the gateway to the East End of Long Island, Riverhead is known for its scenic beauty, historic character, agricultural activity, and diverse range of businesses, cultural activities, and outdoor recreation opportunities. The policies that comprise the Comprehensive Plan are anticipated to guide the development of the Town for the next 10-20 years. These policies and their implementation (proposed Zoning Text and Map Amendments), where applicable, will be the subject of the DGEIS.

Generic Environmental Impact Statement (GEIS)

As stated in the SEQRA regulations, 6 NYCRR Section 617.10(a), a Generic EIS may be used to assess the environmental impacts of “an entire program or plan having area wide application...” As such, this Generic EIS will present a broader and more general set of analyses than a site or project-specific EIS. The Generic EIS will describe the Proposed Action and will include assessments of specific anticipated impacts if such details are available. In some cases, the analyses will be based on conceptual information due to the comprehensive and prospective nature of the Comprehensive Plan and zoning code and map amendments and its component parts. A GEIS of this nature is prepared when a proposed action represents a comprehensive program having wide application and defining a range of future projects in the affected area.

The steps in preparing the GEIS include:

- Scoping – a process to focus the EIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or not significant. Scoping requires that the that involved and interested agencies and the public have the opportunity to provide comments on the content and scope of the GEIS;
- Draft GEIS (DGEIS) – a document published by the Town Board for public and agency review and comment;
- Public review – of at least 30 days, during which any individual, group, or agency may comment on the DGEIS;

- Final GEIS (FGEIS) – a document that responds to relevant comments made during public review of the DGEIS; an
- Findings Statement – a document prepared after the Final GEIS has been filed, that considers the relevant environmental impacts presented in the GEIS, weighs and balances them with social, economic and other essential considerations, provides a rationale for the Town Board’s decision and certifies that the SEQR requirements have been met.

This Scoping Document is intended to inform involved and interested agencies and the public of the range of topics the lead agency intends to address in the DGEIS.

B. PURPOSE AND NEED

As the gateway to the East End of Long Island, Riverhead is known for its scenic beauty, historic character, agricultural activity, and diverse range of businesses, cultural activities, and outdoor recreation opportunities. While the Town’s location presents many opportunities, it also has its challenges such as increased development pressures, traffic, and other environmental impacts. One of the long-term challenges for the community will be to manage growth effectively and balance the needs of residents, businesses, and the environment. The purpose of the Comprehensive Plan and related Zoning Text and Map Amendments is to provide a roadmap for future growth and development in the Town for the next 10-20 years.

C. VISION AND GOALS

The Vision Statement in the 2024 Comprehensive Plan is as follows:

“Our vision for the Town of Riverhead is a vibrant and sustainable community that balances economic growth, environmental stewardship, and quality of life for all residents. We envision a future where our downtown area is thriving with local businesses, cultural attractions, public art and recreational opportunities that cater to residents and visitors of all incomes, ages and abilities. We will continue to support farming and the agricultural sector, which provide economic opportunities and is central to the region’s economy, natural beauty, and rural charm. We will strive to improve economic opportunities for our residents, but plan for the impacts of expanding tourism and economic development to ensure that adverse impacts are minimized, and that the community remains enjoyable for both residents and visitors.

We are a welcoming and inclusive town and will work to enhance those attributes so that all residents can continue to thrive and enjoy a high quality of life. We will continue to work collaboratively with our community partners to provide housing opportunities that are attainable for a range of income levels, quality education, and essential services, while preserving our rural character and promoting smart growth.

We must also build a sustainable future which supports the long-term wellbeing of our environment and our residents. We strive to become a model for sustainable development by incorporating innovative technologies, green infrastructure, and community-driven initiatives that address our environmental, social, and economic needs.”

In addition, each individual Plan Chapter contains its own vision and goals, as follows:

Chapter 3: Housing

“The vision for housing in Riverhead one that that supports a vibrant and diverse community where residents of all income levels can thrive and enjoy a high quality of life. As development pressures continue to increase, the Town should promote the preservation and development of housing young adults, first-time homebuyers, seasonal workers, senior citizens, and special needs populations. Any new workforce housing should be distributed throughout the Town, should be in locations accessible via transit, and should have a design and be of a quality and character that are indistinguishable from that of market-rate housing.”

Chapter 4: Economic Development

“The Town is home to a diverse and dynamic economy, and it will continue to be a center for tourism, agriculture, business, shopping, recreation, and living on the East End. Riverhead should continue to pursue a diverse economic base by promoting office and industrial development, agriculture, retail development, and entrepreneurial and small-business activity in appropriate locations. As the Town continues to grow, we must address and carefully balance priorities such as expanding Riverhead’s economic base, promoting livable communities, preserving farmland and agricultural activity, and protecting natural, historic, and scenic resources. Development controls should be put in place to ensure any development is attractive and minimizes impacts on surrounding lands. ”

Downtown Area:

“Downtown Riverhead is the commercial and cultural hub of the Town. In recent years, the area has undergone a revitalization effort; several public and private projects on the horizon will help to transform the area by creating a welcoming and vibrant downtown that is connected to the waterfront and serves as a model for the region. Downtown Riverhead will be a place where people want to live, work, and play, and a source of pride for the entire community.”

Route 58:

“Route 58 is a major commercial corridor with a variety of regional and destination commercial establishments, largely found in shopping centers and strip style developments. While the corridor is an important economic driver for the Town, recent growth has led to concerns about traffic congestion, environmental impacts, aesthetics, and overall community character. There is a need to balance development with preservation and sustainability to ensure the area's long-term success. This includes promoting better planning and site design standards and encouraging infill

development as opposed to sprawled growth on undeveloped lands. We will also promote alternative transportation options, such as walking, biking, and public transit, to reduce traffic congestion and improve safety.”

Industrial Areas:

“Industrial areas play an important role in the town's economy, providing space for businesses to grow and create jobs. The majority of industrial land is located in areas in and around the Enterprise Park at Calverton (EPCAL). The vision for these areas is to support a sustainable and vibrant economic hub that supports the needs of local businesses while preserving the town's natural resources and community character. It is critically important to balance the economic benefits of new industrial development with the potential impacts on traffic and the surrounding community. To address these concerns, The Town must carefully consider the location and scale of new industrial developments, proactively address necessary infrastructure improvements, and develop elevated planning and site design standards to ensure any new projects are compatible with the surrounding community and natural environment.”

Hamlet Centers:

“Riverhead has several smaller hamlet centers, each with its own distinct character, identity, and history. The vision for these centers is one that supports vibrant, livable communities where residents can access essential goods and services, socialize, and enjoy a high quality of life. Through careful planning and collaboration with property owners and community stakeholders, we can create hamlet centers that incorporate mixed-use buildings that are dynamic and open spaces that are walkable and welcoming. Planning should be done on a hamlet-specific basis, recognizing that each center is unique. “

Tourism:

“Riverhead is often referred to as the gateway to the East End of Long Island, a region known for its scenic beauty, agricultural heritage, and world-renowned wineries. Strengthening Riverhead’s tourism industry will help to create new jobs and revenue streams, while also showcasing the best of what the region has to offer. The Town should continue to develop and market attractions to capture more of the people that travel to and through Riverhead.”

Chapter 5: Transportation and Mobility

“Riverhead should prioritize safe, efficient, and sustainable transportation options that connect residents and visitors to key destinations throughout the town. To achieve this vision, the town should improve roadways to both reduce congestion and improve safety for all users, including pedestrians, bicyclists, motorists, and people of all ages and abilities. Road improvements should be undertaken in a manner that is sensitive to the Town's residential neighborhoods and its historic, scenic, and natural resources.

The Town should promote the use of alternative modes of transportation, such as walking, biking, and public transit. Downtown and other hamlet centers should be accessible via bus, bike and on foot. This could include the development new bike and pedestrian paths and promoting the use of public transit options. Promoting cleaner transportation options will also help to make Riverhead more sustainable by reducing the environmental impact of automobiles such as greenhouse gas emissions.”

Chapter 6: Community Facilities, Parks, and Recreation

Community Facilities:

“Because community facilities protect public safety and enhance the quality of life in Riverhead, they should be improved and/or expanded to meet growing needs. At the same time, the Town should seek opportunities for the efficient and multiple use of facilities, in order to limit increases in costs. New facilities should be conveniently sited in or near residential neighborhoods and hamlet centers, where they can be easily accessed by residents and contribute to the sense of community.”

Parks and Recreation:

“Parks and recreational facilities provide Riverhead residents and outdoor enthusiasts regionwide with opportunities to exercise, engage in team sports, and to access and experience the natural environment. Parks also provide balance to the built-up areas of the Town, adding to the visual character and quality of life in the community and enhancing property values. The Town should expand and improve parks in all parts of Riverhead and should establish a greenway system that links these parks together. This includes improved access to waterfront areas for recreational purposes, including the Peconic River, Flanders Bay, the Great Peconic Bay, and Long Island Sound.”

Chapter 7: Natural Resources and Agricultural Lands

Natural Resources

“The natural resources present in Riverhead today — including stream corridors and wetlands, bluffs, beaches, the Central Pine Barrens region, habitat for flora and fauna, and the aquifer that provides high quality water to the Town — are integral to Riverhead’s long-term health, safety, and well-being, as well as its identity and economic vitality. As such, the ecological integrity of Riverhead’s natural resources must be maintained and protected.”

Agricultural Lands

“Riverhead's agricultural industry will continue to play a leading role in the Town's economy and shape the Town's character and way of life. The Town will work with farmers and landowners to support farm business and promote farmland preservation, and the Town will strive do so in a manner that respects private property rights, protects landowner equity, and ensures flexibility and choice in the use of farm property.”

Chapter 8: Infrastructure and Utilities

“Utility infrastructure is critical to the health, safety, and welfare of the community. Water, sewer, electric, natural gas, and telecommunications facilities are relied upon by residents and businesses for day-to-date activity and contribute to the Town's economic wellbeing. Utilities should continue to be expanded to meet Riverhead's growing needs. At the same time, the Town should strive to limit any potential negative impacts from new infrastructure on the natural environment or Riverhead's historic or scenic resources.”

Chapter 9: Scenic and Historic Resources

“Riverhead has a distinctive scenic and historic character, comprised of farmland, open space, historic hamlet centers including downtown Riverhead, historic structures and sites, and unique natural resource areas such as the Pine Barrens. These resources play an important role in defining the town's identity and attracting visitors to the area. By preserving these resources, Riverhead can ensure that future generations can enjoy the same cultural heritage and natural beauty that makes the town unique.”

Chapter 10: Sustainability and Resilience

“The Town of Riverhead is committed to building a sustainable future that protects the environment, supports economic prosperity, and enhances the quality of life for all residents. By embracing innovative solutions and community collaboration, we will create a community that is resilient, vibrant, and environmentally responsible. Some of the key priorities to address include:

- *Environmental stewardship: The town prioritizes protecting the environment by promoting energy efficiency, reducing greenhouse gas emissions, and preserving natural resources and wildlife habitats.*
- *Sustainable transportation: The town promotes sustainable transportation options, including public transportation, biking, and walking, to reduce traffic congestion and air pollution.*
- *Economic sustainability: The town supports economic sustainability by promoting local businesses, creating green jobs, and investing in renewable energy and sustainable development.*
- *Community education and engagement: The town educates and engages the community on sustainable practices and encourages residents to participate in local sustainability initiatives.*
- *Waste reduction: The town prioritizes reducing waste by promoting recycling, composting, and reducing the use of single-use plastics.*

By prioritizing these key areas, the Town of Riverhead can build a sustainable community that balances economic growth with environmental protection and social well-being, creating a better future for all residents.”

D. DESCRIPTION OF THE PROPOSED ACTION

In the development of the Comprehensive Plan, the Town has embraced the vision and goals set forth in Section C above, and the Plan thus contains a series of recommendations at the end of each section that the Town intends to pursue in order to achieve these goals. As part of these recommendations, the Town has also devoted considerable attention to how specific policies of the Plan might be implemented through zoning changes. These zoning changes are expected to be adopted in phases after the adoption of the Comprehensive Plan. Developments inspired by these zoning changes are expected to shape new development in the Town over the next 10-20 years into the future.

In order to analyze how these development related changes may impact the Town's environment, the DGEIS will include identification of a conceptual "build out scenario" which will be the basis for analysis of potential zoning text and map amendments throughout the DGEIS. The Build Out Scenario will present a conceptual estimate of the potential mix of residential units and commercial/ industrial gross floor area expected to be developed in the Future with the Proposed Action within the next 10 years. While this view of the future will be only a projection of what could occur, these estimates will facilitate reasonably conservative and meaningful analyses of how changes in cumulative development could impact the Town's environment and appropriate measures to mitigate any related impacts. An overview of areas where the Comprehensive Plan polices are likely to result in zoning changes is provided below.

In accordance with the State Environmental Quality Review Act (SEQR) and its implementing regulations (6 NYCRR Part 617) the Town Board of the Town of Riverhead (Town Board), acting as lead agency, is preparing a Generic Environmental Impact Statement (GEIS) to evaluate the areas of potential impact of the preparation and implementation of the Comprehensive Plan Update and associated Zoning Text and Map Amendments (collectively, the "Proposed Action") that implement certain of the land use and zoning recommendations contained in the Comprehensive Plan Update.

Land Use and Zoning Approach

Transfer of Development Right (TDR) Recommendations:

Transfer of Development Rights (TDR) is a valuable tool used to manage land use and promote sustainable development in both urban and rural areas. In a rural town like Riverhead, TDR can be particularly useful for preserving farmland, natural resources, and open spaces while allowing for controlled growth in designated areas. While use of this tool has widespread support within the community, the market dynamics are not in place to support a successful program. Recommendations below seek to make this program more successful by improving the value of TDR credits through revisions of the transfer formula and by opening new receiving areas where some increased development can be accommodated.

Adjust transfer formula

The transfer formula quantifies how development units in the sending district are realized in the receiving district. The current transfer formula is a one-to-one basis, meaning that 1 TDR credit is equal to one residential unit in a receiving district regardless of unit size or type. The TDR Toolbox developed by NYSERDA recommends a more dynamic approach. If the transfer occurs from a low-density area to a higher-density area, there may be a need to establish a transfer formula that equates the development right from one single-family home to more than one multifamily unit because the proportional infrastructure cost impacts of a multifamily unit are lower than for a single-family dwelling in a low-density area.

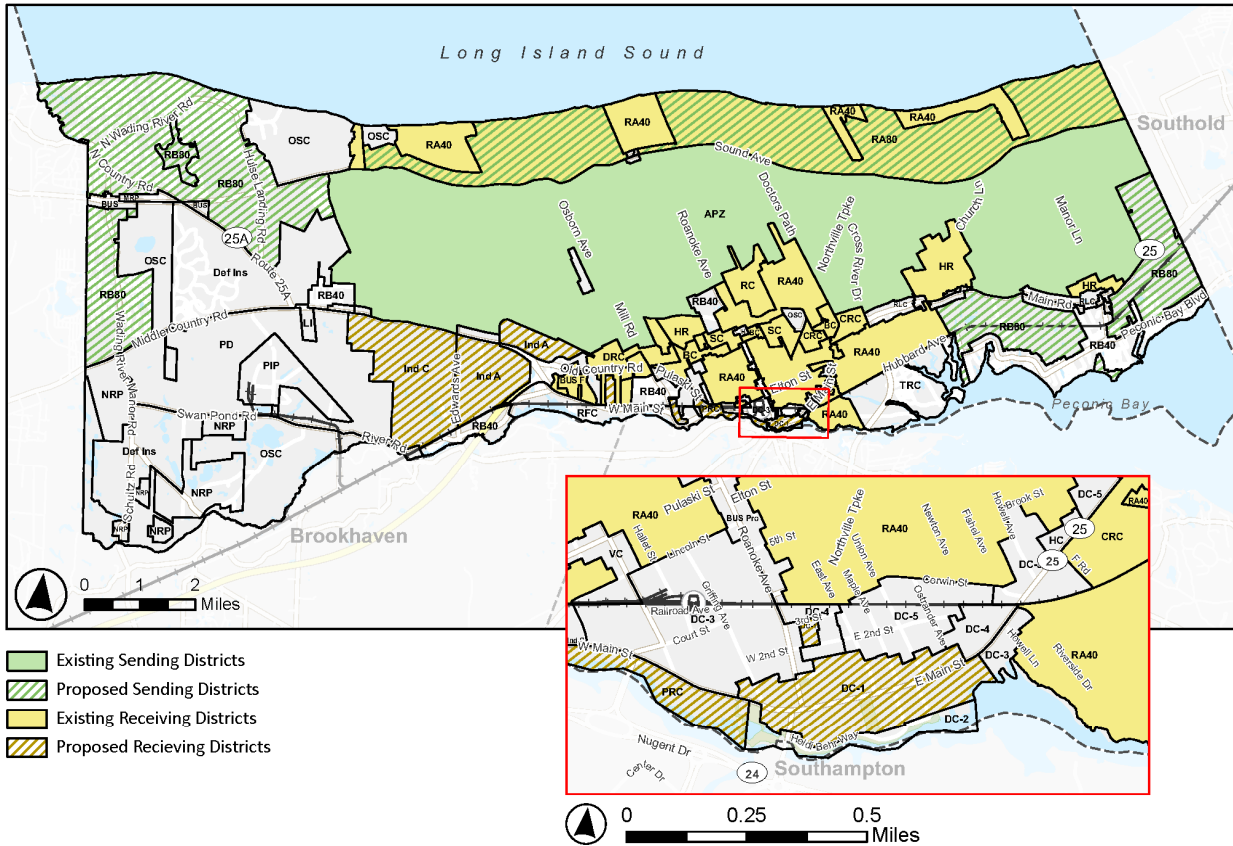
Market conditions play a significant role in the success of TDR programs. If there is not enough demand for TDR credits, the existing TDR ratio may need to be adjusted to maintain to make the TDR financially feasible and to adequately compensate the property owner in the sending district for selling their development rights. The TDR Toolbox suggests that the transfer formula could be based on the average sizes of single-family homes compared with the average sizes of apartment units or comparative traffic generation rates. Sanitary sewer demand is also another metric to consider.

The Comprehensive Plan has proposed a transfer formula that considers both wastewater flow and traffic generation. The formulas below are preliminary and are still under evaluation.

	Existing			Proposed
Land Use	Max Density without TDR*	Max Density with TDR*	Existing Ratio (Preservation Credit/DU)	Potential Ratio (based on estimated wastewater flow and traffic generation)
Single Family			1/1	1:1 Unit
Attached (< 600 GFA)			1/1	1:2 Unit
Attached (600-1,200 GFA)				1:1.5 Units
DC-1 Multifamily				1:4 bedrooms
Age restricted Living (<600 GFA)	2 DU/Acre	4 DU/Acre	1/1	1:3 Units
Age restricted Living (600-1,200 GFA)	2 DU/Acre	4 DU/Acre	1/1	1:2 Units
Nursing Home				1:2 Units
Assisted Living	4 DU/Acre	8 DU/Acre	1/1	1:2.5 Units
Commercial	1,500 SF/1 Credit not to exceed 0.3 FAR			Increase to:
Planned Recreational Park	1,500 SF/1 Credit not to exceed 0.15 FAR			<ul style="list-style-type: none"> • Commercial – 3,000 SF/credit • Hotel – 3 keys/credit • Office – 2,000 SF/credit • Industrial – 4,000 SF/credit

Proposed Sending and Receiving Districts

Meetings were held with the TDR Committee to identify changes to the TDR sending and receiving areas. The map below shows the proposed changes, which aim to direct growth away from areas with unique natural value to areas that can better manage urban growth and density. By designating specific zones for more intense development, Riverhead can ensure that growth occurs in a planned and controlled manner, preventing urban sprawl and preserving open space.



Proposed TDR Sending and Receiving Areas
Figure 6

RIVERHEAD COMPREHENSIVE MASTER PLAN UPDATE



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Single Family Districts:

Consider sending areas in all RB-80 and RA-80 districts (includes Laurel and Jamesport south of Main Road, north of Sound Avenue, and in Wading River). Areas in RA-80 north of Sound Ave are both sending and receiving districts. Allowing this area to be both a sending and a receiving district provides flexibility for property owners and developers. It means that a property owner in a sending district can sell their development rights to a developer in a receiving district or vice versa, depending on their needs and the market demand.

Industrial areas in Calverton (IND A, IND C)

This Plan contemplates a slight reduction in FAR for these areas with an allowance for a slight increase with TDR credits (i.e. 0.25 FAR max up to 0.3 with TDR).

Industrial areas in other parts of Riverhead

This Plan contemplates a slight reduction in FAR for these areas with an allowance for a slight increase with TDR credits

Downtown Area

Consider allowing buildings to exceed the 500-unit cap only if TDR credits are provided for additional housing units. The housing units achieved with TDR must be for homeownership opportunities only.

Assisted Living Overlay Zone

Consider permitting assisted living in new overlay zone bounded by Route 25, Middle Road, Northville Turnpike, and Osborne Avenue. All assisted living units would require the use of TDR credits. Bulk regulations would be determined by FAR in underlying district. It may be reasonable to permit a slight increase in FAR for assisted living given that the BC and SC districts both have an FAR of 0.2, which may not be large enough to allow for a reasonably sized assisted living facility. These facilities have a much different development profile than commercial uses, particularly with regard to parking needs.

CRC Zone

The CRC Zone is intended to allow for a variety of housing types; however, the existing zoning standards only permit one dwelling unit per acre (single-family). It would be reasonable to accommodate slightly higher densities in this area – given their proximity to the urban core. TDR could be used in this district to achieve a maximum density of 4 units per acre provided that infrastructure is in place. This would allow for the development of townhouses and garden apartments. The MFP district could be looked at as a comp for allowable development types and densities.

Peconic River Community (PRC) Districts:

The PRC Zone is intended to allow for “an array of residential, commercial and recreational uses.” However, no residential uses are specifically provided for in the zoning. This Plan recommends allowing for residential uses with the use of TDR, up to a maximum density of 4 units per acre provided that infrastructure is in place. This would allow for the development of townhouses and garden apartments. The MFP district could be looked at as a comp for allowable development types and densities. It is recommended that design guidance be put in place to push buildings away from the Peconic River and ensure that riparian areas are maintained. It is acknowledged that development in this district is further controlled by DEC.

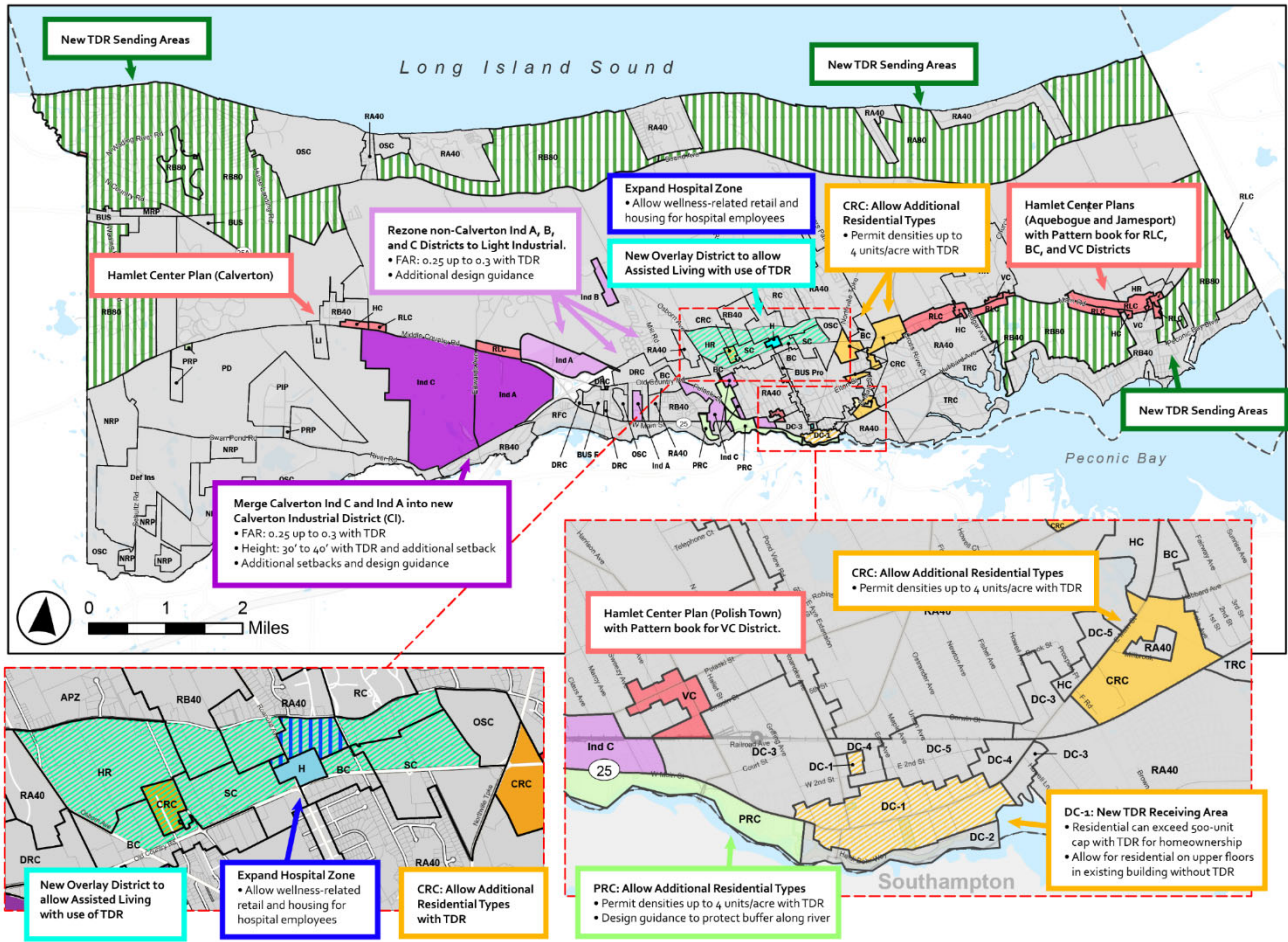
ZONING RECOMMENDATIONS

The zoning approach map shown on the following page provides a high-level overview of the land use approach and potential zoning designations for different parts of the Town. Each of the identified areas is described in this section below.

Industrial Areas

Create a new Calverton Industrial District (CI) for IND A and IND C areas in Calverton.

Many residents expressed concern about the impacts from industrial development in the Industrially zoned areas of Calverton (IND A and IND C). It is also important to recognize that Riverhead’s industrially zoned areas provide job opportunities and a source of tax revue which supports public services,



infrastructure development, and quality-of-life amenities that benefit both industrial and residential residents.

The zoning approach for this area is to create a new zoning district which is essentially a combination of the IND A and IND C districts. The new district would allow uses in IND C but not heavy industrial uses allowed in IND A. It would keep the larger front yard setback of 100 feet to help protect the rural appearance and to minimize views of development from adjacent roads. Proposed dimensional regulations are provided in the table below:

DRAFT

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Proposed Dimensional Regulations in CI

	IND A	IND C	CI (Proposed)
Min Lot Area (sf)	80,000	80,000	80,000
Min Lot Width	200	300	300
Max Building Coverage	40%	40%	30%
Max FAR	0.4	0.4	0.25 (0.3 with TDR)*
Impervious Coverage	70%	60%	60%
Yards (Front/Side/Rear)	100/50/75	30/30/50	100/30/50
Max Height	30 feet	30 feet	30 feet (40' with TDR*)

* - Additional setbacks would apply

The new zoning district would have a reduced FAR from 0.4 which is currently permitted. FAR is anticipated to be reduced to 0.25 with the potential to increase to 0.3 with the use of TDR credits. Reducing the FAR would help to encourage more efficient and compact developments with more land utilized for setbacks and open space. It would also help to mitigate negative impacts such as traffic, noise, and pollution.

Building height

Many industrial uses require building heights that are larger than 30 feet, which is what is currently permitted. This height is less than the 35 feet that is permitted in residential areas. Many modern industries are evolving and require innovative spaces. Allowing for slightly taller buildings can attract a wider range of businesses, including those that require more vertical space for advanced manufacturing, research and development, or storage facilities. Permitting taller buildings also encourages a more efficient use of available space, accommodating a greater number of businesses and activities without expanding the footprint of the area. The Town may consider increasing building heights to 40 feet with the use of TDR. Each TDR credit would provide for 3,000 SF of the area which exceeds 30 feet. TDR bonuses for height or density should not be permitted if a user is not identified in the land use approval process (i.e. a spec building).

In order to address the potential for visual impacts, this district would include a pyramid height law, which limits the scale of a building as it approaches property lines. With a pyramid slope of 0.3, a 40-foot-tall building would need to be set back 133 feet.

Non-disturbance buffer

It is also recommended that this district include a non-disturbance buffer. This could be a 50-foot transition yard from the property line that is landscaped with the exception of signs, lighting, a driveway, and sidewalks. Parking areas should not be located within this transition yard.

Outdoor storage

Outdoor storage is not currently permitted in Industrial A or C areas. It would be reasonable to allow these uses in CI provided that proper screening is provided to mitigate visual impacts and ensure storage areas

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are visually appealing. The Town should develop clear and specific zoning regulations that outline the types of outdoor storage allowed, the materials that can be stored, and the requirements for screening. Regulations can define the conditions under which outdoor storage is permitted to prevent misuse or excessive clutter.

Scattered IND A, IND B, and IND C sites not in Calverton

In response to the evolving urban landscape and the need to balance industrial activities with the character of urbanized areas, it is proposed to create a Transitional Light Industrial District (TLID). The TLID aims to encourage indoor industrial operations and harmonious building design within previously zoned industrial areas. This district would include architectural guidelines that require new and renovated buildings to exhibit design elements that harmonize with the urban environment, such as facades, materials, and landscaping to limit visual impact from roads.

The new zoning district would have a reduced FAR from 0.4 which is currently permitted. FAR is anticipated to be reduced to 0.25 with the potential to increase to 0.3 with the use of TDR credits. Reducing the FAR would help to encourage more efficient and compact developments with more land utilized for setbacks and open space. It would also help to mitigate negative impacts such as traffic, noise, and pollution. Proposed dimensional regulations are provided in the table below:

Proposed Dimensional Regulations in TLID

	IND A	IND C	TLID
Min Lot Area (sf)	80,000	80,000	80,000
Min Lot Width	200	300	100
Max Building Coverage	40%	40%	25% (30% with TDR)
Max FAR	0.4	0.4	0.25 (0.6 with TDR)
Impervious Coverage	70%	60%	60%
Yards (Front/Side/Rear)	100/50/75	30/30/50	50/20/50
Max Height	30 feet	30 feet	35/2 stories

Performance Standards

Zoning standards could be strengthened to ensure that industrial activities are conducted in a manner that is safe, environmentally responsible, and compatible with surrounding land uses. This could provide specific guidance for topics such as noise control, buffers from sensitive areas, odors and emission control,

waste management, traffic management, site design, site maintenance, safety measures, energy efficiency, stormwater management.

Downtown: DC-1 District

Development Cap and TDR

The DC-1 district has a 500-unit development cap, which was implemented to maintain controlled growth. This zoning recommendation seeks to offer a mechanism for exceeding the cap through the responsible use of Transfer of Development Rights (TDR) while requiring that the additional units only be for homeownership opportunities. This recommendation addresses housing needs, encourages housing stability, and support controlled growth simultaneously.

It is also recommended that buildings be permitted to exceed the cap when redeveloping existing upper floors of historic buildings for housing. TDRs would not be required in this instance, to promote the preservation and rehabilitation of existing historic buildings.

Pattern Book

The Town has developed a pattern book for the downtown area. This tool should be adopted into the zoning code to ensure that new developments adhere the guidelines.

Route 58:

Design guidelines

The Route 58 commercial corridor plays a crucial role in shaping Riverhead's image and serves as a gateway for residents and visitors alike. Design guidelines will provide a clear and cohesive vision for the corridor's development, promoting a harmonious and attractive streetscape that aligns with our community's character and values. The guidelines would promote the use of landscaping to soften the built environment, enhance walkability, and contribute to a more inviting atmosphere. They would also address parking lot design to minimize the visual impact of large parking areas.

Parking Requirements

Several areas within the Route 58 commercial corridor have a surplus of parking spaces compared to actual demand. This results in vast expanses of underutilized asphalt, which not only disrupts the visual appeal of the corridor but also poses environmental challenges. Parking requirements appear to be high and should be revisited using empirical data rather than assumptions. Town can also allow for more flexibility in meeting parking requirements, including the ability to share parking facilities among businesses. Business should also be permitted to reduce their required amount, provided a lesser need is demonstrated with a parking study which assesses the actual parking need for their proposed use.

Hamlet Centers

RLC Districts

It is recommended that these districts incorporate design guidelines to ensure that commercial uses are harmonious and contextual with the surrounding rural and single-family character. This would include

guidelines that specify architectural styles, materials, and building heights that resonate with the rural setting. It may also include standards for signage, landscaping, and building/parking placement.

HC and VC Districts

The Comprehensive Plan recommends in HC and VC, the implementation of square footage limits for individual commercial uses as well as limits on the number of commercial uses that can be located on one lot. The purpose of these changes is to limit strip commercial uses and ensure that the scale of any new development is compatible with the surrounding rural context. Banquet facilities are another use that could be removed from these districts. Design guidance should also be provided to ensure that new development is compatible with the surrounding residential context. This could include vegetated buffers (at least 25 feet) where HC and VC districts abut residential districts.

Hamlet Studies

It is recommended that the Town work with residents in several hamlet areas such as Aquebogue, Jamesport, Calverton, and Polish Town, to develop a hamlet study with design guidelines or a pattern book for new development. These guidelines will serve as a valuable tool to guide and regulate development, ensuring that it aligns with our community's unique character, vision, and values. By providing clear and specific guidance for architectural design, landscaping, and urban planning, these resources will promote aesthetically pleasing, sustainable, and context-sensitive development that enhances the overall quality of life for our residents and visitors.

BUS F - Destination Retail

Tanger Outlets at Riverhead (zoned BUS F) is a popular shopping destination for the wider region and is an important economic driver for the Town. It is understood that the retail industry is subject to changing market trends, first and foremost being competition from online retail. Retailers often need to innovate and diversify their offerings to stay competitive. It is important to provide some flexibility in the zoning code to enable businesses to experiment with new concepts, such as pop-up shops, restaurants, experiential retail, or mixed-use developments that include office spaces.

In providing zoning flexibility in BUS F, Riverhead should strike a balance between supporting adaptation and ensuring that any changes align with broader land use goals and do not compromise public health, safety, or welfare. This typically involves engaging with property owners, businesses, and the community to create zoning regulations that encourage innovation and revitalization while maintaining a well-planned and cohesive urban environment.

Hospital District and Assisted Living:

Hospital District

It is recommended that the existing hospital zone be expanded to encompass adjacent properties owned by the Peconic Bay Medical Center. The Hospital District should also be amended to permit a wider variety of wellness related uses such as fitness centers, wellness related retail, health foods, physician offices, childcare, etc. The district should also provide for housing for hospital staff. These recommendations align

with Peconic Bay Medical Center’s long-term plans and the Town’s desire to support this essential institution and promote accessibility to quality healthcare services.

Assisted Living

As discussed in the TDR Recommendations, an assisted living overlay zone is proposed for parts of Route 58 near the Peconic Bay Medical Center. There may be other locations in the Town where assisted living should be allowed by special permit. For example, it may be appropriate to allow assisted living by special permit within HC or RLC districts. Assisted living facilities should also be a defined use in the zoning code.

Residential Districts

Minimum Home Size in Residential Districts

Some residential zones have a 1,200 square foot minimum size. Building code standards already ensure the safety, structural integrity, and habitability of residential structures, making additional minimum size requirements redundant. Eliminating such restrictions allows for greater flexibility in housing design, promotes innovation, and facilitates the development of diverse and affordable housing options that better meet the evolving needs of our community.

Short term rentals

The Town currently has a minimum rental period of 28 days in order to limit the impact of short-term rentals (i.e. AirBnB) on the housing market and the associated noise and neighborhood impacts that can occur with these rentals. However, the Town may consider allowing shorter-term rentals in more touristy areas such as near the downtown and beaches. Allowing shorter-term rentals in these areas can boost and sustain local businesses, such as restaurants, shops, and attractions.

Balancing the economic benefits of tourism with the needs and concerns of permanent residents requires careful consideration and community engagement. Regulations related to short-term rentals should also be regularly reviewed and adjusted as necessary to address changing market conditions and community priorities.

Farm Operations and Agritourism

Vertical Farming In Industrial zones

Vertical farming should be a permitted use in all industrial districts. Vertical farming allows for the cultivation of crops in a vertically stacked system, reducing the footprint needed for agriculture. Allowing vertical farming in industrial zones can diversify land use, promoting mixed-use development that combines industrial, agricultural, and commercial activities. This can contribute to more vibrant and resilient urban areas.

Industrial zones often have vacant or underutilized buildings and spaces. Permitting vertical farming can encourage the adaptive reuse of these structures, revitalizing blighted areas and putting vacant industrial properties to productive use.

Vertical Farming In APZ Districts

Allowing vertical farming on a farm can offer several advantages and align with modern agricultural practices and the need to support the agriculture industry. Vertical farming can complement traditional farming methods by allowing for year-round cultivation of crops and also crop diversification. This can significantly increase a farm's overall productivity, providing a consistent supply of fresh produce. Diversifying a farm's production through vertical farming can open up new revenue streams and income opportunities for farmers, potentially increasing their economic stability.

Traditional horizontal farming requires large expanses of land. Vertical farming allows farmers to produce more on a smaller footprint, making more efficient use of their available land resources. One of the biggest concerns about vertical farming is the visual impact of these structures. The Town should consider clear guidance for the total size, setbacks, landscaping, etc. that would be required. For example, a vertical farm would have to conform to bulk standards (i.e. FAR and setbacks). Additional standards could apply. Flexibility should be provided for the adaptive reuse of agricultural buildings such as when these facilities are integrated into existing farm infrastructure.

Regulation of Farm Activities

The RA-80 district and APZ district are very similar with regard to permitted farming operations. However, there is one difference. APZ allows for "Farm Operations" with a special permit, however, this use is not provided for in RA-80. It is recommended that farms on both sides of Sound Avenue be treated the same with regard to the regulation of farm operations. Therefore, the Town may consider allowing farm operations as an accessory use only on parcels with frontage on sound Ave

Agritourism

It is important for the Town to address and balance the benefits of agritourism with the potential impacts on agricultural operations, public safety, and the surrounding community. This could include limiting agritourism events with a permitting process or imposing size restrictions. The permitting process can help to identify traffic and safety concerns and provide a funding mechanism for traffic control when needed.

In addition to permitting for events, the Town should develop more transparent regulations that address event space. Limiting the capacity of these spaces can help manage traffic and mitigate safety risks.

When developing such regulations, it's important to engage with stakeholders, including farmers, residents, and event organizers, to strike a balance that allows agritourism to thrive while addressing local concerns and maintaining the integrity of agricultural operations and rural communities.

Marinas

Some marinas along the Peconic Bay are in residentially zoned areas which do not list marinas as a permitted use. It is important to support these non-conforming use, which are important stakeholders in the local economy. It is recommended that the Town work with property owners to help them establish

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conformity should they wish to do so. This could be an overlay zone or a floating zone which property owners would have to opt-in to.

Tree Preservation Ordinance

Tree Removal Permit: In cases where development plans require the removal of trees (particularly in setback areas), tree preservation ordinances often require property owners or developers to obtain a tree removal permit. The ordinance would require documentation of mature trees within any yard setback (i.e. a caliper width greater than 10"). This documentation would occur during approval process for new structure or an application for a demolition permit. To mitigate the loss of trees, tree preservation ordinances may require property owners or developers to replace trees that are removed. Replacement requirements can include planting new trees on-site or contributing to a tree fund that supports tree planting efforts elsewhere in the community.

Wetlands Inventory

The Town's wetland inventory was last updated in the 1970s and needs to be redone. Wetland inventories provide accurate and up-to-date information about the location, extent, and type of wetlands in a given area. This inventory is important for several reasons as it contributes to effective wetland management, conservation, and land use planning. It also allows for the assessment of changes in wetland conditions over time. This information is valuable for understanding trends related to wetland loss, degradation, or restoration efforts. Regularly revisiting and maintaining this inventory ensures that it remains a valuable resource for both conservation efforts and responsible development practices.

Solar Facilities

There has been some discussion about how much solar should be allowed on any given property (where allowed). Existing zoning regulations are designed to accommodate a range of land uses while considering factors like land use compatibility, aesthetics, setbacks, and environmental impact. Limiting solar facilities to established setbacks and coverage areas (defined as the maximum impervious coverage area) in districts where solar is permitted, can provide a level of predictability and conformity with established development patterns. It also ensures that solar projects are subject to the same zoning standards as other land uses, promoting uniformity and clarity in the regulatory framework.

General Zoning Clean-up

Provide a Use Schedule

It is recommended that the zoning code incorporate clear and comprehensive list of permissible land uses for each zoning district. This table would provide clarity and consistency, helping property owners, developers, and the public understand what types of activities are allowed in different areas, promoting predictability in land use decisions. The zoning use table could include groups based in use intensity to categorize and regulate different types of land uses according to their impact on the environment,

infrastructure, and surrounding areas. These use groups help ensure that land uses are appropriately situated within different zoning districts, promoting compatibility and efficient land use.

Define Land Uses which are not addressed

It is recognized that there are some uses which are not specifically defined in the zoning code. This can lead to issues having to do with clarity and consistency of the zoning code. Having specific definitions provides land use boards and Town staff a reference point which to measure compliance and to establish consistency.

E. INVOLVED AND INTERESTED AGENCIES

INVOLVED AGENCIES

Under SEQR, the lead agency is responsible for coordinating the SEQR review process, as well as discretionary decision making regarding the Proposed Action. For the DGEIS, the Town of Riverhead Town is the lead agency and sole involved agency. As lead agency, the Town Board is responsible for preparing a determination of significance, determining the scope and adequacy of the DGEIS, coordinating the preparation of the final GEIS, and preparing SEQR findings. The lead agency and the involved agencies have authority to fund, approve, or directly undertake some aspect of the Proposed Action. For this Proposed Action, there are no other involved agencies besides the Town Board.

- Town of Riverhead Town Board (Lead Agency)

INTERESTED AGENCIES

Unlike an involved agency, interested agencies do not have the authority to fund, approve, or directly undertake some aspect of the Proposed Action. Instead, interested agencies may contribute relevant scoping topics, submit written comments during the DGEIS comment period, and comment on the DGEIS at public hearings. For this DGEIS, interested agencies include the following:

- Town of Riverhead, Planning Board, Joann Waski, Chair
- Suffolk County Department of Planning, Lisa Broughton, Director of Water Quality and Energy

F. REQUIRED APPROVALS AND REVIEWS

The DGEIS will identify and discuss all required approvals and reviews needed to adopt and implement the Proposed Action. The Proposed Action will require the following approval and review:

TOWN OF RIVERHEAD BOARD OF TRUSTEES

- Adoption of the Comprehensive Plan Update; and
- Adoption of Zoning Text and Map Amendments.

G. POTENTIALLY SIGNIFICANT IMPACTS TO BE ADDRESSED IN THE DGEIS (BASED ON EAF PARTS 2 AND 3)

The Town Board adopted a Positive Declaration on October 17, 2023 based on an Environmental Assessment Form (EAF) Parts 1, 2 and 3. Many of the proposed recommendations in the Comprehensive Plan, as implemented through the proposed Zoning Text and Map Amendments, are protective of the environment and seek to control future growth and density. However, certain of the above described zoning and land use changes have the potential to increase density in certain, limited, areas of the Town. Therefore, the Positive Declaration adopted by the Town Board acting as SEQRA Lead Agency indicates the Proposed Action could result in potentially significant adverse impacts once implemented and the DGEIS will focus on these issues which include the following:

- Land use and zoning changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in changes in the use, or intensity of use, of lands in the Town of Riverhead.
- Land use changes resulting from the adoption of the Comprehensive Plan has the potential to result in changes in existing community or neighborhood character.
- Land use and traffic pattern changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in changes in existing traffic volumes and levels of service.
- Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in the impairment of the character or quality of important aesthetic (i.e. visual) and historic resources.
- Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in an increase in the demand for community facilities and services (police, fire, emergency services, schools, open space, parks and recreation).
- Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in an increase in the demand for infrastructure capacity and utilities.
- Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in a change of use, or intensity of use, of lands including natural features, environmental resources and agricultural lands.

H. SCOPE OF THE DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)

The DGEIS preparation will utilize data collected for the Comprehensive Plan preparation to form the foundation of the existing conditions assessments and will reference the Comprehensive Plan for detailed discussions of the policies and programs proposed. In each of the DGEIS analysis chapters, where potential significant adverse impacts are identified, a mitigation section that includes discussion of appropriate measures to manage and mitigate the potential impact will be provided.

The DGEIS assessment framework will include examination of existing conditions, Future without the Proposed Action where relevant, Future with the Proposed Action and mitigation measures where warranted for technical areas identified in the Positive Declaration. The methodologies presented here are based on local, state, and federal regulatory requirements and tailored to the policies that comprise the Comprehensive Plan. This scope anticipates a high level yet comprehensive assessment of the policy framework and goals that the Comprehensive Plan identifies and of the proposed Zoning Text and Map Amendments discussed.

In accordance with 6 NYCRR, Part 617.10(c), the DGEIS will also include identification of conditions or criteria under which future actions will be undertaken or approved including requirements for subsequent SEQR compliance.

The DGEIS will contain the elements required in SEQR 617.9(b) and the following information:

COVER SHEET

The Cover Sheet will identify:

- (1) The report as a Draft GEIS
- (2) The Proposed Action and its location
- (3) The name, address and telephone number of the Lead Agency and contact person
- (4) The name, address and telephone number of the preparer of the DGEIS
- (5) The date of DGEIS submission and acceptance
- (6) Public hearing date and DGEIS comment period
- (7) Website where DGEIS and FGEIS will be posted, as required under state law

Following the cover sheet, a list (name, address and telephone numbers) of all sub-consultants involved in the project and a list of all interested and involved parties will be provided.

TABLE OF CONTENTS, indicating the chapters of the DGEIS and page numbers, as well as lists of exhibits, tables and appendices (if any).

1.0 EXECUTIVE SUMMARY

- Brief description of the Proposed Action and how the action relates to future development actions and build-out under the proposed zoning recommendations/amendments;
- Brief description of the Town (“Study Area”), and a discussion of how conditions affect and relate to the Proposed Action;
- Brief summary of the potential alternatives to the Proposed Action;
- Discussion of the potential adverse impacts of the Proposed Action;
- Brief summary of the identified mitigation measures and strategies to be performed as part of the Proposed Action in order to limit adverse environmental impact;
- List of all involved and interested agencies; and
- List of the permits, approvals and reviews required to implement the Proposed Action.

2.0 PROPOSED ACTION

- 2.1 Project Location and Environmental Setting
- 2.2 Project History
- 2.3 Purpose and Need/Vision and Goals
- 2.4 Public Involvement
- 2.5 Description of the Proposed Action (Comprehensive Plan and Zoning Text and Map Amendments)
- 2.6 Potential Build-out Scenario
- 2.6 Involved and Interested Agencies
- 2.7 Required Reviews and Approvals

3.0 ENVIRONMENTAL SETTING, POTENTIAL IMPACTS, AND MITIGATION

The analysis of potential impacts will include findings from analyses included in the Comprehensive Plan Update. Given the generic nature of the EIS, these analyses will be conducted on a qualitative basis, unless quantitative data is readily available.

3.1 Land Use, Zoning and Public Policy

3.1.1 Existing Conditions

Land use

Provide a description of the existing land use conditions identified in the Comprehensive Plan including Town-wide land uses based on character of use noting any existing trends in the pattern of use. Utilize maps, tables, and air and ground photos as appropriate.

Zoning

Provide a description of the zoning patterns in the Town; note general districts/uses permitted and describe existing overlay districts. Utilize maps, tables, etc. as appropriate in support.

Public Policy

Provide a summary of existing public policy related to Town land use and zoning and discuss relevant land use plans and/or studies for the Town or areas within the Town, along with the applicable recommendations of each.

3.1.2 Potential Impacts**Land use**

Based on the Comprehensive Plan and Zoning Amendments, describe changes in pattern, scale and density; discuss general compatibility and conflicts of permissible uses; utilize figures, tables, etc. as appropriate.

Zoning

Analyze proposed Zoning Amendments recommended under the Comprehensive Plan. Provide an analysis of the impacts of the proposed Zoning Amendments in relation to surrounding zoning districts, uses, and area and bulk standards. Estimate a reasonable build-out projection for the areas subject to potential future zoning changes. Provide an analysis of estimated population projection in the next 10 years.

3.1.3 Mitigation Measures

To be determined, if necessary.

3.2 Demographics, Housing and Economic Conditions**3.2.1 Existing Conditions**

The DGEIS will review socioeconomic characteristics (population demographics, housing, etc.) of the Town of Riverhead utilizing US Census data. The DGEIS will analyze how the Comprehensive Plan policies could change socioeconomic conditions in the Town where new demographics, housing types and mixes, and different types of economic activities are anticipated. The current fiscal conditions in the Town will be discussed, including a description of the current municipal expenditures on public services, and tax revenues from different land uses based on property assessments. The DGEIS will also describe current market trends.

3.2.2 Potential Impacts

Utilizing current trends and conditions, the DGEIS will qualitatively assess what future socioeconomic conditions could be like in the Future without the Proposed Action. The estimated annual revenues and

costs associated with changes to land use under the Proposed Action will be discussed in this section. Based on the build out scenario, the DGEIS will project real property taxes accruing to each taxing jurisdiction from the realization of the full build out of the project.

3.2.3 *Mitigation Measures*

To be determined, if necessary.

3.3 **Scenic and Historic Resources**

3.3.1 Existing Conditions

The DGEIS will describe existing scenic and historic resources within the Town of Riverhead. The visual resources assessment will also include an inventory of scenic and aesthetic resource types consistent with the New York State Department of Environmental Conservation policy “Assessing and Mitigating Visual Impacts” (NYSDEC 2000) within the Town. Visual resources that will be considered include, for example, important public view corridors, and important natural or built features including cultural resources. An inventory of historic resources and districts will also be provided. For areas that are subject to potential zoning changes that could impact streetscape design elements, photographic documentation depicting existing conditions will be provided.

The DGEIS will also identify the location and types of historic and cultural resources including those officially designated by the Town of Smithtown, and the State and National Registers of Historic Places Programs. Areas identified will include historic districts, buildings, sites, and already recognized areas of potential archaeological significance.

3.3.2 **Potential Impacts**

The potential for policies recommended in the Comprehensive Plan to alter, influence, preserve and enhance the scenic and historic character of identified resources will be assessed. For areas subject to potential zoning changes, the identified streetscape design elements will be contrasted with descriptions and illustrative renderings of future conditions with new developments in place and the changes assessed for their visual significance. Renderings or massing diagrams will be prepared where changes in the built environment that are most pronounced. The renderings and massing diagrams may be location-specific or representative of typical types of future development that would be permitted under future zoning changes.

Where applicable, for areas where zoning amendments would spur new development with any known historic resources or districts present, consultation with the State Office of Parks, Recreation and Historic Preservation will occur to ascertain potential impact, and whether mitigative measures will be necessary to protect any given resource or potentially sensitive areas.

3.3.3 *Mitigation Measures*

To be determined, if necessary.

3.4 Transportation and Mobility

3.4.1 Existing Conditions

Provide a description of the existing road network in the Town, sensitive intersections, and parking conditions. Provide summary of crash data obtained from NYSDOT. Identify and describe public transit options, including LIRR ridership. Describe and evaluate pedestrian and bicycling conditions. Summarize LKMA traffic study.

3.4.2 Potential Impacts

Describe proposed changes in traffic circulation, and proposed pedestrian and bicycle accommodations as recommended in the Comprehensive Plan. Discuss the potential impacts of the Zoning Amendments and the related build out scenario on transportation resources and traffic in the potentially affected intersections. Discussion of potential changes in demand for public transportation services as a result of the proposed Zoning Amendments. Discussion of changes to parking conditions.

3.4.3 Mitigation Measures

To be determined, if necessary.

3.5 Community Facilities, Open Space, Parks, and Recreation

3.5.1 Existing Conditions

The DGEIS will review existing community facilities including police, fire, schools, library, emergency services, Town open space and parks and recreation and analyze future needs that could be realized with the implementation of the Comprehensive Plan.

3.5.2 Potential Impacts

The DGEIS will analyze potential changes in demand on community facilities that could be brought about by population and commercial/ industrial growth, as applicable based on the build out scenario. Analyses to determine the potential need for new school seats and consistency of the potential for new densities will be presented.

3.5.3 Mitigation Measures

To be determined, if necessary.

3.6 Natural Features, Environmental Resources and Agricultural Lands

3.6.1 Existing Conditions

Utilizing publicly available Geographic Information System (GIS) data from sources such as the New York State GIS Clearinghouse, Suffolk County and the Town of Riverhead, the DGEIS will include mapping

relevant natural resource characteristics including general information on land including soil, geology, and topography, water resources including surface water, wetlands, and groundwater and wildlife and vegetation. Agricultural lands will also be described and mapped.

3.6.2 Potential Impacts

The above identified features will be discussed within the context of the potential for the Proposed Action to alter, protect, enhance or otherwise influence the condition of these resources within the Town of Riverhead. The Comprehensive Plan policies are not expected to directly alter development policies protecting existing natural resources nor present the potential for significant adverse impacts directly to natural resources, and therefore this assessment is expected to be focus on characterization of the Town’s natural resource context and resources through mapping and description. The potential for the proposed changes to the Town’s TDR program and any potential for impacts to agricultural lands resulting from any future change will also be discussed.

3.6.3 Mitigation Measures

To be determined, if necessary.

3.7 Infrastructure and Utilities

3.7.1 Existing Conditions

Water

- Describe existing infrastructure conditions and capacity; identify location of water infrastructure with maps.

Sewer

- Describe existing infrastructure conditions and capacity; identify location of sewer infrastructure with maps.

Stormwater and Floodplain Management

- Describe existing stormwater infrastructure; identify areas included in 100-year and 500-year floodplain.

Sea Level Rise

- Identify any area that may be subjected to sea level rise.

Utilities

- Describe existing electricity service and Identify existing issues in the electricity supply (brownouts, outages, etc.); describe location and condition of TV cable, internet, and telephone wires.

Attachment: Riverhead_Draft Scope_100423 (2023-833 : Lead Agency, Issues Pos Dec, Accepts Draft Scope, Sets Written Comment on Draft

3.7.2 Potential Impacts

Describe status of infrastructure and identify potential impacts due to capacity and/or aging infrastructure (whether it is possible to assess age/condition). For each area where zoning may change and density may increase, the DGEIS will assess the compatibility of proposed development density with applicable regulations and discuss if recommendations for constructing sewers in order to support the Proposed Action is warranted.

Water

- Describe status of infrastructure and identify potential impacts due to capacity and/or aging infrastructure (whether it is possible to assess age/condition).

Sewer

- Describe status of infrastructure and identify potential impacts due to capacity and/or aging infrastructure (whether it is possible to assess age/condition).

Stormwater and Floodplain

- Describe stormwater runoff increase due to new development; identify potential impacts in low-lying areas.

Sea Level Rise

- Identify any area that may be subject to sea level rise.

Utilities

- Describe potential impacts to utility service providers due to any projected increase in demand.

3.7.3 Mitigation Measures

To be determined, if necessary.

4.0 OTHER ENVIRONMENTAL IMPACTS

4.1 *Unavoidable Adverse Environmental Impacts*

This section of the DGEIS will discuss adverse environmental impacts that cannot be avoided or adequately mitigated if the Proposed Action is implemented.

4.2 *Irreversible and Irretrievable Commitment of Resources*

This section of the DGEIS will discuss any irreversible and irretrievable commitments of environmental resources that would be associated with the implementation of the Proposed Action.

4.3 Growth-Inducing, Cumulative and Secondary Impacts

This section of the DGEIS will discuss the potential for growth inducing impacts to occur as a result of the Proposed Action. Growth related to potential zoning changes that would be facilitated as a result of the adoption of the Proposed Action would be discussed throughout the DGEIS. This section will also include discussion of the potential for cumulative impacts with projects in the Town not directly associated with the Comprehensive Plan adoption that might impact similar environmental resources.

4.4 Effects on the Use and Conservation of Energy

The DGEIS qualitative discussions around Green House Gas (GHG) and energy usage are expected to focus on discussing key principles of the Sustainability and Resilience chapter of the Comprehensive Plan addressing potential initiatives such as reducing energy consumption, increasing the use of renewable energy in Town facilities and increasing prevalence of non-automobile modes of transportation in the Town of Riverhead.

5.0 ANALYSIS OF ALTERNATIVES

5.1 *No-Action Alternative: Build-out under Existing Comprehensive Plan and current Zoning Code*

6 NYCRR Part 617 requires review of alternatives to a Proposed Action including the “No Action” alternative be included in an EIS. This section of the DGEIS will include a discussion of potential outcomes associated with the Town choosing not to pursue the Comprehensive Plan update and related Zoning Text and Map Amendments.

6.0 SUBSEQUENT SEQRA ACTIONS

In accordance with 6 NYCRR, Part 617.10(c), the DGEIS will also include identification of conditions or criteria under which future actions will be undertaken or approved including requirements for subsequent SEQRA compliance. These conditions and criteria would identify, for example, residential unit yield and commercial/industrial square footage of developments associated with potential rezoning of particular areas throughout the Town and potential environmental impacts and mitigation measures associated with those projections.

I. ISSUES NOT INCLUDED IN THE SCOPE

- Air Quality and Noise - The Proposed Action does not require federal or state air quality permits, nor would it result in any significant increases in air pollution emissions. Similarly, no significant changes in noise levels are anticipated due to the Proposed Action.
- Hazardous Materials – The Comprehensive Plan does not identify any future site-specific developments. Typically an assessment of hazardous materials occurs at a site specific level, not on a generic, area-wide level. The need for future analysis of hazardous materials, if necessary, would be identified in the Future Actions section of the DGEIS.

Other possible issues not included in the scope may be added after the scoping session.

GEIS APPENDICES

- a) EAF Part I, II, and III and Positive declaration
- b) Scoping Document
- c) Correspondence
- d) Traffic data

J. EXTENT AND QUALITY OF INFORMATION NEEDED FOR THE PREPARER TO ADEQUATELY ADDRESS EACH IMPACT

Consistent with 6 NYCRR Part 617.8 (e)(3), each draft scope of work must include a section that outlines the extent and quality of information needed to adequately prepare the DGEIS, including identification of relevant existing information, required new information, and the required methodologies for obtaining new information. Following is a preliminary listing of data sources and tools to be utilized to adequately assess DGEIS sections. It is anticipated that this list will continue to expand as the preparation of the DGEIS continues.

Land Use, Zoning, and Public Policy

- Town of Riverhead Draft Comprehensive Plan Update (2023)
- Town of Riverhead Comprehensive Plan Update (2003)
- Town of Riverhead Zoning Code and Zoning Map
- Historic Preservation Design Guidelines
- Riverhead Downtown Revitalization Initiative Plan (2022)
- Downtown Riverhead Pattern Book (2021)
- Peconic Estuary Partnership 2020 Comprehensive Conservation and Management Plan (2020)
- Town of Riverhead Transit Oriented Development (TOD) Plan for the Railroad Avenue Urban Renewal Area
- Riverhead Parking Plan Preliminary Recommendations (2019)
- Peconic River/Route 25 Corridor BOA Study (2016)
- Suffolk County Comprehensive Master Plan 2035

Demographic, Housing and Economic Conditions

- United States Census Data (2020)
- Current Town Budget
- Proposed Town Budget for the next fiscal year
- Build-out analysis

Transportation and Mobility

- LKMA Traffic Study
- Traffic count data

Scenic and Cultural Resources

- Land Use Data from Suffolk County, NY
- New York State Department of Environmental Conservation Wild, Scenic and Recreational Rivers
- New York State Department of Environmental Conservation (NYSDEC) policy “Assessing and Mitigating Visual Impacts” (NYSDEC 2000)
- Site and area inspections and photographs
- NYS Cultural Resource Information System
- NYS Historic Preservation Office (SHPO) archaeological site inventory
- Town of Riverhead Landmarks Preservation Committee
- Historic Preservation Design Guidelines
- Historic District Maps

Community Facilities, Open Space, Parks and Recreation

- Town of Riverhead, County, State and Federal Parkland mapping inventories
- Community facilities identification of all services providers
 - Schools
 - Police;
 - Fire;
 - Emergency Services;
 - Sanitation;
 - Parks and recreational facilities; and;
 - Libraries Facilities

Natural Features, Environmental Resources, and Agricultural Lands

- Publicly available Geographic Information System (GIS) data from United States Geological Survey (USGS), New York State GIS Clearinghouse, Suffolk County and the Town of Riverhead, information on soil, geology, and topography, water resources including surface water, wetlands, groundwater, wildlife and vegetation including for example, the New York State Department of Environmental Conservation Environmental Resource Mapper, and the New York Nature Explorer where warranted.
- Consultation with New York State Department of Agriculture and Markets

Infrastructure and Utilities

- Relevant local and County regulations
- Existing water district mapping and infrastructure
- NYSDEC Stormwater Management Design Manual and Standards and Specifications for Erosion and Sediment Control

- MS4 SMWP
- Information on utility providers including PSEG Long Island, National Grid and Verizon

DRAFT

Appendix 2. Final Scope

01.17.2024

ADOPTED

TOWN OF RIVERHEAD**TB Resolution 2024-106****ADOPTS FINAL SCOPE FOR THE TOWN OF RIVERHEAD COMPREHENSIVE
PLAN UPDATE**

Councilman Rothwell offered the following resolution,
which was seconded by Councilman Kern

WHEREAS, the Town Board of the Town of Riverhead is in the process of updating its Comprehensive Plan and conducted related Zoning Text and Map Amendments; and

WHEREAS, the purpose of the Comprehensive Plan update is to provide a framework to guide land use and policy decisions in the Town. The vision for the Town of Riverhead is a sustainable community that balances economic growth, environmental stewardship, and quality of life for all residents. The Plan envisions a thriving downtown, support for the farming and agricultural sector, expanded tourism and economic development, a high quality of life, housing opportunities attainable for a range of income levels and ages, provision of quality essential services, and smart growth, and the preservation of the rural character. The plan's chapters include Introduction, Vision, and Goals; Demographic, Housing, and Economic Conditions; Land Use and Zoning; Economic Development; Transportation and Mobility; Community Facilities, Open Space, Parks, and Recreation; Natural Features, Environmental Resources, and Agricultural Lands; Infrastructure and Utilities; Scenic and Historic Resources; Sustainability and Resilience; Future Land Use Plan and Summary of Recommendations; and

WHEREAS, pursuant to 6 NYCRR Part 617.4 (1), "The adoption of a municipality's land use plan," is considered to be a Type 1 action pursuant to SEQRA; and

WHEREAS, BJB Planning, on behalf of the Town Board, has prepared Part 1, Part 2, Part 3 of the Full Environmental Assessment form (FEAF) dated September 19, 2023; and

WHEREAS, by Resolution No. 2023-833, dated November 9, 2023, the Town Board of the Town of Riverhead assumed Lead Agency and issued a Positive Declaration, as the proposed action may have a significant effect on the environment for the reasons outlined in Part 3 of the FEAF dated September 19, 2023, accepted the Draft Scope status for the purposes of SEQRA review, and initiated the 30-day written comment period for public comments on the draft scope; and

WHEREAS, a Notice of Availability of Draft Scope was made available in the November 22, 2023 New York State Department of Environmental Conservation's Environmental News Bulletin; and

WHEREAS, the Town Board accepted written comments from the public on the Draft Scope until December 8, 2023; and

WHEREAS, all comments that have been received have been reviewed, analyzed, and assembled into a Final Scope, as deemed appropriate by the Town Board, as Lead Agency. Now, therefore be it

RESOLVED, that the Town Board, by date of this resolution, hereby finds the contents of the Final Scope submitted by BJF Planning, with the Final Scope annexed hereto, to be in an acceptable form to prepare a Draft Generic Environmental Impact Statement on; and be it further

RESOLVED, the Final Scope shall be made available for public consumption at the Riverhead Planning Department, the Riverhead Town Clerk’s Office, the Town’s Website (www.townofriverheadny.gov) and the Town’s Comprehensive Plan Update Website (www.townofriverheadcomprehensiveplanupdate.com) ; and be it further

RESOLVED, the Town Board directs BFJ Planning on behalf of the Town Board to notice the availability of the final scope in the New York State Department of Environmental Conservation’s Environmental News Bulletin (ENB); and be it further;

RESOLVED, that the Town Clerk is hereby Authorized to forward a certified copy of this resolution to The Planning Department, The Town Attorney’s Office BFJ Planning (Noah Levine N.Levine@bfjplanning.com Sarah Yackel S.Yackel@bfjplanning.com; Emily Junker e.junker@bfjplanning.com; Frank Fish f.fish@bfjplanning.com); and be it further

RESOLVED, that all Town Hall Departments may review and obtain a copy of this resolution from the electronic storage device and if needed, a certified copy of same may be obtained from the Office of the Town Clerk

THE VOTE

RESULT: ADOPTED [UNANIMOUS]
MOVER: Kenneth Rothwell, Councilman
SECONDER: Robert Kern, Councilman
AYES: Hubbard, Rothwell, Kern, Merrifield, Waski

State of New York
County of Suffolk } ss:
Town of Riverhead

This is to certify that I, the undersigned, Town Clerk of the Town of Riverhead, County of Suffolk, State of New York, have compared the forgoing copy of a Resolution with the original now on file in this office and which was duly adopted on January 17, 2024 and that the same is a true and correct transcript of said Resolution and the of the whole thereof.



IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Town of Riverhead, on January 19, 2024



James M. Wooten

, Town Clerk

FISCAL IMPACT STATEMENT OF PROPOSED RIVERHEAD TOWN BOARD LEGISLATION

A. Type of Legislation Resolution <input checked="" type="checkbox"/> Local Law		
B. Title of Proposed Legislation: Adopts Final Scope for the Town of Riverhead Comprehensive Plan Update Adopts final Scope for the Town of Riverhead Comprehensive Plan Update		
C. Purpose of Proposed Legislation: Adopts final Scope for the Town of Riverhead Comprehensive Plan Update		
D. Will the Proposed Legislation Have a Fiscal Impact? Yes _____ No <input checked="" type="checkbox"/>		
E. If the answer to section D is "yes", select (a) or (b) below and initial or detail as applicable: (a) The fiscal impact can be absorbed by Town/department existing resources set forth in approved Town Annual Budget (example:routine and budgeted procurement of goods/services)*if selecting E(a), please initial then skip items F,G and complete H,I and J; <div style="text-align: center;">or</div> (b) The description/explanation of fiscal impact is set forth as follows:		
F. If the answer to E required description/explanation of fiscal impact (E(b)), please describe total Financial Cost of Funding over 5 Years		
G. Proposed Source of Funding Appropriation Account to be Charged: Grant or other Revenue Source: Appropriation Transfer (list account(s) and amount):		
H. Typed Name & Title of Preparer: Matthew Charters	I. Signature of Preparer <div style="text-align: center;">  _____ Matthew Charters </div>	J. Date 1/08/24
K. Accounting Staff Name & Title William Rothaar, Accounting Department	L. Signature of Accounting Staff <div style="text-align: center;">  _____ William Rothaar </div>	M. Date 1/16/24

TOWN OF RIVERHEAD
TOWN BOARD



**FINAL SCOPING OUTLINE OF ISSUES TO BE ADDRESSED IN A DRAFT GENERIC ENVIRONMENTAL
IMPACT STATEMENT (DGEIS) FOR:
ADOPTION OF TOWN OF RIVERHEAD 2024 COMPREHENSIVE PLAN UPDATE AND RELATED ZONING
TEXT AND MAP AMENDMENTS
December 21, 2023**

Location: Town of Riverhead, Suffolk County, New York (see attached location map)

Classification of Action: Type 1 Action

Lead Agency: Town of Riverhead Town Board
Town of Riverhead
4 West 2nd Street
Riverhead, NY 11901

Written Scoping Comments: Written comments were accepted by the Lead Agency until December 8, 2023

Submit written comments to:
Townclerk@townofriverheadny.gov

Purpose of Scoping: see NYCRR 617.8 (a): “The primary goals of scoping are to focus the EIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or not significant. Scoping is required for all EISs (except for supplemental EISs), and may be initiated by the lead agency or the project sponsor.”

Attachment: Riverhead_FINAL Scope_122123_cleancopy (002) (2024-106 : Adopts Final Scope for Comp Plan Update)

A. INTRODUCTION

The Town of Riverhead is proposing to adopt the 2024 Comprehensive Plan Update (“Comprehensive Plan”) and associated Zoning Text and Map Amendments (collectively, the “Proposed Action”) and has determined that a Draft Generic Environmental Impact Statement (DGEIS) will be prepared to assess the potential for significant adverse impacts associated with adoption. This Scope of Work document, has been prepared pursuant to the requirements of the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617, to outline the environmental topics to be assessed and methodologies that will be utilized to prepare the DGEIS.

A Comprehensive Plan is a document that has as its purpose: “the control of land uses for the benefit of the whole community” (NY Town Law §272-a). The Town’s last Comprehensive Plan was adopted in 2003. The 2024 Comprehensive Plan is intended to provide a framework to guide land use and policy decisions in the Town. As the gateway to the East End of Long Island, Riverhead is known for its scenic beauty, historic character, agricultural activity, and diverse range of businesses, cultural activities, and outdoor recreation opportunities. The policies that comprise the Comprehensive Plan are anticipated to guide the development of the Town for the next 10-20 years. These policies and their implementation (proposed Zoning Text and Map Amendments), where applicable, will be the subject of the DGEIS.

Generic Environmental Impact Statement (GEIS)

As stated in the SEQRA regulations, 6 NYCRR Section 617.10(a), a Generic EIS may be used to assess the environmental impacts of “an entire program or plan having area wide application...” As such, this Generic EIS will present a broader and more general set of analyses than a site or project-specific EIS. The Generic EIS will describe the Proposed Action and will include assessments of specific anticipated impacts if such details are available. In some cases, the analyses will be based on conceptual information due to the comprehensive and prospective nature of the Comprehensive Plan and zoning code and map amendments and its component parts. A GEIS of this nature is prepared when a proposed action represents a comprehensive program having wide application and defining a range of future projects in the affected area.

The steps in preparing the GEIS include:

- Scoping – a process to focus the EIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or not significant. Scoping requires that the that involved and interested agencies and the public have the opportunity to provide comments on the content and scope of the GEIS;
- Draft GEIS (DGEIS) – a document published by the Town Board for public and agency review and comment;
- Public review – of at least 30 days, during which any individual, group, or agency may comment on the DGEIS;

- Final GEIS (FGEIS) – a document that responds to relevant comments made during public review of the DGEIS; an
- Findings Statement – a document prepared after the Final GEIS has been filed, that considers the relevant environmental impacts presented in the GEIS, weighs and balances them with social, economic and other essential considerations, provides a rationale for the Town Board’s decision and certifies that the SEQR requirements have been met.

This Scoping Document is intended to inform involved and interested agencies and the public of the range of topics the lead agency intends to address in the DGEIS.

B. PURPOSE AND NEED

As the gateway to the East End of Long Island, Riverhead is known for its scenic beauty, historic character, agricultural activity, and diverse range of businesses, cultural activities, and outdoor recreation opportunities. While the Town’s location presents many opportunities, it also has its challenges such as increased development pressures, traffic, and other environmental impacts. One of the long-term challenges for the community will be to manage growth effectively and balance the needs of residents, businesses, and the environment. The purpose of the Comprehensive Plan and related Zoning Text and Map Amendments is to provide a roadmap for future growth and development in the Town for the next 10-20 years.

C. VISION AND GOALS

The Vision Statement in the 2024 Comprehensive Plan is as follows:

“Our vision for the Town of Riverhead is a vibrant and sustainable community that balances economic growth, environmental stewardship, and quality of life for all residents. We envision a future where our downtown area is thriving with local businesses, cultural attractions, public art and recreational opportunities that cater to residents and visitors of all incomes, ages and abilities. We will continue to support farming and the agricultural sector, which provide economic opportunities and is central to the region’s economy, natural beauty, and rural charm. We will strive to improve economic opportunities for our residents, but plan for the impacts of expanding tourism and economic development to ensure that adverse impacts are minimized, and that the community remains enjoyable for both residents and visitors.

We are a welcoming and inclusive town and will work to enhance those attributes so that all residents can continue to thrive and enjoy a high quality of life. We will continue to work collaboratively with our community partners to provide housing opportunities that are attainable for a range of income levels, quality education, and essential services, while preserving our rural character and promoting smart growth.

We must also build a sustainable future which supports the long-term wellbeing of our environment and our residents. We strive to become a model for sustainable development by incorporating innovative technologies, green infrastructure, and community-driven initiatives that address our environmental, social, and economic needs.”

In addition, each individual Plan Chapter contains its own vision and goals, as follows:

Chapter 3: Housing

“The vision for housing in Riverhead one that that supports a vibrant and diverse community where residents of all income levels can thrive and enjoy a high quality of life. As development pressures continue to increase, the Town should promote the preservation and development of housing young adults, first-time homebuyers, seasonal workers, senior citizens, and special needs populations. Any new workforce housing should be distributed throughout the Town, should be in locations accessible via transit, and should have a design and be of a quality and character that are indistinguishable from that of market-rate housing.”

Chapter 4: Economic Development

“The Town is home to a diverse and dynamic economy, and it will continue to be a center for tourism, agriculture, business, shopping, recreation, and living on the East End. Riverhead should continue to pursue a diverse economic base by promoting office and industrial development, agriculture, retail development, and entrepreneurial and small-business activity in appropriate locations. As the Town continues to grow, we must address and carefully balance priorities such as expanding Riverhead’s economic base, promoting livable communities, preserving farmland and agricultural activity, and protecting natural, historic, and scenic resources. Development controls should be put in place to ensure any development is attractive and minimizes impacts on surrounding lands. ”

Downtown Area:

“Downtown Riverhead is the commercial and cultural hub of the Town. In recent years, the area has undergone a revitalization effort; several public and private projects on the horizon will help to transform the area by creating a welcoming and vibrant downtown that is connected to the waterfront and serves as a model for the region. Downtown Riverhead will be a place where people want to live, work, and play, and a source of pride for the entire community.”

Route 58:

“Route 58 is a major commercial corridor with a variety of regional and destination commercial establishments, largely found in shopping centers and strip style developments. While the corridor is an important economic driver for the Town, recent growth has led to concerns about traffic congestion, environmental impacts, aesthetics, and overall community character. There is a need to balance development with preservation and sustainability to ensure the area's long-term success. This includes promoting better planning and site design standards and encouraging infill

development as opposed to sprawled growth on undeveloped lands. We will also promote alternative transportation options, such as walking, biking, and public transit, to reduce traffic congestion and improve safety.”

Industrial Areas:

“Industrial areas play an important role in the town's economy, providing space for businesses to grow and create jobs. The majority of industrial land is located in areas in and around the Enterprise Park at Calverton (EPCAL). The vision for these areas is to support a sustainable and vibrant economic hub that supports the needs of local businesses while preserving the town's natural resources and community character. It is critically important to balance the economic benefits of new industrial development with the potential impacts on traffic and the surrounding community. To address these concerns, The Town must carefully consider the location and scale of new industrial developments, proactively address necessary infrastructure improvements, and develop elevated planning and site design standards to ensure any new projects are compatible with the surrounding community and natural environment.”

Hamlet Centers:

“Riverhead has several smaller hamlet centers, each with its own distinct character, identity, and history. The vision for these centers is one that supports vibrant, livable communities where residents can access essential goods and services, socialize, and enjoy a high quality of life. Through careful planning and collaboration with property owners and community stakeholders, we can create hamlet centers that incorporate mixed-use buildings that are dynamic and open spaces that are walkable and welcoming. Planning should be done on a hamlet-specific basis, recognizing that each center is unique. “

Tourism:

“Riverhead is often referred to as the gateway to the East End of Long Island, a region known for its scenic beauty, agricultural heritage, and world-renowned wineries. Strengthening Riverhead’s tourism industry will help to create new jobs and revenue streams, while also showcasing the best of what the region has to offer. The Town should continue to develop and market attractions to capture more of the people that travel to and through Riverhead.”

Chapter 5: Transportation and Mobility

“Riverhead should prioritize safe, efficient, and sustainable transportation options that connect residents and visitors to key destinations throughout the town. To achieve this vision, the town should improve roadways to both reduce congestion and improve safety for all users, including pedestrians, bicyclists, motorists, and people of all ages and abilities. Road improvements should be undertaken in a manner that is sensitive to the Town's residential neighborhoods and its historic, scenic, and natural resources.

The Town should promote the use of alternative modes of transportation, such as walking, biking, and public transit. Downtown and other hamlet centers should be accessible via bus, bike and on foot. This could include the development new bike and pedestrian paths and promoting the use of public transit options. Promoting cleaner transportation options will also help to make Riverhead more sustainable by reducing the environmental impact of automobiles such as greenhouse gas emissions.”

Chapter 6: Community Facilities, Parks, and Recreation

Community Facilities:

“Because community facilities protect public safety and enhance the quality of life in Riverhead, they should be improved and/or expanded to meet growing needs. At the same time, the Town should seek opportunities for the efficient and multiple use of facilities, in order to limit increases in costs. New facilities should be conveniently sited in or near residential neighborhoods and hamlet centers, where they can be easily accessed by residents and contribute to the sense of community.”

Parks and Recreation:

“Parks and recreational facilities provide Riverhead residents and outdoor enthusiasts regionwide with opportunities to exercise, engage in team sports, and to access and experience the natural environment. Parks also provide balance to the built-up areas of the Town, adding to the visual character and quality of life in the community and enhancing property values. The Town should expand and improve parks in all parts of Riverhead and should establish a greenway system that links these parks together. This includes improved access to waterfront areas for recreational purposes, including the Peconic River, Flanders Bay, the Great Peconic Bay, and Long Island Sound.”

Chapter 7: Natural Resources and Agricultural Lands

Natural Resources

“The natural resources present in Riverhead today — including stream corridors and wetlands, bluffs, beaches, the Central Pine Barrens region, habitat for flora and fauna, and the aquifer that provides high quality water to the Town — are integral to Riverhead’s long-term health, safety, and well-being, as well as its identity and economic vitality. As such, the ecological integrity of Riverhead’s natural resources must be maintained and protected.”

Agricultural Lands

“Riverhead's agricultural industry will continue to play a leading role in the Town's economy and shape the Town's character and way of life. The Town will work with farmers and landowners to support farm business and promote farmland preservation, and the Town will strive do so in a manner that respects private property rights, protects landowner equity, and ensures flexibility and choice in the use of farm property.”

Chapter 8: Infrastructure and Utilities

“Utility infrastructure is critical to the health, safety, and welfare of the community. Water, sewer, electric, natural gas, and telecommunications facilities are relied upon by residents and businesses for day-to-date activity and contribute to the Town's economic wellbeing. Utilities should continue to be expanded to meet Riverhead's growing needs. At the same time, the Town should strive to limit any potential negative impacts from new infrastructure on the natural environment or Riverhead's historic or scenic resources.”

Chapter 9: Scenic and Historic Resources

“Riverhead has a distinctive scenic and historic character, comprised of farmland, open space, historic hamlet centers including downtown Riverhead, historic structures and sites, and unique natural resource areas such as the Pine Barrens. These resources play an important role in defining the town's identity and attracting visitors to the area. By preserving these resources, Riverhead can ensure that future generations can enjoy the same cultural heritage and natural beauty that makes the town unique.”

Chapter 10: Sustainability and Resilience

“The Town of Riverhead is committed to building a sustainable future that protects the environment, supports economic prosperity, and enhances the quality of life for all residents. By embracing innovative solutions and community collaboration, we will create a community that is resilient, vibrant, and environmentally responsible. Some of the key priorities to address include:

- *Environmental stewardship: The town prioritizes protecting the environment by promoting energy efficiency, reducing greenhouse gas emissions, and preserving natural resources and wildlife habitats.*
- *Sustainable transportation: The town promotes sustainable transportation options, including public transportation, biking, and walking, to reduce traffic congestion and air pollution.*
- *Economic sustainability: The town supports economic sustainability by promoting local businesses, creating green jobs, and investing in renewable energy and sustainable development.*
- *Community education and engagement: The town educates and engages the community on sustainable practices and encourages residents to participate in local sustainability initiatives.*
- *Waste reduction: The town prioritizes reducing waste by promoting recycling, composting, and reducing the use of single-use plastics.*

By prioritizing these key areas, the Town of Riverhead can build a sustainable community that balances economic growth with environmental protection and social well-being, creating a better future for all residents.”

D. DESCRIPTION OF THE PROPOSED ACTION

In the development of the Comprehensive Plan, the Town has embraced the vision and goals set forth in Section C above, and the Plan thus contains a series of recommendations at the end of each section that the Town intends to pursue in order to achieve these goals. As part of these recommendations, the Town has also devoted considerable attention to how specific policies of the Plan might be implemented through zoning changes. These zoning changes are expected to be adopted in phases after the adoption of the Comprehensive Plan. Developments inspired by these zoning changes are expected to shape new development in the Town over the next 10-20 years into the future.

In order to analyze how these development related changes may impact the Town's environment, the DGEIS will include identification of a conceptual "Build Out Scenario" which will be the basis for analysis of potential zoning text and map amendments throughout the DGEIS – See Build Out Methodology in Section H below. The Build Out Scenario will present a conceptual estimate of the potential mix of residential units and commercial/ industrial gross floor area expected to be developed in the Future with the Proposed Action within the next 10 years. While this view of the future will be only a projection of what could occur, these estimates will facilitate reasonably conservative and meaningful analyses of how changes in cumulative development could impact the Town's environment and appropriate measures to mitigate any related impacts. An overview of areas where the Comprehensive Plan polices are likely to result in zoning changes is provided below.

In accordance with the State Environmental Quality Review Act (SEQR) and its implementing regulations (6 NYCRR Part 617) the Town Board of the Town of Riverhead (Town Board), acting as lead agency, is preparing a Generic Environmental Impact Statement (GEIS) to evaluate the areas of potential impact of the preparation and implementation of the Comprehensive Plan Update and associated Zoning Text and Map Amendments (collectively, the "Proposed Action") that implement certain of the land use and zoning recommendations contained in the Comprehensive Plan Update.

It is important to note that the Land Use and Zoning recommendations presented below, are based on the draft goals and recommendations presented to the Steering Committee and at the Public Workshop on December 13th, 2023 and as refined by Town staff and consultants. The Comprehensive Plan is still in the process of being prepared and reviewed by the Plan Steering Committee, Town Board and public. Proposed recommendations presented herein are subject to change as recommendations are refined based on Town and public input. The DGEIS will analyze the proposed Comprehensive Plan recommendations as developed and refined through the public process.

Land Use and Zoning Approach

Transfer of Development Right (TDR) Recommendations:

Transfer of Development Rights (TDR) is a valuable tool used to manage land use and promote sustainable development in both urban and rural areas. In a rural town like Riverhead, TDR can be particularly useful for preserving farmland, natural resources, and open spaces while allowing for controlled growth in designated areas. While use of this tool has widespread support within the community, the market dynamics are not in place to support a successful program. Recommendations below seek to make this program more successful by improving the value of TDR credits through revisions of the transfer formula and by opening new receiving areas where some increased development can be accommodated.

Adjust transfer formula

The transfer formula quantifies how development units in the sending district are realized in the receiving district. The current transfer formula is a one-to-one basis, meaning that 1 TDR credit is equal to one residential unit in a receiving district regardless of unit size or type. The TDR Toolbox developed by NYSERDA recommends a more dynamic approach. If the transfer occurs from a low-density area to a higher-density area, there may be a need to establish a transfer formula that equates the development right from one single-family home to more than one multifamily unit because the proportional infrastructure cost impacts of a multifamily unit are lower than for a single-family dwelling in a low-density area.

Market conditions play a significant role in the success of TDR programs. If there is not enough demand for TDR credits, the existing TDR ratio may need to be adjusted to maintain to make the TDR financially feasible and to adequately compensate the property owner in the sending district for selling their development rights. The TDR Toolbox suggests that the transfer formula could be based on the average sizes of single-family homes compared with the average sizes of apartment units or comparative traffic generation rates. Sanitary sewer demand is also another metric to consider.

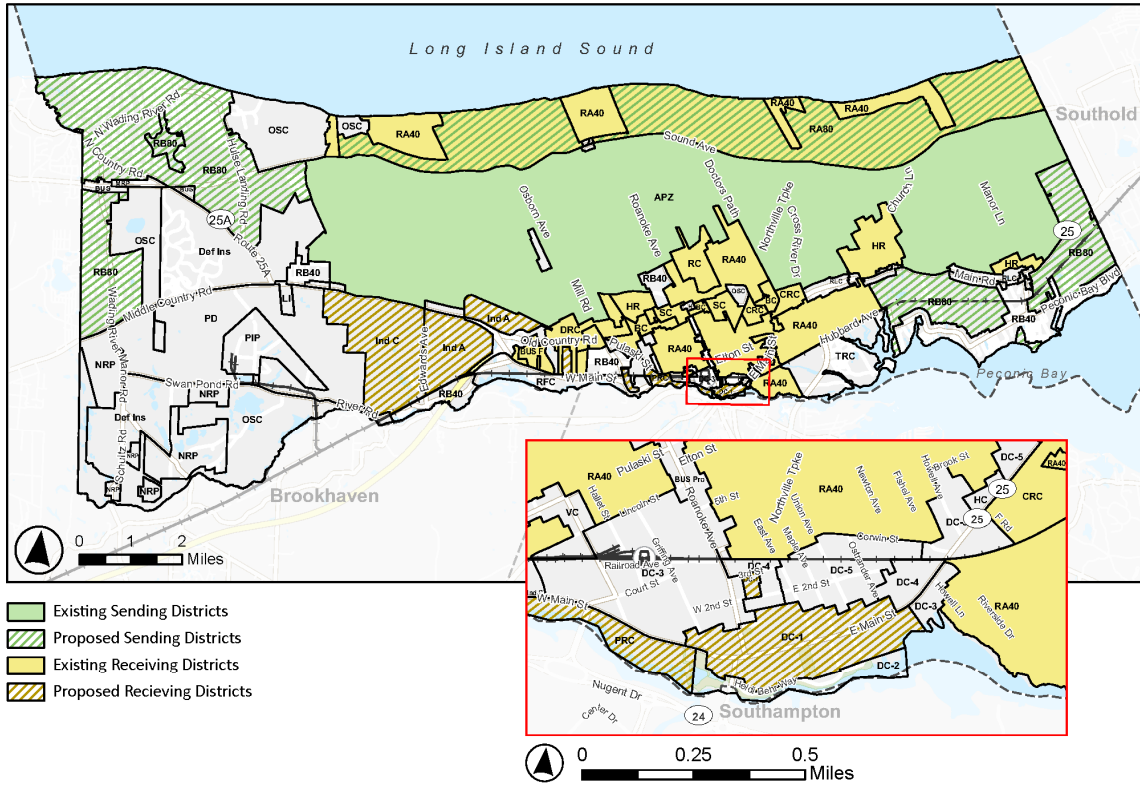
The Comprehensive Plan has proposed a transfer formula that considers both wastewater flow and traffic generation. The formulas below are preliminary and are still under evaluation.

	Existing			Proposed
Land Use	Max Density without TDR*	Max Density with TDR*	Existing Ratio (Preservation Credit/DU)	Potential Ratio (based on estimated wastewater flow and traffic generation)
Single Family			1/1	1:1 Unit
Attached (< 600 GFA)			1/1	1:2 Unit
Attached (600-1,200 GFA)				1:1.5 Units
DC-1 Multifamily				1:4 bedrooms
Age restricted Living (<600 GFA)	2 DU/Acre	4 DU/Acre	1/1	1:4 Units
Age restricted Living (600-1,200 GFA)	2 DU/Acre	4 DU/Acre	1/1	1:3 Units
Assisted Living, Nursing Home, and Continuing Care	TBD	TBD	1/1	3,000 SF/ credit
Commercial	1,500 SF/1 Credit not to exceed 0.3 FAR			Increase to: <ul style="list-style-type: none"> • Commercial – 3,000 SF/credit • Hotel – 3 keys/credit • Office – 4,000 SF/credit • Industrial – 5,000 SF/credit
Planned Recreational Park	1,500 SF/1 Credit not to exceed 0.15 FAR			

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Proposed Sending and Receiving Districts

Meetings were held with the TDR Committee to identify changes to the TDR sending and receiving areas. The map below shows the proposed changes, which aim to direct growth away from areas with unique natural value to areas that can better manage urban growth and density. By designating specific zones for more intense development, Riverhead can ensure that growth occurs in a planned and controlled manner, preventing urban sprawl and preserving open space.



Proposed TDR Sending and Receiving Areas
Figure 6

RIVERHEAD COMPREHENSIVE MASTER PLAN UPDATE

Single Family Districts:

Consider sending areas in all RB-80 and RA-80 districts (includes Laurel and Jamesport south of Main Road, north of Sound Avenue, and in Wading River). Areas in RA-80 north of Sound Ave are currently a receiving district and is proposed to be both a sending and receiving districts. This would provide flexibility for property owners and developers. It means that a property owner in a sending district can sell their development rights to a developer in a receiving district or vice versa, depending on their needs and the market demand.

Industrial areas in Calverton (IND A, IND C)

This Plan contemplates a slight reduction in Floor Area Ratio (FAR_ for these areas with an allowance for a slight increase with TDR credits. While the precise FAR is still to be determined, it could potentially be a

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reduction to 0.25 FAR as a base density with an increase to 0.3 with TDR. TDR credits would also be required to achieve a 2nd story of development and/or heights over 30 feet to a maximum of 40 feet. Buildings over 30 feet would need to be set back further from the property line.

Industrial areas in other parts of Riverhead

This Plan contemplates a slight reduction in allowable density. While the precise FAR is still to be determined, it could potentially be a reduction to 0.25 FAR as a base density with an increase to 0.3 with TDR. TDR credits would also be required to achieve a 2nd story of development and/or heights over 30 feet to a maximum of 40 feet.

Downtown Area

Consider allowing buildings to exceed the 500-unit cap only if TDR credits are provided for additional housing units. The housing units achieved with TDR must be for homeownership opportunities only or for age-restricted living.

Assisted Living Overlay Zone

Consider permitting assisted living in new overlay zone bounded by Route 25, Middle Road, Northville Turnpike, and Osborne Avenue. All assisted living units would require the use of TDR credits. Bulk regulations would be determined by FAR in underlying district. It may be reasonable to permit a slight increase in FAR for assisted living given that the BC and SC districts both have an FAR of 0.2, which may not be large enough to allow for a reasonably sized assisted living facility. The proposed area for this district also has sewer infrastructure which can support higher population density and building intensity. The allowable building coverage should not exceed 30% even with the use of TDR. This would help to encourage a compact development with a mix of 1-, 2-, and 3-story buildings, with more land utilized for setbacks and open space. These facilities also have a much lower parking demand per square foot compared to commercial, which helps to fostering a more sustainable and walkable urban environment.

Hospital District

This plan supports Peconic Bay Medical Center's long-term plans to expand its existing campus with wellness related retail and supportive housing on adjacent sites. The H District's 1.5 FAR would not be appropriate for these expanded areas. However, the expanded campus could provide for a slight increase in permitted density (FAR) from current zoning with the use of TDR. The allowable FAR increase could be similar to what would be permitted in the Assisted Living Overlay Zone. However, any potential zoning changes would need to consider specific plans by Peconic Bay Medical Center once they are developed. Potential impacts would therefore be determined at a later point when specific zoning changes are proposed.

CRC Zone

The CRC Zone is intended to allow for a variety of housing types; however, the existing zoning standards only permit one dwelling unit per acre (single-family). It would be reasonable to accommodate slightly higher densities in this area – given their proximity to the urban core. While the precise density is still to be determined, it is reasonable to allow for a maximum density of 4 units per acre with the use of TDR,

provided that infrastructure is in place. This would allow for the development of townhouses and garden apartments. The MFP district could be looked at as a comp for allowable development types and densities.

Peconic River Community (PRC) Districts:

The PRC Zone is intended to allow for “an array of residential, commercial and recreational uses.” However, no residential uses are specifically provided for in the zoning. This Plan recommends allowing for residential uses with the use of TDR, up to a maximum density of 4 units per acre provided that infrastructure is in place. This would allow for the development of "missing" middle-housing typologies such as townhouses and garden apartments. The MFP district could be looked at as a comp for allowable development types and densities. It is recommended that design guidance be put in place to push buildings away from the Peconic River and ensure that riparian areas are maintained. It is acknowledged that development in this district is further controlled by DEC.

Planned Industrial Park (PIP):

Many property owners in the PIP district have expressed interest in expanding their businesses within the existing district. As discussed later in the scope, the Town should revisit regulations within the comprehensive development plan (CDP) to determine whether PIP could become a receiving district. The Town would need to work with NYSDEC to determine whether the existing CDP can be changed to allow a small FAR increase with the use of TDR credits. Since this potential zoning change needs to be studied further, the GEIS will look at this change qualitatively instead of quantitatively.

ZONING RECOMMENDATIONS

The zoning approach map shown on the following page provides a high-level overview of the land use approach and potential zoning designations for different parts of the Town. Each of the identified areas is described in this section below.

Industrial Areas

Create a new Calverton Industrial District (CI) for IND A and IND C areas in Calverton.

Many residents expressed concern about the impacts from industrial development in the Industrially zoned areas of Calverton (IND A and IND C). It is also important to recognize that Riverhead’s industrially zoned areas provide job opportunities and a source of tax revue which supports public services, infrastructure development, and quality-of-life amenities that benefit both industrial and residential residents.

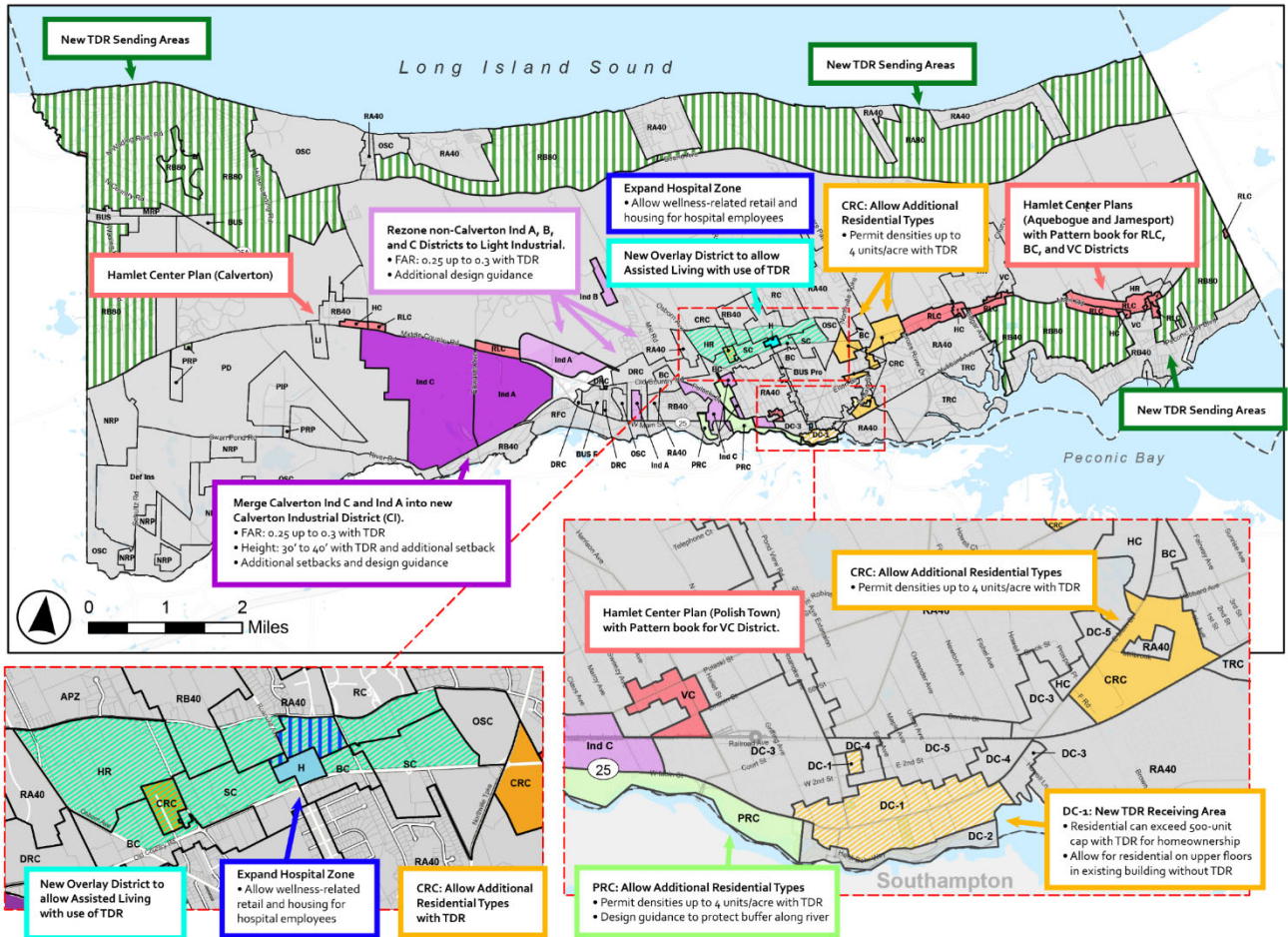
The zoning approach for this area is to create a new zoning district which is essentially a combination of the IND A and IND C districts. The new district would allow uses in IND C but not heavy industrial uses allowed in IND A. It would keep the larger front yard setback of 100 feet to help protect the rural appearance and to minimize views of development from adjacent roads. Proposed dimensional regulations are provided in the table below:

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Proposed Dimensional Regulations in CI

	IND A	IND C	CI (Proposed)
Min Lot Area (sf)	80,000	80,000	80,000
Min Lot Width	200	300	300
Max Building Coverage	40%	40%	30%
Max FAR	0.4	0.4	0.25 (0.3 with TDR)*
Impervious Coverage	70%	60%	60%
Yards (Front/Side/Rear)	100/50/75	30/30/50	100/30/50
Max Height	30 feet	30 feet	30 feet (40' with TDR*)

* - Additional setbacks would apply



RIVERHEAD COMPREHENSIVE MASTER PLAN UPDATE

Zoning Approach

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The new zoning district would have a reduced FAR from 0.4 which is currently permitted. FAR is anticipated to be reduced to 0.25 with the potential to increase to 0.3 with the use of TDR credits. Reducing the FAR would help to encourage more efficient and compact developments with more land utilized for setbacks and open space. It would also help to mitigate negative impacts such as traffic, noise, and pollution. TDR bonuses density should not be permitted if a user is not identified in the land use approval process (i.e. a spec building).

Building height

Many industrial uses require building heights that are larger than 30 feet, which is what is currently permitted. This height is less than the 35 feet that is permitted in residential areas. Many modern industries are evolving and require innovative spaces. Allowing for slightly taller buildings can attract a wider range of businesses, including those that require more vertical space for advanced manufacturing, research and development, or storage facilities. Permitting taller buildings also encourages a more efficient use of available space, accommodating a greater number of businesses and activities without expanding the footprint of the area. The Town may consider increasing building heights to 40 feet provided that TDRs are used to achieve the extra height and that buildings are set back further from the street in order to reduce visual impacts. A pyramid height law is proposed to limit the scale of a building as it approaches property lines. For example, with a pyramid slope of 0.3, a 40-foot-tall building would need to be set back 133 feet.

Regarding the utilization of Transfer of Development Rights (TDRs) to achieve additional height, a solution could involve establishing a uniform floor height for all structures within the receiving district. For instance, a standardized floor measurement of 30 feet could be applied, particularly for single-story buildings. Any floor area exceeding this 30-foot threshold would necessitate additional TDR credits. This approach ensures clarity, fairness, and a consistent method for computing and transferring development rights to the receiving district. Alternatively, the town could adopt a volumetric calculation to ascertain the TDR credits needed for space above 30 feet. For example, one metric might entail assigning one credit for every 100,000 cubic feet extending beyond 30 feet in height. However, implementing this metric poses challenges, particularly in accurately determining the cubic space of a building.

Non-disturbance buffer

It is recommended that this district include a non-disturbance buffer. This would be a 50-foot transition yard from the property line that is landscaped with the exception of signs, lighting, a driveway, and sidewalks. Parking areas should not be located within this transition yard.

Outdoor storage

Outdoor storage is not currently permitted in Industrial A or C areas. It would be reasonable to allow these uses in CI provided that proper screening is provided to mitigate visual impacts and ensure storage areas are visually appealing. The Town should develop clear and specific zoning regulations that outline the types of outdoor storage allowed, the materials that can be stored, and the requirements for screening.

Regulations can define the conditions under which outdoor storage is permitted to prevent misuse or excessive clutter.

Scattered IND A, IND B, and IND C sites not in Calverton

In response to the evolving urban landscape and the need to balance industrial activities with the character of urbanized areas, it is proposed to rezone industrial parcels in more urbanized areas as Light Industrial (LI). This existing district allows for indoor industrial or office operations and encourages harmonious building design within previously zoned industrial areas. LI Guidelines should be strengthened to provide design guidance on elements that harmonize with the urban environment, such as facades, materials, and landscaping to limit visual impact from roads.

The zoning change to LI would reduce the baseline zoning from 0.4 to 0.25 – the same reduction as what is proposed in the Calverton core area. With the use of TDR credits and a 30% building coverage maximum, a 1-story building could achieve 0.3 FAR or a 2-story building could achieve 0.6 FAR. A 2-story building would still be less bulky and would cover less land than what is currently permitted in IND A and IND C. Allowing for 2-story buildings with TDR promotes more efficient and compact developments with more land utilized for setbacks and open space. Proposed dimensional regulations are provided in the table below:

Dimensional Regulations in IND A, IND C, and LI (Proposed)

	IND A	IND C	LI
Min Lot Area (sf)	80,000	80,000	80,000
Min Lot Width	200	300	100
Max Building Coverage	40%	40%	25% (30% with TDR)
Max FAR	0.4	0.4	0.25 (0.6 with TDR)
Impervious Coverage	70%	60%	60%
Yards (Front/Side/Rear)	100/50/75	30/30/50	50/20/50
Max Height	30 feet	30 feet	35/2 stories

Performance Standards in LI

Performance standards in LI could be strengthened to ensure that industrial activities are conducted in a manner that is safe, environmentally responsible, and compatible with surrounding land uses. This could provide specific guidance for topics such as noise control, buffers from sensitive areas, odors and emission

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control, waste management, traffic management, site design, site maintenance, safety measures, energy efficiency, stormwater management.

There are other elements of the LI district that seem to apply to specific areas in Town. The LI district should be reviewed to ensure it isn't unnecessarily restrictive with regard to where LI can be placed.

Downtown: DC-1 District

Development Cap and TDR

The DC-1 district has a 500-unit development cap, which was implemented to maintain controlled growth. This zoning recommendation seeks to offer a mechanism for exceeding the cap through the responsible use of Transfer of Development Rights (TDR) while requiring that the additional units only be for homeownership or age-restricted opportunities. This recommendation addresses housing needs, encourages housing stability, and support controlled growth simultaneously.

It is also recommended that buildings be permitted to exceed the cap when redeveloping existing upper floors of historic buildings for housing. TDRs would not be required in this instance, to promote the preservation and rehabilitation of existing historic buildings.

Pattern Book

The Town has developed a pattern book for the downtown area. This tool should be adopted into the zoning code to ensure that new developments adhere the guidelines.

Route 58:

Design guidelines

The Route 58 commercial corridor plays a crucial role in shaping Riverhead's image and serves as a gateway for residents and visitors alike. Design guidelines will provide a clear and cohesive vision for the corridor's development, promoting a harmonious and attractive streetscape that aligns with our community's character and values. The guidelines would promote the use of landscaping to soften the built environment, enhance walkability, and contribute to a more inviting atmosphere. They would also address parking lot design to minimize the visual impact of large parking areas.

Parking Requirements

Several areas within the Route 58 commercial corridor have a surplus of parking spaces compared to actual demand. This results in vast expanses of underutilized asphalt, which not only disrupts the visual appeal of the corridor but also poses environmental challenges. Parking requirements appear to be high and should be revisited using empirical data rather than assumptions. Town can also allow for more flexibility in meeting parking requirements, including the ability to share parking facilities among businesses. Business should also be permitted to reduce their required amount, provided a lesser need is demonstrated with a parking study which assesses the actual parking need for their proposed use.

Hamlet Centers

RLC Districts

It is recommended that these districts incorporate design guidelines to ensure that commercial uses are harmonious and contextual with the surrounding rural and single-family character. This would include guidelines that specify architectural styles, materials, and building heights that resonate with the rural setting. It may also include standards for signage, landscaping, and building/parking placement.

HC and VC Districts

The Comprehensive Plan recommends in HC and VC, the implementation of square footage limits for individual commercial uses as well as limits on the number of commercial uses that can be located on one lot. The purpose of these changes is to limit strip commercial uses and ensure that the scale of any new development is compatible with the surrounding rural context. Banquet facilities are another use that could be removed from these districts. Design guidance should also be provided to ensure that new development is compatible with the surrounding residential context. This could include vegetated buffers (at least 25 feet) where HC and VC districts abut residential districts.

Hamlet Studies

It is recommended that the Town work with residents in several hamlet areas such as Aquebogue, Jamesport, Calverton, and Polish Town, to develop a hamlet study with design guidelines or a pattern book for new development. These guidelines will serve as a valuable tool to guide and regulate development, ensuring that it aligns with our community's unique character, vision, and values. By providing clear and specific guidance for architectural design, landscaping, and urban planning, these resources will promote aesthetically pleasing, sustainable, and context-sensitive development that enhances the overall quality of life for our residents and visitors.

BUS F - Destination Retail

The BUS F district includes Tanger Outlets at Riverhead, and another adjacent property. Tanger Outlets is a popular shopping destination for the wider region and is an important economic driver for the Town. It is understood that the retail industry is subject to changing market trends, first and foremost being competition from online retail. Retailers often need to innovate and diversify their offerings to stay competitive. It is important to provide some flexibility in the zoning code to enable businesses to experiment with new concepts, such as pop-up shops, restaurants, experiential retail, or mixed-use developments that include office spaces. This flexibility should be extended to the vacant parcel between Tanger I and Tanger II campuses, so as to reduce barriers to the creation of a more unified shopping center with complementary adjacent uses. The Town may also consider rezoning the non Tanger-owned parcel as BC or DRC.

In providing zoning flexibility in BUS F, Riverhead should strike a balance between supporting adaptation and ensuring that any changes align with broader land use goals and do not compromise public health, safety, or welfare. This typically involves engaging with property owners, businesses, and the community

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to create zoning regulations that encourage innovation and revitalization while maintaining a well-planned and cohesive urban environment.

Hospital District and Assisted Living:

Hospital District

It is recommended that the existing hospital zone be expanded to encompass adjacent properties owned by the Peconic Bay Medical Center. The Hospital District should also be amended to permit a wider variety of wellness related uses such as fitness centers, wellness related retail, health foods, physician offices, childcare, etc. The district should also provide for housing for hospital staff. The H District's 1.5 FAR would not be appropriate for these expanded areas. However, the expanded campus could provide for a slight increase in permitted density (FAR) from current zoning with the use of TDR. This could include a mix of 1-,2-, and 3-story buildings in a campus like environment that are built close together, so they are easier to access for pedestrians. These recommendations align with Peconic Bay Medical Center's expressed long-term plans and the Town's desire to support this essential institution and promote accessibility to quality healthcare services. However, specific plans for Peconic Bay Medical Center have not been presented to the Town. It is anticipated that any zoning changes would be developed at a later point once plans are proposed for the Town to review. Since potential zoning changes are unknown, the GEIS will look at this change qualitatively instead of quantitatively.

Assisted Living and Continuing Care

Riverhead has an aging population and needs to address the evolving needs of seniors. Assisted living facilities and continuing care retirement communities (CCRCs) provide specialized care and support services for seniors, allowing them to age in place with dignity and comfort. As discussed in the TDR Recommendations, these uses are proposed to be allowed in parts of Route 58 near the Peconic Bay Medical Center. The existing FAR of 0.2 in this area is not sufficient to provide for this development type. A slight increase in FAR with use of TDR may be appropriate in areas that are sewerred, however building coverage should be capped at 30%. This zoning change would provide for a mix of 1-,2-, and 3-story buildings in a compact campus like environment that are built close together, so they are easier to access for pedestrians. Residential density for these facilities should be capped at 15 beds per acre, provided sewer infrastructure is in place. There may be other locations in the Town where assisted living and CCRCs should be allowed by special permit. For example, it may be appropriate to allow these uses by special permit within HC or RLC districts. Lower densities would be appropriate in areas without sewer infrastructure. Assisted living and CCRC facilities should also be a defined use in the zoning code.

Planned Industrial Park (PIP):

This district was planned to be developed in a campus-like planned development as defined in a comprehensive development plan (CDP). This industrial district has been successful and there is a high demand for additional space to allow existing tenants to expand. It is recommended that the Town revisit the CDP with NYS DEC to determine whether FAR could be increased from the baseline with the use of TDR. This change would require further study and conversations with DEC. Since potential zoning changes are unknown, the GEIS will look at this change qualitatively instead of quantitatively.

Residential Districts

Minimum Home Size in Residential Districts

Some residential zones have a 1,200 square foot minimum size. Building code standards already ensure the safety, structural integrity, and habitability of residential structures, making additional minimum size requirements redundant. Eliminating such restrictions allows for greater flexibility in housing design, promotes innovation, and facilitates the development of diverse and affordable housing options that better meet the evolving needs of our community.

Short term rentals

The Town currently has a minimum rental period of 28 days in order to limit the impact of short-term rentals (i.e. AirBnB) on the housing market and the associated noise and neighborhood impacts that can occur with these rentals. However, the Town may consider allowing shorter-term rentals in more touristy areas such as near the downtown and beaches. Allowing shorter-term rentals in these areas can boost and sustain local businesses, such as restaurants, shops, and attractions.

Balancing the economic benefits of tourism with the needs and concerns of permanent residents requires careful consideration and community engagement. Regulations related to short-term rentals should also be regularly reviewed and adjusted as necessary to address changing market conditions and community priorities.

Enterprise Park at Calverton (EPCAL) In light of the recent unsuccessful development proposal at the Enterprise Park at Calverton (EPCAL), it is recommended that the Town revisit zoning regulations for the Planned Development (PD) district. The existing district is fairly liberal with regard to land uses and it may be appropriate to limit some activities which the community did not support such as a cargo airport. Recognizing the community's desire for a collaborative planning approach, a comprehensive study involving residents, NYSDEC, and other stakeholders should be initiated. This study would formulate a collective vision, identify desirable economically viable uses, explore subdivision plans, and address environmental considerations. This approach would also enhance eligibility for grant funding. Since potential zoning changes are unknown, and any potential future development is speculative, the GEIS cannot assess potential changes at this site.

Farm Operations and Agritourism

Vertical Farming In Industrial zones

Vertical farming should be a permitted use in all industrial districts. Vertical farming allows for the cultivation of crops in a vertically stacked system, reducing the footprint needed for agriculture. Allowing vertical farming in industrial zones can diversify land use, promoting mixed-use development that combines industrial, agricultural, and commercial activities. This can contribute to more vibrant and resilient urban areas.

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Industrial zones often have vacant or underutilized buildings and spaces. Permitting vertical farming can encourage the adaptive reuse of these structures, revitalizing blighted areas and putting vacant industrial properties to productive use.

Vertical Farming In APZ Districts

Allowing vertical farming on a farm can offer several advantages and align with modern agricultural practices and the need to support the agriculture industry. Vertical farming can complement traditional farming methods by allowing for year-round cultivation of crops and also crop diversification. This can significantly increase a farm's overall productivity, providing a consistent supply of fresh produce. Diversifying a farm's production through vertical farming can open up new revenue streams and income opportunities for farmers, potentially increasing their economic stability.

Traditional horizontal farming requires large expanses of land. Vertical farming allows farmers to produce more on a smaller footprint, making more efficient use of their available land resources. One of the biggest concerns about vertical farming is the visual impact of these structures. The Town should consider clear guidance for the total size, setbacks, landscaping, etc. that would be required. For example, a vertical farm would have to conform to bulk standards (i.e. FAR and setbacks). Additional standards could apply. Flexibility should be provided for the adaptive reuse of agricultural buildings such as when these facilities are integrated into existing farm infrastructure.

Regulation of Farm Activities

The RA-80 district and APZ district are very similar with regard to permitted farming operations. However, there is one difference. APZ allows for "Farm Operations" with a special permit, however, this use is not provided for in RA-80. It is recommended that farms on both sides of Sound Avenue be treated the same with regard to the regulation of farm operations. Therefore, the Town may consider allowing farm operations as an accessory use only on parcels with frontage on sound Ave

Agritourism

It is important for the Town to address and balance the benefits of agritourism with the potential impacts on agricultural operations, public safety, and the surrounding community. This could include limiting agritourism events with a permitting process or imposing size restrictions. The permitting process can help to identify traffic and safety concerns and provide a funding mechanism for traffic control when needed.

In addition to permitting for events, the Town should develop more transparent regulations that address event space. Limiting the capacity of these spaces can help manage traffic and mitigate safety risks. When developing such regulations, it's important to engage with stakeholders, including farmers, residents, and event organizers, to strike a balance that allows agritourism to thrive while addressing local concerns and maintaining the integrity of agricultural operations and rural communities.

Marinas

Some marinas along the Peconic Bay are in residentially zoned areas which do not list marinas as a permitted use. It is important to support these non-conforming use, which are important stakeholders in the local economy. It is recommended that the Town work with property owners to help them establish conformity should they wish to do so. This could be an overlay zone or a floating zone which property owners would have to opt-in to.

Tree Preservation Ordinance

Tree Removal Permit: In cases where development plans require the removal of trees (particularly in setback areas), tree preservation ordinances often require property owners or developers to obtain a tree removal permit. The ordinance would require documentation of mature trees within any yard setback (i.e. a caliper width greater than 10"). This documentation would occur during approval process for new structure or an application for a demolition permit. To mitigate the loss of trees, tree preservation ordinances may require property owners or developers to replace trees that are removed. Replacement requirements can include planting new trees on-site or contributing to a tree fund that supports tree planting efforts elsewhere in the community.

Wetlands Inventory

The Town's wetland inventory was last updated in the 1970s and needs to be redone. Wetland inventories provide accurate and up-to-date information about the location, extent, and type of wetlands in a given area. This inventory is important for several reasons as it contributes to effective wetland management, conservation, and land use planning. It also allows for the assessment of changes in wetland conditions over time. This information is valuable for understanding trends related to wetland loss, degradation, or restoration efforts. Regularly revisiting and maintaining this inventory ensures that it remains a valuable resource for both conservation efforts and responsible development practices.

Solar Facilities

There has been some discussion about how much solar should be allowed on any given property (where allowed). Existing zoning regulations are designed to accommodate a range of land uses while considering factors like land use compatibility, aesthetics, setbacks, and environmental impact. Limiting solar facilities to established setbacks and coverage areas (defined as the maximum impervious coverage area) in districts where solar is permitted, can provide a level of predictability and conformity with established development patterns. It also ensures that solar projects are subject to the same zoning standards as other land uses, promoting uniformity and clarity in the regulatory framework.

General Zoning Clean-up

Provide a Use Schedule

It is recommended that the zoning code incorporate clear and comprehensive list of permissible land uses for each zoning district. This table would provide clarity and consistency, helping property owners, developers, and the public understand what types of activities are allowed in different areas, promoting predictability in land use decisions. The zoning use table could include groups based in use intensity to categorize and regulate different types of land uses according to their impact on the environment, infrastructure, and surrounding areas. These use groups help ensure that land uses are appropriately situated within different zoning districts, promoting compatibility and efficient land use.

Define Land Uses which are not addressed

It is recognized that there are some uses which are not specifically defined in the zoning code. This can lead to issues having to do with clarity and consistency of the zoning code. Having specific definitions provides land use boards and Town staff a reference point which to measure compliance and to establish consistency.

E. INVOLVED AND INTERESTED AGENCIES

INVOLVED AGENCIES

Under SEQR, the lead agency is responsible for coordinating the SEQR review process, as well as discretionary decision making regarding the Proposed Action. For the DGEIS, the Town of Riverhead Town is the lead agency and sole involved agency. As lead agency, the Town Board is responsible for preparing a determination of significance, determining the scope and adequacy of the DGEIS, coordinating the preparation of the final GEIS, and preparing SEQR findings. The lead agency and the involved agencies have authority to fund, approve, or directly undertake some aspect of the Proposed Action. For this Proposed Action, there are no other involved agencies besides the Town Board.

- Town of Riverhead Town Board (Lead Agency)

INTERESTED AGENCIES

Unlike an involved agency, interested agencies do not have the authority to fund, approve, or directly undertake some aspect of the Proposed Action. Instead, interested agencies may contribute relevant scoping topics, submit written comments during the DGEIS comment period, and comment on the DGEIS at public hearings. For this DGEIS, interested agencies include the following:

- Town of Riverhead, Planning Board, Joann Waski, Chair
- Town of Riverhead Industrial Development Agency
- Town of Riverhead Departments
- Suffolk County Department of Planning, Lisa Broughton, Director of Water Quality and Energy
- Suffolk County Department of Health Services, Gregson H. Pigott, MD, MPH Commissioner

- Suffolk County Planning Commission (239-m Review)
- New York State Department of Environmental Conservation

F. REQUIRED APPROVALS AND REVIEWS

The DGEIS will identify and discuss all required approvals and reviews needed to adopt and implement the Proposed Action. The Proposed Action will require the following approval and review:

TOWN OF RIVERHEAD BOARD OF TRUSTEES

- Adoption of the Comprehensive Plan Update; and
- Adoption of Zoning Text and Map Amendments.

G. POTENTIALLY SIGNIFICANT IMPACTS TO BE ADDRESSED IN THE DGEIS (BASED ON EAF PARTS 2 AND 3)

The Town Board adopted a Positive Declaration on October 17, 2023 based on an Environmental Assessment Form (EAF) Parts 1, 2 and 3. Many of the proposed recommendations in the Comprehensive Plan, as implemented through the proposed Zoning Text and Map Amendments, are protective of the environment and seek to control future growth and density. However, certain of the above described zoning and land use changes have the potential to increase density in certain, limited, areas of the Town. Therefore, the Positive Declaration adopted by the Town Board acting as SEQRA Lead Agency indicates the Proposed Action could result in potentially significant adverse impacts once implemented and the DGEIS will focus on these issues which include the following:

- Land use and zoning changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in changes in the use, or intensity of use, of lands in the Town of Riverhead.
- Land use changes resulting from the adoption of the Comprehensive Plan has the potential to result in changes in existing community or neighborhood character.
- Land use and traffic pattern changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in changes in existing traffic volumes and levels of service.
- Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in the impairment of the character or quality of important aesthetic (i.e. visual) and historic resources.
- Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in an increase in the demand for community facilities and services (police, fire, emergency services, schools, open space, parks and recreation).

Attachment: Riverhead_FINAL Scope_122123_cleancopy (002) (2024-106 : Adopts Final Scope for Comp Plan Update)

- Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in an increase in the demand for infrastructure capacity and utilities.
- Land use changes resulting from the adoption of the Comprehensive Plan and Zoning Text and Map Amendments have the potential to result in a change of use, or intensity of use, of lands including natural features, environmental resources and agricultural lands.

H. SCOPE OF THE DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)

The DGEIS preparation will utilize data collected for the Comprehensive Plan preparation to form the foundation of the existing conditions assessments and will reference the Comprehensive Plan for detailed discussions of the policies and programs proposed. In each of the DGEIS analysis chapters, where potential significant adverse impacts are identified, a mitigation section that includes discussion of appropriate measures to manage and mitigate the potential impact will be provided.

The DGEIS assessment framework will include examination of existing conditions, Future without the Proposed Action where relevant, Future with the Proposed Action and mitigation measures where warranted for technical areas identified in the Positive Declaration. In order to analyze how the development related recommendations proposed in the Comprehensive Plan may impact the Town's environment, the DGEIS will include identification of a conceptual "Build Out Scenario" which will be the basis for analysis of potential zoning text and map amendments throughout the DGEIS. The methodologies presented here are based on local, state, and federal regulatory requirements and tailored to the policies that comprise the Comprehensive Plan. This scope anticipates a high level yet comprehensive assessment of the policy framework and goals that the Comprehensive Plan identifies and of the proposed Zoning Text and Map Amendments discussed.

In accordance with 6 NYCRR, Part 617.10(c), the DGEIS will also include identification of conditions or criteria under which future actions will be undertaken or approved including requirements for subsequent SEQR compliance.

The DGEIS will contain the elements required in SEQR 617.9(b) and the following information:

BUILD-OUT METHODOLOGY

As mentioned above, the DGEIS will analyze how the development related recommendations proposed in the Comprehensive Plan may impact the Town's environment. In order to conduct such an analysis, the DGEIS will include identification of a conceptual "Build Out Scenario" which will be the basis for analysis of potential zoning text and map amendments throughout the DGEIS. The Build Out Scenario will present a reasonable worst-case estimate of the potential mix of residential units and commercial/ industrial gross floor area expected to be developed in the Future with the Proposed Action (adoption of Comprehensive Plan Update and Zoning Map and Text Amendments) within the next 10 years. While this view of the future will be only a projection of what could occur, these estimates will facilitate reasonably conservative and meaningful analyses of how changes in cumulative development could impact the Town's environment and appropriate measures to mitigate any related impacts.

Specifically, the Build Out Scenario will look at the maximum development that could reasonably be accommodated under adoption of the zoning recommendations contained in the Comprehensive Plan Update. There would be three main future development scenarios presented and analyzed:

1: No Build Scenario (Existing Conditions)

2: Future Without Action

3: Future With Action

- Reasonable (25%) Build-out of Soft Sites
- Reasonable (25%) Build-out of Soft Sites + TDR

The Build Out Scenarios (Future Without Action and Future With Action) will be based on an identification of vacant and underutilized (soft-sites) parcels and land in the Town. This analysis would consider the following:

- Identify all parcels that are permanently preserved.
- Identify all vacant parcels which are above min-lot size.
 - Subtract wetlands, steep slopes, other environmental features
- Identify all agricultural parcels (for presumed subdivision)
- Identify underbuilt properties that could be subdivided
 - Properties > 3 acres on 1-acre zoning
 - Properties > 5 acres on 2-acre zoning
- Identify any underutilized parcels
 - Reference Improvement to Land Value Ratio (using Urban Footprint)
 - Review FAR of properties in Commercial and Industrial Districts.
 - Windshield survey/discussions with Town staff.
- Identify development projects in the pipeline.

The DGEIS will analyze the increment between what is projected to occur in the future (10 years) under the Future Without Action Scenario and the Future With Action Scenario. A 25% build-out of soft sites is a conservative number to use a starting point. However, a more refined approach with a different factor for residential, commercial, and industrial uses may be utilized. For example, while 25% is a reasonable build-out assumption for residential uses, it may be a high assumption for commercial and industrial uses. The reasonable build-out assumption will take into consideration historical market trends.

According to the SEQR Handbook (2020)¹, “[t]he SEQR review should consider the relative impacts based on the proposed changes. In other words, the analysis should compare the relative impacts of land use and development based on the existing zoning with those of the proposed zoning.” The analysis will be based on an conceptual build-out and the assumptions used with be clearly enumerated; however, it is important to note that SEQR does not require a lead agency to “speculate” about any specific future projects when analyzing potential zoning changes where none are known.

¹ https://extapps.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf

DGEIS SCOPE OUTLINE

COVER SHEET

The Cover Sheet will identify:

- (1) The report as a Draft GEIS
- (2) The Proposed Action and its location
- (3) The name, address and telephone number of the Lead Agency and contact person
- (4) The name, address and telephone number of the preparer of the DGEIS
- (5) The date of DGEIS submission and acceptance
- (6) Public hearing date and DGEIS comment period
- (7) Website where DGEIS and FGEIS will be posted, as required under state law

Following the cover sheet, a list (name, address and telephone numbers) of all sub-consultants involved in the project and a list of all interested and involved parties will be provided.

TABLE OF CONTENTS, indicating the chapters of the DGEIS and page numbers, as well as lists of exhibits, tables and appendices (if any).

1.0 EXECUTIVE SUMMARY

- Brief description of the Proposed Action and how the action relates to future development actions and build-out under the proposed zoning recommendations/amendments;
- Brief description of the Town (“Study Area”), and a discussion of how conditions affect and relate to the Proposed Action;
- Brief summary of the potential alternatives to the Proposed Action;
- Discussion of the potential adverse impacts of the Proposed Action;
- Brief summary of the identified mitigation measures and strategies to be performed as part of the Proposed Action in order to limit adverse environmental impact;
- List of all involved and interested agencies; and
- List of the permits, approvals and reviews required to implement the Proposed Action.

2.0 PROPOSED ACTION

- 2.1 Project Location and Environmental Setting
- 2.2 Project History
- 2.3 Purpose and Need/Vision and Goals
- 2.4 Public Involvement
- 2.5 Description of the Proposed Action (Comprehensive Plan and Zoning Text and Map Amendments)
- 2.6 Potential Build out Scenarios (following methodology developed above)
- 2.6 Involved and Interested Agencies

Attachment: Riverhead_FINAL Scope_122123_cleancopy (002) (2024-106 : Adopts Final Scope for Comp Plan Update)

2.7 Required Reviews and Approvals

3.0 ENVIRONMENTAL SETTING, POTENTIAL IMPACTS, AND MITIGATION

The analysis of potential impacts will include findings from analyses included in the Comprehensive Plan Update. Given the generic nature of the EIS, these analyses will be conducted on a qualitative basis, unless quantitative data is readily available.

3.1 Land Use, Zoning and Public Policy

3.1.1 Existing Conditions

Land use

Provide a description of the existing land use conditions identified in the Comprehensive Plan including Town-wide land uses based on character of use noting any existing trends in the pattern of use. Utilize maps, tables, and air and ground photos as appropriate.

Zoning

Provide a description of the zoning patterns in the Town; note general districts/uses permitted and describe existing overlay districts. Utilize maps, tables, etc. as appropriate in support.

Public Policy

Provide a summary of existing public policy related to Town land use and zoning and discuss relevant land use plans and/or studies for the Town or areas within the Town, along with the applicable recommendations of each.

3.1.2 Potential Impacts

Land use

Based on the Comprehensive Plan recommendations, Zoning Amendments and Build Out Scenarios, describe changes in pattern, scale and density; discuss general compatibility and conflicts of permissible uses; utilize figures, tables, etc. as appropriate.

Zoning

Analyze proposed Zoning Amendments recommended under the Comprehensive Plan. Provide an analysis of the impacts of the proposed Zoning Amendments in relation to surrounding zoning districts, uses, and area and bulk standards. Estimate a reasonable build-out projection for the areas subject to potential future zoning changes. Provide an analysis of estimated population projection in the next 10 years.

3.1.3 Mitigation Measures

To be determined, if necessary.

3.2 Demographics, Housing and Economic Conditions

3.2.1 Existing Conditions

The DGEIS will review socioeconomic characteristics (population demographics, housing, etc.) of the Town of Riverhead utilizing US Census data. The DGEIS will analyze how the Comprehensive Plan policies could change socioeconomic conditions in the Town where new demographics, housing types and mixes, and different types of economic activities are anticipated. The current fiscal conditions in the Town will be discussed, including a description of the current municipal expenditures on public services, and tax revenues from different land uses based on property assessments. The DGEIS will also describe current market trends.

3.2.2 Potential Impacts

Utilizing current trends and conditions, the DGEIS will qualitatively assess the Build Out Scenarios for what future socioeconomic conditions could be like in the Future with and without the Proposed Action. The estimated annual revenues and costs associated with changes to land use under the Proposed Action will be discussed in this section. The DGEIS will project real property taxes accruing to each taxing jurisdiction from the realization of each of the Build-Out Scenarios and provide a comparison.

3.2.3 Mitigation Measures

To be determined, if necessary.

3.3 Scenic and Historic Resources

3.3.1 Existing Conditions

The DGEIS will describe existing scenic and historic resources within the Town of Riverhead. The visual resources assessment will also include an inventory of scenic and aesthetic resource types consistent with the New York State Department of Environmental Conservation policy “Assessing and Mitigating Visual Impacts” (NYSDEC 2000) within the Town. Visual resources that will be considered include, for example, important public view corridors, and important natural or built features including cultural resources. An inventory of historic resources and districts, in table and map form, will also be provided. For areas that are subject to potential zoning changes that could impact streetscape design elements, photographic documentation depicting existing conditions will be provided.

The DGEIS will also identify the location and types of historic and cultural resources including those officially designated by the Town of Riverhead, and the State and National Registers of Historic Places Programs. Areas identified will include historic districts, buildings, sites, and already recognized areas of

potential archaeological significance. Any proposed changes to Downtown and how they affect identified historic resources and districts will be discussed.

3.3.2 Potential Impacts

The potential for policies recommended in the Comprehensive Plan to alter, influence, preserve and enhance the scenic and historic character of identified resources will be assessed. For areas subject to potential zoning changes, the identified streetscape design elements will be contrasted with descriptions and illustrative renderings of future conditions with new developments in place and the changes assessed for their visual significance. Renderings or massing diagrams will be prepared where changes in the built environment that are most pronounced. The renderings and massing diagrams may be location-specific or representative of typical types of future development that would be permitted under future zoning changes.

Where applicable, for areas where zoning amendments would spur new development with any known historic resources or districts present, consultation with the State Office of Parks, Recreation and Historic Preservation will occur to ascertain potential impact, and whether mitigative measures will be necessary to protect any given resource or potentially sensitive areas.

3.3.3 Mitigation Measures

To be determined, if necessary.

3.4 Transportation and Mobility

3.4.1 Existing Conditions

Provide a description of the existing road network in the Town, sensitive intersections, and parking conditions. Provide summary of crash data obtained from NYSDOT. Identify and describe public transit options, including LIRR ridership. Describe and evaluate pedestrian and bicycling conditions. Summarize LKMA traffic study.

3.4.2 Potential Impacts

Describe proposed changes in traffic circulation, and proposed pedestrian and bicycle accommodations as recommended in the Comprehensive Plan. Discuss the potential impacts of the Zoning Amendments and the related build out scenario on transportation resources and traffic in the potentially affected intersections. Discussion of potential changes in demand for public transportation services as a result of the proposed Zoning Amendments. Discussion of changes to parking conditions.

3.4.3 Mitigation Measures

To be determined, if necessary.

3.5 Community Facilities, Open Space, Parks, and Recreation

3.5.1 Existing Conditions

The DGEIS will review existing community facilities including police, fire, schools, library, emergency services, Town open space and parks and recreation and analyze future needs that could be realized with the implementation of the Comprehensive Plan.

3.5.2 Potential Impacts

The DGEIS will analyze potential changes in demand on community facilities that could be brought about by population and commercial/ industrial growth, as applicable based on the build out scenario. Analyses to determine the potential need for new school seats and consistency of the potential for new densities will be presented. If impacts are identified, a qualitative discussion of potential costs, where applicable would be provided and the tax benefits of any future development (as outlined in the socioeconomics chapter) would be described.

3.5.3 Mitigation Measures

To be determined, if necessary.

3.6 Natural Features, Environmental Resources and Agricultural Lands

3.6.1 Existing Conditions

Utilizing publicly available Geographic Information System (GIS) data from sources such as the New York State GIS Clearinghouse, Suffolk County and the Town of Riverhead, the DGEIS will include mapping relevant natural resource characteristics including general information on land including soil, geology, and topography, water resources including surface water, wetlands, and groundwater and wildlife and vegetation. Agricultural lands will also be described and mapped.

3.6.2 Potential Impacts

The above identified features will be discussed within the context of the potential for the Proposed Action to alter, protect, enhance or otherwise influence the condition of these resources within the Town of Riverhead. The Comprehensive Plan policies are not expected to directly alter development policies protecting existing natural resources nor present the potential for significant adverse impacts directly to natural resources, and therefore this assessment is expected to be focus on characterization of the Town's natural resource context and resources through mapping and description. The potential for the proposed changes to the Town's TDR program and any potential for impacts to agricultural lands resulting from any future change will also be discussed.

3.6.3 Mitigation Measures

To be determined, if necessary.

3.7 Infrastructure and Utilities

3.7.1 Existing Conditions

Water

- Describe existing infrastructure conditions and capacity; identify location of water infrastructure with maps. Coordinate information needs with the Town Water Department, Sewer District, Sanitation Department, and Town Engineering Department.

Sewer

- Describe existing infrastructure conditions and capacity; identify location of sewer infrastructure with maps.

Stormwater and Floodplain Management

- Describe existing stormwater infrastructure; identify areas included in 100-year and 500-year floodplain.

Sea Level Rise

- Identify any area that may be subjected to sea level rise.

Utilities

- Describe existing electricity service and Identify existing issues in the electricity supply (brownouts, outages, etc.); describe location and condition of TV cable, internet, and telephone wires. Contact PSEG.

3.7.2 Potential Impacts

Describe status of infrastructure and identify potential impacts due to capacity and/or aging infrastructure (whether it is possible to assess age/condition). For each area where zoning may change and density may increase, the DGEIS will assess the compatibility of proposed development density with applicable regulations and discuss if recommendations for constructing sewers in order to support the Proposed Action is warranted. The following analysis will require coordination with the Town Water Department, Sewer District, Sanitation Department, and Town Engineering Department to identify any needed improvements.

Water

- Describe status of infrastructure and identify potential impacts due to capacity and/or aging infrastructure (whether it is possible to assess age/condition).

Sewer

- Describe status of infrastructure and identify potential impacts due to capacity and/or aging infrastructure (if condition is readily accessible).

Stormwater and Floodplain

- Qualitatively describe stormwater runoff increase due to proposed zoning changes; identify potential impacts in low-lying areas. In any area where zoning changes are proposed to increase impervious surface cover, the DGEIS will provide a qualitative comparison of stormwater impacts and discuss any increases in runoff and measures to mitigate, if necessary.

Sea Level Rise

- Identify any area that may be subject to sea level rise based on Suffolk County Surging Seas Risk Zone Map (NOAA Data).

Utilities

- Describe potential impacts to utility service providers due to any projected increase in demand.

3.7.3 Mitigation Measures

To be determined, if necessary.

4.0 OTHER ENVIRONMENTAL IMPACTS

4.1 *Unavoidable Adverse Environmental Impacts*

This section of the DGEIS will discuss adverse environmental impacts that cannot be avoided or adequately mitigated if the Proposed Action is implemented.

4.2 *Irreversible and Irretrievable Commitment of Resources*

This section of the DGEIS will discuss any irreversible and irretrievable commitments of environmental resources that would be associated with the implementation of the Proposed Action.

4.3 *Growth-Inducing, Cumulative and Secondary Impacts*

This section of the DGEIS will discuss the potential for growth inducing impacts to occur as a result of the Proposed Action. Growth related to potential zoning changes that would be facilitated as a result of the adoption of the Proposed Action would be discussed throughout the DGEIS. This section will also include discussion of the potential for cumulative impacts with projects in the Town not directly associated with the Comprehensive Plan adoption that might impact similar environmental resources. Pending development projects in the approvals pipeline will be included in table format.

4.4 *Effects on the Use and Conservation of Energy*

The DGEIS qualitative discussions around Green House Gas (GHG) and energy usage are expected to focus on discussing key principles of the Sustainability and Resilience chapter of the Comprehensive Plan addressing potential initiatives such as reducing energy consumption, increasing the use of renewable energy in Town facilities and increasing prevalence of non-automobile modes of transportation in the Town of Riverhead.

5.0 ANALYSIS OF ALTERNATIVES

5.1 *No-Action Alternative: Build-out under Existing Comprehensive Plan and current Zoning Code*

6 NYCRR Part 617 requires review of alternatives to a Proposed Action including the “No Action” alternative be included in an EIS. This section of the DGEIS will include a discussion of potential outcomes associated with the Town choosing not to pursue the Comprehensive Plan update and related Zoning Text and Map Amendments.

6.0 SUBSEQUENT SEQR ACTIONS

In accordance with 6 NYCRR, Part 617.10(c), the DGEIS will also include identification of conditions or criteria under which future actions will be undertaken or approved including requirements for subsequent SEQRA compliance. These conditions and criteria would identify, for example, residential unit yield and commercial/industrial square footage of developments associated with potential rezoning of particular areas throughout the Town and potential environmental impacts and mitigation measures associated with those projections.

I. ISSUES NOT INCLUDED IN THE SCOPE

- Air Quality and Noise - The Proposed Action does not require federal or state air quality permits, nor would it result in any significant increases in air pollution emissions. Similarly, no significant changes in noise levels are anticipated due to the Proposed Action.
- Hazardous Materials – The Comprehensive Plan does not identify any future site-specific developments. Typically an assessment of hazardous materials occurs at a site specific level, not on a generic, area-wide level. The need for future analysis of hazardous materials, if necessary, would be identified in the Future Actions section of the DGEIS.

Two comment letters were received on the Draft Scoping document. Both provided comments on the content of the draft Comprehensive Plan recommendations and not on the actual scope of environmental issues to be studied in the DGEIS. The comments submitted will be considered by the Steering Committee, Town, and consultant staff, as part of the review of comments on the draft Comprehensive Plan.

GEIS APPENDICES

- a) EAF Part I, II, and III and Positive declaration
- b) Scoping Document
- c) Correspondence
- d) Traffic data

J. EXTENT AND QUALITY OF INFORMATION NEEDED FOR THE PREPARER TO ADEQUATELY ADDRESS EACH IMPACT

Consistent with 6 NYCRR Part 617.8 (e)(3), each draft scope of work must include a section that outlines the extent and quality of information needed to adequately prepare the DGEIS, including identification of relevant existing information, required new information, and the required methodologies for obtaining new information. Following is a preliminary listing of data sources and tools to be utilized to adequately assess DGEIS sections. It is anticipated that this list will continue to expand as the preparation of the DGEIS continues.

Land Use, Zoning, and Public Policy

- Town of Riverhead Draft Comprehensive Plan Update (2023)
- Town of Riverhead Comprehensive Plan Update (2003)
- Town of Riverhead Zoning Code and Zoning Map
- Historic Preservation Design Guidelines
- Riverhead Downtown Revitalization Initiative Plan (2022)
- Downtown Riverhead Pattern Book (2021)
- Peconic Estuary Partnership 2020 Comprehensive Conservation and Management Plan (2020)
- Town of Riverhead Transit Oriented Development (TOD) Plan for the Railroad Avenue Urban Renewal Area
- Riverhead Parking Plan Preliminary Recommendations (2019)
- Peconic River/Route 25 Corridor BOA Study (2016)

- Suffolk County Comprehensive Master Plan 2035

Demographic, Housing and Economic Conditions

- United States Census Data (2020)
- Current Town Budget
- Proposed Town Budget for the next fiscal year
- Build-out analysis
- Fiscal Impact Analysis (taxes)

Transportation and Mobility

- LKMA Traffic Study
- Traffic count data

Scenic and Cultural Resources

- Land Use Data from Suffolk County, NY
- New York State Department of Environmental Conservation Wild, Scenic and Recreational Rivers
- New York State Department of Environmental Conservation (NYSDEC) policy “Assessing and Mitigating Visual Impacts” (NYSDEC 2000)
- Site and area inspections and photographs
- NYS Cultural Resource Information System
- NYS Historic Preservation Office (SHPO) archaeological site inventory
- Town of Riverhead Landmarks Preservation Committee
- Historic Preservation Design Guidelines
- Historic District Maps

Community Facilities, Open Space, Parks and Recreation

- Town of Riverhead, County, State and Federal Parkland mapping inventories
- Community facilities identification of all services providers
 - Schools
 - Police;
 - Fire;
 - Emergency Services;
 - Sanitation;
 - Parks and recreational facilities; and;
 - Libraries Facilities

Natural Features, Environmental Resources, and Agricultural Lands

- Publicly available Geographic Information System (GIS) data from United States Geological Survey (USGS), New York State GIS Clearinghouse, Suffolk County and the Town of Riverhead, information on soil, geology, and topography, water resources including surface water, wetlands, groundwater, wildlife and vegetation including for example, the New York State Department of Environmental Conservation Environmental Resource Mapper, and the New York Nature Explorer where warranted.
- Consultation with New York State Department of Agriculture and Markets

Infrastructure and Utilities

- Relevant local and County regulations

- Existing water district mapping and infrastructure
- NYSDEC Stormwater Management Design Manual and Standards and Specifications for Erosion and Sediment Control
- MS4 SMWP
- Information on utility providers including PSEG Long Island, National Grid and Verizon
- Suffolk County Surging Seas Risk Zone Map

Appendix 3. SHPO Correspondence



Submission Status

Close

View and/or Address a Response

View and/or Address a Response

Project 24PR00941

Project 24PR00941: Town of Riverhead Comprehensive Plan Update (UKCA9F84S8T5)

Please accept the following information below as the consolidated response from NYS SHPO for the above referenced submission.

Please accept the following information below as the consolidated response from NYS SHPO for the above referenced submission.

Review Responses

Review Responses

Reviewer
Sloane Bullough

Reviewer	Review Type	Response
Sloane Bullough	Technical Services	Thank you for sharing this important document with us. The report appropriately identifies the State and National Register resources. It is clear that a great deal of thought was put into how to appropriately treat historic resources.

Information Requests

Information Requests

Process	Status
No Request Records	

Status	Reviewer	Review Type	Request Type	Request Entity	Request Item	Request Description
No Request Records						

Attachments

Attachments

Attachment	Reviewer
No Attachment Records	

Attachment	Reviewer	Review Type	Type	Name	Description
No Attachment Records					

Appendix 4. Community Service Provider Consultations and Other Stakeholder Engagement

Outreach to Town Departments, Boards, Committees, and other Stakeholder Organizations

Questionnaires

Organization	Questionnaire sent date	Response received?
Planning Board	3/2/2023	
Zoning Board of Appeals	3/2/2023	
ARB	3/2/2023	yes
Landmarks Preservation Committee	3/2/2023	yes
Agriculture Advisory Committee	3/2/2023	yes
Farmland Preservation Committee	3/2/2023	
TDR Committee	3/2/2023	yes
Alternative Transportation Committee	3/2/2023	
Traffic Safety Committee	3/2/2023	
Beach Advisory Committee	3/2/2023	
Recreation Advisory Committee	3/3/2023	yes
Business Advisory Committee	3/2/2023	
Downtown Revitalization Committee	3/2/2023	
IDA	3/7/2023	
Parking District Advisory Committee	3/10/2023	
Business Improvement District Mgmt Assoc. (BIDMA)	3/7/2023	
Conservation Advisory Council	3/3/2023	yes
Environmental Advisory Committee	3/3/2023	yes

Climate Smart Community Task Force	3/2/2023	
Wildlife Management Advisory Committee	3/2/2023	
Open Space Committee	3/2/2023	Yes
East Creek Advisory Committee	3/3/2023	
Senior Citizen Advisory Committee	3/7/2023	
Veterans Advisory Committee	3/7/2023	
Quality of Life Committee	3/7/2023	
Beach Club Civic Assoc.	6/22/2023	
The Greater Calverton Civic Assoc.	6/22/2023	
Heart of Riverhead Civic Assoc	6/22/2023	Yes
Jamesport-East Property Owners Assoc.	6/22/2023	
Jamesport-South Jamesport Civic Assoc., Inc.	6/22/2023	
Greater Jamesport Civic Association	6/22/2023	Yes
Northville Beach Civic Assoc.	6/22/2023	
Oak Hills Association, Inc.	6/22/2023	
Sound Park Heights, Inc.	6/22/2023	
Wading River Civic Assoc.	6/22/2023	Yes
Wildwood Acres Assoc.	6/22/2023	

Focus Group Meetings

- Land Use Boards 6/8/2023
 - Planning Board
 - Zoning Board of Appeals
 - ARB
 - Landmarks Preservation Commission
- Agriculture, Farmland Preservation, and Landmarks Preservation 6/5/2023
 - Agriculture Advisory Committee
 - Farmland Preservation Committee
 - TDR Committee

- Traffic Safety 5/24/2023
 - Alternative Transportation Committee
 - Traffic Safety Committee
 - Highway Department
 - Police Department
 - Fire
 - Ambulance Service
- Parks and Recreation 6/5/2023
 - Beach Advisory Committee
 - Recreation Advisory Committee
 - Department of Parks and Recreation
- Economic Development 5/31/2023
 - Business Advisory Committee
 - Downtown Revitalization Committee
 - IDA
 - Parking District Advisory Committee
 - Community Development Agency
 - Riverhead Chamber of Commerce
 - Business Improvement District Mgmt Assoc. (BIDMA)
- Environment and Natural Resources 6/6/2023
 - Conservation Advisory Council
 - Environmental Advisory Committee
 - Climate Smart Community Task Force
 - Wildlife Management Advisory Committee
 - Open Space Committee
 - East Creek Advisory Committee
 - Peconic Estuary Partnership (PEP)
- Community Services and Housing 6/7/2023
 - Senior Citizen Advisory Committee
 - Veterans Advisory Committee
 - Peconic Bay Medical
 - Quality of Life Committee
- Civic Associations 7/18/2023
 - The Greater Calverton Civic Association
 - Heart of Riverhead Civic Association
 - Greater Jamesport Civic Association
 - Wading River Civic Association

Other Meetings

- Peconic Bay Medical
 - 5/3/2023
- Planning Board
 - 6/1/2023
- Riverhead Chamber of Commerce
 - 6/1/2023
- Riverhead Fire Department
 - Joined staff Meeting with BFJ on 10/25/2023
- TDR Committee

- 2/8/2023
- Long Island Farm Bureau
 - 2/29/2024

Additional Correspondence

- Riverhead Police Department
 - Email & Phone conversation with Chief Hegermiller 11/14/2023
- Riverhead Central School District
 - Town Sent email 11/2/2023
 - No meeting
- Riverhead Volunteer Ambulance Corps
 - Questions sent 10/27/2023
 - No Response
- Riverhead Free Library
 - Questions sent 10/27/2023
 - Response 11/14/2023
- Senior Center
 - Questions sent 10/27/2023
 - Response 11/14/2023
- Manorville Fire Department
 - Questions sent 11/02/2023
 - Response 11/27/2023
- Jamesport Fire Department
 - Questions sent 11/02/2023
 - Response 11/14/2023
- Wading River Fire Department
 - Questions sent 11/02/2023
 - Response 11/16/2023
- Baiting Hollow Free Library
 - Phone Call 11/02/2023
 - No Response
- Engineering Department
 - Interview with LKMA 11/16/2023



Town of Riverhead Environmental Advisory Committee

200 Howell Avenue, Riverhead, NY 11901
631-727-3200 TownOfRiverheadNY.gov

Mark Haubner-CoChair, Cara Fernandes-CoChair

Issue Recommendation : 2023 Comprehensive Plan Update

Submitted to BFJ Consulting on behalf of the Town of Riverhead (ToRH) Environmental Advisory Committee (EAC), by review and consensus, subject to further comment and edit 20230328

Overview

Created in 2018, the Town Board resolved to:

"...establish an...Environmental Advisory Committee for the purpose of advising the Town Board on matters affecting the preservation, development and use of the natural and man-made features and conditions of the Town insofar as beauty, quality, biologic integrity and other environmental factors are concerned and, in the case of man's activities and developments, with regard to any major threats posed to environmental quality so as to enhance the long-range value of the environment to the people of the Town."

The adopted mission of the Riverhead Environmental Advisory Committee is to serve as a resource for the facilitation of conservation and environmental stewardship by the Town and its residents through education, government policies, and incentives. Published 03.April.2019

The EAC meets monthly on the 4th Wednesday of every month. There are currently 10 members on the team; one Town Board member as liaison and a member of the Engineering Department are standing invitees.

The Committee provides Bulletins of information and education, Issue Brief and Position Statements discussing issues and taking a position, and Issue Recommendations based on position for the Town Board, Planning Board, Planning Department and all other interested boards, staff and committees of the town as necessary.

Recent Projects:

The EAC is actively involved in carrying out the many Pledge Elements (PE) of the New York State (NYS) Department of Environmental Conservation (DEC)'s Climate Smart Communities program. With 140 PE's from which to choose, this committee spent about 2 years attaining 80 points solely in the energy sections of the program. Energy consumption benchmarking, employee training, vehicle fleet assessments and much more comprised the entirety of this work.

For 2022 and 2023 we focused on the Climate-smart Materials Management section (PE5) which is dedicated to Vegetative Organics, Solid Waste (to include recycling) and integration with the Engineering Department's Solid Waste Management Plan (SWMP). By achieving success in the various PE's the town's SWMP is maintaining and exceeding compliance levels and timeline targets.

For one long-term program specifically, we partnered with the Engineering Department, the Greater Calverton Civic Association and a non-profit, the North Fork Environmental Council, to design, plan and implement a Food Scraps-to-Compost (on-farm) pilot program. This yielded 2200 pounds (one metric ton) of Vegetative Organic Resources which equal 2200 pounds of CO₂e diverted from the solid waste stream (REV2030, SWMP requirements) and were introduced back into on-farm soil as an Organic Content amendment. This is only one example of a Circular Economy and Zero Waste.

Starting in 2020 we partnered with PeconicGreenGrowth.org (Glynis Berry), the Riverhead High School,

Issues of concern:

No issues of concern exist in isolation from each other, and all issues of concern are based on the health of the ground upon which we stand. Not one of these impacts is more or less important than another as we are living on a planet of inseparable, integrated systems.

Dumping an excess of CO₂, methane, NO_x, SO_x and black carbon into our atmosphere has caused Planetary Overheating.

We in the Peconic Bioregion (the 5 towns of the East End of Long Island) are susceptible to not just higher energy storms, wild fluctuations in rain and drought and the impact on plants, animals, insects and our people, but to what is now a 1-foot rise in sea level since 1950. Coastal inundation impacts coastal properties and the increased risk to residential, commercial, agricultural and government assets must be assessed.

Priorities:

Short term programs: Food scraps (diversion, recovery, reuse); water conservation; Best Management Practices for landscaping; achieve CSC Bronze status (2023)

Medium term goals: Implement Comprehensive Plan Update in all sectors (R, ICI, G), begin path to NYSERDA Community Choice Aggregation

Long term goals: Meet REV2030 stated goals, work to Climate Smart Community Silver status

Other considerations:

Without a doubt, the Town of Riverhead is subject to and has a responsibility for meeting (or exceeding) the law: Climate Leadership and Community Protection Act (CLCPA), Reforming the Energy Vision for 2030 (REV2030) and the New York State Solid Waste Management Plan (NYS SWMP, draft currently open for public comment).

The goals of all these laws are attainable, but only if we work in concert between all of the Boards, Departments, Committees, Civic Associations and all other community groups: individual efforts are lauded but are now insufficient by themselves—only collaboration will get us to where we need to be.

Energy and Technology:

The technology and systems available to us in the 2003 Comprehensive Plan look almost nothing like the ones we are facing at this moment in 2023, a short 20 years later—and what we are facing right now will look nothing like what is available to us 20 years from now. Technology changes in a nanosecond (refer to ChatGPT already at Version 4 after one year) and so will the requirements for a trained and nimble workforce. Only long horizontal thinking and proactive study, not planning, will keep us going in a direction of our choosing.

Buildings are a major source of carbon emissions and commercial buildings which have a life span of 50 years, a skyscraper of 75 and residential homes of 100 and more built without regard today are going to quickly become a liability, not an asset. Think of the 100-year-old home with the tar paper-covered electrical wiring and lead pipes which require a complete gutting of the building before it is habitable and this is what our current building codes are creating for not 100, but perhaps only 30 years. Retrofitting after the fact is far more costly than the upfront costs incurred at inception. <https://blog.cityelectricsupply.com/new-construction-vs-retrofit-what-you-need-to-know/> Studies are easy to come by to prove this as a business case. New York State will be codifying what is now an optional plan under NYSERDA's Clean Energy Community guidelines. One must ask why we would not simply adopt the Stretch Code as it is and keep moving forward.

A final concern to recap all of the emissions discussions are how NYS DEC is going to approach non-compliance against its Greenhouse Gas inventory rollup (GHGir). Just as the Food Scrap Generators (FSG) are bound since 01.January.2022 to donate usable food and then find a composting facility within 25 miles, there is phase-in of ALL food scrap generators, including K-12 schools and Residential on a published timetable. At some point the DEC will be doing an inventory of not just our Municipal operations and carbon-fossil fuel purveyors (oil and gas) as they are in 2023, but will incorporate ALL emitters to include Commercial and Residential buildings in their analysis.

We can catch up, keep up and stay ahead if we go to work right now.

Mark Haubner, Co-chair, Town of Riverhead Environmental Advisory Committee



Town of Riverhead

Environmental Advisory Committee

200 Howell Avenue, Riverhead, NY 11901
631-727-3200 TownOfRiverheadNY.gov

Mark Haubner-CoChair, Cara Fernandes-CoChair,

To: Town of Riverhead, Town Board, Tue.01.November.2022

Issue Brief & Position Statement:

Moratorium for Industrial Development in the Hamlet of Calverton

Riverhead has upwards of 12,000,000 square feet of proposed warehousing, e-commerce distribution and fulfillment centers in the application and approval process right now.

These kinds of construction projects demand large losses of land, the many acres of which are finite in number overall and will not be recovered for any other purpose within our lifetimes.

Our town is in the process of creating our Comprehensive Plan Update which, when complete, will guide us more surely in the realms of zoning for land use and codifying those designations to address situations which have not even yet arisen—technology is changing faster more often than we would like and quicker than we can respond at times.

Many small changes have cumulative effects over time, perhaps much more so than single large changes. Looking west on Long Island we can see what our future holds when we look at Hempstead, Huntington, Centereach, Brookhaven and other towns which have allowed unfettered economic growth to be the driving force in all of their decisions.

We are not proposing the halt of every future project to be turned away—we are asking that we all take a breath and consider not just the Environmental, but also the Social and Economic impacts of our decisions as they relate to the sensible growth of our town for generations to come.

We have several other considerations to make in the form of several New York State laws and mandates (CLCPA, REV2030, GreenHouse Gas emissions inventories) which we are prepared to present and discuss as part of the conversation revolving around a General Moratorium.

As we have in the past, we will continue to base our judgment and recommendations on science and be driven by logic for the benefit of all.

Thank you for your attention and consideration.

Mark Haubner, Co-chair, in agreement with the members of this Committee



Town of Riverhead Environmental Advisory Committee

200 Howell Avenue, Riverhead, NY 11901
631-727-3200 TownOfRiverheadNY.gov

Mark Haubner-CoChair, Cara Fernandes-CoChair

Issue Recommendation: Battery Energy Storage Systems (BESS) 20221230

The pressure of our current energy consumption in the U.S. is driving us faster in 'renewable' sources (hydro, solar, wind, geothermal) to which Riverhead has responded by allowing the installation of large tracts of solar energy equipment. Because of the intermittent nature of solar and wind, a logical add-on to these (BESS) is to level the demand load as well as provide a short backup for blackout conditions.

The elimination of the 9 'peaker plants' in the Peconic Bioregion (6 of which are on the North Fork) is highly desirable. Hosting BESS in our town may be desirable overall and will be a part of our town's contribution to the New York State Reforming the Energy Vision 2030 goals in reducing emissions and increasing 'renewable' energy at the same time.

BESS is comprised of some half dozen engineering types, one of which is a mature but still-evolving technology, that of lithium-ion batteries, and which is coming into its own as an Early Adopter stage implementation. This is similar to the increasing popularity but very high expense of solar energy in the early 2000's. We have seen both solar panels and inverters decrease in price 10-fold which makes the technology better and safer over even a 10-year span.

A quick review of the many departments, committees and volunteers of Riverhead which are directly impacted in the decision-making process around this technology reveals not a lack in intelligence or logic but simply in experience and know-how.

We are recommending that we create an Energy Committee which will pool our many talents but also cross-cut the many stakeholders in this decision—firefighting, medical safety, air quality, quality of life and quite a few more.

Our departments, committees and volunteers from the community are in agreement that we will commit the time and effort needed to assist the Town Board in making an intelligent, safe and satisfactory decision on BESS. We recommend that we create this Energy Committee immediately so that all of the concerns of the many impacted sectors of our community are addressed and that we all work together to assist in making the right decision for Riverhead.

Thank you for your attention and consideration.

30.December.2022
132 Promenade Drive
Aquebogue, NY 11931

Town of Riverhead
200 Howell Ave.
Riverhead, NY 11901

Attn: Town Board, Planning Board, Water District, Fire Department, Police Department heads
Issue Recommendation: Battery Energy Storage Systems (BESS)

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The creation and function of an Energy Committee will aid in an engineering evaluation, alternative energy recommendations and participate in creating the draft Scope for an EIS. The committee could also create cogent presentations for various target audiences (Town Board, various Departments, Civic Associations, etc.). The committee will *not*, however, circumvent the process of SEQRA or necessarily interject in matters of zoning for these kinds of projects.

Thank you for your attention and consideration.
Mark Haubner



Town of Riverhead Environmental Advisory Committee

200 Howell Avenue, Riverhead, NY 11901
631-727-3200 TownOfRiverheadNY.gov

Cara Fernandes-CoChair, Mark Haubner-CoChair

Issue Brief & Position Statement: Anaerobic Digesters

(information and general disposition of committee) (discussion of issue, EAC position)
20220621

Anaerobic Digestion as a scientific process has been around for hundreds of years and includes biological, chemical and physical processes that are complex, diverse and provide dozens of products which can be used in hundreds of applications.

For discussion in the Town of Riverhead we will limit our scope to the inputs and outputs of a system designed for several needs and benefits.

The last two landfills on Long Island are closing in 100 months (2024). Fully 25% of our solid waste is currently food waste and are the target of the NYS DEC's efforts in aiding in the reduction of food waste and the reuse of food scraps as a resource.

The Town of Riverhead has eight Large Generators of food scraps creating 2 tons per week each (Walmart, Best Market, 2 hotels, Splish Splash, etc.) and these are the first in line which are required to dispose of their food scraps in a designated food scrap treatment facility. This could be either an ANaerobic Digester (no oxygen) or an AERobic composting (presence of oxygen) facility.

The biggest contributor of Food Waste, however, is the Residential sector: 36,000 people of Riverhead create 18,000 pounds of food scraps every day (9 tons). The remaining 30% of the total food waste comes from our restaurants, college, nursing homes, hospitals and schools which create another 6,000 pounds per day (3 tons).

Even without an effort in Reduction of Food Waste (which is planned through our work with the Engineering Department and other entities) Riverhead's demand for Digestion (either Anaerobic or Aerobic) is far less than 20 tons per day.

Anaerobic Digesters produce Renewable Natural Gas (methane in this case) which is piped directly into the Compressed Natural Gas grid (CNG or 'street gas') which provides a stream of revenue for the provider of the product. A provider can be private equity, Public-Private Partnership or Municipally-owned and operated.

Another product of an Anaerobic Digester is compost which can be treated and managed into a saleable product as well. (Aerobic Digestion is a greens-plus-browns operation which creates high quality compost as the only product.)

With so many options at hand for what used to be food 'waste' we can start to see this as a Resource to be Recovered and Reused to the benefit of everyone involved.

Our Committee welcomes the chance to continue working with the Town Board and other departments to take advantage of the benefits of sensible and scientific approaches to our solid waste issues.



Conservation Advisory Council

201 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200 ext. 264

May 1, 2023

Noah Levine, AICP
Associate Principal, BFJ Planning
(N.Levine@bfjplanning.com)

Re: Questionnaire for Boards and Commissions

Dear Mr. Levine:

In response to your request for feedback from Town Boards and Commissions, the Conservation Advisory Council submits the following responses:

1. **Overview:** The Conservation Advisory Council (CAC) is in charge of reviewing applications pertaining to development activities within 150 ft. of Town of Riverhead Freshwater Wetlands, as well as within 300 feet of New York State Department of Environmental Conservation Tidal Wetlands, as called out in Riverhead Town Code Sections 293 and 295. The CAC meets once a month, on the second Wednesday of the month. The meeting is held in the Riverhead Town Board room at 5 p.m.
2. **Recent Projects/Actions:** While a majority of the applications that the CAC reviews relate to single family residential development and the construction of related structures, there have been several significant applications that the CAC has reviewed that have impacted the Town to some degree or another:
 - a. 48 Willow Street – This was an application submitted to the CAC seeking approval to construct a single-family residence on
 - b. Applications for development on the Peconic Bay – Generally, the CAC requires 10 ft. buffers along bulkheads on the Peconic Bay, in order to prevent the introduction of nitrogen-based fertilizers into the Peconic estuary as a result of landscaping maintenance.
 - c. 242 Pier Avenue – This was an application submitted to the CAC to develop a vacant parcel of land in Jamesport with a new single-family residence. The

application initially proposed to import approximately 1,200 cubic yards of material to the site in order to re-grade the property. Through the review process, the CAC worked with the applicant, and the applicant reduced the grading and land disturbance on the property, which resulted in a net import of 290 cubic yards being necessary.

3. **Issues:** The main issues facing the CAC currently are:
 - a. Enforcement of existing Codes.
 - b. Penalties for violations not being sufficient to deter violations.
 - c. Lack of codified standards. While the CAC has informal policies for review of applications, i.e. the 10 ft. buffer along properties which front on the Peconic Bay, the CAC feels as though it would benefit from formal standards, such as a minimum separation for sanitary systems from wetlands, non-disturbance buffers around wetlands, etc.
 - d. Application fees are currently low, compared to other Towns. Increased application fees could be used to help provide additional enforcement resources.

4. **Priorities:** The CAC feels that the Town must take a hard look at the resources of the Peconic Bay, and enforce existing regulations regarding fishing, clamming, crabbing, etc., and enforce requirements for local residency to fish in Town waters. Formal requirements for moorings in Town waters should also be created, as this would ensure safety for locating moorings, as well as create revenue for the Town.

Sincerely,



Greg Bergman,

Secretary for the Conservation Advisory Council

**Landmarks Preservation Commission
Responses to BFJ Planning Questionnaire for Comprehensive Plan Update**

For Noah Levine, AICP, PP
Associate Principal

Overview: Brief overview of your committee including how often you meet.

The LPC consists of seven members appointed by the Town Board and is charged with implementation of Chapter 241 of Town Code. It meets monthly and is responsible for designating town landmarks and historic districts as well as ensuring compliance with code regulations for structures so designated. We also work closely with the ARB in reviewing projects in the downtown area, which is also a town-designated historic district.

Recent Projects/Actions: Provide an overview of significant actions or projects you have worked on in the past 10 years (if applicable).

Since completion of the current Master Plan in 2003, the Landmarks Preservation has been instrumental in setting up the following extensive historic districts, as recommended in Policy 5.4J of the current Comp Plan:

	Historic Resources	Year
Downtown Riverhead Historic District	219	2006
Jamesport Hamlet Historic District	36	2006
South Jamesport Historic District	78	2006
Wading River Historic District	40	2008

We have also created two extensive National Register Historic Districts:

National Register of Historic Places: Districts

		Historic Resources	Year
Riverhead Main Street District	(included in town's Downtown district)	36	2012
Ostrander & Second	(All but 8 included in town's Downtown district)	129	2017

We have designated 25 more historic resources as individual town landmarks, bringing the total number of individually designated historic resources to 62. We have assisted in the designation of 4 additional National Register sites, bringing that total to 14 in the town. Altogether we believe approximately 400 resources are either in town designated

historic districts or individually designated landmarks or both. Our current National Register districts include approximately 175 contributing resources.

We attempted to create an extensive National Register Historic District extending along Main Road in the hamlets of Aquebogue, Jamesport and Laurel, including parts of Southold Town in the hamlet of Laurel. The proposed district encompassed about 240 historic resources. Unfortunately, we were forced to withdraw the nomination because of vocal opposition, in part caused by the SHPO requirement that a portion of Southold Town be included. However, the district did receive SHPO designation as qualifying for National Register designation, and presumably bringing the additional review requirements that go with that designation – but not the benefits such as tax credits for work on historic residences.

We have instituted a 10-year tax abatement for increases in assessed value caused by historic preservation renovations.

In 2008 we published a booklet “Wood, Brick and Stone” with walking and driving tours of downtown Riverhead.

Another LPC initiative, we inaugurated a Downtown Riverhead Historic Trail in 2022 that is enabled by QR codes and also available virtually on the town and BID websites.

In 2022 we also dedicated an historic marker for the Bell Town Heritage Area, celebrating the town’s heritage of Black communities founded by people who came here in the Great Migration.

As recommended by Policy 5.3A and 5.4A of the current plan, we have prepared a Survey of Historic Resources in Riverhead. It currently has 816 resources, but needs to be updated to include all resources identified in the four town historic districts as well as identified in the proposed Main Road National Register district. It also needs to be edited to include current addresses in parts of the town where these were changed about 25 years ago. Perhaps the most critical part here are historic resources not included in current districts!

As suggested by Policy 5.4C, the LPC has developed a set of design guidelines for landmarks and historic districts. This is available on the LPC section of the town’s website.

Issues: Overview of issues of concern as it relates to your committee.

- Lack of enabling legislation to protect the Sound Avenue Scenic and Historic Corridor created by the state legislature and town board in 1976.
- Lack of protection for historic resources on the Main Road corridor in Aquebogue, Jamesport and Laurel.

Priorities: Overview of major priorities your committee has for the Comprehensive Plan (over the next 10 years).

- Adoption of Pattern Book for downtown.
- Creation of adequate parking for downtown to take away pressure for demolition of historic structures.
- Completion of the Main Road National Register District (we need help figuring out how convince SHPO to accept a district that is within town boundaries)
- Other possible National Register districts:
 - Sound Avenue
 - Polish Town (could also be designated a Town Heritage Area)
 - South Jamesport
 - Jamesport Camp Grounds

Other Considerations: Other issues or opportunities the Town should consider for the Comprehensive Plan.

- It is important that the Comp Plan continue to incorporate a recommendation for flexibility in interpretation of zoning rules when historic preservation is at stake, as stated in current Policy 5.4D.
- A current list of incentives for historic preservation is attached. What other incentives can be made available?
- Is Certified Local Government (CLG) status worth pursuing, as currently recommended in Policy 5.3A and 5.4I?
- To prevent “demolition by neglect: In town historic districts and for town landmarks, add a code requirement that requires basic maintenance of exteriors and repair of any major structural problems.
- Whenever owners violate Landmarks Code requirements, formal violation notices should be issued by the town.
- The LPC maintains a “Watch List” of threatened buildings. A number of buildings previously on the list have in fact been restored, in part as the result of LPC efforts. The current list includes:
 - 178 Main Road (corner of 105)
 - 1117 Main Road (Leslie Alexander):
 - 57 South Jamesport Avenue (Albert Young House):
 - 1368 Sound Avenue (Irving Hulse House)
 - Half Hollow Barn
- Currently penalties for not complying with historic preservation code are minimal and need to be strengthened.

- Strengthen architectural guidelines in sensitive areas, especially the Main Road and Sound Avenue corridors, to make sure new construction is compatible with the area's rural and historic character. Make the guidelines standards rather than voluntary guidelines. Perhaps a "mini pattern book" is appropriate defining what "rural character" is in terms of massing, size, roof slope, building arrangement, etc. Consider official designations of additional scenic and historic corridors with underlying regulations, as recommended in Policy 5.5B and 5.5C of the current plan.
- Whenever LPC and ARB review new construction in historic districts, add a code requirement for submission of elevations showing adjacent structures and properties.
- Require notification of LPC with 40-day window for any demolition permit that involves structures more than 50 years old. While this would not prevent demolitions of historic resources not designated individually or in districts, it would give the Commission time to perhaps discuss alternatives and incentives with the property owner. Something similar is suggested in Policy 5.4B of the current Comp Plan.
- The town history in the plan needs to be edited to include the wave of Irish, Polish, Black, Hispanic and other immigrant groups that have transformed the town in the 19th, 20th and 21st centuries.
- Town should provide appropriate recognition and interpretative signage for the Sharper's Hill archaeological site in Jamesport/
- Designation of additional resources related to the town's Black history.
- We note that Policy 5.1E in the current Comp Plan suggests design standards and guidelines for subdivisions to protect scenic views. We believe ARB review should be required to facilitate this goal.

Due April 30



TOWN OF RIVERHEAD ARCHITECTURAL REVIEW BOARD

201 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, EXT. 240

Roy Sokoloski, AIA
Chairman

Judy Barth
Member

Kelly Shauger
Member

Hideaki Arizumi, AIA
Member

April 28, 2023

Noah Levine, AICP
Associate Principal, BFJ Planning
(N.Levine@bfjplanning.com)

Re: Questionnaire for Boards and Commissions

Dear Mr. Levine:

In response to your request for feedback from Town Boards and Commissions, the Architectural Review Board submits the following:

Overview: The Architectural Review Board (ARB), on behalf of the Town Board and Planning Board is charged with reviewing applications referred for architectural review and making recommendations to approve, deny or recommend alternatives relative to a proposed site plan, project or development, is to consider the various aspects of design, with special emphasis on these objectives:

- To prevent the unnecessary destruction or blighting of the natural landscape or of the achieved man-made environment.
- To ascertain that architectural treatments have been designed so as to relate harmoniously to significant existing buildings that have a visual relationship to the proposed development.
- To coordinate compliance with other municipal ordinances that affect visual impact, such as the sign regulations contained in Chapter 301, Zoning and Land Development etc.
- To review applications together with the Landmarks Preservation Commission for alterations or demolition of a designated structure or structures within an historic district.

Additionally, the codified purpose and intent of architectural review within the Town of Riverhead include:

- Promote those visual qualities in the environment which bring value to the community.
- Foster the attractiveness of the community as a place to live and work.

- Preserve the character and quality of our heritage by maintaining the integrity of those areas which have a discernible character or are of special historic significance.
- Protect public and private investments in the area.
- Educate and raise the level of community awareness and expectations for the quality of its environment.

In regard to the Comprehensive Plan update the ARB offers the following comments/priorities:

1. Inclusion of design standards for the main road business area (East of 105 on main road) which has been part of an effort to maintain the historic corridor. Right now, the requirement is that commercial buildings have a ‘rural’ appearance, but without any guidance on what it means. There are properties within that zone that may be developed in the future. In 20 years it will likely look very different.
2. Preservation of the Sound Avenue Corridor via signage and design standards.
3. In regard to the Pattern Book: there has been a lot of discussion with the Business Advisory Committee, Town Board and Downtown Revitalization committee to revise what was proposed in the pattern book. The ARB must have input on this discussion.
4. The consideration of a requirement of for ARB and LPC applications to include elevation drawings of neighboring buildings for context, rather than good street view images.
5. Thriving corridor along Route 58: Consider adding trees to medians, pedestrian refuges for those crossing the corridor, and safer pedestrian/bike designs throughout, which also enhance the corridor’s visual softness and richness.
6. Downtown zoning should incorporate setback requirements for upper floors to protect the pedestrian environment in the Downtown area.
7. Table 2-2 and 2-3: There are two existing zones that are not listed on either chart, the Peconic River Community and Riverfront Corridor zones. These are changed to TRC Tourism/Resort Campus on the 2015 Plan, which may only be appropriate for a few large parcels. These areas are also controlled by NYSDEC land use categories. The Peconic River Community Zone has access to both public water and sewers, so should be considered separately. Please note that the zoning has already been changed three times in the past 18 years on these parcels. It may be best to only change the large parcels (five acres?) along this stretch.
8. The transfer of development rights uses a fully-sized acre. This is appropriate for large parcels. Consider a 40,000 SF option for already subdivided parcels (road access).
9. The Zoning chapter does not describe how to enhance pedestrian and bicycle infrastructure, especially if it is to use private property.
10. It is necessary to see the proposed changes mapped clearly. Only see the 2015 Proposed Land Use plan on the Town’s website. Need update on proposed zoning compared to

existing zoning to fully evaluate the proposed changes.

11. Much of the zoning seems too restrictive/specific regarding use categories. All residential zones should allow home offices/modest work activities. This is especially true due to changed uses after the pandemic with many people working from home. Each residential area should also have close proximity to walkable “hamlets” or neighborhood facilities. Or, Residential zones should include neighborhood facilities, which promotes less use of vehicle while walkability.
12. Non-residential zones are narrowly defined for their uses, too. The nature of businesses has changed, for instance personal service/wellness/exercise and food related uses should be allowed in almost all of the non-residential zoning categories, including TRC Tourism/Resort Campus. Why is a wine bar specifically listed, but not a brewery or even tea house? Cannabis related uses also need to be recognized. New, unanticipated uses may not fit these old categories as well.
13. Housing categories should be more inclusive to allow for more varied residential building types in a zoning district to avoid the segregation of housing by income or age. Adaptive reuse, the addition to existing residences should be encouraged. Possibly address the allowance of Accessory Dwelling Units. Condensing already developed properties is needed, instead of developing new ones. Residential zones should be flexible for the density, too.
14. The proposed housing zones use R-40 and R-80 sizing, which traditionally support suburban sprawl, not conservation. Instead consider being inclusive of a wider range of sizes, from ¼ acre to 5 to 10-acre parcels. The small parcels will allow for modest homes and promote home ownership, while the 5 to 10 acre parcels will more accurately match a more rural aesthetic.
15. The chapter does not evaluate the changes in use that the North Fork’s popularity has spawned. The assumption that only 9% of the housing stock is seasonal may be a misrepresentation of recent home ownership trends. The percentage of homes owned as second residences, or the number of homes being developed for short-term, summer rentals should be understood. Analyzing the numbers of housing should include the income levels, including young and elderly generations, and low-income workers. How many high-income housings will actually be needed? How many low-income housings are needed?
16. Recently in the East End, many homes are being developed as “commercial” investments. Size is maximized for air B&Bs, summer rentals, and spec. houses, and accompanied by water-guzzling swimming pools and lawn irrigation. The resources used by some of these “single-family” homes are more like B and B’s without the limitations as to number of bedrooms nor the flow evaluations usually associated with commercial uses.
17. In order to further environmental goals, the Zoning proposals need to better reflect carrying

capacities and introduce related aspects to the zoning, such as water use, heat island impact, energy efficiency, carbon load, electrical vehicle charging, waste management, etc. Access to public water and sewer should be carefully considered in the zoning plan.

18. Zoning should identify the desired public realm and determine a fair way to achieve this goal. One owner should not benefit from the devaluation of another property.

Sincerely,

Matt Charters, Planner

On Behalf of the Town of Riverhead Architectural Review Board

Riverhead Comprehensive Plan Update

Questionnaire for Boards and Commissions

Submitted by Town of Riverhead Recreation Committee

April 2023

Overview

The Town of Riverhead Recreation Advisory Committee is an advisory committee comprised of eight members from Riverhead Town – Marjorie Acevedo, Chair, George Gabrielsen, Co-Chair, Dwayne Eleazer, Frank Petrignani, Rose Sanders, Jeremy Savio, Ronald Schmitt, Justin Winter, Also attending the meetings are Town Councilperson Kenneth Rothwell, as liaison to the Town Board and Ray Coyne, Parks and Recreation Superintendent.

The Recreation Advisory Committee meets at 5:30 pm on the fourth Tuesday of every month at Town Hall. The Recreation Advisory was created as an overseer for park and recreation funds. Those funds would be spent on Recreation Capital Projects throughout the Town of Riverhead. The Committee consists of members from each area of the township. This diversity of logistics and Town character enables the Committee to have the true pulse of our recreational needs. All recreation projects would have the consideration of enrichment of all Town residents; regardless of status. The Committee would embrace projects for both the present and future recreational needs of our community. We would also prioritize suggestions coming through the Recreation Department.

Working with Recreation, Engineering and Accounting, we could prioritize which new projects or improvements to existing facilities we would recommend to the Town Board. The committee would also have input in the planning and administration of approved Recreation Projects.

Regardless of the Town Board's final decision on a project, the Committee would have an obligation to report back to the Town residents in the respective areas with the conclusion of said project.

It is clearly stated in its Charter that the Committee is an advisory committee only and all final decisions are made by the Riverhead Town Board.

Recent Capital Projects/Actions

- Beach Booth Construction
- Parks Signs
- Pickle ball Courts @ Veterans Park
- Playground @ Iron Pier Beach
- Dog Park Water
- S. Jamesport Tennis Court
- S. Jamesport Fence installation
- Bayberry Basketball Court/Tennis Court/Fence
- Stotzky Park Scoreboard
- Swings at Iron Pier Beach

- Fence for the Iron Pier PG
- Pickelball Courts Calverton (Concrete Curb)

Prioritized Projects for 2023

- **Bayberry Park Parking Lot**
- **Horton Ave. Parking Lot and lights**
- **Two Bears (project has been sitting for 2 years), Tennis Courts in bad shape, Sport Court to be added, Basketball court in bad shape, Playground needs to be replaced, Walking path in poor shape – tree buckling underneath**
- **East Creek –Surveillance and Lighting, Pavers needed in parking lot, Concession stand needs to be updated**
- **Millbrook Gables - Basketball Court to be resurfaced**
- **Reeves Beach – New Bathrooms needed**
- **Walking Trail improvements for completion of trail**
- **Veterans Memorial Park – completion of bathrooms**
- **Soccer Fields at EPCAL**
- **Paintball**
- **Disc Golf**

Issues

- The Committee needs more clarity and transparency regarding the status of funding.
- The Committee needs a monthly update of the Site Plan Applications.
- Committee needs a monthly update of the Subdivision Applications.
- Committee needs a monthly update from accounting department of monies obtained from the above projects. Identifying their location in order to determine the expenditures for parks in proximity to projects.
- The Committee would like to raise the Recreation Development fees for subdivisions.
- EPCAL – Recreation Committee should have more input into funding at EPCAL site.
- Due to the site location of Veterans Memorial park, it is often not eligible for CBGB funds or Park and Recreation Fees commonly used to develop and preserve our town parks and therefore we must provide specific allocated budget line for development and preservation for this park.

Riverhead Town Transfer of Development Rights Committee Comprehensive Plan Questionnaire:

- **Overview:** Brief overview of the Transfer of Development Rights Committee including how often you meet?

We have been reconstituted as a committee in 2023 after our initial committee formed around 2017 was stalled due to delays in the Master Plan Update. We have been meeting monthly since February of 2023, but again we are on hiatus until the consultants present their working document.

- **Recent Projects/Actions:** Provide an overview of significant actions or projects you have worked on in the past 10 years (if applicable)?

Reviewed the TDR Plan developed and implemented after 2003 Comp Plan
Discussed mechanisms for preserving land and creating a TDR certificate
Reviewed the sending/receiving area ratios to ensure there is a good balance

- **Issues:** Overview of issues of concern as it relates to the TDR Committee:

Lack of an effective working program.
Potential of giving away of rights by Town Board/Planning Board.
Competition with Pine Barrens credits and density credits and workforce housing credits.
Develop new proposed code to add additional receiving areas for TDR's

- **Priorities:** Overview of major priorities your committee has for the Comprehensive Plan (over the next 10 years)?

Make the TDR program successful for farmers, and builders so the Town can allow for preservation of farmland and added development in preferred areas identified by the Town for development
Create a TDR Bank
Add sending component in RA 40 & RA 80 outside of the APZ.

- **Other Considerations:** Other issues or opportunities the Town should consider for the Comprehensive Plan?

With almost 7,000 acres of unreserved land, the TDR program if effective will allow for reduced density, more opportunities to preserve our farmlands, and keep Riverhead a rural community of working farmland.

Riverhead Comprehensive Plan Update

Questionnaire for Boards and Commissions

Submitted by Town of Riverhead Open Space Committee

April 2023

Overview

The Town of Riverhead Open Space Committee is an advisory committee comprised of five members from Riverhead Town – Janis Leonti (chair), Marge Acevedo, George Bartunek, Charles Cetas, Nancy Gilbert – and one ex-officio member, Julie Wesnofske, representing the Peconic Land Trust. Also attending the meetings are town councilperson Frank Beyrodt as liaison to the Town Board and deputy town attorney Annemarie Prudenti.

The Open Space Committee meets at 2pm on the second Wednesday of every month at Town Hall. Additionally, members meet as needed to inspect potential land purchases and to assess existing open space sites for improvements and maintenance. We work with a parcel rating form developed by the committee that rates the property's natural habitat and community value when considering sites for purchase.

Since 1999 a two percent real estate transfer tax (Community Preservation Fund) has funded the Open Space program as well as the purchases of development rights by the Farmland Committee. In addition to preserving habitat and natural lands, many of the open space parcels purchased in this program allow the community and visitors to hike, access waterfront, and enjoy open vistas.

Recent Projects/Actions

- Turned our attention to stewardship when CPF funds became unavailable; developed a form to rate condition of existing Open Space parcels; toured parcels and made recommendations to town board intended to result in additional public access and better environmentally sensitive care for these properties
- Working with both county and town to implement walking paths and appropriate culturally respectful signage at Sharper's Hill, Jamesport, an ancient burial ground
- Improved signage and rectified problems (removed library story boards, tarped small barn roof) at Sound Avenue Preserve; working with Highway Department to fix parking lot
- Have worked with and advised the county on several county open space purchases, i.e. Saw Mill Creek; provided county with extensive comprehensive priority parcels for preservation using one quarter percent county sales tax
- Supported and advocated for the acquisition of the Broad Cove property by the Peconic land Trust
- Drafted a letter for the town board to consider sending to Town of Southampton to recommend that they purchase the former Peconic Paddler property with CPF funds

- Provided input urging the incorporation of as much greenspace as possible to the Town Square Project consultants
- Worked with Peconic Land Trust to update the town's open space priority list by reviewing all available parcels to create the Town of Riverhead Updated Community Preservation Fund Project Plan
- Purchased with use of CPF funds Weeping Willow Motel and rehabilitated property with kayak launch and demolition of derelict buildings; purchased and preserved two adjacent lots on Sound Avenue to create the Sound Avenue Preserve; purchased a parcel slated for development on Riverside Drive known as the Riverhead Meadows; purchased the 41 acre Kobylenski property that includes several glacial kettle holes; purchased property to create Miamogue Point Park in Jamesport

Issues

- Committee needs a periodic update to the town's open space priority list
- Riverhead should continue to work with county, state, federal agencies and also groups such as the Peconic Land Trust as preservation partners
- The town should consider using the Transfer of Development Rights (TDR) program as an option for open space preservation or the implementation of incentive zoning
- Continue using the CPF funds when funds are available but additional sources of funding for preservation purposes must be explored; consider establishing a land preservation fund separate from the CPF to accept donations for open space and farmland acquisitions
- More clarity and transparency around status of CFP funds is necessary
- The town needs to create an annual budget for stewardship and maintenance of town-owned open space parcels
- When considering a development project that includes an open space set aside, a stewardship and public access plan for that open space should be included as a necessary condition for project approval
- Open space sites throughout the town, including state and county parklands, should be identified and assessed for tree replanting or planting
- The committee should inventory trees on existing town-owned open space parcels

Priorities

- Acquiring additional funds for both acquisition and stewardship of open space parcels is essential
- Better stewardship and maintenance of all existing town-owned open space parcels
- Identification and improvements to existing parcels appropriate for more public access with well-thought-out interpretation

- Develop a liaison relationship with the county

Other Considerations

- Develop walking trail from Riverside Drive and East Main Street through town and county land, continuing through unused section of Indian Island, continuing through Broad Cove and ending at Meeting House Creek
- Work with Highway Dept to identify appropriate locations for pollinator gardens; recruit volunteers to plant
- Work with developers to require access to properties scheduled for development to remove certain native species; develop partnerships to do this
- Meet on a regular basis, at least twice yearly, with town board
- Pursue grant funding for stewardship; work with town board to also include monies for stewardship are in budget
- Communicate more to community about open space and recreation opportunities in Spanish as well as English
- Increase penalties for encroachments on open space properties and make sure there are inspections for code violations every few years
- Think about appropriate places to do Land Acknowledgements – website, signage?

QUESTIONNAIRE - WADING RIVER CIVIC ASSOCIATION

OVERVIEW: The Wading River Civic Association was formed in 1935. It represents residents in the 11792 zip code. About 80 percent of the membership live in the Riverhead Town portion of Wading River and the rest live in the Brookhaven Town portion of Wading River. The civic association represents residents in both Brookhaven and Riverhead. We have six meetings a year.

RECENT PROJECTS/ACTIONS: We have actively advocated for and participated in planning studies of the Route 25A corridor in Brookhaven and Riverhead. We have undertaken efforts to encourage Brookhaven and Riverhead to enter into intermunicipal agreements to improve conditions in and near our historic Wading River Duck Ponds. We have strongly supported and advocated for preserving the historic character of Wading River. We continue to bring concerns about the condition of the Wading River Creek to the Riverhead Town Board. We have worked along with other civic associations to push for meaningful regulations to protect the historic and scenic Sound Avenue corridor. We have successfully opposed efforts to eliminate provisions of the Riverhead Town code that are unique to Wading River such as the prohibition on hours of business operation and allowance of drive thru windows. We supported the successful effort by the Peconic Land Trust to assist the Condzella family's effort to purchase and restore land along 25A in Wading River to agricultural use. We played a key role in the initiative that led to New York State commitment to buying approximately 800 acres owned by National Grid in Wading River and Shoreham. We strongly advocated for many years for the now completed North Shore Rail Bike Trail .

ISSUES OF CONCERN IN WADING RIVER: Residents want to preserve the rural hamlet heritage and community character. They are strongly opposed to "overdevelopment" in the form of new shopping centers, excessive signage and superfluous retail. They strongly support open space preservation and maintaining our agricultural heritage. They do not seem to support the widening of Route 25A, but they see the need for improvements on certain town roadways. They support efforts to insure pedestrian safety but are divided on what type of walkways should be encouraged. There is no clear view on where these walkways should be. They also support the preservation of our hamlet's historic character and

wholeheartedly support bicycle paths and bike lanes. The residents expressed concerns about the condition of town facilities such as Bayberry Park, the Town of Riverhead Beach and the municipal parking lot at the intersection North Country Road and Sound Road. They are supportive of the concept of single family home ownership but are less supportive of multi-family housing units. They are concerned about short term rentals. Residents also seem to recognize the need for flooding remediation in certain portions of the hamlet.

Residents want to see Brookhaven and Riverhead maintain and enhance the Duck Ponds. In order to address major projects such as the dredging of the Duck Ponds, Riverhead must step up to the plate and secure the funds to replace the existing bulkheading. Without new bulkheading, Brookhaven Town will not undertake the costly task of dredging the Duck Ponds.

Residents also recognize that there are issues and development projects outside of our hamlet that will have possible regional impacts. Projects such as the sale and development of the EPCAL property are deeply concerning to residents. The Comprehensive Plan Update must address the the issues surrounding the development of the EPCAL property. The construction of the “new breed” of large warehouses in nearby Calverton is also deeply concerning. We would suggest that all warehousing to be analyzed should use current research and information provided by the Institute for Transportation Professionals in planning and code considerations. We also believe In order to protect the historic character of all the hamlets in the town, Riverhead must Improve its code enforcement capabilities.

PRIORITIES: The overwhelming priority for our hamlet is for the Town of Riverhead to begin planning to address these issues as soon as the CPU is adopted. The town should be required to issue a report on what progress it has made in dealing with the various issues that have been identified in each hamlet. The report should be made every 5 years after the adoption of the current CPU. We cannot wait 10 years to look back. We do not have the option to kick the can down the road any longer. We must act now!

OTHER CONSIDERATIONS: Expand the Town’s IT operation. All Town Boards should allow public participation through zoom connections on all meetings and not just public hearings.

GREATER JAMESPORT CIVIC ASSOCIATION

Overview –

The Greater Jamesport Civic Association, founded in 1948, is celebrating its 75th anniversary serving our residents and fostering a strong sense of community. Our Civic represents individuals, families and businesses located in the hamlets of Aquebogue, Jamesport, South Jamesport and the portion of Laurel within the Town of Riverhead. Our geographic area spans the area east of route 105 to Laurel Road in Laurel. We meet monthly throughout the year, in addition to hosting special events such as our annual Independence Day celebration, holiday party and meet the candidates night. We provide our members a strong voice to address community concerns. The Greater Jamesport Civic Association celebrates the rich history, strong rural and agricultural heritage and precious natural environment of the North Fork. We work with elected officials, businesses and members of our community to facilitate prudent management of growth to maintain a balance between economic development and preserving those qualities that make the North Fork of Long Island special.

Projects/Actions –

Some of our Civic's accomplishments include playing an instrumental role in the following:

- Creation of Iron Pier and South Jamesport beaches
- Preserve Sharper's Hill, Maimogue Point and Broadcove as Town park/open spaces
- Secure improved ambulance coverage east of route 105
- Save and restore the George Young Community Center and honor garden as community meeting place and resource for community activities.
- Foster community safety, including establishment of the Jamesport/South Jamesport Fire Department, working for solutions to traffic problems, lowering tonnage and speed limit on Peconic Bay Blvd, installation of traffic lights on S Jamesport Ave at Main Road and N and S Railroad Aves, upgrading street lighting in Jamesport business district and providing CPR training.
- Monitoring Town Board, ZBA and Planning Board meetings and communicating with members through emails and monthly meetings on significant issues affecting the community.
- Meet with NYS, County and Riverhead elected officials to bring forward community concerns, including inviting elected officials to attend monthly meetings to answer questions posed by and engage in dialog with members.
- Sponsor meet the candidates events.
- Sponsor annual July 4th community celebration and various social events to bring community members together, sponsor community cleanups, participation in local parades.
- Distribute Hometown Happenings, a weekly newsletter informing members of community events.
- Provide annual Community Service Scholarships to graduating high school seniors.

Key Issues –

Key issues of concern to residents of our hamlets with respect to the Comprehensive Plan include the following:

1. Preservation of Farmland and Open Space

- a) Preservation of farmland and open space in our hamlets is a significant priority for our residents.
- b) Where resources are available either at the Town level or partnering with the County and community resources like the land trust, every effort should be made to acquire rights with respect to farms and open space to preserve these resources for the future.
- c) In connection with revitalizing the TDR program, sending areas should be extended north of Sound Avenue and South of Route 25/Main Road in our hamlets.
- d) The community supports looking at what incentives could be provided to existing farms to continue traditional crop farming.
- e) Vertical farming should be considered as an adjunct to traditional farming to foster sustainability of farmland. Vertical farming should be permitted to occupy a limited percentage of the plot, and there should be design standards and location and barrier requirements to preserve the open vista. Consideration should be given to granting the Town a right of first refusal to purchase the property in the future to preserve as farm land in consideration of granting permits for vertical farming.
- f) Where current open space is considered for development in the future, cluster development that maintains the maximum percentage of open space located around the outer areas after the development should be prioritized in zoning and incentives.

2. Village Centers

- a) The village center in Jamesport should be looked at as a whole and not part of multiple zones.
- b) Priority for the Jamesport village center, where most of the commercial establishments are smaller stores and which includes the significant historical Meeting House resource and the recently renovated honor garden, should be to maintain a walkable setting with a small town look and feel.
- c) No buildings greater than 2 stories should be permitted.
- d) A pattern book should be developed for future development east of route 105. Any new design should be consistent with look and feel of existing small shops and restaurants.
- e) The commercial owners in Jamesport and in the other hamlet centers benefit from tourists passing through on their way to vineyards and other destinations and the existence of the inns and motels in the town, but it would be inconsistent with the nature of the community to try to make the village of Jamesport or any of the other hamlet centers tourist destinations in and of themselves.
- f) There are anomalies in the current zoning that need to be corrected. For example, Article XII Rural Corridor Zoning Use District, which is intended to allow a very limited range of roadside shops and services that are compatible with the agricultural and rural setting leading into areas zoned Hamlet Center, contains an unexplained exception for retail stores on properties with frontage between South Jamesport and Washington Avenues. There is no sound reason in terms of the Town's land use policies to make a special exception in the RLC for this small stretch of Route 25 in Jamesport, and RLC Zoning 108-282-A(3) should be removed. Likewise, on South Jamesport Avenue the west side near Route 25 is zoned residential while the east side is zoned Country rural. The zoning boundaries in the hamlets should be reviewed and modified appropriately to eliminate unjustified exceptions and inconsistencies and adhere to the purpose and intent of the zoning districts within the hamlets.

- g) There is current commercial permitted zoning that extends into the residential neighborhood on north end of Washington Avenue. This zoning should be changed to residential to be consistent with the character of the neighborhood.
- h) Enforcement of code provisions relating to tree clearing should be strengthened.

3. Rural Corridor

- a) Rural corridor zoning should be strengthened to maintain the goal of preserving the rural character of the area including the use of a pattern book.
- b) Design standards should be made mandatory and not recommendations.
- c) Local incentives should be provided to encourage maintenance of existing historically significant buildings, a number of which have recently been lost to development.
- d) RLC Zoning -108-282-B(1,2,3) which allows a creep on ¼ mile of the business zone into the rural corridor should be eliminated.
- e) Permitted uses should not include medical and professional offices other than those that would occupy existing structures.

4. Residential Concerns

- a) The plan should adopt FAR standards to prevent overbuilding on lots in order to get out in front of issues that Southold and other towns are facing because they were not proactive with respect to establishing maximum limits on size of homes based on lot size.
- b) Where preexisting commercial uses exist in residential neighborhoods, zoning should be clarified to prevent ancillary uses that are not consistent with the residential character, including outdoor commercial hours, noise issues, etc.
- c) Maximum size of homes, including ancillary buildings on the property, should be limited in all cases to a maximum of 10,000 sq ft.
- d) Prohibition on renting residential properties for a rental period of fewer than 30 days should be maintained

5. Commercial

- a) Agritourism is supported as a vital part of our community. Codes need to be reviewed and updated, as required, to assure that capacities and events are consistent with health and safety concerns.

6. Traffic and Transportation

- a) Traffic is a real pain point for our communities, especially as agritourism has become essentially a year-round phenomenon.
- b) The plan should look at whether businesses benefiting from the traffic can introduce modifications to entrances and exits to mitigate traffic safety issues and provide resources to direct traffic flows during peak times.
- c) Parking should be prohibited at intersections on Route 25 so that cars going straight can pass cars turning left to help eliminate bottlenecks.
- d) Enforcement needs to be a priority to maintain safety in traffic flow.
- e) The Town and owners should be encouraged to experiment with ways to encourage public transportation to reduce traffic, like running buses or limos from the Riverhead and Mattituck LIRR stations to vineyards.
- f) Adoption of safe community streets to encourage safe walking, biking and driving on roads.

7. Environmental Concerns

- a) The comprehensive plan must address environmental concerns, including the potential effects of climate change on our beaches, the bay and other wetlands, marine life and other resources.

- b) The plan needs to address protection of groundwater and surface water quality.
- c) Sewers should be considered as replacement for cesspools in coastal areas where wastewater runoff into the bay and sound are most acute.
- d) Development needs to be balanced with water requirements and potential strains on infrastructure and resources. Where development will result in significant future public costs, the plan should provide for the mechanism for those costs to be identified and quantified so that they can be factored into the project and borne by the developer.

8. Hamlet Boundaries

- a) There is an ongoing concern that the maps being used in connection with the Comprehensive Plan process do not represent the community's understanding and are inconsistent with the historical understanding of the hamlet boundaries. We've provided information on the correct boundaries. We'd like confirmation that the maps and other resources used in connection with the process will be modified to reflect the correct hamlet boundaries.

Priorities –

Our community's priorities are reflected in the key issues outlined above.

Additionally, we would share that our hamlets contain unique resources, including access to the bay and sound, farmland and open spaces and small village centers. The western boundary of the area covered by our Civic, route 105, is an important dividing line in terms of the nature of commercial development that must be vigilantly maintained.

Access to the bay and sound is a unique resource for all residents in the Town of Riverhead and must be preserved. We need to be vigilant with respect to any environmental issues that could adversely affect the future use and enjoyment of our beaches and waters.

Preservation of open space and farmland and maintaining the rural corridor with limitations on development and design standards that maintain the rural character of the rural corridor is a priority to maintain the rural character of our community for the benefit of both the residents of the Town of Riverhead and attraction of visitors to our area. Maintaining rural charm is a key economic driver in attracting visitors.

The village centers should be maintained with small town look and feel and small shops. While accessible to visitors as well as residents, the village centers within the hamlets should not be tourist destinations and the businesses should be of a nature primarily serving the needs of local hamlet residents.

Other Considerations -

While our response to the survey has focused primarily on issues within the area represented by our Civic east of Route 105, our Civic works together with the other Civics in the Town of Riverhead, and our members are involved with issues throughout the Town which affect us all.

We look to the Comprehensive Plan to provide a blueprint to balance future commercial and residential development with infrastructure and resource constraints and the desire to maintain the rural character of our hamlets for the benefit of Riverhead residents and visitors.

What are the current constraints in terms of water, traffic, schools, open space and other issues that will be impacted by growth and development? How should capacity be responsibly increased and how will the costs be borne? What are the ultimate limitations in terms of costs and tradeoffs in quality of life for our communities? Where should we be incremental to experiment to see what works and what needs to be modified in the future rather than jumping into projects that could significantly change the character of our Town all at once.

Balancing growth and resource constraints, the key elements of the Plan, including land use and density, should drive towards an established population cap for potential population growth over the Plan period. We believe the potential Town of Riverhead population of 40,000 to 42,000 people as discussed in the GEIS for the 2003 Comprehensive Plan remains an appropriate guidepost for the current Plan.

We need to be part of regional solutions with other towns. There is greater need for affordable housing and senior housing in Suffolk County, for example, but we need to find solutions where the region as a whole steps up, and Riverhead or other towns aren't looked to shoulder a disproportionate share of the solutions.

There is a sense that in the current planning process, the planners may not have adequately analyzed the 2003 Comprehensive Plan to determine what has and has not worked in order to inform the current plan.

There is also a sense that the prior plan was a static document that wasn't revisited and didn't evolve over the 20-year period leading to the current work on a revised plan. The new Comprehensive Plan should build in mechanisms to assess what is and isn't working and what new issues that were not anticipated by the Plan are facing the Town, and to permit the Plan to evolve, with appropriate input from all constituencies, including the Civics representing our residents.

We appreciate the opportunity to provide this response to the planners. It's vital that the Civics have a seat at the table going forward in the process of drafting the Comprehensive Plan and that ample time is provided for residents to review and comment on drafts as they are prepared. Participation of the Town's residents can't be seen as a check the box exercise. While there won't be unanimity on issues, for the Comprehensive Plan to be a meaningful blueprint for the future, we need a process where all stakeholders feel heard, and there is no concern that the document is unduly influenced by particular stakeholders.

Thank you.

The Greater Jamesport Civic Association

Heart of Riverhead Civic Association- Comprehensive Plan Input

Retaining Nature: a priority:

- protection of open space, woodlands, waterways that make Riverhead a scenic destination
- encourage use of native plants and drought resistant ground cover

All New Downtown Projects would require

- codifying pattern book
- Protecting and replicating historical architecture
- Establish minimum distance to protect access, view and health of Peconic River

All townwide retail, industrial and housing projects would require:

- limiting size and scope of structures
- limiting building size relative to property, footprint, nonporous surfaces
- Environmentally sensitive planning and designs
- sea level rise/Climate resilience/ address flooding threat
- sufficient Parking provisions
- Variances the exception rather than the rule
- MUST BE EVALUATED BY IMPARTIAL AGENCY FOR SEQRA

Established residential neighborhoods:

- permit accessory housing at percentage of property/existing house
- Restrict social/service businesses providing day or transient services

New housing developments or individual homes

- Need for affordable owner occupied (potential tax incentives)
- create sufficient code enforcement
- require retention of set percentage of natural buffers with significant fines for violators

Downtown District

- Create community center downtown– to house revolving exhibits and events
- Increased patrols and foot traffic to address perception of being unsafe
- Safe streets/walkable towns, bike paths, access to mass transit
- Zoning to protect and support small privately owned Downtown businesses

Throughout Riverhead

- Increase code enforcement personnel and follow through on violations
- All franchises and fast food limited to Route 58. (between LIE and Cross River Pkwy)
- Gun Shops Industrial zoning only. Prohibited from Downtown, residential, Agriculture and retail
- Reconsideration of the Architectural Review Board
- Noise restrictions for set hours based on population density. Include leaf blowers, mowers, etc
- Zone art attractions: East End Arts, Aquarium, theaters, museums
- Zone Action Attractions: golf, recreation/nature, soccer, skateboarding, dog parks
- Hotels/motels limited to Route 58. B&B, Inns, limited # of rooms, guests, restricted to hamlets and downtown

Heart of Riverhead Civic Association- Comprehensive Plan Input

Additional points

- Specifically NOT looking at increasing our population. What would be the benefit? Or, who benefits?
- Hold steady on 500 apartment cap in DC1. Nothing has changed enough that warrants nearly doubling to 900
- Codify, and expand pattern book beyond dc-1 to the surrounding area. ... or create another pattern book for the surrounding area.
- No short term rentals. Hold at 30 day rental. Counter intuitive to home ownership. Increases Speculation. Reduces opportunities for owner occupied. We should be more than a path to increase profits.
- Urban renewal area needs to have site plans approved by planning board, not town board.
- Farm land: sell development rights to protect the property from anything other than farming.
- TDR - anything over one story townwide requires a TDR and three story/recessed limit in DC-1 two story limit.
- Heart of Polish town should remain single story.
- Every new build needs to be hooked up to sewer.



From: Greater Calverton Civic Association To: BFJ Planning

Re: Riverhead Comprehensive Plan Vision

Working Draft 7/11/23

Chapter 4, Industrial Areas And

Survey of Calverton Residents for Individual Comments

Dear Planning Team,

We have reviewed your Vision Statement of 7/11/23, and have drafted a revised vision for industrial development which, in our opinion, offers more detailed and direct recommendations to aid in the planning that will best support your stated primary goals of creating “a sustainable and vibrant economic hub that supports the needs of local businesses while preserving the town’s natural resources and community character”.

We offer the attached document with the hope that you will consider our suggestions when you review your draft vision and make changes that will benefit all residents of Riverhead today and in the future.

In addition, we are submitting responses to the survey that was requested by your team. We created a form that made responding easier for the residents. Rather than condensing and categorizing those responses, we are sending raw data to you that is organized in a question/answer format. It is hoped that the responses provided by residents will give you more insight into the deep concerns shared by many respondents.

Respectfully submitted,

Greater Calverton Civic Association

Industrial Areas

Industrial areas play an important role in the town's economy, providing space for businesses to grow and create jobs. The majority of industrial land is located in areas in and around the Enterprise Park at Calverton (EPCAL). The vision for these areas is to support a sustainable and vibrant economic hub that supports the needs of local businesses while preserving the town's natural resources and community character. It

is critically important to balance the economic benefits of new industrial development with the potential cumulative impacts on infrastructure, traffic, the transportation network, wetlands, flood plains, stormwater drainage, habitats, cultural and historic resources, fire, police and emergency services and on adjacent communities, particularly state designated Economic Justice Areas and Opportunity Zones. It is important to remember that much of the current zoning is twenty years old and does not reflect the many changes in the town or in modifications of state and county regulations.

An example of outdated zoning is the allowable lot coverage in an industrial zone that lacks proper water and sewer services. In order to comply with the Suffolk County Dept of Health standards, allowable lot coverage in such areas should be 17%, not 40% as currently proscribed. Failure to adjust this zoning could threaten our already fragile water supply.

To address these concerns, the Town must reexamine and update relevant land use, zoning, land development and redevelopment plans, policies and programs to ensure that they clearly define and reflect various warehouse typologies, including but not limited to Logistic Centers, Last-mile Fulfillment Centers, and High Cube automated warehousing as well as the new sub-categories of industrial development such as BESS and Anaerobic Digesters which can also have considerable impact on neighboring communities. Redevelopment of former industrial sites, landfills and Brownfields should be promoted in order to revitalize distressed areas, and remediate abandoned, blighted or underutilized properties before any other properties are considered for warehouses.

Updated zoning must ensure that major industrial projects are appropriately located, sited and designed to avoid conflict with surrounding uses and with sensitive populations by locating large warehouses away from residential areas, downtown commercial /retail areas and main streets, schools, daycare centers, places of worship, hospitals, overburdened communities, scenic corridors and historic districts, important public and outdoor spaces and recreational facilities. Keeping this in mind, it is clear that industrial development should be confined to Enterprise Park.

To further the well-being of the Town and its residents and to support efforts to meet state requirements set forth in the Climate Act, all changes to zoning and site planning should include provisions compatible with The Green Amendment of 2021. Innovation and exploration of alternatives to current economic development projects for the Town could be the better choice for the future. Changes in technology that we cannot envision and global economic fluctuations coupled with unimaginable natural crises may result in empty warehouses and lost opportunities for future generations. Proactive planning will prevent developmental sprawl and fragmentation of large blocks of land, and will serve to develop a town that is a desirable place to live and visit.

1. What is the distinguishing feature you value most in your hamlet of Calverton/Baiting Hollow?

Farm views

Peace and quiet, farms, beautiful Sound Ave, open spaces

The farms, horses and open space

The bucolic agrarian heritage of this area, the gateway to the NOFO. The peace and quiet should be inextricably connected to this entire hamlet.

The quiet serenity of being away from the noise and cacophony of crowded streets and neighborhoods. The ability to enjoy beauty of our open spaces without obstructed vistas.

open space

scenery -- has stayed quaint

Peaceful quiet of this town.

Country, quiet, farms, trees

PEACEFUL FARM LIKE AND QUIET BUSINESS IS ON MAIN RDS

The farm country. Wildlife.

The bucolic feel of farms, vineyards and beautiful homes and the clean, quietness of the air

That I live surrounded by such beauty in farming, vineyards etc.

Calverton is still farm country and I'd like to see it stay that way

Quiet, peaceful existence without the sounds and views of Nassau and Queens counties.

"The beauty of the area. The peace and quiet. The beaches. I feel very lucky to live here

the way things are NOW. It won't be if warehouses are allowed to be built."

The close connection to nature whether it be farmland, woods, parkland or water. These conditions must not only be preserved but enhanced

The quiet, the darkness and the beauty of all the farmland.

The serenity

Rural

Calverton and Baiting Hollow still have that rural character of the eastern end of Long Island that I remember as a child growing up out here.

Agricultural and rural character, and open undeveloped land. Peaceful atmosphere.

Foxwood Village is a relatively quiet & safe community unhampered by the noise & movement of overhead air traffic, industrial equipment & the passing of commercial vehicles. Most residents have worked a lifetime to avail themselves of the peace and quiet we've enjoyed & we'd like to protect the sanctuary we value.

farms

Open Space Vistas

2. How do you feel about the Industrial A, B, C Zoning created 20 years ago for 11933; and how could it be adjusted in this Comprehensive Plan Update to protect the desired “open space” of the +/-6,600 residents now living in Calverton? The land adjacent to zones designated industrial have seen tremendous residential population growth since 2000.

No new development

It is important to update the zoning to limit building and industry, especially businesses that will further increase traffic, which is already a problem. This community has grown to be residential, with many families with children. It is not the same as 20 years ago when very few people lived in this area.

It was and is a bad idea. Calverton was always meant to be rural

The zoning that was put in place decades ago is now inappropriate. This area was intended to be a receiving area for industry. It never materialized, but during that time the town allowed many more people to move into the town make it mostly residential. Developing farmland and privately owned open space into industrial parks and logistics centers is now not appropriate. The people do not want this nor will they benefit in any way shape or form. We fear more traffic and noise pollution.

The areas that were designated as industrial zones along Middle Country Rd., (outside of the PIP at EPCAL) should never have been zoned industrial. These areas border APZ zones and Rural Corridors and should be changed immediately. Studies in other states have determined that the new types of warehouses (high cube, logistic centers, distribution warehouses) require separate and distinct zoning designations that limit construction to areas far from any residential zone or protected rural space (agricultural, rural corridor). If the current Industrial Zones cannot simply be eliminated, then subdivisions of Industrial A, B and/ or C should be created to limit the size and type of warehouse permitted in each zone.

eliminate/restrict industrial development where residential areas exist

No warehouses to be built and keep the local landscape of the town

These new plans for commercial activity will be taking our peace away to bedlam of noise.

Families with children as well as seniors enjoy the quiet lifestyle. Route 58 is nearby yet we the town should still maintain that only Rte 58 (ending at the west bound entrance to the LIE) be allowed for commercial growth.

KEEP RESIDENTIAL LAND RESIDENTIAL UTILIZE OLD GRUMAN LAND FOR INDUSTRIAL USE

Try using the abandoned buildings first and giving business the incentive to use them instead. Otherwise build only on route 25 and 58.

Perhaps 20 years ago, 11933 looked like a good area to be zoned as commercial but now, with all the residents, homes, schools, vineyards, garden centers and farms, this A, B, C zoning is NO LONGER appropriate. The people count out numbers the commercial.

It no longer applies to the times we live in. Proposed buildings are larger than whatever imagines, the harm to the environment immeasurable, the noise way above any noise codes and the traffic would suffocate our hamlet....along with its emissions

There should be no sand mining permitted and all existing operations should be curtailed. Solar farms need to be limited. Open space and farmlands need to be preserved. We need a moratorium on industrial projects and limitations on size of construction projects must be established. No warehouses. No Cargo Airport. And a better plan for WOCAL. The current purchase plan should be terminated. And No Drag Strip leasing at Epcal

Given the Town of Riverhead’s allowance of the growth of population, residential subdivisions and other single-family homes in the Calverton area to the extent to date, specifically east of EPCAL, it no longer makes any sense to allow any type of warehousing going forward anywhere in or near any residential areas. It is an oxymoron for the town to want preservation of land for both open space and agriculture, and then allow any more industrial growth to any of its hamlets. All of the other hamlets within the town of Riverhead appear to have the privilege of being protected from this type of building within their plan. Calverton has one of the largest residential populations within the township of Riverhead and the desires of the constituents should be just as important.

I would like it zoned agricultural to protect the open spaces.

Although portions of Calverton are appropriate as a receiving zone for industrial, the infrastructure was never expanded upon or improved to mitigate the impacts from the pipeline of development. Infrastructure must come before the actual development.

Comprehensive plan needs to be updated to include restrictions on warehousing, industrial development and to prevent airports and increased traffic.

The industrial zones should not be extended. The zoning should be tightened to prohibit the type of industry that would alter the landscape and quality of life in the hamlet, especially as pertains to noise and traffic.

Needs to be modified to protect the open space

I feel the zoning should be adjusted to rezone those areas as strictly residential

These are outdated zoning codes and should reflect the community today. Limit industrial development to EPCAL and change codes to residential and agricultural, and Rural corridor.

Revise the Comprehensive Plan (A, B & C zones) from Industrial Zoning to either farmland or protected green space. Designate more of the EPCAL property for industrialization.

not familiar

Subtract the "warehouse" use. Instead, zone for ground solar installations. Zone Industrial exclusively for "inside the fence" at EPCAL ppty. Limit "high cube warehousing" use to ONE high tech warehouse only.

3. If you had one thing to be added to Calverton what would it be?

Nothing

A privately owned family friendly restaurant

Our own voice in town government

More open space for the public to use for biking and hiking.

Community Recreation Center offering youth activities programs, a public pool, meeting rooms for civic groups, senior activities etc.

strong language restricting discretion on planning board and zoning board applications because recent decisions favor developers to the detriment of the community

Dunkin Donuts, some form of recreation for the youth to engage in

A Cracker Barrel Restaurant on Old Country Rd, Route 58.

Our own community center perhaps with parks, pool and room for Civic groups to hold their meetings.

RESTAURANTS

Saving the open land

I'm not sure at this time.

More space designated "Preservation". Our Island is getting choked with growth. Wouldn't it be wonderful to hold ourselves apart from that and possibly encourage other areas to do the same?

I would like Route 25 to be repaved. The road is in horrible condition mostly due to the heavy sand trucks that are constantly coming in and out of multiple locations. It is awful.

Do not build warehouses in this beautiful area. People have moved here for it's peace and quiet. We don't want big trucks clogging up our roads and causing air pollution. It will be disastrous to us all.

As great are the individual farm stands along the country roads, it would be great to have a community farmers market to celebrate all of the farms and the diversity of their products in one central location. Once a month, or once a week it would be great to see all farms and produce offered to the public in a singular setting. I believe it would be amazing.

A comprehensive plan to protect the beauty, quiet and darkness.

Kohl's

Better beach access

No more commercial development

A community center in EPCAL. Put tennis courts and a skate board park on the runways. Use the runways for car shows, and pop-up flea/antique markets. Create a Nature Center for the pine barrens and for the birdwatchers. There is funding from the State for this!

Prohibit commercial truck & equipment from accessing Middle & Mill Roads.

total moratorium on building anything! Stores restaurants, warehouses, businesses

A Community Center.

4. • Overview: Brief overview of your civic group including the geographic area it covers and how often you meet.

Wading River Association

Calverton, meets monthly

GCCA does a wonderful job of keeping people informed

I belong to the Greater Calverton Civic Association. We meet monthly.

Greater Calverton Civic Association meets once a month and welcomes members from all of Calverton and Baiting Hollow. At present, the association is working tirelessly to inform and educate the residents about pending building projects that will have a significant negative impact on all residents of the hamlet. The association is trying to motivate and activate residents to take part in the town government. Guest speakers have been invited to our meetings and have been extremely helpful in advancing our efforts.

I'm on the board of Sound Park Heights which represents the 260 families in Reeves Park, part of Baiting Hollow. We meet 4 times yearly

HOA meets monthly

I am physically challenged and cannot attend these meetings

Once monthly. Area of Baiting Hollow/ Calverton

COVERS CALVERTON BAITING HOLLOW RIVERHEAD MEETS MONTHLY

The civic group meets once a month and covers Calverton and the adjoining areas where they can help .

The Riverhead / Calverton / Baiting Hollow Civic Association meets once a month except July and August.

Calverton Civic Assn. Unfortunately, I can't drive at night but have showed my support in many letters

Our civic group is very active and I am thankful for that. Meetings are held at least monthly and lately more often than that. Email updates are very informative.

Calverton Civic Association. Monthly, along with other meetings with regard to concerns for the community.

"We have been going to as many meetings as we can and advising all the home owners at Foxwood Village to attend."

GCCA and TOR Environmental Council - monthly meetings

Monthly at a minimum

Member of the Greater Calverton Civic Association which meets monthly and covers The Hamlet

Calverton Civic meets monthly

Meet monthly. Covers Calverton and Baiting Hollow.

Greater Calverton Civic Association. 26.71 sq miles. We meet once a month, except during the summer months.

The Greater Calverton Civic Association includes Calverton and Baiting Hollow. It keeps us informed of all the Town of Riverhead planning and projections. It meets monthly (excluding the summer months) and we have access to their website & frequent communications from the president.

Calverton Civic Association Calverton area meet once a month keep in touch by email

Zip code 11933. From Peconic River in the south to Long Island Sound to the north. Wading River to the west and 11901 zip code to the east (Osborn Avenue).

5. • Recent Projects/Actions: Provide an overview of significant actions or projects you have worked on in the past 10 years (if applicable).

Solar battery installation

Stopping the cargo jetport/warehouse/distribution center

To stop the clear cutting of land for sand mining and stopping the industrial development in Calverton

I have actively attended town meetings and been vocal and protested any massive developments including logistics centers, rail hubs and the worst a cargo airport at EPCAL.

Currently attempting to keep my retirement community informed and active by attending meetings and presenting updates at my HOA meetings.

"SPH was successful over a 10-year battle from 2003-2013 in stopping strip mall development on Sound Avenue at the entrance of our community. Two developers, Barra and Broidy, were planning to develop 2 acres on the northeast corner of Sound Ave + Park Road, and 12 acres on the northwest corner of Sound Avenue and Park Road. Through our long efforts both parcels had the development rights purchased and preserved, and our entrance road was designated ""Tom Kelly Memorial Drive"" in memory of our neighbor, an NYFD firefighter who perished on 9/11/2001 at the WTC.

SPH has also been involved in beach protection of our Reeves Beach, and increasing parking enforcement and restricting our small parking lot to Town residents only, eliminating nonresident parking."

none--new to the area

N/A

School district employee

NONE

I tried to stop Costco from cutting down more forest than they needed to do. Unfortunately, as in most politics it was already a done deal.

"I've only lived in this area for over a year but in this time, and I'm sure before, my Civic Association has worked at preventing the EPCAL area being turned in to warehouses and a cargo airport. These proposed projects would cause traffic along the 2 lane local roads to and from the Long Island Expressway 495 to be terribly congested as well as damaging these roads that were not built to withstand heavy truck traffic!

Because the area in question is mostly residential, a cargo airport would cause planes flying in and out all hours of day and night making the sound and air pollution impossible to live comfortably and safely. It would also decrease the value of our property."

I've only lived here 2 years

I have attended several town board meetings protesting drag racing at Epcal as well as the current opposition to warehouses

I am a senior, who was born and raised in Calverton on a potato farm. Over the years in particular the past 10 years, whenever I have been asked to participate with regard to a concern of the citizens of our hamlet, I have tried to contribute to the best of my ability in whatever way I could.

I have not been involved in anything before.

Industrial Development Agencies and how they work. Also, Brownfield redevelopment strategies for turning blight into sustainable re-use.

None

We have been active in promoting the completion of the comprehensive plan PRIOR to approval of any new industry in Calverton

None

Involved with warehouses in both Epcal and Manor Road as well as battery storage for the last year.

Letter writing campaign and attendance at Town and Planning Board meetings over multiple Industrial warehouse developments, including a 600,000-sf high-cube warehouse in a residential neighborhood, 400,000 sf industrial warehouse on Middle Country Rd. (The roads cannot support more trucking traffic.), in addition to several other industrial developments in a 1 mile stretch of country road. Also, building violations by the CiderHouse that sets a precedence for other businesses along Sound Ave, zoned as a Rural Corridor. Developments in EPCAL have been a hot topic for the Civic. Most recently over the 10million sf of warehousing and a cargo airport, and downtown apartment proposals that do not address parking issues, and school funding. Industrial Warehouse Breeds forum for the public.

Assisted in the defeat of the planned building of an Assisted Living facility on Mill Road keeping the property rural between Route 58 and Middle Road. In addition, we are currently active assisting the Civic Association in an attempt to stop the Warehouses planned for the community.

attending Town Hall meetings and the focus group you held to stop the warehouses

Osborn/Youngs Aves, CMA Mines (sand mining)—NYSDEC horizontal mining permitted then wanted to mine VERTICALLY abutting unlined landfill;

Youngs Ave Transfer Center—Large (oversized) 200T Commercial Anaerobic Digester proposed first near residential nbrhds then at EPCAL;

RAB—Calverton Restoration Advisory Board for Navy/Grumman Site involving emerging contaminants like PFAs, 1,4 dioxane found on-site, outside fence line including in residents' wells, & now in The Peconic River;

1743 Middle Rd, North Point Logistics Center 600+K sq ft, high cube warehouse in APZ in residential nbrhd;

3651 MCR, PODS 45K sq ft expansion;

3511 MCR OSTAD 130 acre Industrial Subdivision abutting Splish Splash on MCR;

Edwards Ave/River Rd, NextEra 200 acre Ground Solar Installation;

Edwards Ave (north of NextEra) Solar 2's 36MW Ground Solar Installation abutting NextEra;

Manor Rd/MCR, proposed U-Haul warehouse;

3651 MCR, PODS Moving & Storage expansion of 45K sqft;

582 Edwards Ave, EP Equity Holdings Four LLC, 2 one story warehouses totaling 28K sqft proposed for one ppty south of MCR;

2711 Sound Ave/Osborne, Rvhd Ciderhouse unpermitted expansion to a bar & wedding venue (108K total sq ft) on NYS Historic Sound Ave;

2114 Sound Ave, BHFV's request to expand land use to include a wedding venue on same corridor;

1179 Edwards Ave, Warrior Ranch's move into old Beagle Club ppty on 5 acres of a Suffolk County 50+ acre parkland;

4285 MCR, HK Ventures' 600K sq ft, high tech warehouse on 30 acre, formerly prime agricultural soils;

NYS DOT intersection of MCR/Edwards Ave;

EPCAL, remaining 600+ developable acres at EPCAL first as a 50 lot subdivision (not completed) including housing & next as 1600 undeveloped acres w/an 8 lot cargo jetport w rail spur;

3534 MCR/ Manor Rd, proposed building of an assisted living center on 36 acres zoned Industrial whose last use was prime agricultural soil (today it's filled with fields of Lavender By the Bay);

Initiated 90-day pilot in 2022 for curbside pick/up of Food Scraps to Compost; Then, became first town on LI to develop a "Food Scraps to Compost" municipal drop off program at our Rvhd Town transfer center (to large toters) contents distributed to onsite compost areas w product to be utilized first by ToRH Bldg & Grounds crews to enrich our local soils then offered for sale as Rvhd Biomix.

6. • Issues: Overview of issues of concern in your hamlet/neighborhood area.

Traffic and strip development

Stopping the cargo jetport/warehouse/distribution center nightmare and preserving our community with peace and quiet and clean air. We already have far too many small private airplanes flying over my house all day long which I would like to limit/decrease. We already have traffic problems.

Stopping the building of large warehouses with much heavy commercial traffic

Traffic, noise, pollution. We are already exhausted with traffic. Traffic brings more noise and air pollution. Any additional influx would be unbearable.

The proposed building of massive warehouses and other industrial/ commercial projects without the guidance of a current, complete Comprehensive Plan is reckless and irresponsible. Our Town government is making choices and changes that will be detrimental to all who live here now and in the future. The NYS Green Amendment is being ignored, and SEQRA assessments do not address the cumulative impact of these projects. The long-term damage that will emerge from this poor planning will be immeasurable and irreversible.

"Protecting the Historic Sound Avenue Corridor from any additional commercial/industrial development

Protecting our environment's clean water and air

Protecting our beaches

Forcing developers to put things only where zoning allows, and writing codes unambiguously to enforce all zoning codes

Keeping future industrial development inside EPCAL, and not allow a cargo airport at EPCAL"

The building of warehouses

Heavy truck traffic on our quiet Middle Road.

Noise, traffic, trucks on neighborhood roads

WHARE HOUSES ON RESIDENTAL AND FARM ROADS

Right now, the building of these warehouses that you don't even know what it is going to be. Also, the lack of listening from our representatives to do what the people want not help their own pockets.

As stated in #5, the cargo airport and warehouses.

"The overgrowth if we don't change the standing CODES. No one ever expected to be challenged with huge logistic centers when they were adopted. We bought here to live peacefully in the midst of our hyper world. We invested the majority of our hard earned \$\$\$

be it young homebuyers or retirees. Retirees have NO way to recoup home investment lost to an area overrun with ugliness, noise pollution, etc"

Mishandling of EPCAL. Proposed warehouses. Possibility of cargo jet port at EPCAL. All of these need to be stopped

The consideration of a cargo jetport at EPCAL is the greatest to our hamlet. A cargo jetport will turn Calverton into another Holbrook or Rockaways. The people that bought home, Sierra, wanted their children to grow up here, have put a great investment into our Calverton area. That investment.

We do not want warehouses in this area or the projected cargo airport to be developed. It will ruin the beauty of this part of Long Island. Warehouses do not belong in a residential area.

Traffic between cars and trucks is a significant issue. The increase in industrial development is beyond the capacity of the roads to mitigate the potential problems associated.

Warehouses, traffic, distribution center, cargo airport, open spaces, wildlife.

We do not want a 5-story logistics center on Middle Rd. nor do we want a cargo plane hub at Epcal

Car break ins and zoning violations

Exactly. Don't allow warehouses and don't allow industrial use of the country roads. There's already issues with the cement plant trucks on Middle Road

A total of six industrial developments (warehouses and high-cube warehouses) in a 1 mile stretch of country roads and the massive development in EPCAL. Our infrastructure cannot support these developments.

Encroachment of industry in farm and private housing areas. Loss of peace, quiet and safety. Significant concern with the indifference of both the Town Board and Planning Board and lack of concern for the residents of Calverton and Baiting Hollow.

"warehouses and more restaurants that are planned. It all must stop - no need for any more

I am concerned about the value of my property if these warehouses are built. And for my clean air and peace and quiet. Also, the traffic and destruction of our roads. "

7. • Priorities: Overview of major priorities your group has for the Comprehensive Plan (over the next 10 years).

Unknown

Preserving the beauty, peace, quiet, and clean air in our community, maintaining safety of the local roads for our children to be able to walk or ride bikes to their friends' houses or just for fun.

Shut down industrial development

A complete moratorium on logistics centers, rail hubs, cargo airports. We need to keep the agricultural heritage of the area, the reason so many people visit the NOFO each summer and especially the fall.

Preserving our open spaces. Creative exploration of alternative ways to increase town income without destruction of the town's current assets. Retain the tourist aspect of the town by developing places that offer activities that people will want to visit. Improve public transportation to reduce traffic created by tourism. Encourage public/private projects to resolve some of these issues. Support small business owners and put an end to the addition of big box stores and chain eating establishments. They are ugly and tedious and add nothing to the "charm" of a rural area.

see answer #6

keeping Calverton quaint and quiet

I don't know.

Stop warehouses and jetport. Preserve Calverton and Epcal as non-commercial.

KEEP RESIDENTIAL AREAS RESIDENTIAL

The civic association wants to preserve more land.

Other than above mentioned, I'm not sure what is planned for the next 10 years, except to continue working at keeping this area save and free of big industry.

Keep the Hamlet free of overburdening building such as the 30-acre logistic center. Please see comments in #2. Also, EPCAL needs to be eyed with skepticism at the current company proposing to buy it. The IDA CANNOT ignore their previous bad acts in other developments and even with fraud during COVID. In plain English: They are slippery and without integrity

Same as above

Protecting our hamlet from unwanted industry/growth/expansion that would affect the well-being of the people living here, ruin the value of hard-earned properties and in general pollute the very air we breathe.

Dealing with garbage, water, climate

EPCAL, Wastewater treatment, Clean water, improve wetlands and waterways

No airport, warehouses and associated traffic.

Limiting new industry to preserve the quality of life in Calverton

Maintain as much open space

Correct. All of the above

Protect land from the massive developments and preserve the farming community and open spaces. Reduce and illuminate the industrial zoning codes. And create codes for protecting the watershed. Improve traffic congestion on Rt 58. The land in EPCAL needs to be included in the Comp Plan.

Stop the industrialization of our retirement community both on the ground and in the air. Make more extensive use of EPCAL for the expansion of commerce. Assert more due diligence to better investigate and understand the consequences of industrialization to the entire community before accepting or giving credence to future applications.

keep the farms - NO WAREHOUSES

8. • Other Considerations: Other issues or opportunities the Town should consider for the Comprehensive Plan.

No new commercial development until empty buildings and site have been filled

Limit or decrease air traffic: there are small private airplanes and helicopters flying over my house all day long, it is becoming a nuisance ore and more every year

Put a moratorium on commercial and industrial development in residential communities

Consider the continuation of the North Shore Rail Trail bicycle trail further east. Bring additional open space and farms into the agricultural protection zone and or purchase the development rights to maintain the last remains of our heritage and peace.

"Utilize channel 22 to inform and educate the public. Offer an events calendar on a chyron or scroll. Make announcements of Town meetings and present agendas. Offer instructional programs from time to time and updates on important projects such as the Downtown Center. Fix the Website and keep it current! Make it more user friendly! Offer more bilingual literature. Meetings should have simultaneous translation available via listening devices. Channel 22 should also be bilingual. Don't forget deaf and other disabled citizens.

In other words, be more inclusive and transparent. "

Use marijuana retail stores and Cafes' tax revenue for subsidizing school budgets and Law enforcement surveillance to improve our schools and make our Town safer. Any illegal marijuana sales at smoke shops and convenience stores must be stopped to maximize tax revenue and keep our people safe from products sold with no quality assurance

Being careful what enterprises are put into the old Grumman property --

N/A

Historic corridors, noise and light pollution. Water quality!!!

USE GRUMMAN PROPERTY AND STOP GIVING TAX BREAKS

Give incentives for businesses to use the old buildings instead of tearing down trees.

Taking into account the drastic increase of residents, rezoning is needed and required.

"Imagine that you actually lived here, raising your family or finding it a place to retire in. MORE is not better as reflected on Rte 58. Its buyers come from other towns but we are left with the expenses of road maintenance, police duties, EMT/Fire responses, environment erosion in the form of emissions, noise, air pollution, displacement of natural wildlife, etc.

If we allow the destruction of Calverton, how many people would find Sound Ave a true Preservation Route? Why travel out here to see ugliness, traffic, noise pollution?"

There should be no more five story apartment houses built on Main Street. These buildings have already ruined the historic district. They should all have been located north of route 58 where they would be closer to supermarkets and employment possibilities.

If you're going to serve the people of the town of Riverhead with regard to planning in particular, you first should be people that live here, you should be a person that has vision for what the people living here ask of you, present what you believe that vision is to the public within the town of Riverhead, making certain every aspect is completely understood, and not making decisions without the people. It is imperative in order to make certain bad things don't happen, because good people let it.

Keep the open spaces **DO NOT BUILD WAREHOUSES OR A CARGO AIRPORT**

Town of Riverhead needs to mandate a minimum of 10% affordable housing into every Multi Family housing project, and Industrial Developers need to pay impact fees for offsite Infrastructure improvements that are necessary mitigate the impacts of increased development.

Preservation of farmland, open spaces, and wildlife. An airport and warehouses with increased traffic will ruin riverhead and Calverton.

The Plan should prohibit lithium battery storage warehouses. The plan should outline the differences between warehouses and logistic centers, and prohibit the latter.

No jet port better use of EPCAL

Air and water quality are primary. I'd prefer to see the elimination of lawns and promotion of naturalized yards.

Sustainability measures/codes for new buildings should be in place: solar on roofs, building efficiency, permeable surfaces, light reduction, more green/landscaping. Conservation efforts for water, and water protection-reduce nitrogen use. Greater oversight of the Town Board members, and transparency from the IDA. Limit the speed limit on Middle Country Road from 50mph to 32-40mph.

"

Don't accept additional applications for industrial factories, apartments, or commercial use of farmland other than agriculture."

the will of the people who live here - not the Town Board who is corrupt.

Response from Jamesport Fire District to Questions submitted by BFJ Planning

11-14-2023

- What are your facility needs? *Needs are fine for the Time Being.*
- Can your station accommodate current equipment – or are expansions or additional firehouses needed? *Our station can accommodate current equipment, but expansion could be needed in the future depending on community growth.*
- Are there large equipment purchases that need to be planned and budgeted for? *Yes, the District is in the planning stages to purchase new apparatus, and are being budgeted for any future purchases, with that said, grant funding would be needed for part of any purchase due to current and future cost projections.*
- Are there particular areas with access issues within Riverhead (e.g. narrow or curved streets, speed bumps, lack of shoulders, signal delays, etc.)? *Various small streets & driveways within the confines of South Jamesport.*
- Battery storage is one example of a potential new use that may cause challenges for firefighters. We understand that additional training is needed. Are there other topics like this that should be considered in the comprehensive plan? *Yes, training is needed, however; it would be dependent on how much training if there any plans for Commercial or Industrial development within Jamesport Fire District. Potential fire in Large Battery Storage Facilities may be beyond the capabilities of the Jamesport Fire Department in any case.*
- How is your fire district addressing human resources needs? *All Volunteer Department, with LOSAP (Length of Service Award Program) for qualified members. We have a Recruitment & Retention Program that is actively being worked on.*
- As an all-Volunteer fire department, do you have any mutual aid plans with other fire districts to share volunteers? *Yes, we do have Mutual Aid Agreements with both of our neighboring Departments to augment operational requirements*
- In the next 10 years, would the department be interested in adding career firefighters? *This would be dependent on the evolving demographic of the area, and if Volunteering would be an interest of the residents that continue to move into our District.*
- Is there, or is there interest in a Junior Corps? *The Department did have a Junior's Contingent at one point but that has not been active in the last 10 years.*

From: Greg Meyer <gmeyer@wadingriverfd.org>
Sent: Thursday, November 16, 2023 10:53 AM
To: Emily Junker
Cc: WRFD Commissioners; Greg Michalakopoulos; Noah Levine; trojanowski@townofriverheadny.gov; charters@townofriverheadny.gov; Bergman@townofriverheadny.gov
Subject: RE: Wading River Fire District response

Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from gmeyer@wadingriverfd.org. [Learn why this is important](#)

CAUTION: External E-mail

Hello Emily,

In response to your questions.

- What are your facility needs? Can your stations accommodate current equipment – or are expansions or additional firehouses needed?

Our Headquarters was built in 1987 onto the existing firehouse that was built in 1947. For the most part our building footprint is serving us well at headquarters. We are currently remodeling and renovating the office space to accommodate our staff, chiefs and officers, storage and maintenance areas and Board room and Board office. We are looking into purchasing the property behind headquarters for additional parking which has always been an issue for us. Our current parking lot is only adequate for our responding members. If a member or the public wishes to use our meeting room, they need to secure permission from one of the two local churches to utilize their parking areas. This then adds a safety concern to those people attending the event while walking on the road not sidewalk to get to the firehouse.

Our Station 2 needs some improvements. Built in 1982, the exterior and asbestos roof is in planning for removal, replacement, and renovation. We do feel that within 5-7 years we will need to add 2-3 additional bays to the existing building to accommodate apparatus. We are also planning on building a maintenance/storage building on the same property as well. We are looking at a 60'x40' building with a concrete pad to be used for training purposes.

We have recently had our Architects do a full property assessment at both locations. The recommended upgrades estimate to be in the 8–9-million-dollar range.

- Are there large equipment purchases that need to be planned and budgeted for?

Yes, we have recently went into contract for 2 pieces of apparatus. One is a Rescue/Pumper that we are consolidating from two trucks. That cost is 1.2 million. We had some money in reserve accounts to pay for it but we are also going to lease part of the price. Second truck is a Tanker which we received a partial grant for to replace the aging tanker we have, 1.1 million price tag for that. We are also going to submit for an additional grant next year to help us purchase a pumper to replace our 30+ year pumper. Once again probably another 1.2 million dollars.

- Are there particular areas with access issues within Riverhead (e.g. narrow or curved streets, speed bumps, lack of shoulders, signal delays, etc.)

Access Issues:

Lack of Tree Trimming in town - causing damage to apparatus, road too narrow to get trucks down.

Sound Shore Club – Have to use exit as entrance.

Creek Road – poor road condition, flooding, standing water.

Calverton Meadows (703 Fresh Pond Ave.) – Private hydrants are unusable, too small water mains.

Little Flower Childrens Services (2450 N Wading River Rd) – Very low staffing levels, clients are unruly and violent causing a lot of damage. If they close what will become of property?

- Battery storage is one example of a potential new use that may cause challenges for firefighters. We understand that additional training is needed. Are there other topics like this that should be considered in the comprehensive plan?

Challenges:

Beach/Water Access – unable to launch boat. Creek needs to be dredged and be kept at an operational depth at low moon tide.

- How is your fire district addressing human resources needs? As an all-Volunteer fire department, do you have any mutual aid plans with other fire districts to share volunteers? In the next 10 years, would the department be interested in adding career firefighters?

HR Needs:

Yes, we have Mutual Aid plans and have already added career medics and probably will have to add career FF in future.

- Is there, or is there interest in a Junior Corps?

Yes, we are interested.

Greg Meyer

Fire Commissioner, Wading River Fire District

Wading River Fire District

[1503 North Country Road](#)

[Wading River, NY 11792](#)

Office: 631-929-3753 ext. 106

Fax: 631-929-4632

Mobile: 631-655-8591

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From: Info@manorvillefd.org
Sent: Monday, November 27, 2023 1:12 PM
To: Emily Junker
Cc: Noah Levine; Heather Trojanowski; Matthew Charters; Gregory Bergman; chiefs@manorvillefd.org
Subject: RE: Riverhead Comprehensive Plan - Mannorville Fire Dept

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External E-mail

Hello Emily,

Please see our responses below from the Manorville FD Chiefs Office.

- What are the fire department's facility needs? Is there an additional firehouse needed (If so, would it be located within the Town of Riverhead)?

The Chiefs office will need to refer this question to the Board of Fire Commissioners of The Manorville Fire District.

- Are there large equipment purchases that need to be planned and budgeted for?
Yes – We need to replace our 3000 Gallon Tanker, current truck is 30+ years old, looking to replace it hopefully next year. We could use a new Water/Ice Rescue type of vehicle and we could use a side by side or some ATV's for all the Pine Barrens we cover. We could also use another proper fire police vehicle as well.

With the Water Park @ EPCAL, we could use a Rescue Boat – 20-25 ft Zodiac would probably suffice. Depending on the further development @ EPCAL, additional Engine and Ladder Truck would probably be needed.

- Are there particular areas with access issues within Riverhead (e.g. narrow or curved streets, speed bumps, lack of shoulders, signal delays, etc.)

It would be great if the access road behind Wellbridge on Grumman Blvd could be opened for the FD to use, it would decrease response time to that facility

It would also be helpful to have more direct access to the Water Park and the new Ice rink off Grumman Blvd, instead of having to respond up 25. If there is a way for the town to look into putting some paved access roads in EPCAL for these locations, that would be very helpful for us.

- Battery storage is one example of a potential new use that may cause challenges for firefighters. We understand that additional training is needed. Are there other topics like this that should be considered in the comprehensive plan? Yes, Lithium Ion Battery Training, Electric Vehicle Training and based on other specialty business at EPCAL, Training on what those specialties are. With the Water Park, additional Water/Ice Rescue Training would be very helpful for Manorville FD.

- How should firefighting needs be addressed at EPCAL?

We have looked at the possibility of starting a Fire Brigade to help cover EPCAL. A fire brigade would be made up of any EPCAL Business Employees who are Volunteers at other fire Departments and if we have fire house with a ladder, engine on Grumman Blvd, we could have quicker response time with this Brigade.

- How is your fire district addressing human resources needs? As an all-Volunteer fire department, do you have any mutual aid plans with other fire districts to share volunteers? In the next 10 years, would the department be interested in adding career firefighters?

We have a very comprehensive mutual aid program with all our surrounding departments and through Suffolk County Fire Rescue. If the need arises, adding career firefighters could be looked into, but we would also have to look into the costs associated with doing so. This would also have to be reviewed with the Board of Fire Commissioners.

- Is there, or is there interest in a Junior Corps? We have an existing Junior Program that is via the Boy Scouts of America Youth Explorer Program, which has been very successful for us the past 15 years. Over the past 15 years, we had 24 Jr's promote into Manorville FD. The program has a drop in attendance in the past couple years, but we are still promoting it and plan to keep it running as it has been a successful program for us.

We hope this helps answer the questions.

Thank you.

From: Info@manorvillefd.org

Sent: 11/14/23 9:10 AM

To: Emily Junker <e.junker@bfjplanning.com>

Cc: Noah Levine <N.Levine@bfjplanning.com>, Heather Trojanowski <trojanowski@townofriverheadny.gov>, Matthew

Charters <charters@townofriverheadny.gov>, Gregory Bergman <Bergman@townofriverheadny.gov>

Subject: RE: Riverhead Comprehensive Plan - Mannorville Fire Dept

Hello Emily,

We are working on this, we will reply shortly with some responses. We have to work with our Board of Fire Commissioners and Chiefs to properly respond.

Thank you.

11-14-2023

Riverhead Police Chief David J. Hegermiller

Emily Tolbert, BFJ Planning

Phone Call following up on Chief Hegermiller's responses to the questions below (in red).

- What, if any, facility needs are there? Will the expansion into the former Justice Court meet Police Dept. needs?

Sally port, secure parking area, detention cells located ground level, communications center renovation, handicapped access in front of building. office renovations

- Needs a full redesign
- Justice court building is not large enough
- Function wise could also use the space next door.
- Lockup jail cells are in the basement, which means you have to escort prisoners down two flights of stairs.
- Convenient to have court right next to court.
- Next is justice courts move to Town Hall.
- Majority of cars kept up front in an unsecured lot. Having a more secure lot would be advantageous
- Justice building has handicap access in the rear
- Sally port is a garage you pull into before you get the prisoner out of the car, would be ideal.
- Communications center have 11 dispatchers, growing to 16. Located in the station. Room needs to be expanded.
- Having basement is not easy for us to use, no handicap access to basement, no elevator. They call the basement the first floor.
- Entrance of the building has a flight of steps. Could have a flight or ramp that goes down to the basement and put access on the first floor. In the case that jail cells don't move.
- 5 male and 2 female jail cells, have been a few times its exceeded.
- Currently 95 officers, increased budget to 100, and 16 dispatchers. Ideally would increase to more than 100

- 911 call volume, try to keep the ratio the same.
- Downtown outpost would be more of a deterrent. There aren't other places its appropriate. There are a few officers posted, they have to chance
- Are there needs for outdoor storage areas (impound yard, equipment storage, maintenance, training space, etc.)?
Garage, larger training room, property barn

Using the armory as storage inside and for parking. Quads, atvs boats etc.

Impound yard associated with the municipal garage, but not secure place

If we get the whole court building, there may be room for property room (evidence storage)

Can train 18 officers in a small room downstairs would be nice to expand.

- What are the technology, equipment, and vehicle needs of the police department (e.g. radio, additional vehicles, etc.)?
Mobile command post, bodycams, rescue boat, docking facility on the LI Sound, drones, Emergency Operations Center
 - Wading River FD keeps their boat at LIPA powerplant, there are two jettys there, but it is Brookhaven town, would be the best place for a dock.
 - There is no safe harbor on the sound for Riverhead, exposed to all of the elements and storms.
 - Northville has a dock into the sound, getting a harness to hold the boat out of the water there.
 - Peconic side they use Jamesport boat ramp and some other poorly maintained ramps where they can launch.
 - Emergency Operations Center – need a backup to the police communications center. For disasters, storm hurricane, a select few people – himself, supervisor, council person, to be able to operate the response. Currently uses supervisors' office. Room should be equipped with land lines, satellite phone, radio, etc. as a backup to police communication center. Kitchenette bathroom, place to please
- What is Riverhead's Emergency Management Plan? How is Riverhead prepared for natural or other disasters? How is this coordinated between the fire and ambulance districts and Town departments of Riverhead?

Hazard Mitigation Plan, Debris Management Plan, Hurricane/Severe Storm Emergency Response Plan. We use ICS and have regular meetings with all FD's, EMS and Police.

- Hazard Mitigation, Debris Management have annexes
- Hurricane Storm Emergency Response Plan is local to Riverhead
 - Probably due for an update.
- Incident Command System

Hi Emily,

My apologies for the delay in responding to your inquiry, I was out of the office last week.

- Currently our space and facility needs are adequate for the services we are providing. However, we are consistently saying that we need more storage space.
- The Town of Riverhead has a large senior citizen population, and we might be able to increase our daily congregate meal numbers in the future, if we had a second location, especially on the west end of Town.
- We currently offer transportation services to and from the Senior Center daily, as well as transportation for medical appointments within the Town of Riverhead, and weekly transportation to and from the grocery store. Transportation continues to be an issue for a lot of seniors who no longer drive. It would be beneficial to expand these services. In order to do this we would need additional staff, and vehicles to increase the access and availability of the service.
- We often have a waitlist for our Meals on Wheels program, and we do our best to reach as many eligible seniors as possible. Additional staff, and vehicles would be required to increase the number of routes, and clients served.
- Many seniors are lacking access to technology which could open up a lot of resources for additional services.

Please let me know if you need additional information. Thank you.

Kelly A. Tocci

Senior Citizen Program Director

Town of Riverhead

4 West Second Street

Riverhead, NY 11901

631-727-3200 ext. 241

****PLEASE NOTE NEW MAILING ADDRESS FOR TOWN HALL****

From: Emily Junker <e.junker@bfjplanning.com>

Sent: Tuesday, November 14, 2023 11:20 AM

To: Kelly Tocci <tocci@townofriverheadny.gov>; Debbie Schwarz <schwarz@townofriverheadny.gov>

Cc: Noah Levine <N.Levine@bfjplanning.com>; Heather Trojanowski

<trojanowski@townofriverheadny.gov>; Matthew Charters <charters@townofriverheadny.gov>

Subject: RE: Riverhead Comprehensive Plan Update: Senior Center and Services

Dear Kelly Tocci and Debbie Schwarz,

Just sending a friendly reminder that we would appreciate your input for the Town of Riverhead Comprehensive Plan Update. We hope you can reply to these questions at your earliest convenience.

- Are there space or facility needs of the Senior Center?
- Is the Senior Center interested in having a second location?
- Are services adequate to serve the population or are more services and resources needed?
- Are there other considerations for the comprehensive plan that you foresee being an issue in the next 10-20 years?

We look forward to your responses. Thank you!

Best regards,

Emily

Emily Tolbert

BFJ Planning

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WWW.BFJPLANNING.COM

Town of Riverhead Comprehensive Master Plan – Interview Water District

Interviewee:

	Title	Affiliation	Phone	Email	Interviewer	Interview Date
Frank Mancini	Water District Superintendent	Town of Riverhead Water District Department	631-727-3205 (ext 234)	mancini@townofriverheadny.gov	James Peterman, P.E., LKMA	12/2/2020 10:00am

Interviewer: James K. Peterman, P.E., Senior Engineer, LKMA, 631-286-8668, ext. 293
jpeterman@lkma.com

General Questions for all Respondents:

1. Please tell us about your department’s primary role/goals.

The primary goal of the Riverhead Water District is to protect the public health of its customers. However, TOR Water district has well documented regulatory issues, which need to be resolved in order to survive. A water district aka Riverhead Water, unlike an Authority ie: SCWA, requires NYSDEC approval for expansion of its infrastructure showing supply calculations and needs. However, there has not been an approval for expansion from NYSDEC in over twenty years. This approval process is currently holding up the EPCAL redevelopment for the town of Riverhead. Frank felt that the SCWA would like to absorb the Riverhead water district to enable SCWA to help feed water supply to the north fork. The fact that both SCWA and the NYS Pine Barrens commission are represented by the same legal counsel, leads to the question of some sort of conflict of interest, leading to SCWA to take over the Riverhead Water District. SCWA and DEC have the same position on who should supply EPCAL while Riverhead disagrees and has been serving the parcel since it was given to Riverhead. The answer to stop the takeover would be to obtain the necessary approvals and build a more robust water service infrastructure in combination with the installation of additional wells within the District to build capacity.

2. How has COVID-19 affected you in terms of ability to do your job and meet current and future demands?

It was a challenge but so far have met the demands despite being a record pumping year due to the dry summer. TOR water district does not have a full automated ‘SCADA’ system similar to SCWA. The SCADA system allows remote monitoring of conditions while the existing system (manual) requires more on hand employees. If the COVID pandemic afflicts some of the districts employees, monitoring and supply will be a large issue.

3. Do you have short-, intermediate-, or long-range plans for capital improvements?

The district has a \$20,000,000 capital improvement plan that shows the bare minimum of what is required to meet EPA regulations while replacing antiquated aspects of the system. The recent \$80/year surcharge implemented has helped the district fund this plan. ~~The automated SCADA system and an additional storage tank in the high zone are not in the capital program but it should be added.~~The water bill revenue pays for all the day to day operations and taxes and surcharges pays down notes on capital improvements. **It is critical**

that we require developers to pay for the improvements required to support their projects moving forward.

Frank cannot share copy of the excel spreadsheet used for the districts Capital Program but he will provide a written description of plan.

4. Do you have resources to meet current and projected demands based on population growth?
Believes he has the water resources necessary but lacks the infrastructure and development of the infrastructure to convey such waters.
5. What do you feel is the biggest challenge facing the Department in the upcoming year?
Meeting future demand, regulatory issues, Quality labor force. Many employees hired leave for other water agencies after they have gained experience since the pay rate is much higher. Retention of staff is approximately 50%.
State now also has oversight over water supply and has more stringent regulations than the EPA. This Agency is fairly new, so it is yet to be seen what extra or necessary upgrades would be required as we move forward.
Qualified labor force.
Summer irrigation needs, place a substantial load onto the system, controls or limits need to be in place to avoid overburdening the system.
6. How has the COVID-19 pandemic affected your operations/budget/services? Has there been an increased demand for services (such as from new residents)? What do you need to be better equipped to handle the current ongoing pandemic? What other emergency planning services do you provide or are you prepared for (e.g., hurricanes, tidal floods, loss of power blackouts)?
Yes, many homes in riverhead or seasonal. However, due to the Covid many have occupied these homes full time as they move from denser populated areas and work remotely. High demand started a month earlier, in June of this year due to the increase.
Out of the 18 pumping sites and well stations, 16 lost power in a three-hour period, during Storm Iesa earlier this year. We have a robust backup generator system with a scheduled maintenance log to insure all our generators function properly when needed.
7. What kind of growth or development do you see taking place in Riverhead over the next 10-20 years? Have you noticed any historical past or recent trends? How should the town plan for these changes?
Yes- large industrial complexes, EPCAL, and multistory residential development so the district desperately needs to find new sources of water supply and develop them. In the past, the district did not require the large scale developments to provide these sources, i.e.; Splish Splash Water Park who uses 15 million gallons a month in the peak summer months, did not contribute to the water supply infrastructure needed, these costs were spread out amongst all the customers. The water district now works closely with the planning department to insure developers provide the necessary funds of increased water supply and fire protection infrastructure if required.

8. This is a long-term 10-20-year comprehensive plan. What do you see as the primary short-, intermediate-, and long-term issues or needs for your department?

Have the developers of large scale projects supply the necessary fund for water and the necessary infrastructure to convey the supply.

Meet or exceed water quality standards as set by the EPA and NYS.

9. Do you have any information to share with us that should be included in the Update?

All of the above.

Department/District/Affiliation Specific Questions:

Q1. Capitol Program for Water Improvements:

- a. Typical annual dollar amount for all water districts? 8 to 9 million dollars/year, Capital improvement plan is approx. \$20 million into future years for bare minimum with addition projects to be added. Operating funds can vary up to 20% year to year since revenue is based on pumping demand.
- b. Has this dollar amount been constant or is there a yearly increase with respect to additional development and flow? Revenue is dependent on water usage and will fluctuate dependent on wet or dry years.
- c. Is there a capital improvement plan/list of future projects? To Be Shared

Q2. Water Infrastructure Maintenance

- a. How many miles of water mainline pipe are under your jurisdiction? Water district is approximately 44.3 square miles, with 234 miles of water main. 17 active groundwater wells at 10 separate well locations
- b. How many residential, commercial, and industrial properties are served? 35,000 customers with 12,328 residential and commercial services. With many services feeding several customers ie: mobile home park or apartment building.
- c. Prior to the COVID Pandemic, had maintenance been deferred due to budget constraints? Yes
- d. Are the adequate notices given to the water district from Highways, Planning, and Permits of upcoming or future projects that will require your district to perform services, increase infrastructure, or expend additional monies?

~~There is good coordination with town and county departments. , however NYSDOT project coordination has been very problematic. The water district is given notice on required offsets or main replacements but the state does not take required action which requires the district to get involved in solving the problems they create.~~

- e. Operating budget problems for the maintenance of the water distribution system? ~~When someone retires and has a lot of sick time/vacation time that is paid out- this comes out of the personnel budget which delays the hiring and replacement of staff. Should be a line item in budget to pay out this time so staffing can be replaced in a timely manner. This problem never seems to affect Bill Rothar.—~~Many tasks such as needed electrical, emergency situations, and replacement are attended to by contractors
- f. Current staff levels- ~~if the 1 vacant position is filled the operation would run efficiently at current level of supply, obviously if the system grows, additional staff will be required, as senior staffers are scheduled to retire within the next year.~~ Having difficulty hiring skilled positions at the current given salaries.
- g. Equipment- need to start replacing vehicles ~~many have over 200,000 miles, Has \$70,000/year in line item for new vehicles but not allowed to use the full \$70,000. and equipment much more aggressively than we are not. I must make these budget line items larger then they are now.~~
- h. Current issues- water main breaks due to freezing of pipes in the oldest sections of the system are problematic, since they generally start to occur at the end of the fiscal year when funds are depleted. Since the sewer billing is correlated to the water usage, many questions come in to the water district office that don't pertain to the water district, taking time away from district employees duties. Water bill are paid directly to tax receiver.

Q3. State and Federal Aid

- a. Amount of reoccurring aid currently received on annual basis from State Apply for all grants that they can apply for as they come up, mainly for infrastructure improvements. Currently working on \$6 million dollar matching grant for manganese removal, \$700,000 lead pipe replacement grant, ~~applying~~ and a grant to remove Pfos (a new contaminant) which is estimated to cost \$2 million.

- Q4. Cost Saving measures
Not replacing a dilapidated fleet when the funds are there. Much time and monies are wasted in continual repair. A full SCADA system would help make the operation more efficient.
- Q5. Discussion of Existing or Upcoming events or trends, environmental or local laws, restrictions, developments, emerging technologies etc., that will greatly affect the Water District in the upcoming foreseeable future.
Existing and planned regulatory issues- NYS just started to add additional regulations which exceed EPA's.
- Q6. What other studies are underway (e.g., USGS)?
Have the existing Capital program
Currently performing a \$400,000 installation of two 800' deep monitoring wells to monitor salt water intrusion and help manage the overall water resources partnered with USGS and NYSDEC. We are currently working with local activist groups and the school district to implement and study more efficient irrigation. Looking for land to develop new sites on.

LKMA OVERVIEW

The primary goal of the Riverhead water district is to protect the public health of its customers. The Water District encompasses approximately 44.3 square miles, with 234 miles of water main pulling supply from 17 active groundwater wells at 10 separate well locations. There are 35,000 customers with 12,328 residential and commercial services.

The TOR Water District has well documented regulatory issues, which need to be resolved in order to survive. A water district aka Riverhead Water, unlike an Authority ie: SCWA, requires NYSDEC approval for expansion of its infrastructure showing supply calculations and needs. However, there has not been an approval for expansion from NYSDEC in over twenty years. This approval process is currently holding up the EPCAL redevelopment for the town of Riverhead. There is a very good chance that in the near future, development may be denied for the lack of water supply.

There also needs to be a better way to capture the anticipated development and the water supply needs to enable said development. The district is working on forming a policy to have large scale developers fund the additional supply and build the infrastructure needed.

TOR water district does not have an automated 'SCADA' system similar to SCWA. The SCADA system allows remote monitoring of conditions while the existing system (manual) requires more on hand employees. If the COVID pandemic afflicts some of the districts employees, monitoring and supply will be a large issue.

Many employees hired leave for other water agencies after they have gained experience since the pay rate is much higher. Retention entry level staff is approximately 50%. The

District would operate in a more economical and efficient way if the one vacant position is filled, based on existing usage. The upcoming retirement of several high level employees will impact the district's ability to continue to operate within the existing regulations and guidelines.

New York State has recently added oversight over water supply and has more stringent regulations than the EPA. This Agency is fairly new, so it is yet to be seen what extra or necessary upgrades would be required as the district moves forward.

Summer irrigation needs place a substantial load onto the water supply, controls or limits need to be in place to avoid overburdening the system. There needs to be better coordination with NYSDOT roadway reconstruction projects that require water main and hydrant offset along with water main replacements.

Sanitary sewer billing for the Riverhead Sewer District is a function of the public water usage. Sewer bills get paid directly to the tax receiver, when questions come into the water district office about sewer payments, District staff does not have access to what or who has paid, using valuable staff time.

Appendix 5. Transportation Data

EXISTING AND FUTURE LEVEL OF SERVICE (STATE ROADS)									
Route	Name	From	To	Jurisdiction	Lanes	2020 AADT	2020 LOS	2050 AADT	2050 LOS
NY25		T/ BROOKHAVEN - T/RIVERHEAD	WADING RIVER RD	NYSDOT	2	14036	A-C	16647	A-C
NY25		WADING RIVER RD	RT 25A	NYSDOT	2	8556	A-C	10147	A-C
NY25		RT 25A	EDWARDS AVE	NYSDOT	2	16740	A-C	19853	A-C
NY25		EDWARDS AVE		NYSDOT	2	15337	A-C	18190	A-C
NY25			CR 58 OLD COUNTRY RD	NYSDOT	4	15337	A-C	18190	A-C
NY25		CR 58 OLD COUNTRY RD	I-495 L.I.E UNDER	NYSDOT	4	6184	A-C	7334	A-C
NY25		I-495 L.I.E UNDER		NYSDOT	4	9797	A-C	11619	A-C
NY25			MILL RD	NYSDOT	2	9797	A-C	11619	A-C
NY25		MILL RD	CR 94A RIVERHEAD	NYSDOT	2	14858	A-C	17622	A-C
NY25		CR 94A RIVERHEAD	PECONIC AVE	NYSDOT	2	9972	A-C	11827	A-C
NY25		PECONIC AVE	CR 58 OLD COUNTRY RD	NYSDOT	2	15255	A-C	18092	A-C
NY25		CR 58 OLD COUNTRY RD	CR 105 CROSS RIVER DR	NYSDOT	2	21449	A-C	25438	A-C
NY25		CR 105 CROSS RIVER DR	TUTHILLS LA	NYSDOT	2	17828	A-C	21144	A-C
NY25		TUTHILLS LA	SOUTH JAMESPORT AVE /	NYSDOT	2	17828	A-C	21144	A-C
NY25		SOUTH JAMESPORT AVE / MANOR LA	T/RIVERHEAD - T/SOUTHHD	NYSDOT	2	14590	A-C	17304	A-C
NY25A		TOWN OF BROOKHAVEN & TOWN OF	WADING RIVER RD	NYSDOT	2	22980	A-C	27254	A-C
NY25A		WADING RIVER RD	NORTH RD / SOUND AVE	NYSDOT	2	16231	A-C	19250	A-C
NY25A		NORTH RD / SOUND AVE	RT 25 END RT 25A	NYSDOT	2	8354	A-C	9908	A-C

EXISTING AND FUTURE LEVEL OF SERVICE (COUNTY ROADS)									
CR43	NORTHVILLE TPK	CR 73	CR 58	SCDPW	2	6531	A-C	7746	A-C
CR43	NORTHVILLE TPK	CR 58	CR 105	SCDPW	2	5729	A-C	6795	A-C
CR43	NORTHVILLE TPK	CR 105	SOUND AVENUE	SCDPW	2	7762	A-C	9206	A-C
	HULSE LANDING RD	SOUND AVENUE	N WADING RIVER RD	SCDPW	2	4707	A-C	5582	A-C
CR58	OLD COUNTRY RD	NY 25 (WEST)		SCDPW	3	29651	A-C	35166	A-C
CR58	OLD COUNTRY RD		CR 58 WB LOOP TO WB 1495	SCDPW	4	29651	A-C	35166	A-C
CR58	OLD COUNTRY RD	CR 58 WB LOOP TO WB 1495	489W DOT YARD	SCDPW	3	29651	A-C	35166	A-C
CR58	OLD COUNTRY RD	489W DOT YARD	OSBORN AVE	SCDPW	4	29651	A-C	35166	A-C
CR58	OLD COUNTRY RD	OSBORN AVE	CR 73	SCDPW	4	32863	A-C	38976	A-C
CR58	OLD COUNTRY RD	CR 73	OSTRANDER AVE	SCDPW	4	24020	A-C	28488	A-C
CR58	OLD COUNTRY RD	OSTRANDER AVE	CR 43	SCDPW	3	24020	A-C	28488	A-C
CR58	OLD COUNTRY RD	CR 43	NY 25 (EAST)	SCDPW	3	21686	A-C	25719	A-C
CR63	PECONIC AVE	CR 94/CR 104/NY 24 CIRCLE	NY 25	SCDPW	2	11186	A-C	13267	A-C
CR73	ROANOKE AVE	NY 25	CR 43	SCDPW	2	8836	A-C	10480	A-C
CR73	ROANOKE AVE	CR 43	CR 58	SCDPW	2	10798	A-C	12807	A-C
CR105	CROSS RIVER DR	SOUTHHAMPTON T/L	NY 25	SCDPW	4	23760	A-C	28180	A-C
CR105	CROSS RIVER DR	NY 25	CR 43	SCDPW	4	3973	A-C	4713	A-C
CR105	CROSS RIVER DR	CR 43	SOUND AVE	SCDPW	4	1782	A-C	2113	A-C

EXISTING AND FUTURE LEVEL OF SERVICE (TOWN ROADS)									
	CENTER ST	FRONT ST	DEAD END	Town of Riverhead	2	95	A-C	112	A-C
	CHURCH LA	MAIN RD NY 25	PHILLIPS LA	Town of Riverhead	2	2478	A-C	2939	A-C
	ECONNECTICUT AV	RIVER RD	BROOKHAVEN T/L	Town of Riverhead	2	401	A-C	476	A-C
	COVE ST	BROAD AVE	SHADE TREE LA	Town of Riverhead	2	264	A-C	313	A-C
	DOCTORS PATH	NY 25	OAK DR	Town of Riverhead	2	3316	A-C	3932	A-C
	DOCTORS PATH	OAK DR	REEVES AVE	Town of Riverhead	2	2075	A-C	2461	A-C
	DOCTORS PATH	REEVES AVE	SOUND AVE	Town of Riverhead	2	1023	A-C	1213	A-C
	EAST AVE	NY 25	CR43 NORTHVILLE TPKE	Town of Riverhead	2	785	A-C	931	A-C
	EDGAR AVE	NY 25	HUBBARD AVE	Town of Riverhead	2	2321	A-C	2752	A-C
	EDGAR AVE	HUBBARD AVE	OVERLOOK DR	Town of Riverhead	2	4262	A-C	5055	A-C
	EDWARDS AVE	RIVER RD	NY 25	Town of Riverhead	2	8014	A-C	9505	A-C
	EDWARDS AVE	NY 25	SOUND AVE	Town of Riverhead	2	4091	A-C	4852	A-C
	EDWARDS AVE	SOUND AVE	L I SOUND	Town of Riverhead	2	1059	A-C	1256	A-C
	ELTON ST	BEFORE OSTRANDER AVE	NY 25	Town of Riverhead	2	4466	A-C	5296	A-C
	FAIRWAY AVE	NY 25	HUBBARD AVE	Town of Riverhead	2	2501	A-C	2966	A-C
	FORGE RD	RIVERHEAD TL	NY 25	Town of Riverhead	2	1449	A-C	1719	A-C
	FRESH POND AVE	NY 25	SOUND AVE	Town of Riverhead	2	1291	A-C	1531	A-C
	FRONT ST	CENTER ST	GREEN ST	Town of Riverhead	2	86	A-C	101	A-C
	GRIFFING AVE	NY 25	PULASKI ST	Town of Riverhead	2	2143	A-C	2542	A-C
	GRUMMAN BLVD	WADNG RIVER MANOR RD	RIVER RD	Town of Riverhead	2	1749	A-C	2075	A-C
	HARRISON AVE	OSBORNE AVE	MIDDLE RD	Town of Riverhead	2	3785	A-C	4490	A-C
	HERRICKS LA	NY 25	SOUND AVE	Town of Riverhead	2	667	A-C	791	A-C
	HIDDEN POND PATH	WADING RIVER MANOR RD	WADING RIVER MANOR RD	Town of Riverhead	2	586	A-C	695	A-C
	HOLLY BERRY CT	HIDDEN PHEASANT PATH	CUL DE SAC	Town of Riverhead	2	92	A-C	109	A-C
	HORTON AVE	MIDDLE RD	REEVES AVE	Town of Riverhead	2	1262	A-C	1496	A-C
	HORTON AVE	REEVES AVE	SOUND AVE	Town of Riverhead	2	551	A-C	653	A-C
	HUBBARD AVE	NY 25	CR 105	Town of Riverhead	2	5455	A-C	6470	A-C
	HUBBARD AVE	CR 105	EDGAR AVE	Town of Riverhead	2	4819	A-C	5715	A-C
	IDA LA	CHURCH LA	CUL DE SAC	Town of Riverhead	2	122	A-C	144	A-C
	IVY CIR	WOODCHUCK HOLLOW LA	CUL DE SAC	Town of Riverhead	2	87	A-C	103	A-C
	KROEMER AVE	CR 58	NY 25	Town of Riverhead	2	3191	A-C	3785	A-C
	LAUREL LA	MAIN RD	SOUTHOLD T/L	Town of Riverhead	2	897	A-C	1064	A-C
	LAURIN RD	CALVERTON CT	GERALD ST	Town of Riverhead	2	105	A-C	124	A-C
	LINDA LA W	ROANOKE AVE	SANDY CT	Town of Riverhead	2	200	A-C	237	A-C
	MANOR LA	NY 25	SOUND AVE	Town of Riverhead	2	830	A-C	984	A-C
	MAPLE AVE	NY 25	CR 43	Town of Riverhead	2	449	A-C	533	A-C
	MARCY AVE	NY 25	OSBORN AVE	Town of Riverhead	2	1683	A-C	1996	A-C
	MARJORIE CT	LINDA LA W	DEAD END	Town of Riverhead	2	137	A-C	163	A-C

EXISTING AND FUTURE LEVEL OF SERVICE (TOWN ROADS CONTINUED)

MIDDLE RD	NY 25	CR 43	Town of Riverhead	2	3345	A-C	3967	A-C
MIDDLE RD	CR 43	CR 73	Town of Riverhead	2	6444	A-C	7643	A-C
MIDDLE RD	CR 73	OSBORN AVE	Town of Riverhead	2	6032	A-C	7154	A-C
MIDDLE RD	OSBORN AVE	MILL RD	Town of Riverhead	2	5067	A-C	6009	A-C
MIDDLE RD	MILL RD	END	Town of Riverhead	2	3240	A-C	3843	A-C
MILL RD	NY 25	CR 58	Town of Riverhead	2	5939	A-C	7044	A-C
MILL RD	CR 58	MIDDLE RD	Town of Riverhead	2	6701	A-C	7948	A-C
MILL RD	MIDDLE RD	OSBORN AVE	Town of Riverhead	2	3212	A-C	3810	A-C
N WADING RIVER	N COUNTRY RD	HULSE LANDNG R	Town of Riverhead	2	3986	A-C	4727	A-C
N WADING RIVER	HULSE LANDNG R	CR 54	Town of Riverhead	2	165	A-C	196	A-C
N COUNTRY RD	SOUND RD	WADING RIVER MANOR RD	Town of Riverhead	2	5379	A-C	6379	A-C
N COUNTRY RD	WADING RIVER MANOR RD	CUL DE SAC	Town of Riverhead	2	1301	A-C	1543	A-C
OAKLEIGH AVE	SOUND AVE	WOODCLIFF TRL	Town of Riverhead	2	1494	A-C	1772	A-C
OLIVER ST	CR 58	CR 43	Town of Riverhead	2	1799	A-C	2134	A-C
OSBORN AVE	NY 25	LINCOLN ST	Town of Riverhead	2	6350	A-C	7531	A-C
OSBORN AVE	LINCOLN ST	HARRISON AVE	Town of Riverhead	2	5347	A-C	6341	A-C
OSBORN AVE	HARRISON AVE	CR 58	Town of Riverhead	2	5335	A-C	6327	A-C
OSBORN AVE	CR 58	MIDDLE RD	Town of Riverhead	2	3189	A-C	3782	A-C
OSBORN AVE	MIDDLE RD	MILL RD	Town of Riverhead	2	2003	A-C	2375	A-C
OSBORN AVE	MILL RD	SOUND AVE	Town of Riverhead	2	3842	A-C	4557	A-C
OSTRANDER AVE	NY 25	CR 43	Town of Riverhead	2	2311	A-C	2741	A-C
OSTRANDER AVE	CR 43	CR 58	Town of Riverhead	2	3883	A-C	4606	A-C
OSTRANDER AVE	CR 58	MIDDLE RD	Town of Riverhead	2	3147	A-C	3733	A-C
PARK RD	SOUND AVE	TOWN BEACH	Town of Riverhead	2	1209	A-C	1434	A-C
PARKWAY ST	MARCY AVE	COLUMBUS AVE	Town of Riverhead	2	322	A-C	382	A-C
PECONIC BAY BLVD	MEETING HOUSE CREEK RD	TUTS LN	Town of Riverhead	2	2537	A-C	3009	A-C
PECONIC BAY BLVD	TUTS LN	LAUREL LA	Town of Riverhead	2	1939	A-C	2300	A-C
PENNYS RD	SOUND AVE	SOUND SHORE RD	Town of Riverhead	2	544	A-C	646	A-C
PHILLIPS LA	SOUND AVE	CHURCH LA	Town of Riverhead	2	305	A-C	361	A-C
PIER AVE	SOUND AVE	SOUND SHORE RD	Town of Riverhead	2	829	A-C	983	A-C
PULASKI ST	CR73 Roanoke Ave	OSBORN AVE	Town of Riverhead	2	5257	A-C	6235	A-C
PULASKI ST	RAYNOR AVE	DEAD END	Town of Riverhead	2	4800	A-C	5692	A-C
RAILROAD AVE	EDWARDS AVE	RIVER RD	Town of Riverhead	2	196	A-C	232	A-C
REEVES AVE	OSBORN AVE	DOCTORS PATH	Town of Riverhead	2	953	A-C	1130	A-C
RILEY AVE	EDWARDS AVE	TWOMEY AVE	Town of Riverhead	2	1804	A-C	2140	A-C
RIVER AVE	RIVERSIDE DR	DEAD END	Town of Riverhead	2	204	A-C	242	A-C
RIVER RD	WADNG RIVER MANOR RD	SWAN POND RD	Town of Riverhead	2	614	A-C	728	A-C
RIVER RD	SWAN POND RD	CONNECTICUT AVE	Town of Riverhead	2	1553	A-C	1842	A-C
RIVER RD	CONNECTICUT AVE	EDWARDS AVE	Town of Riverhead	2	1487	A-C	1764	A-C
RIVER RD	EDWARDS AVE	LIE	Town of Riverhead	2	1028	A-C	1219	A-C
RIVER RD	LIE	NY 25	Town of Riverhead	2	1030	A-C	1221	A-C
RIVERSIDE DR	NY 25	CR 105	Town of Riverhead	2	3737	A-C	4432	A-C
ROANOKE AVE	CR 58	MIDDLE RD	Town of Riverhead	2	7552	A-C	8957	A-C
ROANOKE AVE	JOYCE DR	REEVE AVE	Town of Riverhead	2	4181	A-C	4958	A-C
ROANOKE AVE	REEVE AVE	SOUND AVE	Town of Riverhead	2	3330	A-C	3949	A-C
ROANOKE AVE	SOUND AVE	LINDA LA E	Town of Riverhead	2	983	A-C	1166	A-C
ROBERT ST	LINDA AVE	TROUT BROOK LA	Town of Riverhead	2	76	A-C	90	A-C
SANDY HOLLOW CT	RAYNOR AVE	CUL DE SAC	Town of Riverhead	2	187	A-C	221	A-C
SCHOOL ST	HARRISON AVE	N GRIFFING AVE	Town of Riverhead	2	2383	A-C	2826	A-C
SCHULTZ RD	WADING RIVER MANOR RD	PECONIC RIVER	Town of Riverhead	2	3736	A-C	4431	A-C
SOUND AVE	NY 25A	WEST LA	Town of Riverhead	2	6696	A-C	7942	A-C
SOUND AVE	WEST LA	PHILLIPS LA	Town of Riverhead	2	12449	A-C	14764	A-C
SOUND AVE	PHILLIPS LA	PIER AVE	Town of Riverhead	2	15884	A-C	18839	A-C
SOUND AVE	PIER AVE	SOUTHOLD T/L	Town of Riverhead	2	15152	A-C	17970	A-C
SOUND RD	N COUNTRY RD	CREEK RD	Town of Riverhead	2	1816	A-C	2153	A-C
SOUND SHORE RD	PENNYS RD	PIER AVE	Town of Riverhead	2	510	A-C	605	A-C
SWEEZY AVE	NY 25	OSBORN AVE	Town of Riverhead	2	1586	A-C	1881	A-C
TUTHILLS LA	NY 25	CHURCH LA	Town of Riverhead	2	438	A-C	519	A-C
TWOMEY AVE	DEEP HOLE RD	YOUNGS AVE	Town of Riverhead	2	2431	A-C	2883	A-C
TWOMEY AVE	YOUNGS AVE	SOUND AVE	Town of Riverhead	2	1791	A-C	2125	A-C
W WOODLAND DR	REMSEN RD	E WOODLAND DR	Town of Riverhead	2	177	A-C	210	A-C
WASHINGTON AVE	WEST ST	NY 25	Town of Riverhead	2	1677	A-C	1988	A-C
WATERVIEW CT	ROANOKE AVE	CUL DE SAC	Town of Riverhead	2	163	A-C	193	A-C
WEST LA	NY 25	SOUND AVE	Town of Riverhead	2	991	A-C	1175	A-C
WOODCREST AVE	OSBORN AVE	OLD COUNTRY RD	Town of Riverhead	2	873	A-C	1036	A-C
YOUNGS AVE	TWOMEY AVE	OSBORN AVE	Town of Riverhead	2	874	A-C	1037	A-C
UNION AVE	NY 25	CR 105	Town of Riverhead	2	359	A-C	426	A-C
UNION AVE	NY 25	CR 43	Town of Riverhead	2	571	A-C	678	A-C
WADING RIVER MANOR RD	RIVER RD	SCHULTZ RD	Town of Riverhead	2	1165	A-C	1382	A-C
WADING RIVER MANOR RD	SCHULTZ RD	NY 25	Town of Riverhead	2	5286	A-C	6269	A-C
WADING RIVER MANOR RD	NY 25	NY 25A	Town of Riverhead	2	7456	A-C	8843	A-C
WADING RIVER MANOR RD	NY 25A	N COUNTRY RD	Town of Riverhead	2	5419	A-C	6427	A-C
SANDPIPER DR	SOUND AVE	CUL DE SAC	Town of Riverhead	2	500	A-C	593	A-C
MYSTIC CT	SANDPIPER DR	CUL DE SAC	Town of Riverhead	2	84	A-C	99	A-C
GREAT ROCK DR	N WADING RIVER RD	GREAT ROCK DR	Town of Riverhead	2	324	A-C	384	A-C
BEACH AVE	CEDAR ST	HARBOR RD	Town of Riverhead	2	102	A-C	121	A-C
EIGHT BELLS RD	CROWS NEST DR	HORNPIPE DR	Town of Riverhead	2	65	A-C	77	A-C
HILL ST	WILDWOOD RD	HULSE AVE	Town of Riverhead	2	77	A-C	92	A-C
MIDWAY DR	NORTHVILLE TPKE	CUL DE SAC	Town of Riverhead	2	178	A-C	212	A-C
WILDWOOD RD	N WADING RIVER RD	BIRCH LA	Town of Riverhead	2	212	A-C	252	A-C
ST ANDREWS PATH	MAIDSTONE LA	HIDDEN ACRES PATH	Town of Riverhead	2	146	A-C	174	A-C

Location 1. CR-58 EB, 500' E. of Harrison Ave
 Location Code 1
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 06:37
 Recording Start 07/08/21 07:00
 Recording End 07/22/21 09:00
 Sample Time 15 Minutes
 Operator Number ...
 Machine Number 128
 Channel 1
 Recorder Mode Volume

CR 58 ATR COUNTS

COMBINED TOTAL

DATE	DAY	AM											PM											DAILY TOTAL		
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM		10 PM TO 11 PM	11 PM TO 12 AM
7/8/2021	THURSDAY	-	-	-	-	-	-	-	1616	1815	2066	2424	2630	2845	2703	2770	2707	2600	2461	2064	1695	1411	1100	703	423	-
7/9/2021	FRIDAY	242	107	80	81	155	404	777	1120	1348	1524	1958	2310	2623	2758	2744	2706	2721	2514	2142	2064	1860	1442	912	657	35,249
7/10/2021	SATURDAY	341	185	142	117	152	328	749	1085	1494	2002	2449	2548	2687	2607	2558	2491	2485	2373	2197	2027	1729	1418	1027	685	35,876
7/11/2021	SUNDAY	436	233	163	109	154	391	529	767	1144	1686	2289	2597	2691	2771	2728	2550	2420	2251	2171	1963	1596	1155	791	404	33,989
7/12/2021	MONDAY	219	108	82	72	171	463	1072	1443	1750	1963	2327	2618	2745	2716	2712	2677	2641	2452	2109	1833	1559	953	587	345	35,617
7/13/2021	TUESDAY	196	96	62	86	168	510	1116	1505	1634	1846	2284	2587	2816	2741	2717	2685	2615	2484	2207	1864	1477	1115	679	382	35,872
7/14/2021	WEDNESDAY	224	118	66	87	180	494	1140	1475	1672	1936	2236	2394	2659	2643	2577	2574	2487	2399	2103	1928	1673	1157	792	428	35,442
7/15/2021	THURSDAY	219	117	73	73	177	486	1084	1485	1681	1987	2365	2637	2752	2655	2632	2552	2669	2478	2234	2061	1789	1580	1079	508	37,173
7/16/2021	FRIDAY	293	116	95	83	195	515	1103	1421	1737	2084	2446	2636	2526	2360	2510	2534	2528	2473	2217	2266	1850	1415	957	620	36,980
7/17/2021	SATURDAY	341	181	128	89	178	323	730	1062	1574	2096	2380	2557	2580	2571	2530	2395	2329	2346	2249	1956	1685	1426	1072	680	35,458
7/18/2021	SUNDAY	382	206	145	74	127	232	463	751	1096	1628	2329	2669	2863	2764	2833	2626	2454	2377	2175	2029	1703	1312	795	473	34,506
7/19/2021	MONDAY	217	107	67	89	192	549	1076	1445	1765	1966	2383	2792	2879	2866	2796	2644	2627	2470	2285	1882	1599	1150	735	364	36,945
7/20/2021	TUESDAY	185	96	73	82	195	494	1103	1507	1748	1962	2238	2687	2794	2768	2740	2582	2397	2467	2232	1936	1598	1187	749	357	36,177
7/21/2021	WEDNESDAY	209	113	64	84	180	475	1075	1452	1763	1981	2376	2710	2704	2585	2771	2622	2549	2367	2136	1798	1567	1111	712	422	35,826
7/22/2021	THURSDAY	206	98	76	87	190	509	1085	1537	1754	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Weekday Avg 36,142
 Weekend Avg 34,957
 AADT 35,778

NYSDOT Weekday Average	221	108	74	82	180	490	1063	1455	1697	1932	2304	2590	2734	2670	2697	2628	2583	2457	2173	1933	1638	1221	791	451	36172
NYSDOT Weekend Average	375	201	145	97	153	319	618	916	1327	1853	2362	2593	2705	2678	2662	2516	2422	2337	2198	1994	1678	1328	921	561	34959

Location 3. CR-58 EB, 300' E. of Oliver St.
 Location Code 3
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 07:23
 Recording Start 07/08/21 08:00
 Recording End 07/22/21 09:15
 Sample Time 15 Minutes
 Operator Number
 Machine Number 144
 Channel 1
 Recorder Mode Volume

CR 58 ATR COUNTS																										
COMBINED TOTAL																										
DATE	DAY	AM											PM											DAILY TOTAL		
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM		10 PM TO 11 PM	11 PM TO 12 AM
7/8/2021	THURSDAY	-	-	-	-	-	-	-	-	1400	1652	1825	1976	1983	1994	1979	2000	1914	1879	1644	1356	1152	933	565	331	-
7/9/2021	FRIDAY	154	77	52	52	127	343	594	882	1115	1295	1619	1765	1910	2006	2040	2012	2024	1895	1642	1606	1445	1202	748	521	27,126
7/10/2021	SATURDAY	274	142	95	89	123	281	602	882	1243	1592	1850	1863	1940	1914	1931	1795	1890	1887	1649	1566	1368	1132	836	536	27,480
7/11/2021	SUNDAY	358	197	121	67	134	357	398	576	952	1377	1808	1926	2015	1978	1958	2008	1847	1679	1789	1573	1330	955	634	295	26,332
7/12/2021	MONDAY	170	73	46	55	134	423	847	1149	1389	1550	1736	1928	1897	1885	1890	1907	1879	1887	1631	1398	1188	762	392	220	26,436
7/13/2021	TUESDAY	121	67	43	68	133	440	870	1266	1300	1498	1722	1893	1978	1988	1948	2013	1927	1821	1702	1452	1178	863	547	245	27,083
7/14/2021	WEDNESDAY	127	67	35	57	152	427	873	1160	1332	1581	1741	1822	1912	1929	1898	1929	1814	1810	1597	1491	1298	940	603	303	26,898
7/15/2021	THURSDAY	162	84	53	57	126	416	815	1222	1311	1554	1785	1857	1909	1892	1944	2061	1966	1886	1711	1565	1517	1312	845	384	28,434
7/16/2021	FRIDAY	217	87	58	68	159	453	859	1177	1336	1714	1911	1985	1810	1717	1853	1940	1865	1863	1696	1693	1470	1177	771	477	28,356
7/17/2021	SATURDAY	282	138	102	78	144	281	584	836	1235	1666	1823	1920	1902	1880	1861	1823	1786	1795	1785	1597	1271	1164	867	549	27,369
7/18/2021	SUNDAY	312	159	107	62	96	191	329	573	880	1356	1717	1972	1994	2049	2047	1923	1948	1843	1766	1585	1451	1011	618	333	26,322
7/19/2021	MONDAY	161	73	46	56	168	453	828	1150	1364	1547	1762	1939	1953	1979	1938	1909	1944	1776	1705	1433	1249	872	543	238	27,086
7/20/2021	TUESDAY	118	54	45	59	176	424	833	1244	1349	1565	1753	1882	1870	1940	1959	1867	1787	1803	1607	1461	1200	936	556	258	26,746
7/21/2021	WEDNESDAY	160	77	44	53	143	416	781	1149	1365	1564	1793	1986	1899	1876	1950	1941	1895	1739	1521	1228	1260	863	604	295	26,602
7/22/2021	THURSDAY	142	81	47	60	146	427	798	1272	1381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Weekday Avg	27,196																								
	Weekend Avg	26,876																								
	AA DT	27,098																								
	NYSDOT Weekday Average	153	74	47	59	146	422	810	1167	1331	1552	1765	1903	1912	1921	1940	1958	1902	1836	1646	1468	1296	986	617	327	27238
	NYSDOT Weekend Average	307	159	106	74	124	278	478	717	1078	1498	1800	1920	1963	1955	1949	1887	1868	1801	1747	1580	1355	1066	739	428	26877

Location 5. CR-105 NB, 1400' S. of CR-43
 Location Code 5
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 08:45
 Recording Start 07/08/21 09:00
 Recording End 07/22/21 09:30
 Sample Time 15 Minutes
 Operator Number
 Machine Number 502
 Channel 1
 Recorder Mode Volume

CR 105 ATR COUNTS																										
COMBINED TOTAL																										
DATE	DAY	AM											PM													
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM	10 PM TO 11 PM	11 PM TO 12 AM	DAILY TOTAL
7/8/2021	THURSDAY	-	-	-	-	-	-	0	0	184	336	391	380	414	437	425	460	432	354	216	119	94	59	31	-	
7/9/2021	FRIDAY	12	3	6	6	7	56	105	159	181	165	225	277	267	367	372	438	441	404	313	228	162	128	89	49	4,460
7/10/2021	SATURDAY	24	10	11	7	13	66	157	249	286	313	406	462	589	498	469	479	482	416	297	219	171	136	99	77	5,936
7/11/2021	SUNDAY	39	18	5	14	14	43	104	542	201	234	323	361	387	401	398	374	319	388	325	219	148	121	71	34	5,083
7/12/2021	MONDAY	12	7	3	5	19	64	195	326	334	294	320	291	472	722	622	525	432	416	288	256	181	127	90	27	6,028
7/13/2021	TUESDAY	18	3	6	1	11	84	191	280	308	295	295	345	338	316	369	399	455	395	276	160	131	72	57	26	4,831
7/14/2021	WEDNESDAY	11	5	4	7	19	94	154	305	329	308	288	342	400	375	408	400	434	402	273	211	151	106	65	28	5,119
7/15/2021	THURSDAY	18	16	9	6	18	110	215	288	336	353	350	405	368	434	402	457	510	502	315	250	224	134	87	39	5,846
7/16/2021	FRIDAY	18	6	4	6	13	78	187	346	374	380	407	401	474	576	464	451	496	466	341	261	199	120	113	65	6,246
7/17/2021	SATURDAY	38	16	13	5	13	64	153	249	259	298	359	420	428	429	399	420	428	391	315	231	158	133	95	69	5,383
7/18/2021	SUNDAY	37	17	12	6	12	29	76	122	143	217	276	345	356	432	376	410	433	296	261	173	130	121	84	42	4,406
7/19/2021	MONDAY	16	2	6	2	7	76	192	292	325	279	330	341	369	395	431	471	399	412	271	207	152	84	54	21	5,134
7/20/2021	TUESDAY	15	6	2	8	14	84	196	304	347	300	309	335	372	339	379	403	431	404	280	176	119	82	62	26	4,993
7/21/2021	WEDNESDAY	14	9	5	5	17	107	204	311	354	326	326	322	336	381	410	371	437	429	283	252	165	98	61	25	5,248
7/22/2021	THURSDAY	18	7	3	3	15	101	176	310	366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Weekday Avg 5,323
 Weekend Avg 5,202
 AADT 5,286

NYS DOT Weekday Average	15	6	5	5	14	85	182	266	296	288	319	345	378	432	429	434	450	426	299	222	160	105	74	34	5269
NYS DOT Weekend Average	35	15	10	8	13	51	123	291	222	266	341	397	440	440	411	421	416	373	300	211	152	128	87	56	5207

Location 7, CR-43 EB, 1400' E. of CR-105
 Location Code 7
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 09:09
 Recording Start 07/08/21 10:00
 Recording End 07/22/21 09:45
 Sample Time 15 Minutes
 Operator Number
 Machine Number 137
 Channel 1
 Recorder Mode Volume

CR 43 ATR COUNTS																										
COMBINED TOTAL																										
DATE	DAY	AM											PM													
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM	10 PM TO 11 PM	11 PM TO 12 AM	DAILY TOTAL
7/8/2021	THURSDAY	-	-	-	-	-	-	-	-	-	-	767	806	883	860	898	917	1007	897	887	547	341	310	203	73	-
7/9/2021	FRIDAY	41	8	15	11	29	108	264	357	391	381	551	603	690	849	902	951	992	886	698	585	510	387	246	165	10,620
7/10/2021	SATURDAY	99	50	32	29	44	134	347	492	608	695	950	878	1238	809	970	874	951	975	779	647	500	409	353	202	13,065
7/11/2021	SUNDAY	130	71	56	40	30	84	206	663	461	568	794	889	955	962	888	893	841	768	781	640	518	384	275	121	12,018
7/12/2021	MONDAY	41	20	18	22	55	174	474	676	691	698	716	747	896	1082	992	954	864	897	673	494	369	300	144	75	12,062
7/13/2021	TUESDAY	31	16	12	14	46	168	429	564	498	459	599	697	778	770	788	823	921	873	641	456	304	227	161	81	10,356
7/14/2021	WEDNESDAY	35	10	8	16	50	212	464	664	699	630	670	801	798	726	871	830	942	802	639	494	405	308	187	105	11,366
7/15/2021	THURSDAY	40	18	14	18	34	182	501	641	603	702	809	853	871	861	908	943	980	896	746	543	528	449	294	113	12,547
7/16/2021	FRIDAY	63	17	14	21	45	182	507	653	638	793	788	834	800	882	824	1022	968	919	816	690	537	422	293	196	12,924
7/17/2021	SATURDAY	80	37	34	28	49	119	338	469	538	716	817	981	851	920	902	903	928	838	862	641	465	430	376	202	12,524
7/18/2021	SUNDAY	134	69	35	26	37	74	160	277	370	513	777	852	976	973	945	928	897	800	788	598	595	402	248	133	11,607
7/19/2021	MONDAY	29	17	17	23	47	185	500	647	699	657	706	800	880	779	839	942	858	895	680	487	357	251	180	66	11,541
7/20/2021	TUESDAY	45	13	16	26	57	184	509	715	694	622	684	747	771	689	804	855	863	809	652	528	389	247	145	72	11,136
7/21/2021	WEDNESDAY	32	16	12	13	52	192	472	693	673	667	722	716	732	760	862	877	874	849	682	616	468	275	156	88	11,499
7/22/2021	THURSDAY	37	10	15	14	40	180	456	710	723	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Weekday Avg 11,561
 Weekend Avg 12,304
 AADT 11,790

NYSDOT Weekday Average	39	15	14	18	46	177	458	632	631	622	701	760	810	826	869	911	927	872	691	544	421	318	201	103	11606
NYSDOT Weekend Average	111	57	39	31	40	103	263	475	494	623	835	900	1005	916	926	900	904	845	803	632	520	406	313	165	12306

Location 9. Sound Ave EB, 385' E. of Rt. 25A
 Location Code 9
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 10:02
 Recording Start 07/08/21 11:00
 Recording End 07/22/21 08:15
 Sample Time 15 Minutes
 Operator Number
 Machine Number 31
 Channel 1
 Recorder Mode Volume

SOUND AVENUE ATR COUNTS																										
COMBINED TOTAL																										
DATE	DAY	AM											PM													
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM	10 PM TO 11 PM	11 PM TO 12 AM	DAILY TOTAL
7/8/2021	THURSDAY	-	-	-	-	-	-	-	-	-	-	-	669	779	720	868	784	765	706	546	336	266	178	104	57	-
7/9/2021	FRIDAY	32	20	12	4	22	75	154	213	212	238	364	405	495	517	635	709	734	744	597	425	337	292	171	110	7,517
7/10/2021	SATURDAY	67	34	15	16	22	59	161	285	390	579	754	826	879	876	830	860	892	750	667	542	472	325	231	142	10,674
7/11/2021	SUNDAY	79	31	24	13	22	65	126	210	276	480	668	793	890	942	866	855	859	633	531	454	362	234	172	81	9,666
7/12/2021	MONDAY	35	18	9	13	22	106	252	416	499	484	520	563	591	594	606	696	681	691	473	381	299	151	76	46	8,222
7/13/2021	TUESDAY	31	8	8	11	23	102	271	394	442	464	504	506	636	573	609	732	695	696	497	341	277	190	122	58	8,190
7/14/2021	WEDNESDAY	30	13	12	11	33	98	241	414	571	479	578	615	668	637	645	709	762	813	580	402	334	243	139	68	9,095
7/15/2021	THURSDAY	45	22	10	11	29	103	298	434	504	525	589	636	681	669	661	725	756	727	588	470	358	275	162	77	9,355
7/16/2021	FRIDAY	39	16	7	12	25	97	274	435	471	555	662	715	827	886	786	749	765	748	627	506	362	335	190	103	10,192
7/17/2021	SATURDAY	71	49	13	10	30	82	148	287	412	647	684	858	806	844	773	798	784	701	600	501	376	303	251	173	10,201
7/18/2021	SUNDAY	72	51	30	12	15	60	95	189	287	381	649	856	921	976	900	909	735	690	540	459	368	242	149	100	9,686
7/19/2021	MONDAY	46	16	17	7	25	98	272	440	502	538	529	576	643	673	685	707	742	711	573	425	314	208	101	63	8,911
7/20/2021	TUESDAY	27	9	8	11	31	108	277	444	530	469	470	555	649	581	634	675	700	698	549	441	330	226	117	62	8,601
7/21/2021	WEDNESDAY	34	8	10	11	37	107	279	451	519	535	584	646	628	702	700	655	692	686	540	397	312	216	97	59	8,905
7/22/2021	THURSDAY	37	11	8	5	21	93	259	472	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Weekday Avg	8,776																								
	Weekend Avg	10,057																								
	AA DT	9,170																								
	NYSDOT Weekday Average	36	14	10	10	27	99	258	411	472	476	533	589	660	655	665	714	729	722	557	412	319	231	128	70	8797
	NYSDOT Weekend Average	72	41	21	13	22	67	133	243	341	522	689	833	874	910	842	856	818	694	585	489	395	276	201	124	10061

Location 11. Sound Ave EB, 515' W. of Phillips Ln
 Location Code 11
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 09:29
 Recording Start 07/08/21 10:00
 Recording End 07/22/21 10:00
 Sample Time 15 Minutes
 Operator Number
 Machine Number 300
 Channel 1
 Recorder Mode Volume

SOUND AVENUE ATR COUNTS																										
COMBINED TOTAL																										
DATE	DAY	AM											PM											DAILY TOTAL		
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM		10 PM TO 11 PM	11 PM TO 12 AM
7/8/2021	THURSDAY	-	-	-	-	-	-	-	-	-	-	1237	1441	1467	1472	1499	1598	1711	1506	1008	787	494	448	270	106	-
7/9/2021	FRIDAY	67	15	22	13	39	155	384	546	596	546	857	979	1066	1288	1461	1562	1633	1454	1117	872	722	546	356	242	16,538
7/10/2021	SATURDAY	141	65	49	34	63	185	516	758	868	1161	1570	1610	1576	1661	1685	1592	1657	1556	1270	1062	818	612	509	291	21,309
7/11/2021	SUNDAY	171	94	74	51	50	142	312	875	706	929	1280	1438	1603	1653	1634	1535	1479	1317	1252	946	768	572	373	177	19,431
7/12/2021	MONDAY	67	28	28	28	69	266	724	1091	1154	1089	1145	1232	1434	1546	1570	1522	1528	1424	1033	720	561	407	192	103	18,961
7/13/2021	TUESDAY	44	28	16	19	53	247	630	853	743	261	510	587	642	660	699	880	930	851	632	389	270	189	128	61	10,322
7/14/2021	WEDNESDAY	23	6	5	10	41	149	219	385	473	518	558	574	635	646	701	812	934	1019	1070	853	639	460	243	137	11,110
7/15/2021	THURSDAY	75	30	24	24	60	288	778	1103	1085	1190	1378	1432	1588	1557	1661	1636	1733	1558	1226	897	779	613	446	172	21,333
7/16/2021	FRIDAY	99	32	22	29	82	347	833	1187	1205	1374	1524	1539	1461	1594	1572	1735	1704	1527	1369	1118	855	632	468	314	22,622
7/17/2021	SATURDAY	129	52	64	41	84	209	556	851	988	1336	1428	1688	1801	1611	1666	1740	1628	1429	1372	1017	835	693	633	369	22,220
7/18/2021	SUNDAY	234	116	59	28	50	125	248	408	598	850	1259	1512	1787	1736	1821	1721	1693	1532	1398	1124	988	670	388	221	20,566
7/19/2021	MONDAY	57	30	22	31	84	297	775	1110	1209	1128	1235	1354	1531	1393	1502	1705	1718	1623	1095	797	599	421	271	89	20,076
7/20/2021	TUESDAY	67	20	19	26	89	287	794	1188	1182	1099	1229	1316	1425	1335	1547	1615	1610	1468	1109	846	681	392	230	97	19,671
7/21/2021	WEDNESDAY	58	21	13	19	67	287	783	1077	1194	1192	1282	1373	1338	1378	1598	1491	1506	1442	1078	941	706	405	231	117	19,597
7/22/2021	THURSDAY	60	19	20	18	62	295	742	1205	1213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Weekday Avg	19,828																								
	Weekend Avg	20,882																								
	AA DT	20,211																								
	NYS DOT Weekday Average	86	35	26	23	65	250	654	966	1029	1013	1203	1330	1455	1463	1582	1606	1642	1501	1133	873	691	488	298	143	19555
	NYS DOT Weekend Average	169	82	62	39	62	165	408	723	790	1069	1384	1562	1692	1665	1702	1647	1614	1459	1323	1037	852	637	476	265	20884

Location 13. NYS-25 EB, 1000' E. of River Rd.
 Location Code 13
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 06:08
 Recording Start 07/08/21 07:00
 Recording End 07/22/21 08:30
 Sample Time 15 Minutes
 Operator Number
 Machine Number 142
 Channel 1
 Recorder Mode Volume

NYS ROUTE 25 ATR COUNTS																										
COMBINED TOTAL																										
DATE	DAY	AM											PM													
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM	10 PM TO 11 PM	11 PM TO 12 AM	DAILY TOTAL
7/8/2021	THURSDAY	-	-	-	-	-	-	503	506	589	573	704	731	786	725	773	829	750	541	429	341	236	127	85	-	
7/9/2021	FRIDAY	53	24	33	24	49	130	215	369	381	405	443	542	598	692	734	783	835	828	621	466	404	325	230	113	9,297
7/10/2021	SATURDAY	104	56	32	30	44	99	215	301	350	480	623	801	826	869	902	810	807	781	680	535	417	412	408	242	10,824
7/11/2021	SUNDAY	120	64	37	36	53	62	82	195	236	383	532	661	807	883	826	735	693	644	582	504	355	214	116	81	8,901
7/12/2021	MONDAY	62	26	29	28	57	144	319	440	536	544	549	640	623	672	736	793	784	756	577	424	300	184	102	76	9,401
7/13/2021	TUESDAY	50	28	17	29	66	174	335	504	542	512	599	593	727	746	675	734	840	764	597	430	348	210	126	62	9,708
7/14/2021	WEDNESDAY	42	25	14	42	67	167	325	454	556	556	580	625	747	782	708	791	882	784	592	482	376	224	151	93	10,065
7/15/2021	THURSDAY	42	20	29	37	52	184	357	441	567	545	589	617	671	633	718	751	834	765	707	569	463	354	215	115	10,275
7/16/2021	FRIDAY	67	54	29	38	75	160	332	449	481	536	630	590	729	840	885	863	837	803	674	527	405	344	196	101	10,645
7/17/2021	SATURDAY	123	46	45	38	62	95	213	282	314	485	626	714	804	848	840	814	763	716	658	518	417	385	345	173	10,324
7/18/2021	SUNDAY	100	60	33	30	35	57	88	162	201	360	543	728	821	823	849	737	746	642	566	492	388	271	153	93	8,978
7/19/2021	MONDAY	52	40	26	33	77	145	313	438	544	482	558	612	627	622	648	725	839	777	580	446	380	218	116	72	9,370
7/20/2021	TUESDAY	51	24	25	22	81	149	301	414	551	547	593	558	695	644	594	677	803	732	620	488	394	222	132	66	9,383
7/21/2021	WEDNESDAY	39	22	25	31	64	156	309	450	525	524	629	628	669	722	725	707	751	756	558	447	359	246	174	82	9,598
7/22/2021	THURSDAY	50	19	18	35	63	157	345	442	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Weekday Avg	9,749																								
	Weekend Avg	9,757																								
	AA DT	9,751																								
	NYS DOT Weekday Average	51	28	25	32	65	157	315	446	472	524	574	611	682	714	715	760	823	772	607	471	377	256	157	87	9721
	NYS DOT Weekend Average	112	57	37	34	49	78	150	235	275	427	581	726	815	856	854	774	752	696	622	512	394	321	256	147	9760

Location 15. NYS-25 EB, 630' E. of Linda Ave
 Location Code 15
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 07:48
 Recording Start 07/08/21 08:00
 Recording End 07/22/21 09:15
 Sample Time 15 Minutes
 Operator Number
 Machine Number 239
 Channel 1
 Recorder Mode Volume

NYS ROUTE 25 ATR COUNTS																										
COMBINED TOTAL																										
DATE	DAY	AM											PM													
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM	10 PM TO 11 PM	11 PM TO 12 AM	DAILY TOTAL
7/8/2021	THURSDAY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/9/2021	FRIDAY	110	61	38	35	100	379	695	982	1241	1195	1281	1418	1645	1692	1698	1625	1691	1658	1354	1172	1036	860	593	417	22,966
7/10/2021	SATURDAY	206	105	60	61	80	280	709	952	1136	1446	1685	1785	1789	1745	1713	1695	1657	1595	1428	1223	1185	1035	730	449	24,749
7/11/2021	SUNDAY	255	162	96	51	123	415	472	514	816	1258	1545	1727	1789	1738	1642	1605	1413	1369	1318	1035	985	747	458	242	21,775
7/12/2021	MONDAY	125	54	43	57	124	482	1018	1272	1519	1486	1485	1515	1225	795	774	1236	1658	1606	1079	514	386	290	203	179	19,125
7/13/2021	TUESDAY	102	52	44	56	136	504	1087	1561	1696	1652	1514	1589	1641	1648	1616	1651	1752	1627	1360	987	805	643	398	216	24,337
7/14/2021	WEDNESDAY	90	43	43	52	146	483	1068	1370	1547	1395	1447	1533	1663	1538	1562	1646	1767	1628	1355	1136	944	762	503	252	23,973
7/15/2021	THURSDAY	124	58	35	47	152	508	981	1417	1564	1447	1494	1595	1694	1592	1635	1737	1717	1750	1438	1245	1077	860	634	294	25,095
7/16/2021	FRIDAY	176	54	44	56	137	509	1010	1345	1565	1538	1552	1629	1659	1664	1678	1723	1730	1682	1427	1273	1072	848	678	379	25,428
7/17/2021	SATURDAY	228	93	62	73	97	313	699	890	1153	1484	1731	1751	1784	1629	1744	1742	1647	1596	1427	1206	1005	944	734	468	24,500
7/18/2021	SUNDAY	270	145	90	71	75	186	327	565	740	1093	1471	1680	1774	1776	1718	1658	1597	1531	1313	1103	1016	805	461	242	21,707
7/19/2021	MONDAY	125	51	39	48	162	492	1050	1327	1543	1388	1421	1562	1666	1544	1624	1582	1651	1602	1351	997	890	615	390	200	23,320
7/20/2021	TUESDAY	101	57	38	54	132	482	1010	1426	1496	1501	1376	1507	1564	1481	1640	1648	1776	1669	1408	1110	862	771	442	228	23,779
7/21/2021	WEDNESDAY	128	57	29	53	148	495	1018	1358	1573	1448	1474	1564	1605	1551	1632	1652	1721	1625	1292	744	858	791	503	268	23,587
7/22/2021	THURSDAY	111	56	40	44	161	465	1020	1385	1535	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Weekday Avg 23,512
 Weekend Avg 23,183
 AADT 23,411

NYS DOT Weekday Average	119	54	39	50	140	480	996	1222	1534	1453	1459	1554	1602	1514	1557	1626	1720	1653	1350	1020	881	713	480	267	23483
NYS DOT Weekend Average	240	126	77	64	94	299	552	730	961	1320	1608	1736	1784	1722	1704	1675	1579	1523	1372	1142	1048	883	596	350	23185

Location 17. NYS-25 EB, 820' E. of Franklinville
 Location Code 17
 Jurisdiction Riverhead, NY
 Recorder Set 07/08/21 08:17
 Recording Start 07/08/21 09:00
 Recording End 07/24/21 07:15
 Sample Time 15 Minutes
 Operator Number
 Machine Number 398
 Channel 1
 Recorder Mode Volume

NYS ROUTE 25 ATR COUNTS																											
COMBINED TOTAL																											
DATE	DAY	AM											PM											DAILY TOTAL			
		12 AM TO 1 AM	1 AM TO 2 AM	2 AM TO 3 AM	3 AM TO 4 AM	4 AM TO 5 AM	5 AM TO 6 AM	6 AM TO 7 AM	7 AM TO 8 AM	8 AM TO 9 AM	9 AM TO 10 AM	10 AM TO 11 AM	11 AM TO 12 PM	12 PM TO 1 PM	1 PM TO 2 PM	2 PM TO 3 PM	3 PM TO 4 PM	4 PM TO 5 PM	5 PM TO 6 PM	6 PM TO 7 PM	7 PM TO 8 PM	8 PM TO 9 PM	9 PM TO 10 PM		10 PM TO 11 PM	11 PM TO 12 AM	
7/8/2021	THURSDAY	-	-	-	-	-	-	-	-	-	-	1067	1124	1123	1204	1232	1243	1232	1331	1219	934	676	567	474	283	158	-
7/9/2021	FRIDAY	71	31	21	22	72	259	481	697	820	869	913	978	1133	1138	1221	1231	1281	1124	949	768	681	612	374	265	16,011	
7/10/2021	SATURDAY	108	62	43	38	59	202	444	677	787	1048	1159	1353	1327	1398	1378	1274	1244	1112	1048	804	758	765	509	315	17,912	
7/11/2021	SUNDAY	152	88	40	36	64	159	243	344	560	826	951	1191	1288	1201	1217	1199	1070	949	905	731	629	512	278	157	14,790	
7/12/2021	MONDAY	81	42	27	40	71	321	661	911	1029	1022	1047	1056	952	854	970	1143	1211	1121	801	528	436	309	183	128	14,944	
7/13/2021	TUESDAY	67	25	17	42	89	359	826	1310	1373	1477	1141	1161	1187	1190	1083	1252	1235	1196	945	671	589	442	245	143	18,065	
7/14/2021	WEDNESDAY	57	25	28	28	97	320	692	957	1041	971	1072	1074	1146	1070	1071	1203	1219	1187	935	764	647	539	358	153	16,654	
7/15/2021	THURSDAY	78	28	25	33	100	320	677	1046	1080	1016	1018	1091	1190	1097	1176	1237	1291	1220	1004	794	695	574	412	214	17,416	
7/16/2021	FRIDAY	103	39	31	36	88	328	616	998	1078	1110	1081	1166	1181	1165	1188	1209	1270	1242	974	833	756	638	449	255	17,834	
7/17/2021	SATURDAY	138	65	40	37	74	204	437	634	846	1088	1171	1310	1289	1234	1391	1169	1262	1135	966	807	641	651	468	302	17,359	
7/18/2021	SUNDAY	163	77	46	47	50	124	202	346	465	801	1004	1160	1271	1254	1253	1244	1130	1030	903	776	727	555	283	172	15,083	
7/19/2021	MONDAY	89	42	18	37	90	327	662	958	1012	981	1047	1094	1107	1063	1166	1217	1248	1183	940	682	572	440	262	112	16,349	
7/20/2021	TUESDAY	65	32	20	32	81	313	649	999	1025	1066	1038	1080	1125	1033	1153	1269	1211	1129	937	762	594	500	251	149	16,513	
7/21/2021	WEDNESDAY	75	30	23	36	95	331	660	944	1098	1038	1067	1066	1144	1143	1153	1221	1192	1153	837	362	442	515	285	149	16,059	
7/22/2021	THURSDAY	82	31	17	33	95	325	675	995	1033	1078	1096	1141	1185	1195	1168	1369	1311	1227	1043	803	701	617	434	191	17,845	
7/23/2021	FRIDAY	89	32	42	40	89	328	689	950	1063	1153	1134	1263	1291	1243	1337	1299	1302	1150	1033	890	764	628	491	304	18,604	
7/24/2021	SATURDAY	122	67	44	37	68	209	421	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Weekday Avg 16,936
 Weekend Avg 16,286
 AADT 16,763

NYS DOT Weekday Average	78	32	24	34	88	321	663	979	1059	1071	1065	1108	1154	1119	1161	1240	1259	1179	944	711	620	524	336	185	16954
NYS DOT Weekend Average	137	72	43	39	63	180	349	500	665	941	1071	1254	1294	1272	1310	1222	1177	1057	956	780	689	621	385	237	16314