

A. INTRODUCTION

This chapter provides an impact analysis for several alternatives considered for the East Quogue study area. These alternatives are presented for the purposes of comparison with the Recommended Plan and to describe the alternative conditions that were examined during the planning process, including alternatives that have been presented and considered by the East Quogue Advisory Committee, the development community, and the Town Planning Department. Assumptions regarding the alternatives are as follows:

- Zoning Build-Out Alternative: All large vacant and underutilized lots would be built-out based on current zoning restrictions.
- Proposed Projects Alternative: Build-out under current proposals and zoning for vacant parcels.
- Upzoning Density Alternative: Upzoning properties north of the Long Island Rail Road (LIRR) track and east of Lewis Road to CR200 (5-acre lots). This alternative would also upzone the Densieski Farm and Gibbs properties located west of Lewis Road.
- Cluster Development Alternative: As-of-right development of large lots clustered south towards the LIRR track on 1-acre parcels.
- Cluster Development Upzoning Density Alternative: Upzoning properties north of the LIRR track to CR200 and clustering the lots on 1-acre parcels south towards the LIRR track.
- Workforce-Senior Housing Alternative: Allocate 10 percent of the Recommended Plan to workforce housing and another 10 percent to senior housing.
- Preservation of Agricultural Land Alternative: Preserve all unprotected agricultural land and develop the remainder of the study area per current zoning regulations, consistent with the Zoning Build-Out Alternative.
- Hamlet Transfer of Development Rights Alternative: All development rights from large vacant and underutilized lots would be transferred to the Atlanticville property in the hamlet center core.
- Hamlet Transfer of Development Rights Upzoning Density Alternative: Upzone large and underutilized properties to CR200 and transfer the development rights to the Atlanticville property in the hamlet center core.

What follows is a description of the No Action condition, which provides a baseline against which to measure impacts under these alternatives. This chapter then presents an alternatives analysis, followed by a summary conclusion.

B. NO ACTION CONDITION

The No Action condition assumes no actions are taken by the Town and assumes development and build-out of previously approved subdivisions (e.g., the Pines) as well as the infill development of vacant lots. Vacant infill land is assumed to be residentially developed. However, vacant lands along Montauk Highway in the hamlet center were considered to be developed as neighborhood business consistent with current zoning. This alternative also includes all developments excluded from the East Quogue moratorium, i.e., Miller Wright (no additional residential units), Kijowski (7 single-family residential units with 80 acres preserved for agricultural use and 20 acres preserved as open space), Rady-Lynes II (14 single-family residential units with 4 acres preserved as open space), Evergreen Field Estates (3 single-family residential units), and East Quogue Medical Center (three separate buildings on 1.3 acres). Each building within the East Quogue Medical Center will have first floor office space and at least one apartment on the second story. One building will have two apartments on the second story. The 1.3 acre site would have a total of 4 second story apartments.

The No Action condition is assumed as a future condition against which impacts of alternatives are measured. For this GEIS, the impact analysis year is 2015. The No Action condition does not represent a projected future condition due to the vast undeveloped land within the study area that is expected would be developed in some way by 2015.

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

In the No Action condition, there would be a 17 percent increase in residential development with a related increase of 4 percent for preserved open space associated with lands within the Central Pine Barrens Core Preservation Area (see Figure 4-1). Business use would also increase by more than 10 percent along Montauk Highway and the western coastline of Weesuck Creek. Table 4-1 provides a comparison of land use acreage today and in the 2015 build year. As shown in Table 4-1, under the No Action condition, there is a decline of agricultural land. The agricultural land use changes are associated with the Kijowski development where 7 single-family homes would replace existing agricultural land and a portion of the land historically identified as preserved agricultural property would now be dedicated and preserved as open space.

Population and Housing

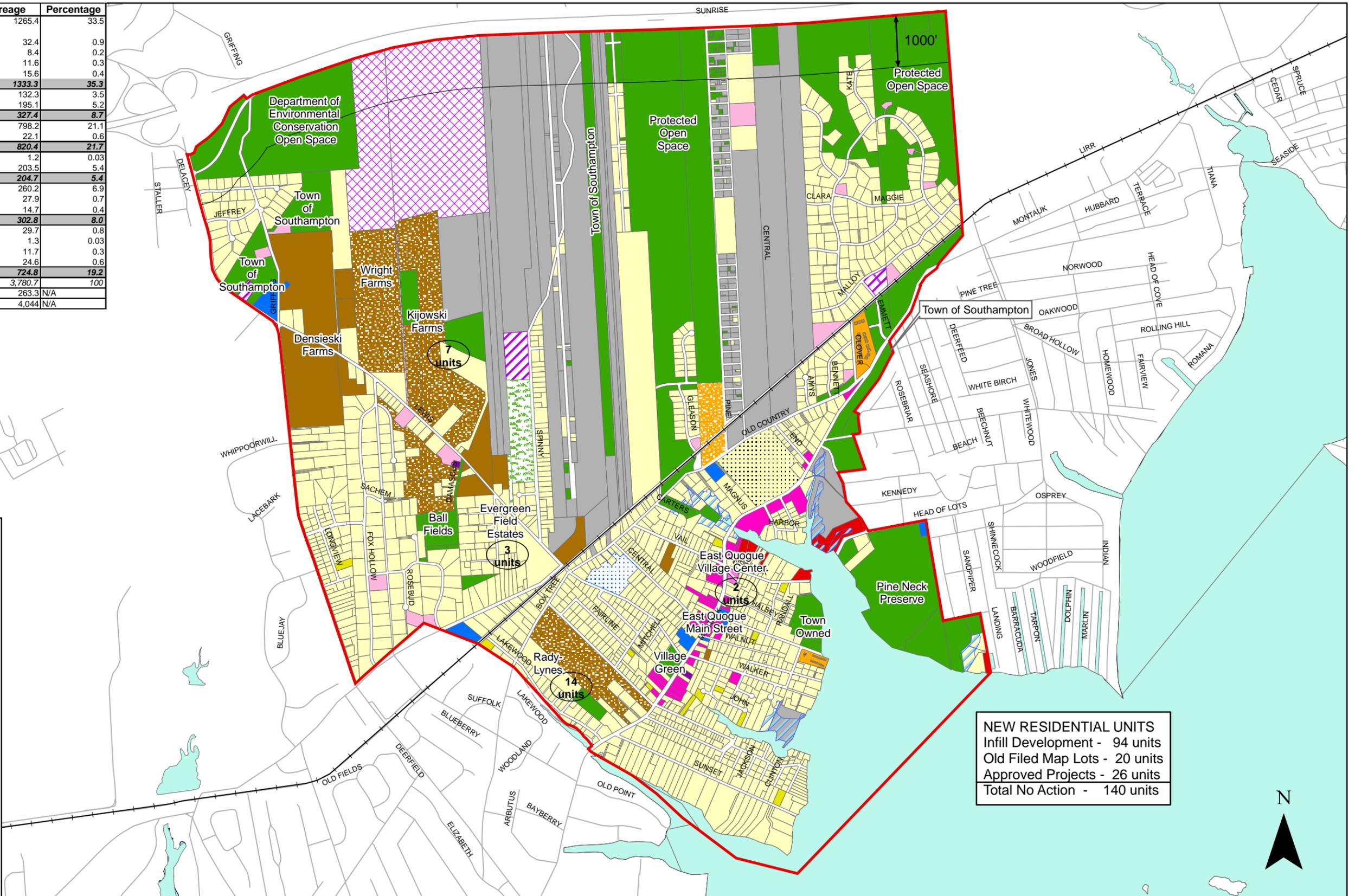
In the future No Action condition, there would be an increase in population and housing for the area associated with anticipated growth trends. The number of housing units would increase by 140 units or 11 percent. This influx of residential units, as shown in Table 4-2, would cause the population of the study area to increase between 19 and 24 percent based on the development of 3 and 4 bedroom housing units. Under the No Action condition, 81 new school-aged children would be added to the study area. For this analysis, it was assumed that about 70 percent (57 students) of the students would attend the East Quogue Elementary School.

No Action Land Use	Acreage	Percentage
Low Density Residential (Single-Family)	1265.4	33.5
Low Density Residential and Wooded (> 20 acres)	32.4	0.9
Medium Density Residential (Two-Family)	8.4	0.2
High Density Residential	11.6	0.3
High Density Residential (Mobile Homes)	15.6	0.4
Subtotal Residential	1333.3	35.3
Agricultural	132.3	3.5
Agricultural Preserve	195.1	5.2
Subtotal Agricultural	327.4	8.7
Public Recreation and Open Space	798.2	21.1
Cemetery	22.1	0.6
Subtotal Open Space/Preserved	820.4	21.7
Industrial	1.2	0.03
Sand Mining	203.5	5.4
Subtotal Industrial	204.7	5.4
Transportation (Streets, Rail, Right-of-Way)	260.2	6.9
Utilities	27.9	0.7
SCWA Well Field	14.7	0.4
Subtotal Utilities	302.8	8.0
Neighborhood Business	29.7	0.8
Neighborhood Business with Residential	1.3	0.03
Marina	11.7	0.3
Institutional	24.6	0.6
Total Vacant	724.8	19.2
Total Land Area	3,780.7	100
Surface Waters	263.3	N/A
Total Study Area	4,044	N/A

East Quogue Study Area

No Action Land Use

- Low Density Residential (Single-Family)
- Low Density Residential and Wooded (32.4 acres)
- Medium Density Residential (Two-Family)
- Multi-Family
- Multi-Family (Mobile homes)
- Agriculture
- Agriculture Preserve
- Neighborhood Business
- Neighborhood Business with Residential
- Marina
- Community Facilities
- East Quogue Elementary School (10.3 acres)
- Public Recreation & Open Space
- Cemetery
- Industrial
- Sand Mining
- Utilities
- SCWA Well Field
- Roads/Highway
- Vacant
- Surface Waters
- Private Lots with Protected Wetlands
- LIRR



NEW RESIDENTIAL UNITS
 Infill Development - 94 units
 Old Filed Map Lots - 20 units
 Approved Projects - 26 units
 Total No Action - 140 units

Source: Town of Southampton GIS Database, June 2006

Table 4-1

Land Use Change from Existing Condition to No Action

Land Use	Existing (acres)	No Action (acres)	Percent Change
Low Density Residential (Single-Family)	1,070.9	1,265.4	+18.2
Low Density Residential and Wooded (>20 acres)	32.4	32.4	--
Medium Density Residential	8.4	8.4	--
High Density Residential	11.6	11.6	--
High Density Residential (Mobile Homes)	15.6	15.6	--
Subtotal Residential	1,138.9	1,333.4	+17.1
Agricultural	145.1	132.3	-8.8
Agricultural Preservation	215.5	195.1	-9.5
Subtotal Agricultural	360.6	327.4	-9.2
Public Recreation and Open Space	764.1	798.2	+4.5
Cemetery	22.1	22.1	--
Subtotal Open Space/Preserved/Recreation	786.2	820.3	+4.3
Industrial	1.2	1.2	--
Sand Mining	203.5	203.5	--
Subtotal Industrial	204.7	204.7	--
Transportation (Streets, Rail, Right-of-Way)	260.2	260.2	--
Utilities	27.9	27.9	--
SCWA Well Field	14.7	14.7	--
Subtotal Utilities	302.8	302.8	--
Neighborhood Business	26.9	29.7	+10.4
Neighborhood Office/Business with Residential (Second Story)	--	1.3	--
Marina	11.7	11.7	--
Community Facilities	24.6	24.6	--
Vacant	924.4	724.8	-21.6
Total Land Area	3,780.7	3,780.7	--
Surface Waters	263.3	263.3	--
Total Study Area	4,044	4,044	--
Sources: Town of Southampton Geographic Information Systems, June 2006 and AKRF, February 2008			

Table 4-2
Population and Housing Change from Existing Condition to No Action

	Existing Condition*	No Action	Percent Change
Residents	2,153	2,566-2,667**	19.2-23.9**
School-age Children	449	530***	12.7
Housing Units	1,225	1,365	11.4
<p>Notes: *Existing Condition information is based on the 2000 Census Block data with the exception of school-age population which is the actual 2007-2008 student enrollment at East Quogue Elementary School. **The range is based on 3 to 4 bedroom households ***This is a conservative estimate because almost half of the students living in East Quogue attend secondary school at the Westhampton Beach Union Free School District</p> <p>Sources: US Census 2000; Town of Southampton Town Code, March 2006; East Quogue Union Free School District, January 2008</p>			

Community Facilities and Services

The No Action condition would not significantly change community facilities or emergency services within the East Quogue study area.

Based on the population growth, it is assumed that there would be an increase of 81 school-aged children, with about 70 percent attending the East Quogue Elementary School, a growth of 13 percent over the existing 2007-2008 student enrollment at East Quogue Union Free School District (UFSD). This is a conservative estimate considering almost half of the school aged children in the study area attend the Westhampton Beach Union Free School District. With an operating capacity of 550 students at the East Quogue Elementary School, the 13 percent increase over the existing enrollment would cause the school to operate at 92 percent capacity. The No Action condition does not reflect the future of the school district needs because it is expected that vacant land in the Union Free School District would be developed in some form and that the school district would need to accommodate these new students. With only infill development in the No Action condition, the school district would operate at 92 percent capacity. Thus, development in the future through 2015 would cause the local district to be over capacity.

Economic and Fiscal Considerations

The No Action condition would add about 140 residential units¹ to the study area, contributing about \$1.5 million to the Town’s tax base with about \$1.13 million allocated to the East Quogue UFSD. Based on the 2006-2007 cost per student², the addition of 81 students in the No Action condition would result in an additional cost of \$326,000 to the school district taxpayers.

Open Space and Recreation

Preserved open space and recreation uses would not materially change with the No Action condition. As shown in Table 4-1, there would be a 4.3 percent increase in open space under the

¹ For the economic analysis, it was assumed that the 140 new residential units would have a property and improvement taxable value of about \$1 million. As the taxable value decreases, the demands on the local school district increase.

² According to the East Quogue UFSD, the 2006-2007 cost per student was \$17,919.

No Action condition. This increase is a result of the preservation of open space as part of the Kijowski and Rady-Lynes II developments.

Natural Resources

Under the No Action condition, development would occur on in-fill lands and within the development projects exempt from the East Quogue moratorium. Thus, impacts to natural resources would be limited. However, this alternative is not consistent with State, regional, and local policy that encourages preservation of the Central Pine Barrens and coastal resources related to key habitat and species. Moreover, without preservation of large contiguous blocks of forested land, the study area is susceptible to forest fragmentation and thus the species that thrive on the interior of forests would be further threatened, particularly along the coast.

Physical Features and Water Resources

It is not expected that the No Action condition would significantly impact soils, geology, or groundwater within the study area. However, surface water runoff would remain an issue as would future impacts to receiving waters.

Utilities

Expected water usage under this condition would increase by about 46,000 gallons per day (gpd).

Scenic Resources

No significant impacts to scenic resources would result from the No Action condition. Because several of the projects under the No Action condition are small or preserve agricultural and open space lands, scenic resources would not be adversely impacted and infill development is consistent with existing subdivisions.

Cultural Resources

No significant impacts to cultural resources would occur under the No Action condition. Although there are no known plans to demolish historic buildings within the study area, it is recognized that without local laws to protect these resources, there could be a loss of historic buildings in private ownership.

Traffic and Transportation/Parking Facilities

The No Action condition is an interim scenario that establishes a future baseline condition to assess future impacts of the analyzed alternatives. These conditions are determined based on a number of factors: (1) improvements in the study area road network that are planned or underway; (2) traffic from general population growth in the local area (i.e., “background growth”); and (3) traffic from identified development projects in the project site vicinity.

No major roadway improvements in the study area roadway network are currently proposed and a growth factor of 2.04 percent per year was used in this traffic study. This growth factor, analyzed by New York State Department of Transportation (NYSDOT) using the LITP 2000 Model, is the growth factor for the Town of Southampton and is the highest of the Suffolk County municipalities, thus yielding a conservative growth rate.

Based on data supplied by the Town of Southampton Planning Department, there would be four new developments within the study area that would affect the future traffic conditions in addition to the growth factor. Three of these developments, Kijowski, Evergreen Field Estates,

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and Rady-Lynes, are residential projects while the other development, East Quogue Medical Center, is a mix of office and residential space. The traffic generated by these projects was estimated based on data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual 7th Edition* and on data supplied by the developers. The traffic generated by these proposed developments was assigned to the roadway network based on the existing travel patterns in the area and 2000 Census Journey-to-Work data. Table 4-3 lists the trip-generating developments (not accounted for in the growth factor), their sizes, and the number of vehicle trips they are estimated to generate.

Peak hour traffic volumes for the AM and PM peak hours analyzed are shown in Figures 4-2 and 4-3, respectively, for the 2015 No Action condition.

**Table 4-3
No Action Condition Trip Generation (1)**

Development Size	ITE Land Use Code	ITE Land Use	AM Peak Hour						PM Peak Hour					
			Trip Generation Rate	Total # Trips	% In	% Out	# In Trips	# Out Trips	Trip Generation Rate	Total # Trips	% In	% Out	# In Trips	# Out Trips
1. Kijowski Family Farm (Single-family Residential)														
7 units	210	Single-family Detached Housing	0.77	5	26	74	1	4	1.02	7	64	36	4	3
			Total trips	5			1	4	Total trips	7			4	3
2. Evergreen Field Estates (Single-family Residential)														
3 units	210	Single-family Detached Housing	0.77	2	26	74	1	1	1.02	3	64	36	2	1
			Total trips	2			1	1	Total trips	3			2	1
3. Rady-Lynes (Single-family Residential)														
14 units	210	Single-family Detached Housing	0.77	11	26	74	3	8	1.02	14	64	36	9	5
			Total trips	11			3	8	Total trips	14			9	5
4. East Quogue Medical Center (Medical Office with Second-story Apartments)														
4 dwelling units	220	Apartment	0.55	2	29	71	1	1	0.67	3	61	39	2	1
7,110 sq. ft.	720	Medical-Dental Office Building	0.80	6	65	35	4	2	0.97	7	39	61	3	4
			Total trips	8			5	3	Total trips	10			5	5
NO ACTION PROJECT TOTAL:			AM Peak Hr	26			10	16	PM Peak Hr	34			20	14
Notes: (1) Based on ITE Trip Generation Manual, 7th Edition, Institute of Transportation Engineers														

Table 4-4 presents a comparison of 2006 Existing Conditions and 2015 No Action Level of Service (LOS) conditions for the study area intersections.

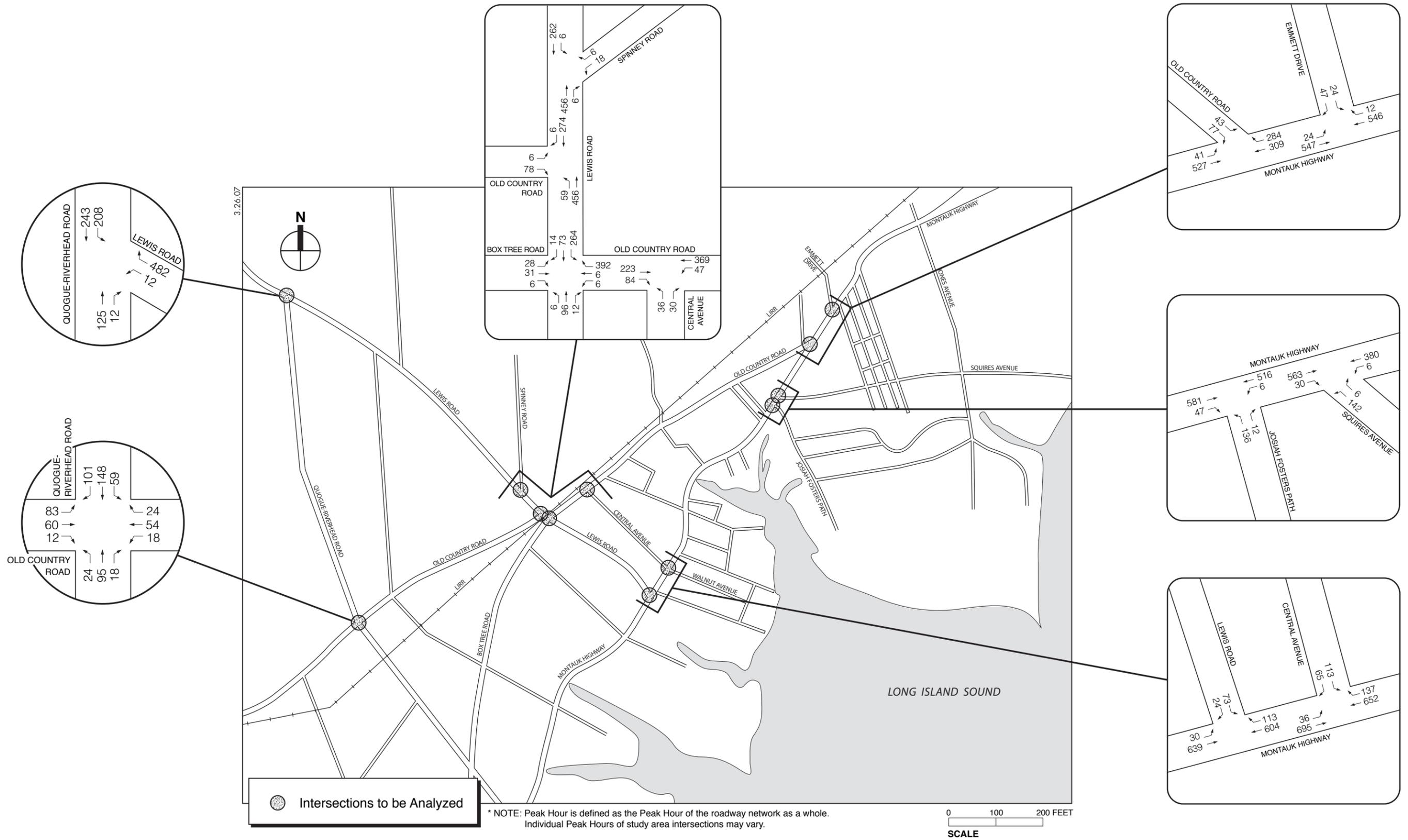


Figure 4-2
2015 No-Build Traffic Volumes
AM Summer Peak Hour (8:00-9:00 AM)*

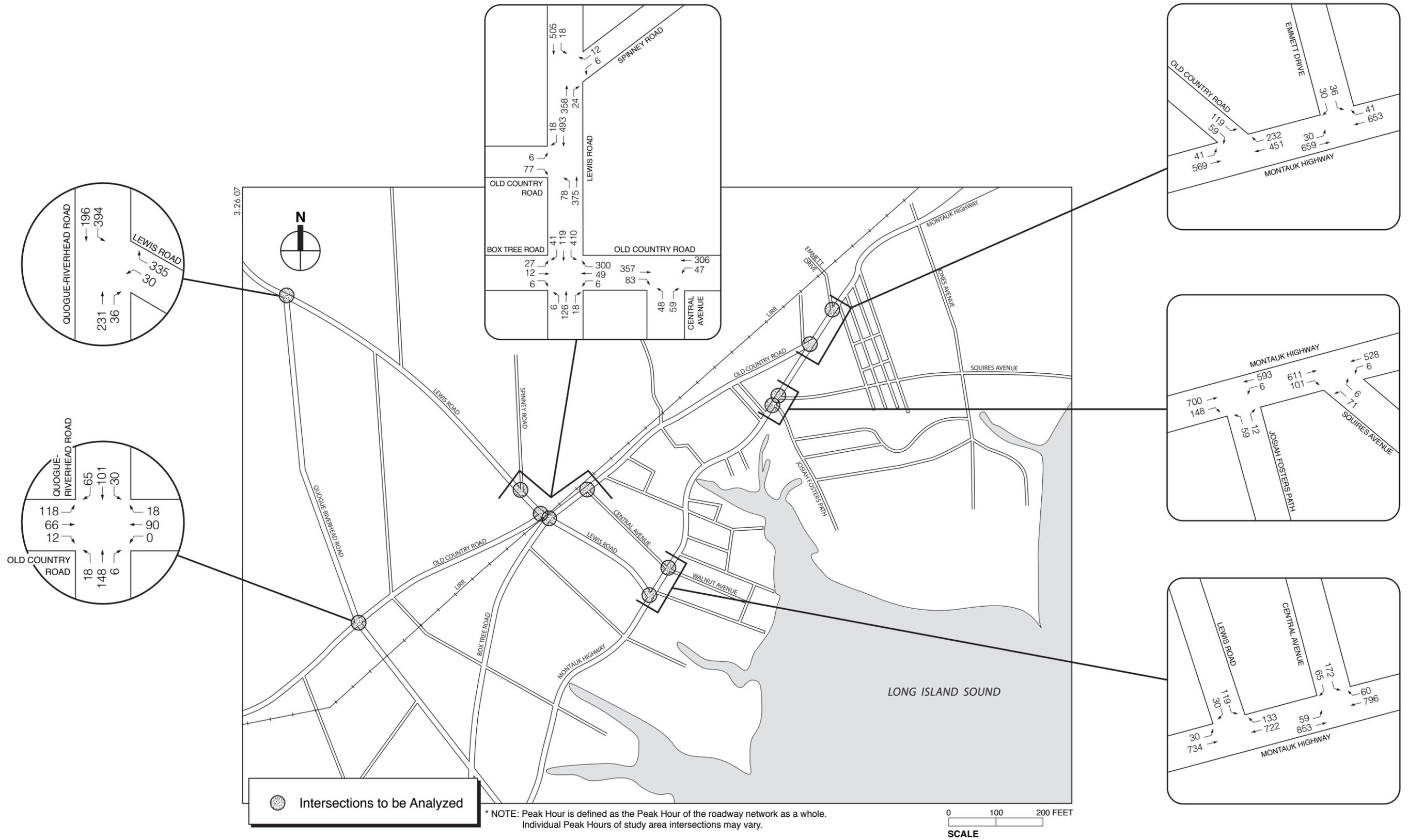


Figure 4-3
2015 No-Build Traffic Volumes
PM Summer Peak Hour (4:30-5:30 PM)*

**Table 4-4
Level-of-Service Analysis Results: 2006 Existing and 2015 No Action Traffic Conditions**

Intersection	#	Approach	Lane Group	AM Peak Hour (8:00 – 9:00 AM)						PM Peak Hour (4:30 – 5:30 PM)					
				2006 Existing			2015 No Action			2006 Existing			2015 No Action		
				v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS
Quogue-Riverhead Rd (N-S) @ Old Country Rd (E-W)	1	Northbound	LTR	0.02	7.8	A	0.02	7.9	A	0.01	7.6	A	0.02	7.7	A
		Southbound	LTR	0.04	7.6	A	0.05	7.6	A	0.02	7.6	A	0.03	7.7	A
		Westbound	LTR	0.20	14.2	B	0.28	16.8	C	0.19	13.4	B	0.26	15.1	C
		Eastbound	LTR	0.34	17.5	C	0.48	23.8	C	0.45	19.0	C	0.64	28.7	D
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Quogue-Riverhead Rd (N-S) @ Lewis Rd (E-W)	2	Southbound	L	0.17	8.0	A	0.21	8.3	A	0.33	9.2	A	0.41	10.1	B
		Westbound	L	0.05	20.2	C	0.08	26.7	D	0.25	45.6	E	0.51	99.3	F
		Westbound	R	0.57	14.1	B	0.71	18.6	C	0.44	13.4	B	0.57	16.5	C
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Lewis Rd (N-S) @ Spinney Rd (E-W)	3	Southbound	LT	0.01	8.4	A	0.01	8.7	A	0.01	8.0	A	0.02	8.2	A
		Westbound	LR	0.07	14.7	B	0.10	17.2	C	0.03	11.9	B	0.05	13.3	B
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Lewis Rd (N-S) @ Old Country Rd (E-W)	4	Northbound	LT	0.05	7.9	A	0.06	8.1	A	0.06	8.5	A	0.08	8.9	A
		Eastbound	LR	0.13	10.9	B	0.18	12.1	B	0.16	12.6	B	0.23	14.6	B
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Lewis Rd (N-S) @ Box Tree Rd/Old Country Rd (E-W)	5	Northbound	LTR	0.00	7.4	A	0.00	7.4	A	0.00	7.5	A	0.01	7.6	A
		Southbound	LTR	0.17	7.9	A	0.21	8.1	A	0.28	8.5	A	0.34	8.9	A
		Westbound	LTR	0.51	13.1	B	0.64	16.5	C	0.66	24.8	C	1.04	89.9	F
		Eastbound	LTR	0.35	33.9	D	0.75	96.8	F	0.53	87.4	F	1.67	567.2	F
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Old Country Rd (E-W) @ Central Ave (N-S)	6	Westbound	LT	0.04	8.0	A	0.05	8.2	A	0.04	8.2	A	0.05	8.5	A
		Northbound	LR	0.15	13.7	B	0.22	16.1	C	0.19	13.9	B	0.27	16.5	C
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Montauk Hwy (E-W) @ Lewis Rd (N-S)	7	Eastbound	LT	0.03	9.3	A	0.04	9.9	A	0.03	9.5	A	0.05	10.4	B
		Southbound	LR	0.34	21.8	C	0.55	36.1	E	0.52	31.8	D	0.88	86.9	F
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Montauk Hwy (E-W) @ Central Ave (N-S)	8	Eastbound	LT	0.62	9.5	A	0.74	13.0	B	0.78	14.9	B	0.95	32.2	C
		Westbound	TR	0.62	9.6	A	0.74	12.7	B	0.70	11.4	B	0.83	17.0	B
		Southbound	LR	0.80	70.3	E	0.95	93.5	F	1.06	122.0	F	1.26	193.0	F
	Intersection		18.3			B			24.4			C			
Montauk Hwy (E-W) @ Josiah Fosters Path (N-S)	9	Westbound	LT	0.00	8.6	A	0.01	8.9	A	0.01	9.5	A	0.01	10.2	B
		Northbound	LR	0.55	32.7	D	0.83	72.0	F	0.47	44.1	E	0.80	103.9	F
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Montauk Hwy (E-W) @ Squires Ave (N-S)	10	Westbound	LT	0.00	8.5	A	0.01	8.9	A	0.01	9.1	A	0.01	9.6	A
		Northbound	LR	0.52	29.0	D	0.79	59.4	F	0.38	34.1	D	0.63	65.5	F
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Montauk Hwy (E-W) @ Old Country Rd (N-S)	11	Eastbound	LT	0.05	8.9	A	0.06	9.4	A	0.04	8.9	A	0.05	9.4	A
		Southbound	LR	0.37	20.2	C	0.56	32.0	D	0.69	43.0	E	1.08	136.0	F
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			
Montauk Hwy (E-W) @ Emmet Dr (N-S)	12	Eastbound	LT	0.03	8.7	A	0.03	9.1	A	0.03	8.9	A	0.04	9.3	A
		Southbound	LR	0.24	19.0	C	0.38	26.9	D	0.28	25.0	D	0.45	40.1	E
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized			

Notes: L = left turn, T = through, R = right turn; LOS = Level of Service

East Quogue Generic Environmental Impact Statement

Under the 2015 No Action condition there would be the following notable changes in LOS for the following intersections:

- The westbound Lewis Road left-turn lane group at Quogue-Riverhead Road would decline from LOS E to LOS F during the PM peak hour.
- The westbound Old Country Road/Box Tree Road approach at Lewis Road would decline from LOS C to LOS F during the PM peak hour.
- The eastbound Old Country Road/Box Tree Road approach at Lewis Road would decline from LOS D to LOS F during the AM peak hour.
- The southbound Lewis Road approach at Montauk Highway would decline from LOS C to LOS E and from LOS D to LOS F during the AM and PM peak hours, respectively.
- The southbound Central Avenue approach at Montauk Highway would decline from LOS E to LOS F during the AM peak hour.
- The northbound Josiah Fosters Path approach at Montauk Highway would decline from LOS D to LOS F and from LOS E to LOS F during the AM and PM peak hours, respectively.
- The northbound Squires Avenue approach at Montauk Highway would decline from LOS D to LOS F during both the AM and PM peak hours.

The southbound Old Country Road approach at Montauk Highway would decline from LOS E to LOS F during the PM peak hour.

The southbound Emmett Drive approach at Montauk Highway would decline from LOS D to LOS E during the PM peak hour.

LOS E and F generally indicate congested conditions and notable delays. However it is important to note that it is not uncommon for the minor approaches at unsignalized intersections to operate at LOS E and F due to the high opposing volumes along the major roadways (such as Montauk Highway).

Accident Data

No significant changes are expected in the study area's accident experience by the No Action condition year 2015.

Parking Conditions

No significant changes are expected in study area's parking conditions by the No Action condition year 2015.

Pedestrian Conditions

No significant changes are expected in the study area's pedestrian conditions by the No Action condition 2015.

Public Transit

No significant changes are expected in the study area's public transit conditions by the No Action condition year 2015.

Air and Noise

No significant changes to air and noise resources would result from the No Action condition.

Solid Waste Management

No significant changes to solid waste management are expected from the No Action condition.

Construction Impacts

Similar to the Recommended Plan, it is not expected that this alternative would result in significant construction impacts, which are temporary in nature. It is expected that certain construction techniques (such as erosion and sediment control practices) would be employed to minimize the adverse effects of construction.

C. ANALYSIS OF ALTERNATIVES

ZONING BUILD-OUT ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Zoning Build-Out Alternative assumes that all large vacant and underutilized lots not built-out under the No Action condition are developed based on current zoning. Residential development of these lots would require subdivision or site plan approval. Most, but not all, of these large vacant and underutilized lands currently have a development proposal. As part of this alternative, the Turtle Bay site as well as the sand mining properties are also assumed to be developed based on current zoning. Further, this alternative considers the build-out of the Atlanticville properties south of Old Country Road (identified as Suffolk County Tax Parcels 316-1-30 and 317-1-27). The Zoning Build-Out Alternative would also consider the development of the Links and Gibbs properties (Suffolk County Tax Parcels 250-4-15 and 314-2-16) that are currently active but under built as per the current zoning. This alternative also assumes that all agricultural land that is not preserved (e.g., the Densieski Farm) would be developed per current zoning. As shown in Table 4-5, this alternative would add 390 new residential units based on large vacant or underutilized lots. An additional 9 units would be developed on lands currently used for agricultural purposes (outside of the Densieski Farm, which is already presented in the table) that are not yet preserved.

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

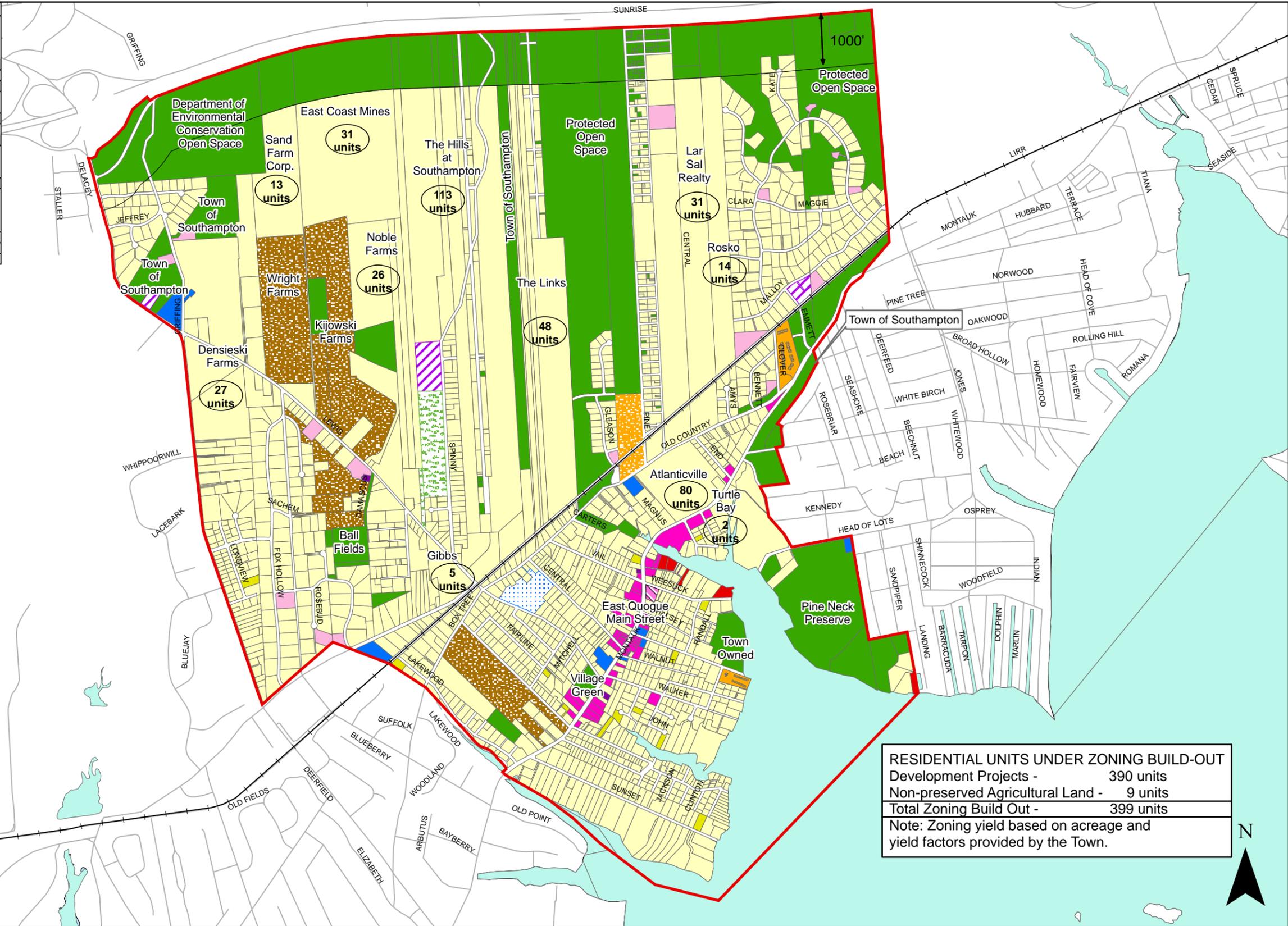
As shown in Table 4-6 and Figure 4-4, the Zoning Build-Out Alternative would increase residential development by about 50 percent over the Recommended Plan, converting underutilized land to single-family residential development thus providing less open space within the Central Pine Barrens Corse Preservation Area; and eliminating all unprotected agricultural lands. In addition, neighborhood office/business would be reduced by close to 90 percent as compared to the Recommended Plan due to the conversion of the Turtle Bay site and Atlanticville site along Montauk Highway to residential units, consistent with current zoning. Further, the Zoning Build-Out Alternative would not provide additional industrial uses or recreation amenities and community facilities, as proposed under the Recommended Plan.

Zoning Build-Out Land Use	Acreage	Percentage
Low Density Residential (Single-Family)	2229.2	59.0
Medium Density Residential (Two-Family)	8.4	0.2
High Density Residential	11.6	0.3
High Density Residential (Mobile Homes)	15.6	0.4
Subtotal Residential	2264.7	59.9
Agricultural Preserve	195.1	5.2
Subtotal Agricultural	195.1	5.2
Public Recreation and Open Space	921.8	24.4
Cemetery	22.1	0.6
Subtotal Open Space/Preserved	943.9	25.0
Industrial	16.7	0.44
Subtotal Industrial	16.7	0.4
Transportation (Streets, Rail, Right-of-Way)	260.2	6.9
Utilities	27.9	0.7
SCWA Well Field	14.7	0.4
Subtotal Utilities	302.8	8.0
Neighborhood Business	27.0	0.7
Neighborhood Business with Residential	1.3	0.03
Marina	4.6	0.1
Institutional	24.6	0.6
Total Land Area	3,780.7	100
Surface Waters	263.3	N/A
Total Study Area	4,044	N/A

East Quogue Study Area

Zoning Build-Out Land Use

- Low Density Residential (Single-Family)
- Medium Density Residential (Two-Family)
- Multi-Family
- Multi-Family (Mobile homes)
- Agriculture
- Agriculture Preserve
- Neighborhood Business
- Neighborhood Business with Residential
- Marina
- Community Facilities
- East Quogue Elementary School (10.3 acres)
- Public Recreation & Open Space
- Cemetery
- Industrial
- Sand Mining
- Utilities
- SCWA Well Field
- Roads/Highway
- Vacant
- Surface Waters
- LIRR



RESIDENTIAL UNITS UNDER ZONING BUILD-OUT	
Development Projects -	390 units
Non-preserved Agricultural Land -	9 units
Total Zoning Build Out -	399 units
Note: Zoning yield based on acreage and yield factors provided by the Town.	

Source: Town of Southampton GIS Database, June 2006

Zoning Build-Out Alternative Land Use
Figure 4-4

Table 4-5

New Residential Units on Large Vacant or Underutilized Lots Based on Current Zoning

Owner	Existing Zoning	Acreage	Zoning Build-out (new housing units)
Noble Farms	CR200	0.06	0.01
	CR120	51.00	15.37
	CR80	25.02	10.35
		76.07	26
The Hills at Southampton	CR200*	233.38	48.80
	CR120	129.18	38.92
	CR80	56.54	23.40
	R20	0.95	1.41
		420.05	113
The Links	CR200	22.84	4.78
	CR120	81.94	24.69
	CR80	43.61	18.05
		148.39	48
Atlanticville	CR200	29.70	6.21
	CR120	60.25	18.15
	R40**	54.38	42.04
	R20	9.47	14.02
		153.79	80
Rosko	CR200	31.12	6.51
	CR120	25.62	7.72
		56.73	14
Densieski	CR120	47.10	14.19
	LI200	15.46	N/A
	CR80	30.94	12.80
		93.50	27
Miller Sand Mine (Sand Farm Corp)	CR200	51.54	10.78
	CR120	5.93	1.79
		57.47	13
Quogue Hill LLC (East Coast Mines)	CR200	142.44	29.78
	CR120	2.27	0.68
	CR80	1.26	0.52
		145.97	31
Gibbs	CR80	12.32	5
Lar Sal Realty	CR200	32.86	6.87
	CR120	38.86	11.71
	R20	8.53	12.63
		80.25	31
Turtle Bay	R40	2.74	2
Total		1,247.28	390
Notes: *Includes the Hills at Southampton property north of Sunrise Hwy, **Excluded 6.25 acres of wetlands on Atlanticville property Sources: Town of Southampton Geographic Information System, 2007 and Town of Southampton Planning Department			

Table 4-6

Land Use Change from Recommended Plan to Zoning Build-Out

Land Use	Recommended Plan (acres)	Zoning Build-Out (acres)	Percent Change
Low Density Residential (Single-Family)	1,528.9	2,229.2	+45.8
Low Density Residential and Wooded (>20 acres)	--	--	--
Medium Density Residential	8.4	8.4	--
High Density Residential	11.6	11.6	--
High Density Residential (Mobile Homes)	15.6	15.6	--
Subtotal Residential	1,564.5	2,264.8	+44.8
Agricultural	--	--	--
Agricultural Preservation	321.2	195.1	-39.3
Subtotal Agricultural	321.2	195.1	-39.3
Golf Course	124.3	--	-100.0
Public Recreation and Open Space	1,122.0	921.8	-17.8
Cemetery	22.1	22.1	--
Resort/Recreation	203.5	--	-100.0
Subtotal Open Space/Preserved/Recreation	1,471.9	943.9	-40.8
Industrial	28.2	16.7	-40.8
Sand Mining	--	--	--
Subtotal Industrial	28.2	16.7	-40.8
Transportation (Streets, Rail, Right-of-Way)	262.8	260.2	-1.0
Utilities	27.9	27.9	--
SCWA Well Field	19.3	14.7	-23.8
Subtotal Utilities	310.0	302.8	-2.3
Neighborhood Business	27.4	27.0	-1.5
Neighborhood Office/Business with Residential (Second Story)	10.8	1.3	-88.0
Waterfront Business	2.7	--	-100.0
Marina	4.6	4.6	--
Clubhouse/Restaurant/Banquet Facility	12.8	--	-100.0
Community Facilities	26.6	24.6	-7.5
Vacant	--	--	--
Total Land Area	3,780.7	3,780.7	--
Surface Waters	263.3	263.3	--
Total Study Area	4,044	4,044	--
Sources: Town of Southampton Geographic Information Systems, June 2006 and AKRF, February 2008			

Population and Housing

The Zoning Build-Out Alternative would increase residential housing units by 399 units over the No Action condition and 187 units over the Recommended Plan or 12 percent (see Table 4-7). This increase in residential units would produce an additional 552 to 686 residents and 108 new students over the Recommended Plan and 231 new students over the No Action condition.

Table 4-7

Population and Housing Change from Recommended Plan to Zoning Build-Out

	Recommended Plan	Zoning Build-Out	Percent Change
Residents	3,191-3,445*	3,743-4,131*	+17.3-19.9*
School-age Children	653	761**	+16.5
Housing Units	1,577	1,764	+11.9
Notes:	*The range is based on 3 to 4 bedroom households **This is a conservative estimate because almost half of the students living in East Quogue attend secondary school at the Westhampton Beach Union Free School District		
Sources:	US Census 2000; Town of Southampton Town Code, March 2006; East Quogue Union Free School District, January 2008		

Community Facilities and Services

The Zoning Build-Out Alternative would significantly increase demands on community facilities and emergency services within the study area. Unlike the Recommended Plan, this alternative would not provide land to the East Quogue Fire District for the construction of a new substation that would serve the majority of new development that would occur north of the LIRR track. This alternative would also significantly increase the burden on the East Quogue UFSD due to the addition of new students. Based on a conservative assumption that about 70 percent (162 new students) of the total new students under the Zoning Build-Out Alternative would attend the East Quogue Elementary School, the additional students would expand the school capacity to 126 percent.

Economic and Fiscal Considerations

Of all the alternatives analyzed, with the exception of the Proposed Projects Alternative (see the discussion below), the Zoning Build-Out Alternative would have the greatest fiscal contribution to the Town’s tax base. However, this alternative would also result in significant demands on the East Quogue UFSD. Specifically, this alternative would generate about \$4.18 million in taxes with approximately \$3.22 million dedicated to the school district. However, the addition of 231 students would have a fiscal cost to the district of about \$4.15 million. Thus, the district would experience an increased operating deficit of about \$928,000.

Unlike the Recommended Plan, no mix of land uses and ratables would occur under this alternative, and thus the related increase in ratables would not offset the deficit to the school district from the residential developments and added school children.

Open Space and Recreation

This alternative would not realize the increased preservation of open space that occurs with the Recommended Plan and cluster developments. There would be an almost 16 percent increase in open space preservation due to the required preservation of the Central Pine Barrens Core Preservation Area over the No Action Condition, but a reduction of 38 percent when compared to the Recommended Plan. Unlike the Recommended Plan, this alternative would not provide new recreation uses to the East Quogue.

Natural Resources

Although the residential developments would need to meet clearing restrictions of the Pine Barrens regulations, this alternative would pose an impact to natural resources because

development would occur over the entire property and fragmentation of resources would be prevalent, particularly along the coast.

Physical Features and Water Resources

Residential developments under the Zoning Build-Out Alternative would modify the soil conditions in the area, however, it is not expected that the change would result in a significant adverse impact. Where steep slopes are present, residential development could impact topography and geologic conditions in the study area.

Surface water runoff quality would not be improved with the Zoning Build-Out Alternative due to the added residential development and because the eastern shoreline of Weesuck Creek would be developed and further contribute to the potential impacts on this water body. Surface and groundwater resource impacts would be reduced due to clearing limitations, but without restrictions on pesticide and fertilizer applications, impacts to these resources could be significant.

Utilities

Under the Zoning Build-Out Alternative, water usage for the new housing units would be about 132,000 gpd. The addition of 399 housing units would require the addition of new Suffolk County Water Authority wells and land would have to be allocated for such use, which is not considered as part of this alternative.

With respect to energy and other utility uses, although it would be expected that there would be a need for new site connections to the grid, no major new utility improvements would be expected with this alternative.

Because the area is not served by sewer, local septic systems would need to provide the sanitary wastewater disposal. Approval of all subsurface wastewater disposal systems falls under the jurisdiction of the Suffolk County Department of Health Services, which would only approve the systems if it could be demonstrated that no impact would occur on local water quality. Due to the increased demand, pollutant loadings on groundwater and surface water resources could be significant.

Scenic Resources

This alternative would not principally change the scenic quality of the hamlet north of the LIRR track. Most of the development proposed with the Zoning Build-Out Alternative would occur north of the LIRR track and the scenic quality would not materially change because views of this area are limited. However, the viewsheds along Lewis Road, Old Country Road, Montauk Highway, and from Weesuck Creek would drastically change and alter the historic scenic character of the hamlet. Further, agricultural uses historically at the gateway to the community would dramatically change because those uses would be converted to residential homes. Thus, this alternative would severely conflict with the rural quality of life that is known to East Quogue and result in a loss of scenic and agricultural resources.

Cultural Resources

Because the majority of cultural resources within the study area are present along Montauk Highway and are surrounded by development, it is not expected that the development under this alternative, which is largely north of the LIRR track, would conflict with these resources.

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However, demolition of historic resources could result without local laws to protect these resources.

Traffic and Transportation/Parking Facilities

The Zoning Build-Out Alternative would add about 307 AM peak hour trips and 407 PM peak hour trips to the study area traffic network, as compared to 514 and 851 vehicle trips under the Proposed Projects Alternative. Although the mitigation proposed for the Proposed Projects Alternative would be more extensive than what may be required under this alternative, some form of traffic mitigation would be expected to ensure that under this alternative, the study area roadways operate at an acceptable level of service.

Air and Noise

Even with the increase in traffic, it is not expected that this alternative would have a significant adverse impact on air quality or noise.

Solid Waste Management

Because solid waste management for residential uses would be handled by private carters or be self hauled to local transfer stations, the Zoning Build-Out Alternative would not impact solid waste management within the Town.

Construction Impacts

Similar to the Recommended Plan, it is not expected that this alternative would result in significant construction impacts, which are temporary in nature. It is expected that certain construction techniques (such as erosion and sediment control practices) would be employed to minimize the adverse effects of construction.

PROPOSED PROJECTS ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Proposed Projects Alternative examines the development applications for this area as currently proposed if built out at the densities desired by the developers in the study area. The proposed projects include Noble Farms (27 single-family residential units with 32 acres preserved as open space and 14 acres preserved for agricultural use), the Hills at Southampton (111 single-family residential units with 245 acres preserved as open space and 49 acres dedicated to recreation amenities including a meeting house, gym, playhouse, shop, and village green), the Links (80 residential units developed with an 18-hole golf course), and Rosko Farms (8 single-family residential units with 28 acres preserved as open space). This alternative includes the build-out of the Lar Sal Realty property, which is permitted by current zoning to develop 31 single-family residential units (see Table 1-1 in Chapter 1, "Project Background").

This alternative also assumes that the Atlanticville project would be developed as proposed by the landowner as a Planned Development District. The current concept calls for 300 residential units and 29,300 square feet dedicated to commercial and retail space including two inns. In addition, this proposal includes approximately 85 acres of preserved open space; dedication of 20 acres of land to the East Quogue UFSD; 5 acres to be used for the proposed sewage treatment plant, and waterfront access to Weesuck Creek as well as a train station as an alternative mode of transportation, however, this would require coordination and agreements with the LIRR. The Atlanticville project would be a development of regional significance.

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

This alternative assumes that the pending development projects would move forward as currently proposed by the applicants while residential infill development would occur consistent with the No Action condition. Figure 4-5 depicts the future land use pattern for the East Quogue study area under this alternative. Based on this alternative, as compared to the Recommended Plan, residential development would increase by about 4 percent with a more than 400 percent increase in high density residential development associated with the Atlanticville proposal (see Table 4-8).

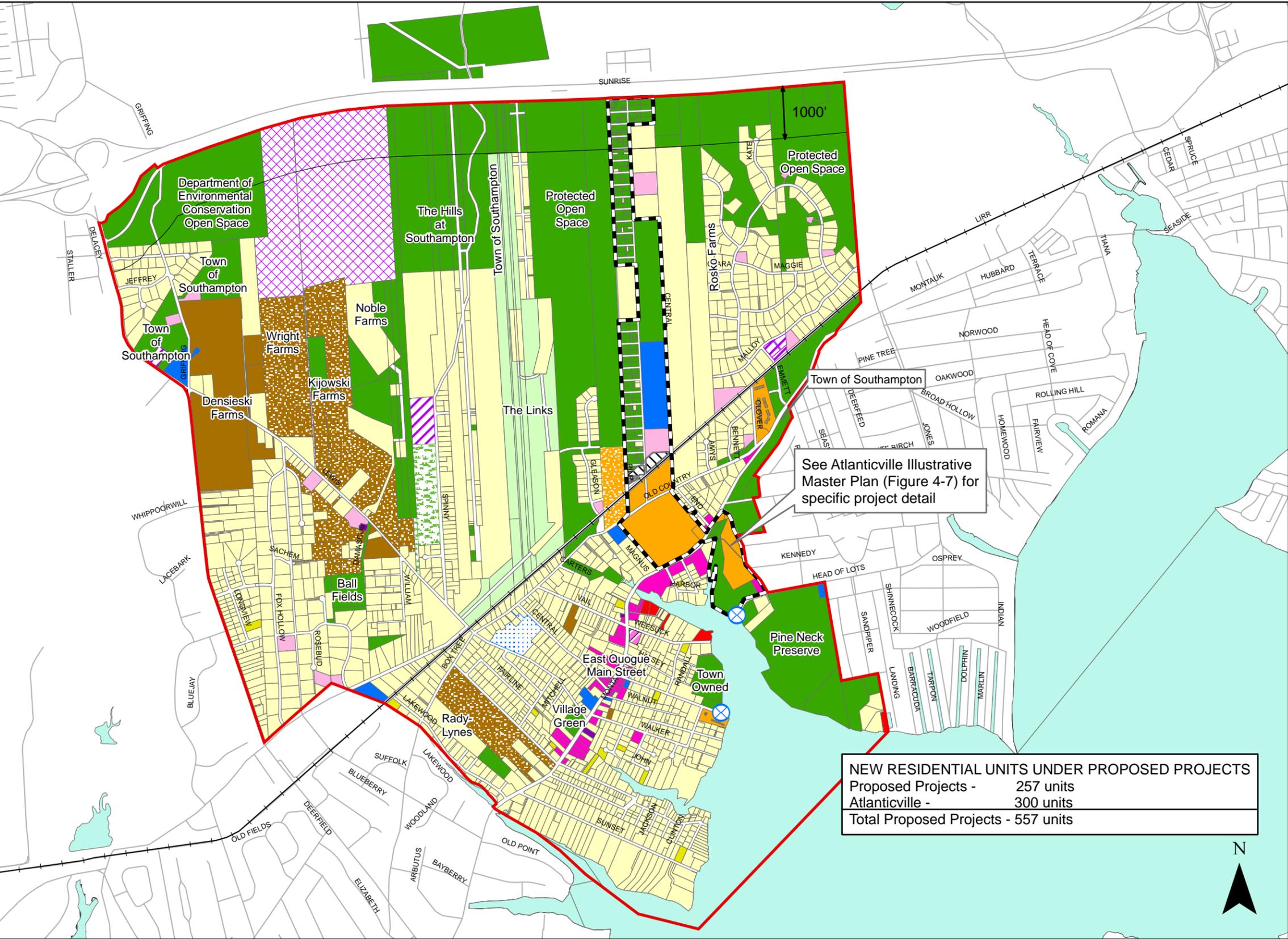
Table 4-8
Land Use Change from Recommended Plan to Proposed Projects

Land Use	Recommended Plan (acres)	Proposed Projects (acres)	Percent Change
Low Density Residential (Single-Family)	1,528.9	1,537.2	+0.5
Low Density Residential and Wooded (>20 acres)	--	--	--
Medium Density Residential	8.4	8.4	--
High Density Residential	11.6	66.8	+475.9
High Density Residential (Mobile Homes)	15.6	15.6	--
Subtotal Residential	1,564.5	1,628.0	+4.1
Agricultural	--	111.3	--
Agricultural Preservation	321.2	209.9	-34.7
Subtotal Agricultural	321.2	321.2	--
Golf Course	124.3	142.2	+14.4
Public Recreation and Open Space	1,122.0	1,061.2	-5.4
Cemetery	22.1	22.1	--
Resort/Recreation	203.5	--	-100.0
Subtotal Preserved Open Space and Recreation	1,471.9	1,225.5	-16.7
Industrial	28.2	1.2	-95.7
Sand Mining	--	203.5	--
Subtotal Industrial	28.2	204.7	+625.9
Transportation (Streets, Rail, Right-of-Way)	262.8	271.7	+3.4
Utilities	27.9	33.5	+20.1
SCWA Well Field	19.3	14.7	-23.8
Subtotal Utilities	310.0	319.9	+3.2
Neighborhood Business	27.4	31.0	+13.1
Neighborhood Office/Business with Residential (Second Story)	10.8	1.3	-88.0
Waterfront Business	2.7	--	-100.0
Marina	4.6	4.6	--
Clubhouse/Restaurant/Banquet Facility	12.8	--	-100.0
Community Facilities	26.6	44.5	+67.3
Vacant	--	--	--
Total Land Area	3,780.7	3,780.7	--
Surface Waters	263.3	263.3	--
Total Study Area	4,044	4,044	--
Sources: Town of Southampton Geographic Information Systems, June 2006 and AKRF, February 2008, The Hills at Southampton, the Links, Atlanticville, Noble Farms, Rosko Farms.			

Proposed Projects Land Use	Acreage	Percentage
Low Density Residential (Single-Family)	1537.2	40.7
Medium Density Residential (Two-Family)	8.4	0.2
High Density Residential	66.8	1.8
High Density Residential (Mobile Homes)	15.6	0.4
Subtotal Residential	1628.0	43.1
Agricultural	111.3	3
Agricultural Preserve	209.9	6
Subtotal Agricultural	321.2	8
Public Recreation and Open Space	1061.2	28
Golf Course	142.2	4
Cemetery	22.1	1
Subtotal Open Space/Preserved	1225.6	32
Industrial	1.2	0.0
Sand Mining	203.5	5
Subtotal Industrial	204.7	5
Transportation (Streets, Rail, Right-of-Way)	271.7	7
Utilities	33.5	1
SCWA Well Field	14.7	0.4
Subtotal Utilities	319.9	8
Neighborhood Business	31.0	1
Neighborhood Business with Residential	1.3	0.0
Marina	4.6	0.1
Institutional	44.5	1
Total Land Area	3,780.7	100
Surface Waters	263.3	N/A
Total Study Area	4,044	N/A

- Waterfront Access Point
- East Quogue Study Area
- Core Preservation Area
- Atlanticville Property Boundary
- LIRR
- Low Density Residential (Single-Family)
- Medium Density Residential (Two-Family)
- Multi-Family or Residential/Commercial Accessory
- Multi-Family (Mobile home)
- Agriculture
- Agriculture Preserve
- Neighborhood Business
- Neighborhood Business w Res
- Marina
- Community Facilities
- East Quogue Elementary School (10.3 acres)
- Public Recreation & Open Space
- Golf Course
- Cemetery
- Industrial
- Sand Mining
- Utilities
- SCWA Well Field
- Roads/Highway
- Shuttle (Train) Station
- Vacant
- Surface Waters

The Hills at Southampton own property north of the study area that would be preserved as part of the Hills subdivision



NEW RESIDENTIAL UNITS UNDER PROPOSED PROJECTS	
Proposed Projects -	257 units
Atlanticville -	300 units
Total Proposed Projects -	557 units

Source: Town of Southampton GIS Database, June 2006



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Figure 4-6 shows the Atlanticville project boundary and Figure 4-7 shows the project as currently proposed. Under this alternative, preserved land and recreation would actually decrease by approximately 17 percent because the sand mines would not be converted to a recreation uses as proposed with the Recommended Plan nor would additional lands within the Central Pine Barrens be preserved due to the proposed low-impact residential development. The following land uses would increase due to the Atlanticville proposal including, transportation (3 percent) associated with a proposed train station, utilities related to the sewage treatment plant (20 percent), and community facilities (67 percent) due to the dedication of 20 acres to the East Quogue School District. While neighborhood business would increase by about 13 percent, neighborhood office/business would decrease by about 88 percent due to the high density residential development proposed between Montauk Highway and Old Country Road.

Population and Housing

The Proposed Projects Alternative would increase the study area housing inventory by 557 units (300 units from Atlanticville) over the No Action condition and 345 units over the Recommended Plan, an increase of 22 percent. The baseline yield under existing zoning for the Atlanticville property is 80 units. The proposed Atlanticville project entails a density increase of 275 percent or 220 units more than allowed under existing zoning. As compared to the Recommended Plan, this alternative would add between 1,018 and 1,266 new residents based on 3 and 4 bedroom housing units with an additional 200 school-age children (see Table 4-9).

Table 4-9
Population and Housing Change from Recommended Plan to Proposed Projects

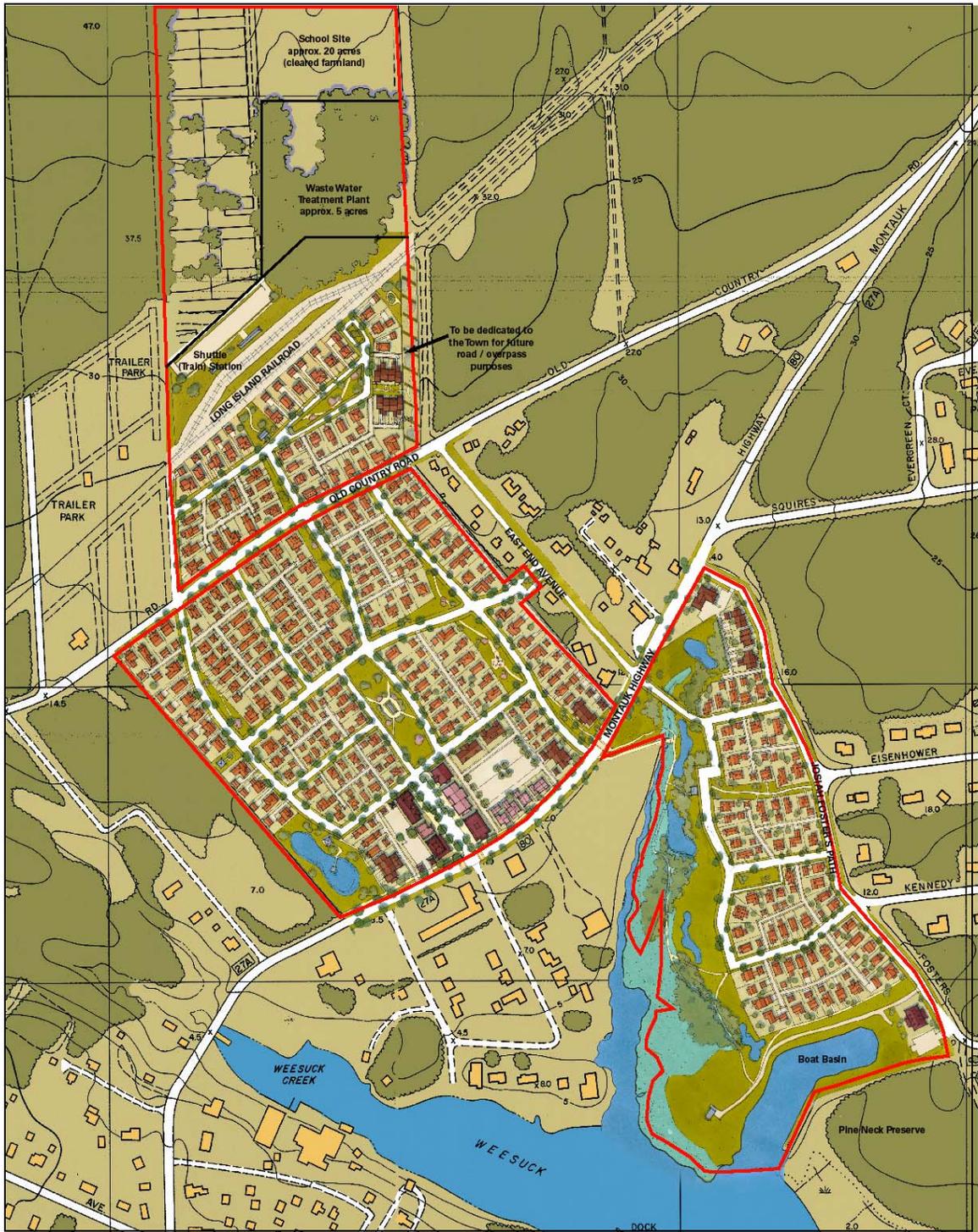
	Recommended Plan	Proposed Projects	Percent Change
Residents	3,191-3,445*	4,209-4,711*	+31.9-36.7*
School-age Children	653	853**	+30.6
Housing Units	1,577	1,922	+21.9
Notes:	*The range is based on 3 to 4 bedroom households **This is a conservative estimate because almost half of the students living in East Quogue attend secondary school at the Westhampton Beach Union Free School District		
Sources:	US Census 2000; Town of Southampton Town Code, March 2006; East Quogue Union Free School District, January 2008		

Community Facilities and Services

The Proposed Projects Alternative would significantly increase the demand on community facilities and services but would also provide land for expansion of such services. As part of the Atlanticville project, approximately 20 acres would be dedicated to the East Quogue UFSD. However, the school district taxpayers would be responsible for the construction of any school facility and fields on the site. However, the dedicated land would be located north of the LIRR track, which poses an access constraint on the school. In addition, the viability of a separate parcel for a school site would necessitate the construction and operation of a second school within the district, which may be more costly and less effective than expansion of the current school. Also, available area for a school in a preferred and accessible location is limited in this alternative.

This alternative, unlike the Recommended Plan, would not allocate additional land to the East Quogue Fire Department for the addition of a new substation. In addition, the size and location of the proposed projects would place an increased burden on the fire district due to access






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 28 AUGUST 2006
 URBAN DESIGN ASSOCIATES

Illustrative Master Plan
 Atlanticville | East Quogue, New York

limitations with the majority of the projects located north of the LIRR track. There would also be the significant added burden of service on the Fire Department with the mixed use development and approximately 500 units under this alternative beyond the No Action Condition (some in a higher density development).

Economic and Fiscal Considerations

The Proposed Projects would contribute an estimated \$6.0 million to the Town's tax base with about \$4.5 million distributed to the school district. However, the demands on the school district would be an estimated \$5.8 million, and thus the overall affect on the district would be an estimated deficit of \$1.3 million in terms of the overall fiscal affect. However, the Proposed Projects Alternative could provide for a mix of housing types that would not all generate school age children and therefore reduce this projected deficit. Moreover, this alternative as proposed by Atlanticville would provide a mix of uses that would generate ratables without producing school age children, thus off setting the financial impact to the school district. Expanded retail uses could also adversely impact Main Street business to the west.

Open Space and Recreation

Under this alternative, open space and recreational use would actually decrease by about 20 percent as compared to the Recommended Plan. Lands would be preserved as part of development projects north of the LIRR track and immediately adjacent to Weesuck Creek but the amount of land to be preserved would not compete with the large expanse of land proposed to be preserved in the northern portion of the study area in the Pine Barrens region or along the east coast of Weesuck Creek, as proposed under the Recommended Plan. With this alternative, not all of the land along the eastern coastline of Weesuck Creek would be preserved, thus fragmenting the large preserved lands to the north and south of this parcel.

Moreover, the Proposed Projects Alternative would designate recreation uses within the study area by providing a golf course and trails, both north of the LIRR track. However, the golf course would be developed up to the Central Pine Barrens Core Preservation Area and would not provide a buffer between this recreational land use and the environmentally sensitive core.

Natural Resources

Because most of the proposals under this alternative are cluster developments, prime natural resources would be preserved. However, the golf course design would impact the natural resources due to development across most of the property. Moreover, there would be an impact to the coastal forested lands north of Pine Neck Preserve due to forest fragmentation within this coastal portion of the study area, under this alternative as proposed by Atlanticville.

Physical Features and Water Resources

This alternative would change the soil conditions of the area. However, it is not expected that the change would result in a significant impact. Where steep slopes are present, residential development as well as the proposed golf course could impact topography and geologic conditions in the study area.

Because uplands adjacent to Weesuck Creek would be developed, there is also potential for impacts on this waterbody. Surface and groundwater resource impacts could be reduced due to clearing limitations but without restrictions on pesticide and fertilizer applications, impacts to these resources could be significant. Stormwater runoff issues would still affect the study area with no regulations in place to curb contaminants from entering runoff.

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Utilities

Water usage for the new housing units would be about 1.2 million gpd with the Atlanticville project accounting for approximately 94 percent of the consumption. This alternative would certainly require the addition of new Suffolk County Water Authority wells and land would have to be allocated for such use.

A new sewage treatment plant is proposed as part of the Atlanticville project. If designed properly and permitted, the addition of a sewage treatment plant would avoid groundwater and surface water contamination from this high density development. However, this would be a major new installation of infrastructure in the hamlet. Construction would, however, require the approval of regulatory agencies such as the Suffolk County Department of Health Services. Without that approval, this alternative could not be constructed, since septic systems would not be feasible.

With respect to energy and other utility uses, although it would be expected that there would be a need for new site connections to the grid, no major new utility improvements would be expected with this alternative.

Scenic Resources

With the exception of infill development, most of the proposed subdivisions associated with the Proposed Projects Alternative would be located north of the LIRR track and therefore the scenic quality of the area would not considerably change due to the location of the projects, coupled with setback standards. However, the residential and commercial development south of the LIRR track would significantly change the character of the hamlet as well as the viewsheds of the country roads, Weesuck Creek, and the Main Street of East Quogue. Under this alternative, these views would be significantly adversely impacted.

Cultural Resources

It is not expected that the Proposed Projects Alternative would have a significant adverse impact on cultural resources, however, loss of historic resources can occur from demolitions.

Traffic and Transportation/Parking Facilities

Project Modal Split and Trip Generation

Table 4-10 shows the trip generation rates used to compute the vehicle trips generated by the Proposed Projects Alternative (Noble Farms, the Hills at Southampton, the Links, Atlanticville, Rosko Farms, and Lar Sal Realty). These rates were developed based on information presented in the *ITE Trip Generation Manual 7th Edition* (for Land Use Codes #210 – Single-Family Detached Housing and #430 – Golf Course). Dunn Engineering Associates, P.C. had previously calculated the number of trips generated by the Atlanticville project and therefore those trip generation numbers were used for that project. It is estimated that the proposed developments would generate approximately 514 new trips during the AM peak hour (152 entering, 362 exiting) and 851 trips during the PM peak hour (496 entering, 355 exiting), as shown in Table 4-10. The Atlanticville project accounts for more than 50 percent of the total trips (262 AM peak hour trips and 524 PM peak hour trips).

**Table 4-10
Proposed Projects Alternative Trip Generation (1)**

Development Size	ITE Land Use Code	ITE Land Use	AM Peak Hour						PM Peak Hour					
			Trip Generation Rate	Total # Trips	% In	% Out	# In Trips	# Out Trips	Trip Generation Rate	Total # Trips	% In	% Out	# In Trips	# Out Trips
1. Noble Farms (Single-family Residential)														
27 units	210	Single-family Detached Housing	0.77	21	26	74	5	16	1.02	28	64	36	18	10
			Total trips	21			5	16	Total trips	28			18	10
2. The Hills at Southampton (Single-family Residential)														
111 units	210	Single-family Detached Housing	0.77	85	26	74	22	63	1.02	113	64	36	72	41
			Total trips	85			22	63	Total trips	113			72	41
3. The Links (Single-family Residential and Golf Course)														
80 units	210	Single-family Detached Housing	0.77	62	26	74	16	46	1.02	82	64	36	52	30
18 holes	430	Golf Course	3.01	54	47	53	25	29	3.56	64	43	57	28	36
			Total trips	116			41	75	Total trips	146			80	66
4. Atlanticville⁽²⁾ (Mix of Residential and Commercial Uses)														
-300 Residential units with 51 apartment/townhouse units -34 Inn units -11,300 square feet of commercial space			Total trips	262			76	186	Total trips	524			300	224
5. Rosko Farms (Single-family Residential)														
8 units	210	Single-family Detached Housing	0.77	6	26	74	2	4	1.02	8	64	36	5	3
			Total trips	6			2	4	Total trips	8			5	3
6. Lar Sal Realty (Single-family Residential)														
31 units	210	Single-family Detached Housing	0.77	24	26	74	6	18	1.02	32	64	36	20	12
			Total trips	24			6	18	Total trips	32			20	12
PROPOSED PROJECTS ALTERNATIVE TOTAL:			AM Peak Hr	514			152	362	PM Peak Hr.	851			496	355
Note: (1) Based on ITE Trip Generation Manual, 7th Edition, Institute of Transportation Engineers. (2) Trip generation numbers prepared by Dunn Engineering Associates, P.C., for the Atlanticville project.														

Project Vehicle Distribution and Assignment

For the purpose of estimating the likely distribution of project-generated trips to and from the development sites, a directional distribution of vehicle trips was created for each peak hour using the existing travel patterns in the network and 2000 Census commuter data. The general directional distribution pattern developed includes approximately 65 percent of the trips to/from the north, 20 percent to/from the west, and 15 percent to/from the east. The larger percentage of trips to/from the north reflect the trips to/from Sunrise Highway and the Long Island Expressway, both of which are major routes used by commuters to access other regions of Long Island as well as New York City. The Town of Riverhead, a major retail center and the location of the Suffolk County government offices, is also located north of the development sites. The

project-generated vehicle assignment is based on the trip distribution discussed above. Figures 4-8 and 4-9 show the project related vehicle trips for the AM and PM peak hours, respectively.

Traffic Volumes

The project-generated traffic volumes described above were added to the No Action traffic volumes to estimate the 2015 traffic volumes with the Proposed Projects Alternative. Figures 4-10 and 4-11 show the 2015 traffic volumes with this alternative for the AM and PM peak hours, respectively. Table 4-11 presents a comparison of the No Action and 2015 Proposed Projects Alternatives conditions for the study area intersections.

Under the 2015 condition (with this alternative) there would be the following notable change in LOS for the following intersections:

- The eastbound Old Country Road approach at Quogue-Riverhead Road in the Village of Quogue would decline from LOS D to LOS E during the PM peak hour.
- The westbound Lewis Road left-turn lane group at Quogue-Riverhead Road would decline from LOS D to LOS E during the AM peak hour.
- The westbound Lewis Road right-turn lane group at Quogue-Riverhead Road would decline from LOS C to LOS F and from LOS C to LOS E during the AM and PM peak hours, respectively.
- The eastbound Old Country Road approach at Lewis Road would decline from LOS B to LOS E during the PM peak hour.
- The westbound Old Country Road/Box Tree Road approach at Lewis Road would decline from LOS C to LOS F during the AM peak hour.
- The southbound Lewis Road approach at Montauk Highway would decline from LOS E to LOS F during the AM peak hour.
- The eastbound Montauk Highway approach at Central Avenue would decline from LOS C to LOS E during the PM peak hour.
- The southbound Old Country Road approach at Montauk Highway would decline from LOS D to LOS F during the AM peak hour.
- The southbound Emmett Drive approach at Montauk Highway would decline from LOS E to LOS F during the PM peak hour.

LOS E and F generally indicate congested conditions and notable delays. However it is important to note that it is not uncommon for the minor approaches at unsignalized intersections to operate at LOS E and F due to the high opposing volumes along the major roadway (such as Montauk Highway).

As recommended below, signalization studies would need to be completed as part of the development proposals. Significant traffic improvements would be expected.

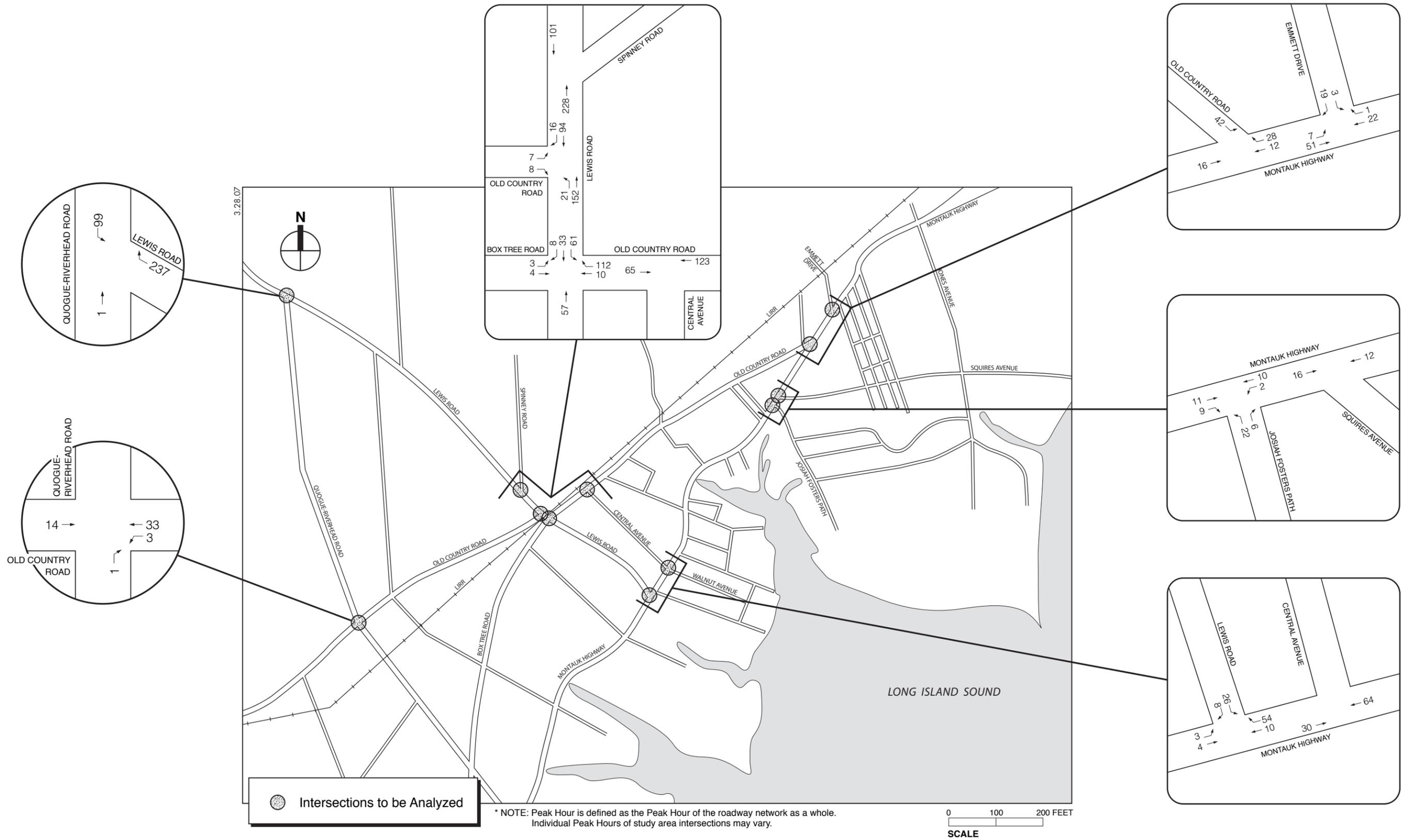


Figure 4-8
**Project Generated Traffic Volumes
 AM Summer Peak Hour (8:00-9:00AM)***

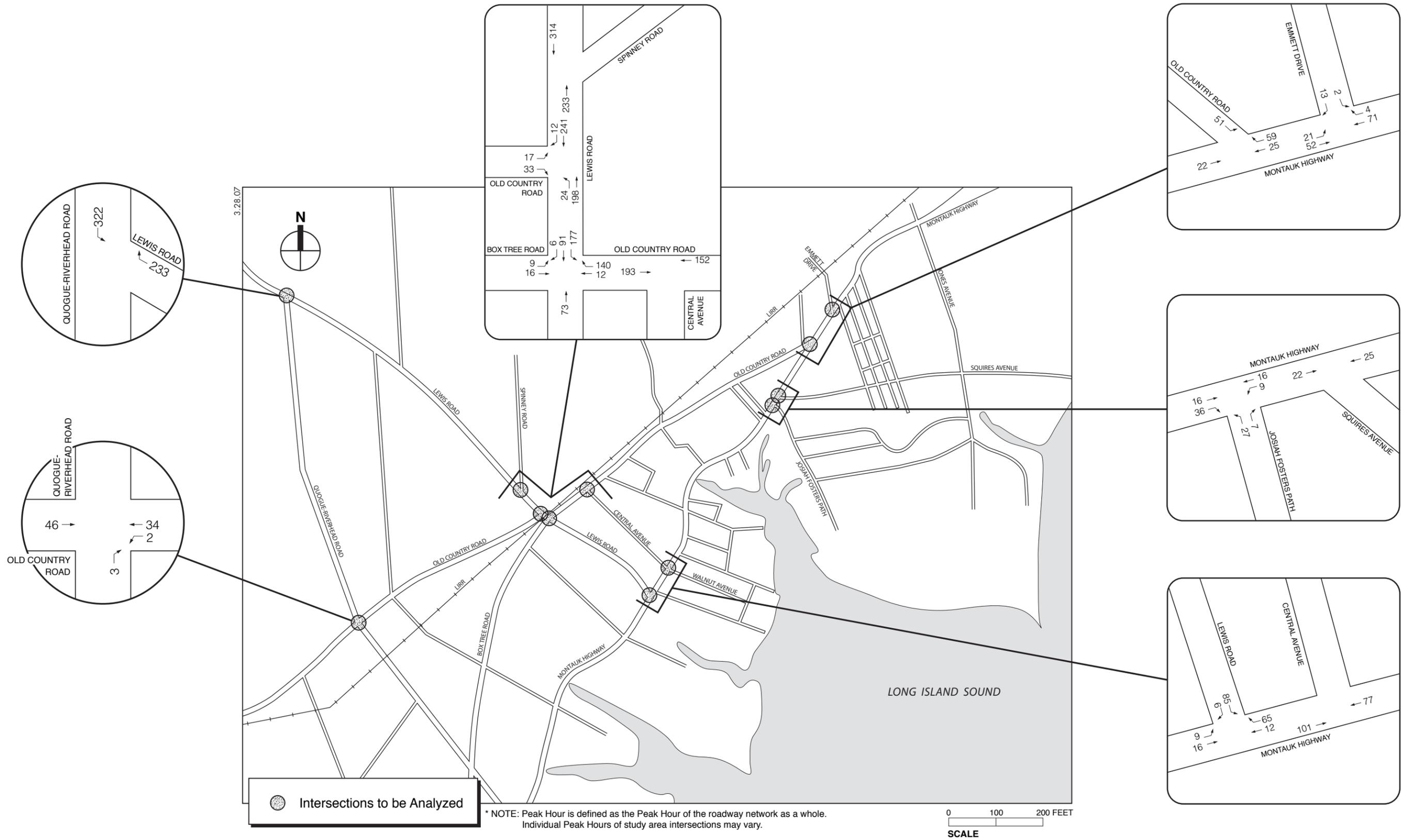


Figure 4-9
**Project Generated Traffic Volumes
 PM Summer Peak Hour (4:30-5:30 PM)***

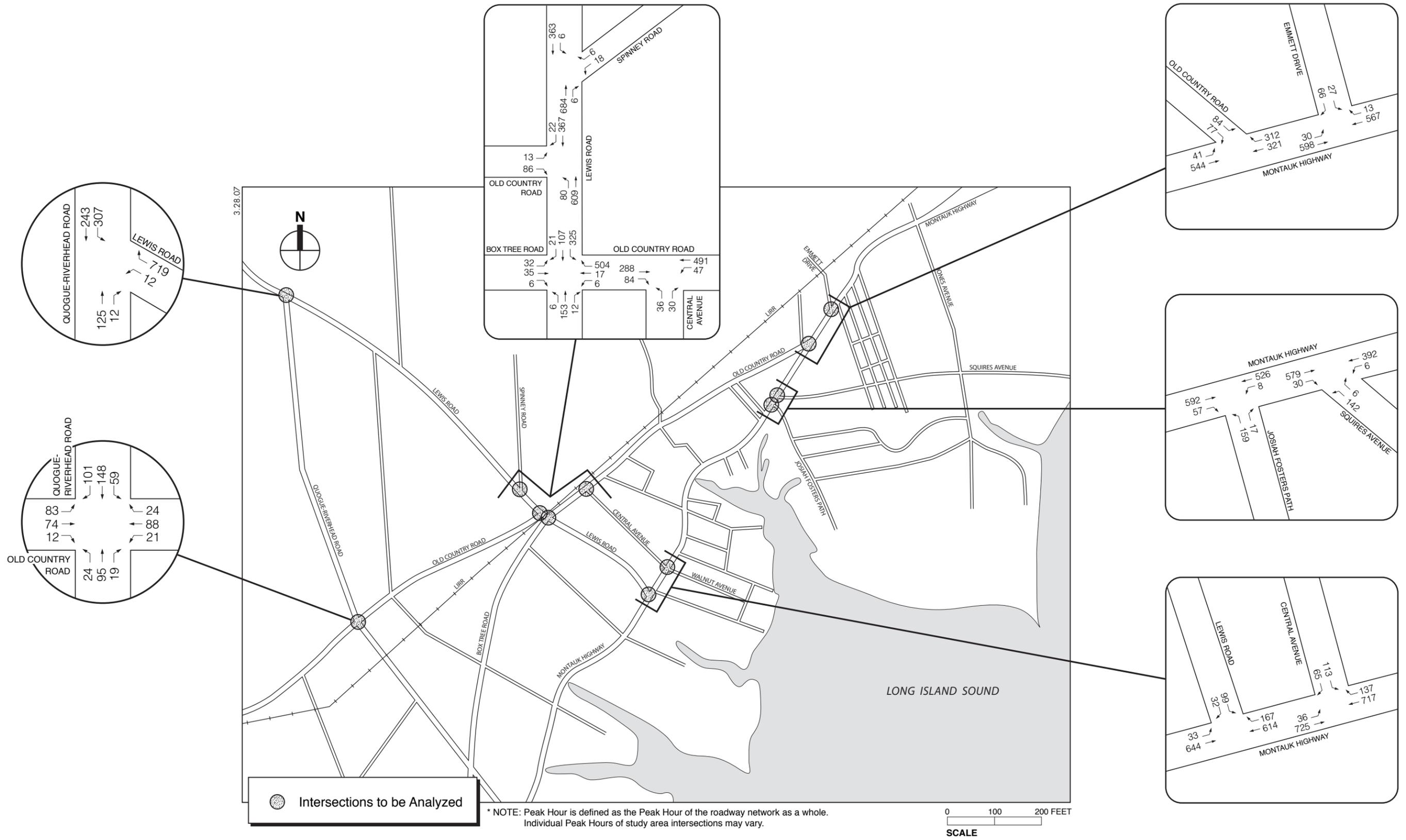
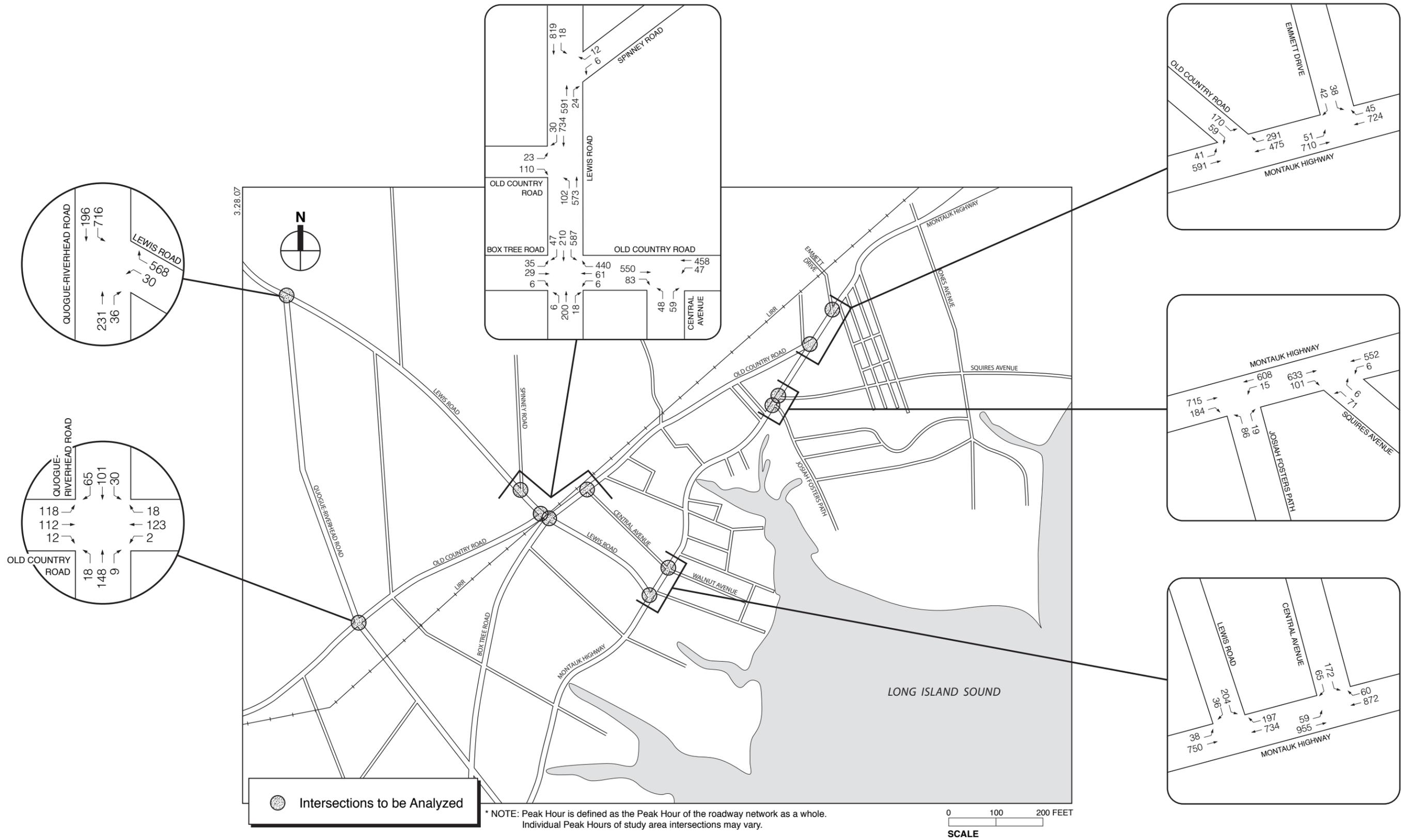


Figure 4-10
2015 Build Traffic Volumes
AM Summer Peak Hour (8:00-9:00 AM)*



* NOTE: Peak Hour is defined as the Peak Hour of the roadway network as a whole. Individual Peak Hours of study area intersections may vary.

0 100 200 FEET
SCALE

Figure 4-11
2015 Build Traffic Volumes
PM Summer Peak Hour (4:30-5:30 PM)*

**Table 4-11
Level-of-Service Analysis Results: 2015 No Action and 2015 Proposed Projects Traffic Conditions**

Intersection	#	Approach	Lane Group	AM Peak Hour (8:00 – 9:00 AM)						PM Peak Hour (4:30 – 5:30 PM)						
				No Action			Proposed Projects			No Action			Proposed Projects			
				v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	
Quogue-Riverhead Rd (N-S) @ Old Country Rd (E-W)	1	Northbound	LTR	0.02	7.9	A	0.02	7.9	A	0.02	7.7	A	0.02	7.7	A	
		Southbound	LTR	0.05	7.6	A	0.05	7.6	A	0.03	7.7	A	0.03	7.7	A	
		Westbound	LTR	0.28	16.8	C	0.41	20.1	C	0.26	15.1	C	0.35	16.9	C	
		Eastbound	LTR	0.48	23.8	C	0.57	28.9	D	0.64	28.7	D	0.82	46.1	E	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Quogue-Riverhead Rd (N-S) @ Lewis Rd (E-W)	2	Southbound	L	0.21	8.3	A	0.31	8.8	A	0.41	10.1	B	0.75	16.5	C	
		Westbound	L	0.08	26.7	D	0.14	44.5	E	0.51	99.3	F	4.00	2164.0	F	
		Westbound	R	0.71	18.6	C	1.06	69.1	F	0.57	16.5	C	0.96	49.4	E	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Lewis Rd (N-S) @ Spinney Rd (E-W)	3	Southbound	LT	0.01	8.7	A	0.01	9.7	A	0.02	8.2	A	0.02	8.9	A	
		Westbound	LR	0.10	17.2	C	0.17	28.0	D	0.05	13.3	B	0.10	20.9	C	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Lewis Rd (N-S) @ Old Country Rd (E-W)	4	Northbound	LT	0.06	8.1	A	0.10	8.6	A	0.08	8.9	A	0.13	10.2	B	
		Eastbound	LR	0.18	12.1	B	0.32	17.8	C	0.23	14.6	B	0.69	46.0	E	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Lewis Rd (N-S) @ Box Tree Rd/Old Country Rd (E-W)	5	Northbound	LTR	0.00	7.4	A	0.00	7.5	A	0.01	7.6	A	0.01	7.8	A	
		Southbound	LTR	0.21	8.1	A	0.27	8.6	A	0.34	8.9	A	0.53	10.8	B	
		Westbound	LTR	0.64	16.5	C	1.02	63.2	F	1.04	89.9	F	N.A.	N.A.	F	
		Eastbound	LTR	0.75	96.8	F	2.91	1116.0	F	1.67	567.2	F	N.A.	N.A.	F	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Old Country Rd (E-W) @ Central Ave (N-S)	6	Westbound	LT	0.05	8.2	A	0.05	8.4	A	0.05	8.5	A	0.06	9.2	A	
		Northbound	LR	0.22	16.1	C	0.28	20.7	C	0.27	16.5	C	0.42	26.9	D	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Montauk Hwy (E-W) @ Lewis Rd (N-S)	7	Eastbound	LT	0.04	9.9	A	0.05	10.3	B	0.05	10.4	B	0.06	10.9	B	
		Southbound	LR	0.55	36.1	E	0.79	62.0	F	0.88	86.9	F	1.63	355.9	F	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Montauk Hwy (E-W) @ Central Ave (N-S)	8	Eastbound	LT	0.74	13.0	B	0.78	14.4	B	0.95	32.2	C	1.06	60.9	E	
		Westbound	TR	0.74	12.7	B	0.79	15.1	B	0.83	17.0	B	0.90	23.4	C	
		Southbound	LR	0.95	93.5	F	0.95	93.5	F	1.26	193.0	F	1.26	193.0	F	
	Intersection		24.4			C	25.5			C	51.5			D	64.7	
Montauk Hwy (E-W) @ Josiah Fosters Path (N-S)	9	Westbound	LT	0.01	8.9	A	0.01	9.0	A	0.01	10.2	B	0.03	10.6	B	
		Northbound	LR	0.83	72.0	F	1.03	121.3	F	0.80	103.9	F	1.34	278.3	F	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Montauk Hwy (E-W) @ Squires Ave (N-S)	10	Westbound	LT	0.01	8.9	A	0.01	8.9	A	0.01	9.6	A	0.01	9.7	A	
		Northbound	LR	0.79	59.4	F	0.83	67.3	F	0.63	65.5	F	0.68	76.8	F	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Montauk Hwy (E-W) @ Old Country Rd (N-S)	11	Eastbound	LT	0.06	9.4	A	0.06	9.6	A	0.05	9.4	A	0.06	9.7	A	
		Southbound	LR	0.56	32.0	D	0.98	101.0	F	1.08	136.0	F	1.67	371.7	F	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				
Montauk Hwy (E-W) @ Emmet Dr (N-S)	12	Eastbound	LT	0.03	9.1	A	0.04	9.2	A	0.04	9.3	A	0.07	9.8	A	
		Southbound	LR	0.38	26.9	D	0.51	33.4	D	0.45	40.1	E	0.65	64.7	F	
	Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized				

Notes: L = left turn, T = through, R = right turn; LOS = Level of Service; N.A. = Data not available

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Traffic Circulation

Under this alternative, each development site would have its own driveway(s) to/from the study area roadways. The following development sites would have driveway access located along the following study area roadways:

- Noble Farm Estates: Lewis Road (between Quogue-Riverhead Road and Spinney Road)
- The Hills at Southampton: Lewis Road (between Spinney Road and Old Country Road)
- The Links: Lewis Road (between Spinney Road and Old Country Road)
- Atlanticville: Multiple access points along Old Country Road, Montauk Highway, and Josiah Fosters Path.
- Rosko Farms: Emmett Drive.
- Lar Sal Realty: Emmett Drive

Several of these development sites are in close proximity to each other (specifically those located in the sector east of Lewis Road and north of Old Country Road) and would likely benefit from shared common driveways wherever practical. This would reduce the number of potential conflict points along the roadways described above.

Traffic circulation could also be improved with the construction of an east-west roadway in this area connecting the various development sites to the northern portion of Lewis Road and/or Quogue-Riverhead Road. This would help to reduce the amount of traffic that would need to be routed along Old Country Road, portions of Lewis Road, and the intersection of Lewis Road and Box Tree Road/Old Country Road. An examination of the feasibility of the construction of such a roadway is recommended as part of this alternative and should take into account any engineering, environmental, and property acquisition issues.

Parking Conditions

On-site parking would be provided for each of the development sites. These parking facilities would be designed according to Town code.

Pedestrian Conditions

No significant changes are expected in the study area's pedestrian conditions under this alternative. Internal sidewalks within each proposed development are encouraged and these sidewalks may connect with walking trails and external sidewalks at some point in the future.

Public Transit

Under this alternative, no significant changes are expected in the study area's public transit conditions.

Improvement Measures

Several traffic improvement measures could be implemented to improve traffic operations in the study area with the Proposed Projects Alternative. These improvement measures generally consist of geometric roadway changes (widening, restriping), signal retimings and re-phasings, removal of on-street parking, and the installation of traffic signals at unsignalized intersections. The locations at which these various improvement measures are recommended are shown in Table 4-12.

As shown in Table 4-12, of the 12 study area intersections, the following 10 intersections have improvement measures recommended under this alternative, including:

1. Quogue-Riverhead Road (CR 104) & Old Country Road
2. Quogue-Riverhead Road & Lewis Road
3. Lewis Road & Old Country Road
4. Lewis Road & Box Tree Road/Old Country Road
5. Montauk Highway (CR 80) & Lewis Road
6. Montauk Highway & Central Avenue
7. Montauk Highway & Josiah Fosters Path
8. Montauk Highway & Squires Avenue
9. Montauk Highway & Old Country Road
10. Montauk Highway & Emmett Drive

Table 4-12

Potential Intersection Improvement Measures for the Proposed Projects Alternative

Signalized Intersection	
	Potential Improvement Measures
Montauk Highway & Central Avenue	-Signal Retiming -Removal of on-street parking -Bus stop relocation
Unsignalized Intersections	
	Potential Improvement Measures
Quogue-Riverhead Road & Old Country Road	Restripe eastbound approach to include one left-turn lane and one through/right-turn lane (roadway widening may be necessary)
Quogue-Riverhead Road & Lewis Road	Signalization (Signal Warrant Study recommended)
Lewis Road & Spinney Road	No improvements necessary
Lewis Road & Old Country Road	Signalization (Signal Warrant Study recommended)
Lewis Road & Box Tree Road/Old Country Road	-Restripe westbound approach to include one left-turn/through lane and one right-turn lane -Restripe southbound approach to include one left-turn lane and one through/right-turn lane (roadway widening would be necessary) AND/OR -Signalization (Signal Warrant Study recommended)
Old Country Road & Central Avenue	No improvements necessary
Montauk Highway & Lewis Road	Signalization (Signal Warrant Study recommended)
Montauk Highway & Josiah Fosters Path*	Signalization (Signal Warrant Study recommended)
Montauk Highway & Squires Avenue*	Signalization (Signal Warrant Study recommended)
Montauk Highway & Old Country Road	Signalization (Signal Warrant Study recommended)
Montauk Highway & Emmett Drive	Signalization (Signal Warrant Study recommended)
Note:	*Although these intersections would not experience a notable decline in LOS with the proposed developments in place, the LOS under No Action conditions indicates that the intersection would benefit from improvement measures. It is recommended that the Town consider improvement measures at these locations.

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It is important to note that although the intersections of Montauk Highway & Josiah Fosters Path, and Montauk Highway & Squires Avenue would not experience a notable change in LOS with the proposed developments in place, the LOS under No Action conditions at these locations indicate that the intersection would benefit from improvement measures.

For the intersections where the installation of a traffic signal is recommended as a potential improvement measure, signal warrant and engineering studies would need to be performed. In general, detailed engineering studies would need to be performed to determine the appropriateness and effectiveness of the measures identified in Table 4-12. It is not the purpose of this study to recommend that all these measures be implemented but rather considered in conjunction with the other recommendations presented below. In addition, NYSDOT and Suffolk County work permits would be required for any geometric changes.

Additional improvement measures that could benefit the traffic network as a whole under this alternative would include the installation of sidewalks, bike paths/bike lanes, and bike racks to encourage pedestrian and bike travel. Shuttle van service from the proposed developments to nearby transit facilities, downtown Riverhead, and the Suffolk County government center complex could also aid in reducing vehicle trips in the area.

Air and Noise

Even with the increase in traffic, it is not expected that this alternative would have a significant adverse impact on air quality or noise.

Solid Waste Management

Because solid waste management for residential uses would be handled by private carters or be self hauled to local transfer stations, the Proposed Projects Alternative would not impact solid waste management within the Town.

Construction Impacts

Unlike the Recommended Plan, it is not expected that this alternative could result in significant construction impacts, since construction would be more intensive, particularly along Main Street. It is expected that certain construction techniques (such as erosion and sediment control practices) would need be employed to minimize the adverse effects of construction.

UPZONING DENSITY ALTERNATIVE

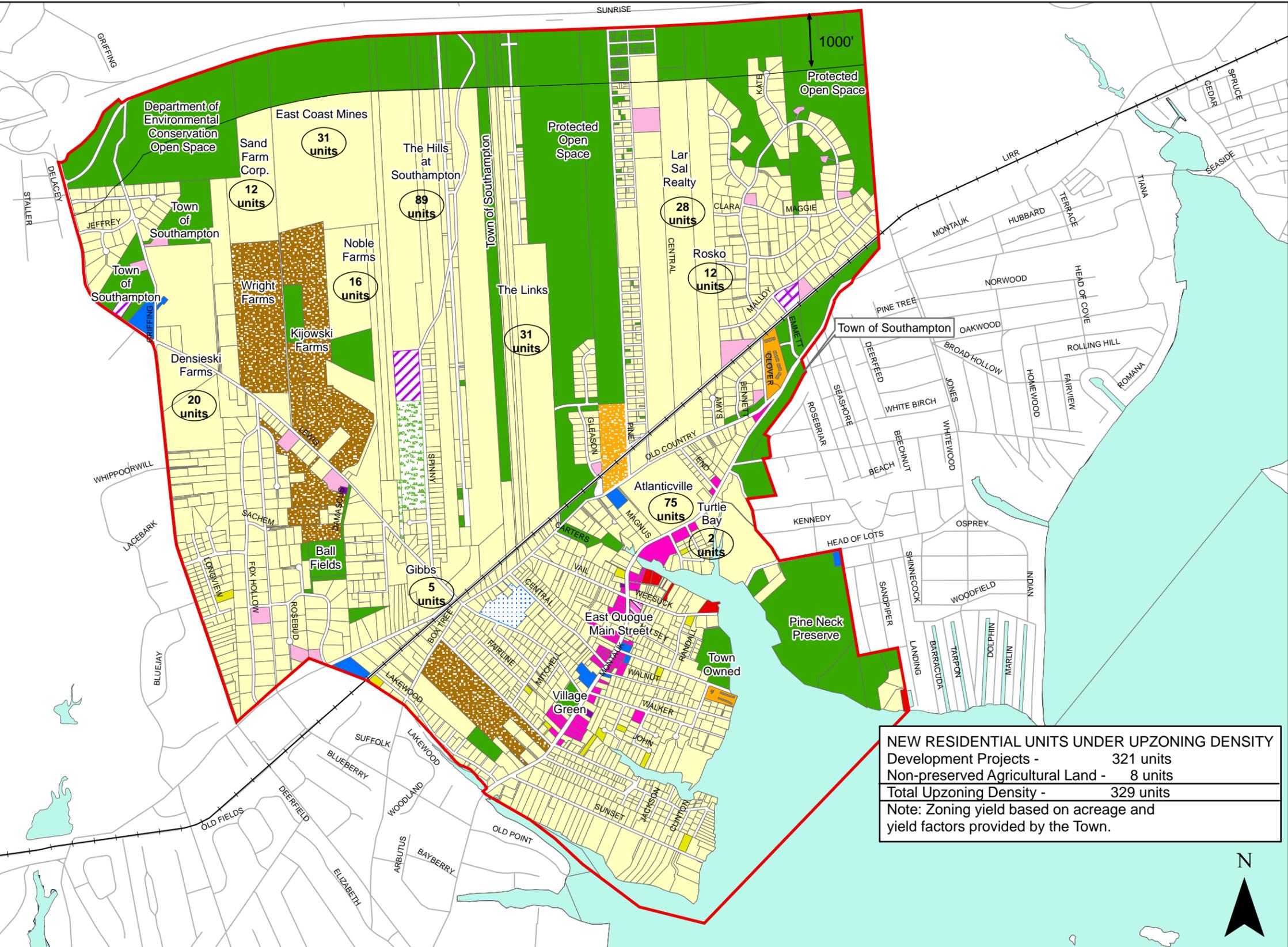
DESCRIPTION OF ALTERNATIVE

This alternative assumes that lands north of the LIRR track and east of Lewis Road presently zoned CR120 and CR80 would be rezoned to CR200 (5-acre lots) as well as property currently operating as Densieski Farm, which is located west of Lewis Road. The Densieski property that is currently zoned LI200 would be rezoned to CR200. Similar to the Zoning Build-Out Alternative, this alternative considers the development of underutilized property owned by the Links (which would be upzoned) and Gibbs, and residential development of Densieski Farm (which would be upzoned) as well as other unreserved agricultural lands. The remaining lands within the East Quogue study area would maintain their current zone and be developed as such, including property owned by Atlanticville that is south of the LIRR track. Figure 4-12a and 4-12b present future land use and zoning, respectively, for the East Quogue study area based on this alternative.

Upzoning Build-Out Land Use	Acreage	Percentage
Low Density Residential (Single-Family)	2244.6	59.4
Medium Density Residential (Two-Family)	8.4	0.2
High Density Residential	11.6	0.3
High Density Residential (Mobile Homes)	15.6	0.4
Subtotal Residential	2280.2	60.3
Agricultural Preserve	195.1	5.2
Subtotal Agricultural	195.1	5.2
Public Recreation and Open Space	921.8	24.4
Cemetery	22.1	0.6
Subtotal Open Space/Preserved	943.9	25.0
Industrial	1.2	0.03
Subtotal Industrial	1.2	0.0
Transportation (Streets, Rail, Right-of-Way)	260.2	6.9
Utilities	27.9	0.7
SCWA Well Field	14.7	0.4
Subtotal Utilities	302.8	8.0
Neighborhood Business	27.0	0.7
Neighborhood Business with Residential	1.3	0.03
Marina	4.6	0.1
Institutional	24.6	0.6
Total Land Area	3,780.7	100
Surface Waters	263.3	N/A
Total Study Area	4,044	N/A

East Quogue Study Area

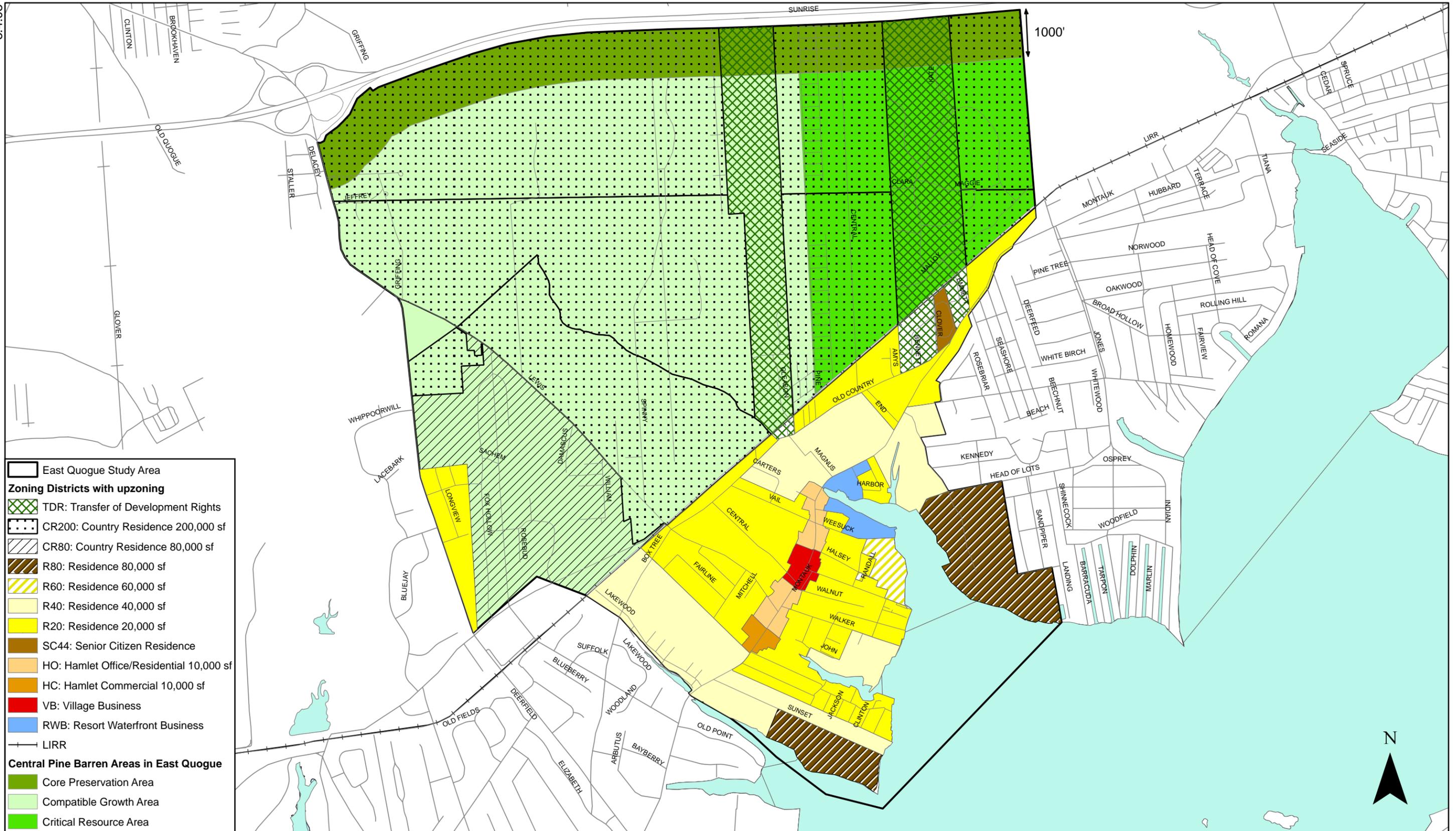
- Low Density Residential (Single-Family)
- Medium Density Residential (Two-Family)
- Multi-Family
- Multi-Family (Mobile homes)
- Agriculture
- Agriculture Preserve
- Neighborhood Business
- Neighborhood Business with Residential
- Marina
- Community Facilities
- East Quogue Elementary School (10.3 acres)
- Public Recreation & Open Space
- Cemetery
- Industrial
- Sand Mining
- Utilities
- SCWA Well Field
- Roads/Highway
- Vacant
- Surface Waters
- LIRR



NEW RESIDENTIAL UNITS UNDER UPZONING DENSITY	
Development Projects -	321 units
Non-preserved Agricultural Land -	8 units
Total Upzoning Density -	329 units
Note: Zoning yield based on acreage and yield factors provided by the Town.	

Source: Town of Southampton GIS Database, June 2006

0 1,250 2,500 5,000 Feet



Source: Town of Southampton GIS Database, June 2006

0 1,250 2,500 5,000 Feet

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

The Upzoning Density Alternative would reduce the amount of land that could be residentially developed within the study area by increasing the minimum lot size requirement to 5 acres. Based on the Town Code, the maximum lot coverage for properties within the CR80 and CR120 zones is 10 percent whereas the maximum lot coverage for properties within the CR200 zone is 5 percent. Therefore, upzoning the 622 acres of land currently in the CR80 and CR120 zones to CR200 would reduce the permitted lot development by about 50 percent (i.e., an additional 31 acres over the Zoning Build-Out Alternative would be left in their natural state and not removed for residential purposes).

Population and Housing

By upzoning the properties north of the LIRR track, this alternative would add 329 new housing units to the study area, a decrease of about 4 percent from the Zoning Build-Out Alternative (see Table 4-13). In comparison to Zoning Build-Out Alternative, this alternative would add 70 fewer homes to the study area with a proportional reduction in new residents (206 to 257 less) and school-age children (40 less).

Table 4-13
Population and Housing Change from As-of-Right (Zoning Build-Out) to Upzoning Density

	As-of-Right (Zoning Build-Out)	Upzoning Density	Percent Change
Residents	3,743-4,131*	3,537-3,874*	-5.5 – -6.2
School-age Children	761**	721**	-5.3
Housing Units	1,764	1,694	-4.0
Notes:	*The range is based on 3 to 4 bedroom households **This is a conservative estimate because almost half of the students living in East Quogue attend secondary school at the Westhampton Beach Union Free School District		
Sources:	US Census 2000; Town of Southampton Town Code, March 2006; East Quogue Union Free School District, January 2008		

Community Facilities and Services

The Upzoning Density Alternative would increase the demand on community facilities and services and would not dedicate land to such uses. Unlike the Recommended Plan, this alternative would not provide land to the East Quogue Fire District for the construction of a new substation that would serve the majority of new development that would occur north of the LIRR track. However, the increased demand would be reduced from the Zoning Build-Out Alternative.

This alternative would also increase the demand on the East Quogue UFSD with 191 students over the No Action condition and 81 students over the Recommended Plan. However, this demand would not be as significant as the Zoning Build-Out Alternative.

Economic and Fiscal Considerations

The Upzoning Density Alternative would contribute an estimated \$3.45 million to the Town in local taxes with \$2.65 million to the school district. Therefore, the fiscal impact of the Upzoning Density Alternative would not be as large as the Zoning Build-Out Alternative, but would still

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have a net deficit impact on the local school district with a deficit of about \$765,000 compared to \$928,000 under the Zoning Build-Out Alternative.

Similar to the No Action condition and the Zoning Build-Out Alternative, no mix of uses would result from this alternative, and thus the related increase in ratables would not be available to offset the deficit to the school district from the residential developments.

Open Space and Recreation

Similar to the Zoning Build-Out Alternative, this alternative would not realize the increased preservation of open space that is associated with the Recommended Plan and cluster developments as proposed in other alternatives. However, increased clearing restrictions within the CR200 zone would help to reduce the amount of natural land cleared for impervious surfaces and grass cover. No new recreation uses would be provided to the East Quogue community with this alternative.

Natural Resources

Although the residential developments would need to meet the Pine Barrens clearing restrictions, this alternative would pose an impact to natural resources because development would occur over the entire property and fragmentation of resources would occur.

Physical Features and Water Resources

Similar to the Zoning Build-Out Alternative, this alternative would change the soil conditions of the study area. However, it is not expected that the change would be a significant impact. Where steep slopes are present, residential development could impact topography and geologic conditions in the study area.

Surface water quality could be impacted due to increased runoff from new residential development and because the eastern shoreline of Weesuck Creek would be developed. Surface and groundwater resource impacts would be reduced over the Zoning Build-Out Alternative due to increased clearing limitations, but without restrictions on pesticide and fertilizer applications, impacts to these resources could be significant.

Utilities

Under this alternative, water usage for the new housing units would be about 109,000 gpd. The addition of 329 housing units would require the addition of new Suffolk County Water Authority wells and land would have to be allocated for such use.

With respect to energy and other utility uses, although it would be expected that there would be a need for new site connections to the grid, no major new utility improvements would be expected with this alternative.

Because the area is not served by sewer, local septic systems would need to provide the sanitary wastewater disposal. Approval of all subsurface wastewater disposal systems falls under the jurisdiction of the Suffolk County Department of Health Services, which would only approve the systems if it could be demonstrated that no impact would occur on local water quality. Due to the increased demand, pollutant loadings on groundwater and surface water resources could be significant.

Scenic Resources

Similar to the Zoning Build-Out Alternative, this alternative would not principally change the scenic quality of the hamlet, as most of the development proposed would occur north of the LIRR track and the views of this area are limited. However, the viewsheds along Lewis Road, Old Country Road, Montauk Highway, and from Weesuck Creek would drastically change and alter the historic character of the hamlet along Lewis Road. Agricultural uses at the gateway to the community would dramatically change because those uses would be converted to residential homes. This alternative would also conflict with the rural scenic quality that is an important component of East Quogue and there would be a significant loss of scenic and agricultural resources.

Cultural Resources

Because the majority of cultural resources within the study area are present along Montauk Highway and are surrounded by existing development, it is not expected that the new development proposed under this alternative, to be largely located north of the LIRR track, would conflict with these resources. However, loss of historic homes through demolition can occur.

Traffic and Transportation/Parking Facilities

The Upzoning Density Alternative would add about 253 AM peak hour trips and 336 PM peak hour trips to the study area traffic network, as compared to 514 and 851 trips in those peak hours under the Proposed Projects Alternative. Although the mitigation proposed for the Proposed Projects Alternative would be too extensive for this alternative, some form of mitigation would likely be required to ensure that the study area roadways operate at an acceptable level of service under this alternative.

Air and Noise

Even with the increase in traffic, it is not expected that this alternative would have a significant adverse impact on air quality or noise.

Solid Waste Management

Because solid waste management for residential uses would be handled by private carters or be self hauled to local transfer stations, the Upzoning Density Alternative would not impact solid waste management within the Town.

Construction Impacts

Similar to the Recommended Plan, it is not expected that this alternative would result in significant construction impacts, which are temporary in nature. It is expected that certain construction techniques (such as erosion and sediment control practices) would be employed to minimize the adverse effects of construction.

CLUSTER DEVELOPMENT ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative considers the as-of-right development of large lots clustered on 1-acre parcels. All residential development would be clustered to the south, away from the Central Pine Barrens Core Preservation Area. Rosko Farms, Noble Farms, and the Hills at Southampton, as currently

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proposed, would meet the cluster provision under current zoning. Lands south of the LIRR track would be clustered away from the coastline, including the Josiah Fosters Path parcel. The Densieski Farm farmland would be clustered north of Lewis Road to connect with other preserved farmland while the residential units would largely be clustered south of Lewis Road.

ENVIRONMENTAL IMPACT ANALYSIS

With this alternative, approximately 770 additional acres would be preserved over the Zoning Build-Out Alternative due to clustering. Cluster developments are proposed north of the LIRR track where lands would be clustered south and away from the Central Pine Barrens Core Preservation Area.

The only difference between this alternative and Zoning Build-Out Alternative is the amount of land that would be developed with residential units. Thus, with this alternative, impacts to natural resources and agricultural lands would be reduced. Since the density would remain the same, the population and housing increase would equal that shown in Table 4-6 for the Zoning Build-Out Alternative and impacts associated with population and housing (e.g., schools) would be similar.

CLUSTER DEVELOPMENT WITH UPZONING ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

Based on the Upzoning Density Alternative and upzoning lands north of the LIRR track to CR200, this alternative would cluster development of large lots on 1-acre parcels. Similar to the Upzoning Density Alternative, this alternative would cluster all residential development away from the Central Pine Barrens Core Preservation Area. Rosko Farms, as currently proposed, would meet the cluster provisions with the property upzoned to CR200.

ENVIRONMENTAL IMPACT ANALYSIS

Similar to the Cluster Development Alternative, this alternative would also cluster proposed residential units on lands upzoned north of the LIRR track away from the Central Pine Barrens Core Preservation Area and therefore limit residential development and preserve about 865 additional acres of natural lands and agricultural lands over the Upzoning Density Alternative and about 95 additional acres than Cluster Development Alternative.

The Cluster Development with Upzoning Alternative population and housing changes within the study area would be equivalent to the changes presented for the Upzoning Density Alternative, see Table 4-13.

WORKFORCE-SENIOR HOUSING ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative assumes that 10 percent of the Recommended Plan housing units would be dedicated to workforce housing and another 10 percent would be dedicated to senior housing.

ENVIRONMENTAL IMPACT ANALYSIS

This alternative would maintain the same land use proportions within the study area as the Recommended Plan. However, the mix of residential housing units would differ in that this

alternative would provide 10 percent of the housing stock for workforce units (about 21 units) and another 10 percent for senior units (about 21 units).

The Workforce-Senior Housing Alternative is based on the Recommended Plan and therefore would contribute the same population and housing as the plan. However, this alternative assumes 10 percent of the future housing stock to workforce housing and senior housing. Based on an assumption that workforce housing units would produce the same number of students as a single-family unit and that senior housing would not introduce student-age children, this alternative would add 111 new students in comparison to an additional 123 under the Recommended Plan. This reduction in students would alter the fiscal impacts from a deficit of \$493,000 with the Recommended Plan to \$487,000. However, the addition of senior living could also increase the burden on local emergency services.

PRESERVATION OF AGRICULTURAL LAND ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative assumes that all unprotected active agricultural land in the study area would be preserved and the remaining vacant and underutilized lands within the study area would be developed under current zoning regulations.

ENVIRONMENTAL IMPACT ANALYSIS

The Preservation of Agricultural Land Alternative would ensure the preservation of all unprotected agricultural land within the study area, representing 132 acres in the No Action condition. This alternative would bring the total preserved agricultural land within the study area to 327 acres, an increase of 68 percent over the No Action condition. The remainder of the study area would comprise the same land use allocations as the Zoning Build-Out Alternative.

This alternative would add 354 housing units as compared with 399 with the Zoning Build-Out Alternative, a decrease of 45 units with a corresponding decrease of 26 students compared to the Zoning Build-Out Alternative. The preservation of agricultural land within the study area would also secure the rural history of the hamlet and maintain this use as the gateway to the study area. The Town would need to use the Community Preservation Fund or other means to acquire these lands including Suffolk County through farmland funds and New York State through the Central Pine Barrens funds.

HAMLET TRANSFER OF DEVELOPMENT RIGHTS ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This Hamlet Transfer of Development Rights (TDR) Alternative assumes the Atlanticville application as currently proposed, but also assumes that the development rights for the lands north of the LIRR track are transferred to this property. This alternative includes the transfer of development rights from Noble Farms, the Hills at Southampton, the Links, Rosko Farms, Lar Sal Realty, Gibbs, and the sand mining properties, which under current zoning has a total yield of about 280 units. These units added to the yield allowed for properties owned by Atlanticville would permit a total of about 360 units. It is also assumed that the Densieski Farm and other unprotected agricultural land would be preserved while Turtle Bay would be commercially developed. Infill development within subdivisions would still occur with this alternative.

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

The Hamlet TDR Alternative would decrease the zoning build-out residential development within the study area by increasing the density of residential units allowed south of Old Country Road and preserving infill and old filed map lands not associated with existing subdivisions. Under this alternative, approximately 42 acres of underdeveloped parcels located south of the LIRR track would be converted to a high density residential development similar to the Atlanticville proposal. However, the alternative, as shown in Table 4-14 and Figure 4-13, would also increase the preserved open space and recreation by approximately 23 percent over the Recommended Plan. It would also increase the flow of sanitary wastewater and create a need for a local sewage treatment plant. This alternative would also affect local traffic by channeling traffic along Main Street and significantly impacting nearby intersections. Proposed is also a train station as an alternative mode of travel; however, this would require coordination and agreements with the LIRR. While this alternative would also place substantial demands on the local schools, there would also be the potential for the dedication of 20 acres as land for the East Quogue USFD that could be used for siting a secondary elementary school.

**Table 4-14
Land Use Change from Recommended Plan to Hamlet Transfer of Development Rights**

Land Use	Recommended Plan (acres)	Transfer of Development Rights (acres)	Percent Change
Low Density Residential (Single-Family)	1,528.9	1,152.6	-24.6
Low Density Residential and Wooded (>20 acres)	--	--	--
Medium Density Residential	8.4	8.4	--
High Density Residential	11.6	66.8	+475.9
High Density Residential (Mobile Homes)	15.6	15.6	--
Subtotal Residential	1,564.5	1,243.5	-20.5
Agricultural	--	--	---
Agricultural Preservation	321.2	327.4	+1.9
Subtotal Agricultural	321.2	327.4	+1.9
Golf Course	124.3	--	-100.0
Public Recreation and Open Space	1,122.0	1,793.2	+59.8
Cemetery	22.1	22.1	--
Resort/Recreation	203.5	--	-100.0
Subtotal Open Space/Preserved	1,471.9	1,815.3	+23.3
Industrial	28.2	1.2	-95.7
Sand Mining	--	--	--
Subtotal Industrial	28.2	1.2	-95.7
Transportation (Streets, Rail, Right-of-Way)	262.8	263.7	+0.3
Utilities	27.9	33.5	+20.1
SCWA Well Field	19.3	14.7	-23.8

Table 4-14 continued			
Land Use Change from Recommended Plan to Hamlet Transfer of Development Rights			
Land Use	Recommended Plan (acres)	Transfer of Development Rights (acres)	Percent Change
Subtotal Utilities	310.0	311.9	+0.6
Neighborhood Business	27.4	31.0	+13.1
Neighborhood Office/Business with Residential (Second Story)	10.8	1.3	-88.0
Waterfront Business	2.7		-100.0
Marina	4.6	4.6	--
Clubhouse/Restaurant/Banquet Facility	12.8	--	-100.0
Community Facilities	26.6	44.5	+67.3
Vacant	--	--	--
Total Land Area	3,780.7	3,780.7	--
Surface Waters	263.3	263.3	--
Total Study Area	4,044	4,044	--
Sources: Town of Southampton Geographic Information Systems, June 2006 and AKRF, February 2008			

Population and Housing

This Hamlet TDR Alternative would increase the study area's housing stock by 9 percent or 149 units over the Recommended Plan with 440 to 547 additional residents including 86 additional school-aged children (see Table 4-15).

Table 4-15
Population and Housing Change from Recommended Plan to Hamlet Transfer of Development Rights

	Recommended Plan	Transfer of Development Rights	Percent Change
Residents	3,191-3,445*	3,631-3,992*	13.8-15.9*
School-age Children	653	739**	13.2
Housing Units	1,577	1,726	9.4
Notes:	*The range is based on 3 to 4 bedroom households		
	**This is a conservative estimate because almost half of the students living in East Quogue attend secondary school at the Westhampton Beach Union Free School District		
Sources:	US Census 2000; Town of Southampton Town Code, March 2006; East Quogue Union Free School District, January 2008		

Community Facilities and Services

The Hamlet TDR Alternative would increase the demand on community facilities and services but would also provide land for expansion of such services. As part of this alternative, approximately 20 acres could be dedicated to the East Quogue UFSD. However, the district would be responsible for the construction of any school building on the site, and the dedicated

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land would be located north of the LIRR track, which poses a significant constraint on access to the property.

This alternative would not allocate additional land to the East Quogue Fire Department for the addition of a new substation.

Economic and Fiscal Considerations

The Hamlet TDR Alternative would contribute an estimated \$3.8 million to the Town's tax base with an estimated \$2.91 distributed to the school district. However, with the added demands from increased school enrollment, which are estimated at \$3.75 million, the total effect on the district is a net deficit of about \$839,000. The Hamlet TDR Alternative could provide for a mix of housing types that would generate fewer school age children. Thus, this deficit could potentially be met by a different housing stock, such as senior housing, which would not be expected to place as high a demand on the local school district. This alternative could alternatively provide a mix of uses that would generate ratables without producing school age children, thus off setting the financial impact to the school district. However, with alternative uses such as neighborhood retail, there is the potential for impacts on the local Main Street.

Open Space and Recreation

This alternative would increase open space by about 19 percent (290 additional acres) within the East Quogue study area over the Recommended Plan. Under this alternative, all vacant and underutilized lands north of the LIRR track, with the exception of land dedicated to the school and for use as a train station and sewage treatment plant, would be preserved as would the parcel of land along the east coastline of Weesuck Creek. The Hamlet TDR Alternative would preserve the greatest amount of open space of all alternatives under consideration.

Natural Resources

This alternative would provide the greatest benefit to natural resources by limiting the amount of land in the study area that would be cleared for residential development. Because all vacant and underutilized lands north of the LIRR track and lands adjacent to the eastern coastline of Weesuck Creek would be preserved as open space, prime natural resources would be preserved in their current state and maintain their natural integrity, particularly as a result of the large contiguous blocks of preserved lands.

Similar to the Recommended Plan, the Hamlet TDR Alternative would expand protection efforts for natural resources within the study area and thus, be consistent with State, regional, and local policy documents that encourage the preservation of the Central Pine Barrens due to significant habitat types and wildlife species as well as the preservation of coastal resources of Shinnecock Bay/Weesuck Creek thereby protecting water quality, providing a contiguous corridor for wildlife species between Pine Neck Preserve and the Central Pine Barrens, and protecting tidal wetland areas. Further, the protection of forested habitat and open water/forest interface while eliminating the risk of forest fragmentation would curtail the decline of bird species and support their continued presence and use of the study area.

Physical Features and Water Resources

This alternative would change the soil conditions within only a small portion of the study area that would not be expected to result in a significant impact. No steep slopes are featured where development would occur and therefore no impacts would result to such features from the development proposed with this alternative.

Utilities

Water usage for the new housing units would be about 1.4 million gpd. This alternative would require the addition of new Suffolk County Water Authority wells and land would have to be allocated for such use.

As part of this alternative, a new sewage treatment plant would be necessary to handle the flow from the higher density development. The construction of a sewage treatment plant would help to avoid groundwater or surface water contamination from this high density development. Construction would, however, require the approval of regulatory agencies such as the Suffolk County Department of Health Services. Without that approval, this alternative could not be constructed, since septic systems would not be feasible. Otherwise, surface runoff and surface and groundwater resource impacts would be reduced due to the large preservation area north of the LIRR track and the preservation of lands along Weesuck Creek.

With respect to energy and other utility uses, although it would be expected that there would be a need for new site connections to the grid, no major new utility improvements would be expected with this alternative.

Scenic Resources

Under this alternative, the scenic quality of the area north of the LIRR track would remain in perpetuity with the preservation of all lands north of the track. Moreover, the Weesuck Creek viewshed would be preserved as well. However, the higher density of residential and commercial development along Main Street would significantly change the character of the hamlet and the scenic character of the Main Street corridor.

Cultural Resources

It is not expected that the Hamlet TDR Alternative would have a significant adverse impact on cultural resources.

Traffic and Transportation/Parking Facilities

The Hamlet TDR Alternative would add about 314 AM peak hour trips and 629 PM peak hour trips to the study area traffic network. Although the mitigation proposed for the Proposed Projects Alternative (see above) may be too intense for this alternative, mitigation would likely be required to ensure that the study area roadways operate at an acceptable level of service under this alternative. Specifically, this alternative would concentrate development along Main Street with limited access routes and is therefore likely to result in significant traffic impacts and congestion in the Main Street area. In addition, parking needs would have to be met on-site, which is a potential site design constraint.

Air and Noise

Even with the increase in traffic, it is not expected that this alternative would have a significant adverse impact on air quality or noise.

Solid Waste Management

Because solid waste management for residential uses would be handled by private carters or be self hauled to local transfer stations, the Hamlet TDR Alternative would not impact solid waste management within the Town.

Construction Impacts

Similar to the Recommended Plan, it is not expected that this alternative would result in significant construction impacts, which are temporary in nature. It is expected that certain construction techniques (such as erosion and sediment control practices) would be employed to minimize the adverse effects of construction.

HAMLET TRANSFER OF DEVELOPMENT RIGHTS UPZONING DENSITY ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative maintains the same assumptions as the Hamlet TDR, but upzones the property that would be transferred to the Atlanticville project, thus reducing the permitted residential units.

ENVIRONMENTAL IMPACT ANALYSIS

The Hamlet TDR Upzoning Density Alternative would have the same land use conditions as the Hamlet TDR Alternative, however, the density of development would be reduced. Assuming that the developable land north of the LIRR track is upzoned in much the same way as the upzoning alternative (see that description above), this alternative would reduce the number of units that could be transferred by 64 units. Thus, Hamlet TDR Upzoning Density Alternative would add 291 units to the study area as compared to 361 with the Hamlet TDR Alternative discussed above. Student generation with this alternative would be 169 as compared to 209 with the Hamlet TDR Alternative.

This alternative, with the exception of population, student generation and therefore the fiscal burden on the school district, would maintain the same order of magnitude of impacts as the Hamlet TDR Alternative. It would reduce the fiscal impact by an estimated \$160,000 as compared to the Hamlet TDR Alternative. However, a net deficit would still exist. A reduced density would also impact the scenic quality of the hamlet and would require traffic mitigation and a sewage treatment plant.

D. SUMMARY

The East Quogue Study area contains sensitive environmental features including a portion of the Central Pine Barrens, an agricultural district, tidal wetlands with a watershed that feeds the Shinnecock Bay, and an established residential community supported by open space and a vibrant Main Street. This document contains a Recommended Plan for the future land uses in the East Quogue study area (see Chapter 3, "Recommended Plan). That plan was developed in coordination with an advisory committee that evaluated a number of alternatives for future land uses in the East Quogue community. Based on that planning process, presented as the Recommended Plan is a low-impact proposal that maintains the character of East Quogue while allowing for residential and economic development, providing new passive and active open spaces, and the preservation of remaining agricultural land and natural habitats of the Central Pine Barrens. If approved, the plan would sustain East Quogue as one of the Town's important hamlets, preserving its community and scenic scenic/historic character, in particular by preserving remaining active agricultural tracts at the critical gateway to the hamlet, the Main

Street business center, and allowing for a more diverse land pattern and development of appropriate scale and density that would not overburden local community services.

A number of alternatives were evaluated in this GEIS for the purposes of establishing the recommended land plan. Those alternatives, which are presented above, included an evaluation of the cumulative impacts of a number of proposed and potential development proposals that are being considered for East Quogue, build-out under the current zoning, upzoning, cluster development, workforce and senior housing, preservation of agricultural land, and hamlet transfer of development rights both with and without upzoning. Of those alternatives, the Proposed Projects, and Zoning-Build-Out Alternatives and the Transfer of Development Rights Alternatives do not meet the local planning objectives or community concerns regarding potential overdevelopment that could occur under the current zoning (or other potential development plans for the area) or that could significantly impact the environment, the local community character, and would increase the demand on local services and infrastructure. In comparison, the Recommended Plan would be a growth management tool for the study area that, in conjunction with other techniques such as upzoning and acquisition of sensitive lands, would address the community's needs, allow for growth, provide more land uses with diverse tax rates, and protect natural features while providing an active recreation/resort/residential destination. It would also be a land plan that would add school children, but not overburden the local school district beyond expected growth and providing a mix of uses that would create jobs and contribute to the local tax base. Lastly, the Recommended Plan, as proposed, would provide water quality protection measures for both groundwater and surface waters, as well as protecting important coastal habitats and lands within the Weesuck Creek and greater Shinnecock Bay watersheds, which are essential natural resources and recreational waterways to the Town. *