A. INTRODUCTION

This chapter provides a comparative analysis for the alternatives considered in developing the Recommended Plan. It compares impacts under these alternatives to those under the Recommended Plan. This FGEIS alternatives chapter also includes an additional alternative that was not included in the DGEIS, which considers no golf course in Recommendation Area 7. The alternatives evaluated below have been presented in this FGEIS for the purposes of identifying incremental changes that could occur in the study area beyond the No Action condition and for comparative purposes with the Recommended Plan, examining 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. The Recommended Plan has been compared to each of the below alternatives, starting with the Zoning Build-Out Alternative on page 3-9. Assumptions to the alternatives are as follows:

- Zoning Build-Out Alternative: All large vacant and underutilized lots are assumed to be built-out based on current zoning.
- Proposed Projects Alternative: Build-out under current development proposals that have been submitted or presented to the Town or current zoning for vacant parcels where no development proposal has been submitted.
- Upzoning 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 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 Alternative: Upzone large and underutilized properties to CR200 and transfer the development rights to the Atlanticville property in the hamlet center core.

- Recommended Plan Without Golf Course Alternative: Assumes all components of the Recommended Plan with the exception of the golf course and related uses in Recommendation Area 7.

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 the alternatives analysis, comparing conditions under these alternatives to the No Action condition and the Recommended Plan, which was previously described in Chapter 2, "Recommended Plan and Impact Analysis."

B. NO ACTION CONDITION

The No Action condition assumes no discretionary actions are taken by the Town and assumes only development and build-out of previously approved subdivisions (e.g., the Pines) as well as the infill development of vacant lots through the 2015 analysis year. All vacant infill land is assumed to be residentially developed in accordance with current zoning. Vacant lands along Montauk Highway in the hamlet center were considered to be developed as neighborhood business in accordance 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.[1]

The No Action condition is an assumed condition used only for measuring the impacts of the alternatives and the Recommended Plan through the 2015 impact analysis year. The No Action condition therefore accounts for continued development of approved developments and infill development through 2015, but does not represent projected development of the large tracts of vacant land in the study area, all of which are subject to additional discretionary approvals by the Town. However, it is acknowledged that development of these vacant and underdeveloped parcels in the study area would proceed in the future (through 2015), and that the lands would not remain vacant. The No Action condition is therefore presented solely for the purpose of identifying the incremental impacts that would occur as a result of that development under each of these alternatives and the Recommended Plan.

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 Pine

[1] During the review of the DGEIS, the Rosko Farms project was also excluded from the moratorium, as it substantially complied with the Recommended Plan and Town Comprehensive Plan and has prior approvals. However, for the purposes of maintaining consistent comparisons with the DGEIS, the Rosko Farms project has been kept as part of the Recommended Plan and not included as part of the No Action condition.

Barrens Core Preservation Area (see Figure 3-1). Business use would also increase by more than 10 percent along Montauk Highway and the western coastline of Weesuck Creek. Table 3-1 provides a comparison of land use acreage today and in 2015 under the No Action condition. As shown in Table 3-1, under the No Action condition, in addition to new development and land uses, 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.

Table 3-1
Land Use Change: Existing Condition and No Action Condition

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	+4.2
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

POPULATION AND HOUSING

In the future No Action condition, there would be an increase in population and housing for the area associated with projected growth and infill development. Based on this assumption, by 2015 the number of housing units would increase by 140 units or 11 percent. This increase in

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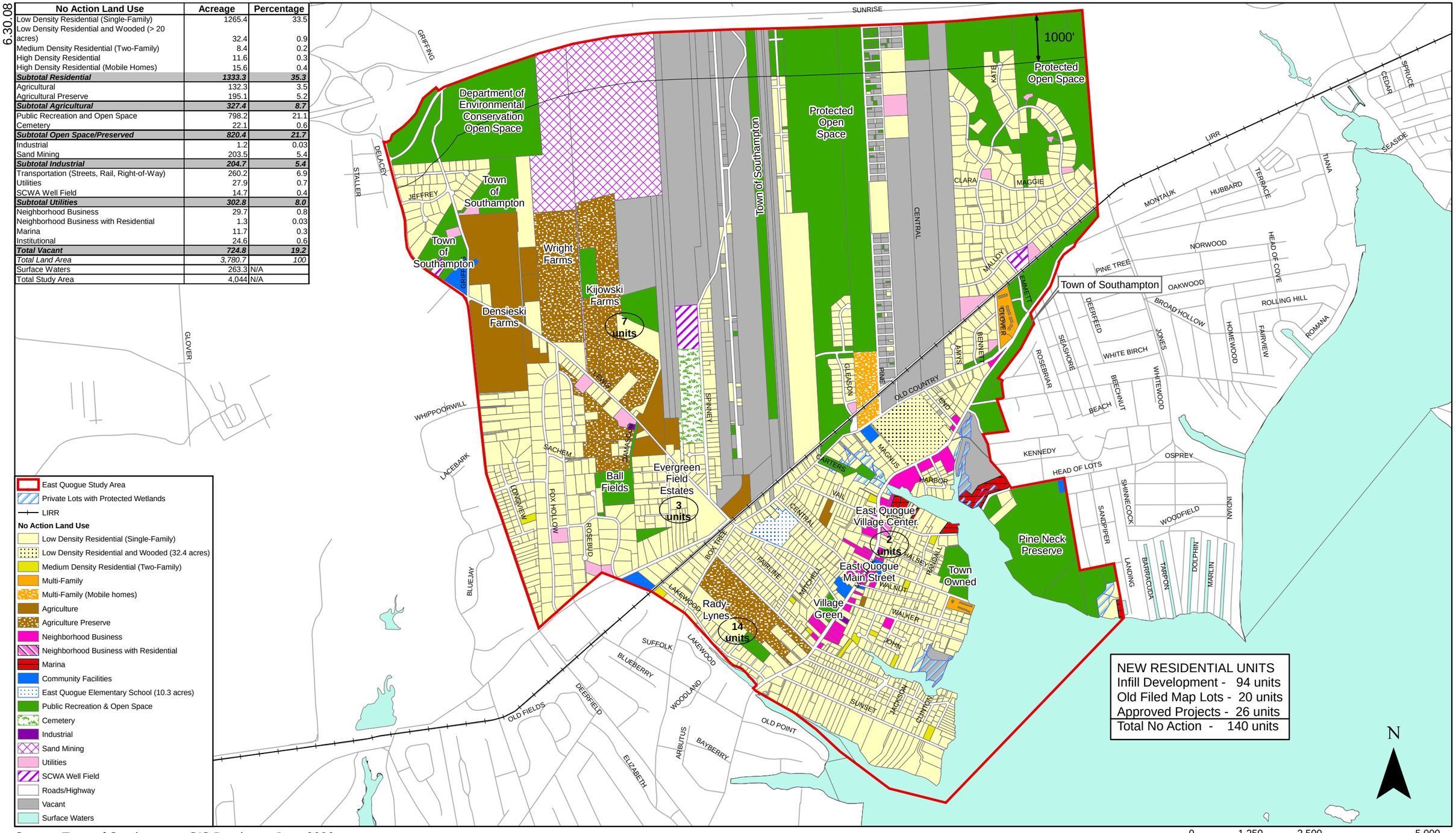
No Action Land Use	Acreage	Percentage
Low Density Residential (Single-Family)	1265.4	33.5
Low Density Residential and Wooded (> 20 acres)	32.4	0.9
Medium Density Residential (Two-Family)	8.4	0.2
High Density Residential	11.6	0.3
High Density Residential (Mobile Homes)	15.6	0.4
Subtotal Residential	***1333.3***	***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



Source: Town of Southampton GIS Database, June 2006

No Action Land Use
Figure 3-1

residential units, as shown in Table 3-2, would correspondingly increase the population of the study area by between 19 and 24 percent based on an assumption of 3- and 4-bedroom housing units. Under the No Action condition, 81 new school-age children would be added to the study area.

Table 3-2
Population and Housing Changes: Existing Condition and No Action Condition

	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

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.
***Student generation was estimated to be 0.58 total students per household based on student registration data provided by EQUFSD.
Sources: US Census 2000; Town of Southampton Town Code, March 2006; EQUFSD, January 2008

COMMUNITY FACILITIES AND SERVICES

Based on the No Action population growth described above, it is assumed that there would be an increase of 81 school-age children through 2015. Based on available student enrollment data for the study area (2007-2008) and student attendance at East Quogue Elementary School and Westhampton Beach secondary schools, it was assumed that about 60 percent (49) of the additional students would attend East Quogue Elementary School, an increase of 11 percent over the existing 2007-2008 student enrollment at East Quogue Union Free School District (EQUFSD). This is a conservative estimate considering almost half of the school-age children in the study area attend the Westhampton Beach Union Free School District (WHBUFSD). With an operating capacity of 550 students at East Quogue Elementary School, the 11 percent increase over the existing enrollment would result in the school operating at 91 percent capacity. However, as stated above, the No Action condition does not reflect the actual future of the school district demands because it is expected that vacant land in the EQUFSD would be developed in some form and that the school district would need to accommodate these new students. However, assuming only infill development and approved development projects in the No Action condition, the school district would operate at 91 percent capacity. Thus, additional development in the future through 2015 is expected to result in the local school district operating over capacity based on current seating capacity. This added school cost is expected to increase the local fiscal demands on the school district.

ECONOMIC AND FISCAL CONSIDERATIONS

The No Action condition would add about 140 residential units[1] to the study area, contributing about $1.5 million to the Town's tax base with about $1.13 million allocated to the EQUFSD.

[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 net fiscal impact on the local school district increases.

Based on the 2006-2007 cost per student[1], the addition of 81 students in the No Action condition would result in an additional cost of $326,000 to the school district taxpayers. This added school cost is expected to increase the local fiscal demands on the school district.

OPEN SPACE AND RECREATION

Preserved open space and recreation uses in the No Action condition would not materially change. As shown in Table 3-1, there would be a 4 percent increase in open space under the No Action condition. This increase is primarily 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. Based on allowable clearing within the Pine Barrens portion of the study area, approximately 100 acres of land would be cleared for development north of the LIRR track. Thus, changes in natural resources conditions would be limited. However, this condition is also not consistent with State, regional, and local policies that encourage preservation of the Pine Barrens and coastal resource habitats. Without permanent 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 demand under this condition would increase by about 46,000 gallons per day (gpd).

SCENIC RESOURCES

No significant changes in scenic resources would occur under the No Action condition. Because the projects under the No Action condition are small infill projects or preserve agricultural and open space lands, scenic resources would not significantly change. This infill development would be consistent with existing residential subdivisions and the Main Street business center.

CULTURAL RESOURCES

No significant changes in 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

[1] According to the EQUFSD, the 2006-2007 cost per student was $17,919. Only estimates are available for the 2007-2008 school year and therefore, the previous years actual cost was used for this analysis. This cost is for regular education students. Special education student costs are calculated separately by the school district.

recognized that in the absence of local laws to protect these resources, there could be the alteration or demolition of historic buildings in private ownership.

TRAFFIC AND TRANSPORTATION/PARKING FACILITIES

The No Action condition is a scenario that establishes a future baseline traffic condition to assess the incremental traffic impacts of the analyzed alternatives. These conditions were determined based on a number of factors: (1) improvements in the study area road network that are planned or underway and expected to be in place by 2015; (2) traffic from general population and employment growth in the area (i.e., "background growth"); and (3) traffic from identified development projects in the project site vicinity. The assumptions regarding traffic growth and improvements project those conditions through the 2015 analysis year are described above.

In the No Action condition, no major roadway improvements are expected to occur in the study area and a growth factor of 2.04 percent per year was used in this traffic study. This growth factor, which is used by the New York State Department of Transportation (NYSDOT) in 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 compounded growth rate through the 2015 analysis year of 19.9 percent. This growth rate accounts for regional changes in traffic patterns and would account for growth that would occur outside the study area.

Based on data supplied by the Town of Southampton Planning Department, in addition to the growth factor, there are four new developments within the study area that would affect future traffic conditions in the study area. Table 3-3 lists the trip-generation characteristics of these developments (in addition to the growth factor), their sizes, and the number of vehicle trips they are estimated to generate.

Table 3-3
No Action Condition Trip Generation

Development Size	ITE Land Use Code	ITE Land Use	AM Peak Hour				PM Peak Hour			
			Trip Generation Rate	Total # Trips	# In Trips	# Out Trips	Trip Generation Rate	Total # Trips	# In Trips	# Out Trips
1. Kijowski Family Farm (Single-family Residential)										
7 units	210	Single-family Detached Housing	0.77	5	1	4	1.02	7	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	1	1	1.02	3	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	3	8	1.02	14	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	1	1	0.67	3	2	1
7,110 sq. ft.	720	Medical-Dental Office Building	0.80	6	4	2	0.97	7	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**

Source: Based on ITE Trip Generation Manual, 7th Edition, Institute of Transportation Engineers

Three of these developments, Kijowski, Evergreen Field Estates, and Rady-Lynes are residential projects while the other, 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.

Peak hour traffic volumes for the AM and PM peak hours analyzed are shown in Figures 3-2 and 3-3, respectively, for the 2015 No Action condition. Table 3-4 presents a comparison of 2006 Existing Conditions and 2015 No Action Level of Service (LOS) conditions for the study area intersections.

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.

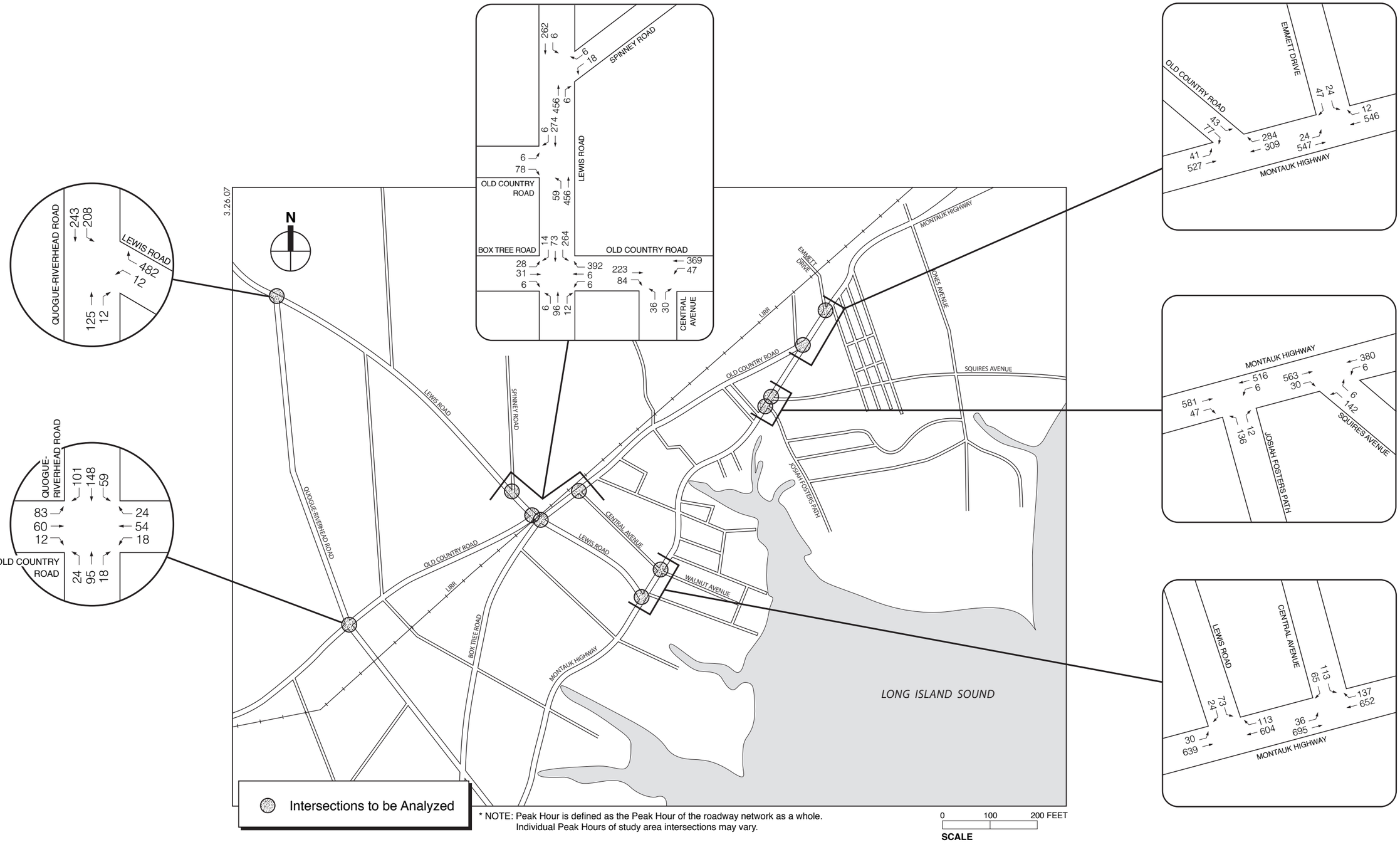


Figure 3-2

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

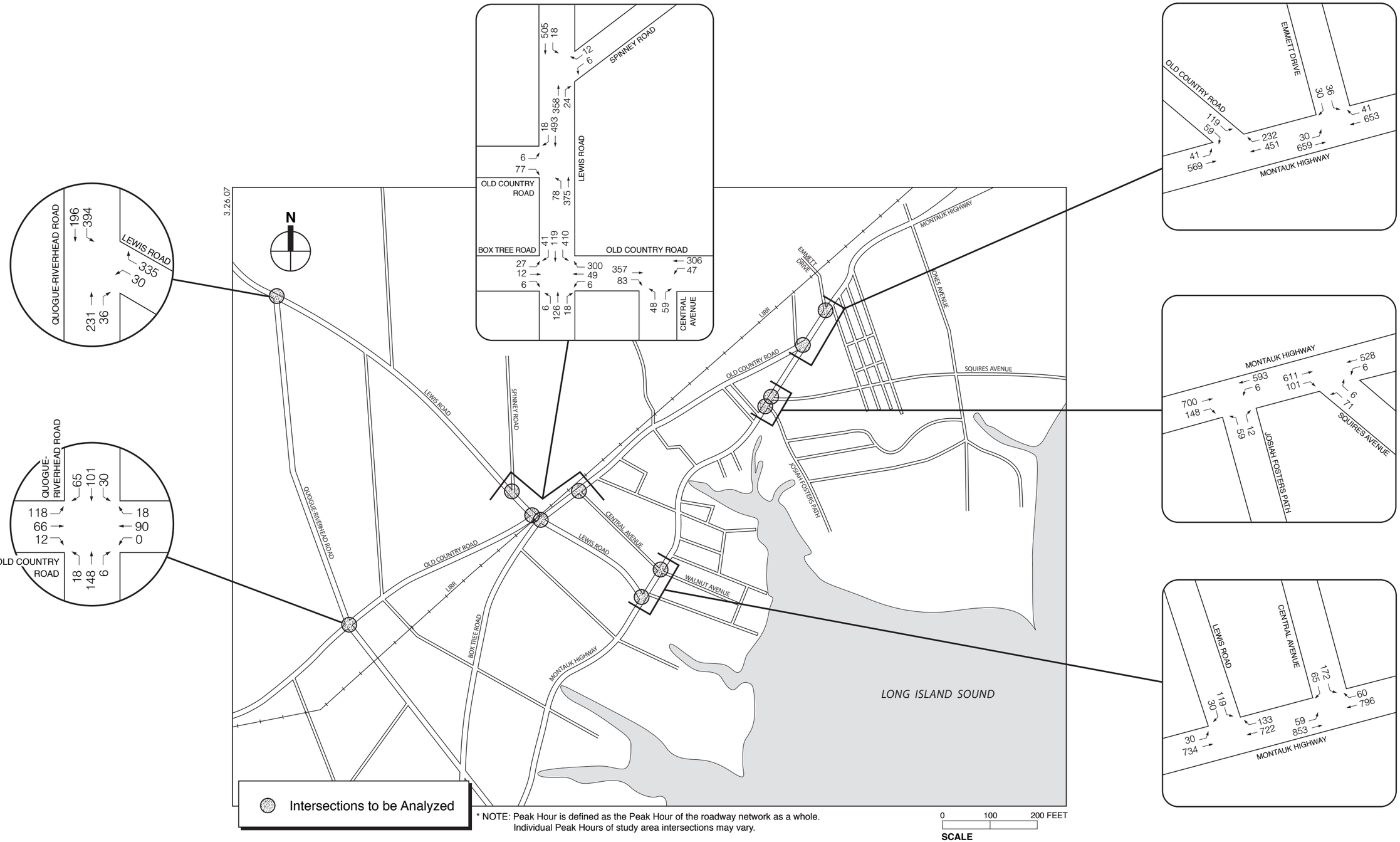


Figure 3-3

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

Table 3-4

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		30.5	C		51.5	D
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
Shaded rows denote a change in LOS to LOS E or F.

Regarding the above summary, LOS E and F generally indicate congested conditions and notable delays. However, it is important to note that this range of results 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 in solid waste management are expected under the No Action condition.

CONSTRUCTION IMPACTS

Under the No Action condition, construction impacts would be localized and temporary. 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 assumed to be built-out under the No Action condition described above are developed based on current zoning. Residential development of these lots would require subdivision approval with site plan approval for commercial or mixed-use developments. Most, but not all, of these large vacant and underutilized lands currently have a development proposal (see also the discussion below under "Proposed Projects"). In addition to the sites that currently have development proposals under this alternative, the Turtle Bay site as well as the sand mining properties are also assumed to be developed based on current zoning. This alternative also 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) based on current zoning. The Zoning Build-Out Alternative also considers the development of the Gibbs property (Suffolk County Tax Parcel 314-2-16) as built out under the current zoning. This alternative also assumes that all agricultural land would be developed (e.g., the Densieski Farm) as per current zoning.

As shown in Table 3-5, this alternative would add an estimated 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.

Table 3-5
Development Program under Zoning Build-Out Alternative[1]

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
Subtotal		***76.07***	***26***
The Hills at Southampton	CR200*	235.38	48.80
	CR120	131.18	38.92
	CR80	58.54	23.40
	R20	2.95	1.41
Subtotal		***428.05***	***113***
The Links	CR200	22.84	4.78
	CR120	81.94	24.69
	CR80	43.61	18.05
Subtotal		***148.39***	***48***
Atlanticville	CR200	29.70	6.21
	CR120	60.25	18.15
	R40**	54.38	42.04
	R20	9.47	14.02
Subtotal		***153.79***	***80***
Rosko	CR200	31.12	6.51
	CR120	25.62	7.72
Subtotal		***56.73***	***14***
Densieski	CR120	47.10	14.19
	LI200	15.46	N/A
	CR80	30.94	12.80
Subtotal		***93.50***	***27***
Miller Sand Mine (Sand Farm Corp)	CR200	51.54	10.78
	CR120	5.93	1.79
Subtotal		***57.47***	***13***
Quogue Hill LLC (East Coast Mines)	CR200	142.44	29.78
	CR120	2.27	0.68
	CR80	1.26	0.52
Subtotal		***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
Subtotal		***80.25***	***31***
Turtle Bay	R40	2.74	**2**
Total		**1,255.28**	**390**

Notes: *Includes the Hills at Southampton property north of Sunrise Hwy.
**Excluded 6.25 acres of wetlands on Atlanticville property.
[1]All development at yield under current zoning based on estimates, not formal yield maps. Acreages by zoning district are preliminary estimates for GEIS purposes.

Sources: Town of Southampton Geographic Information System, 2007 and Town of Southampton Planning Department

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

As shown in Table 3-6 and Figure 3-4, the Zoning Build-Out Alternative would increase residential development by about 50 percent over the Recommended Plan and 70 percent over the No Action condition. It would convert vacant and underdeveloped land to single-family residential development thus providing less open space within the Pine Barrens Compatible Growth Area than the Recommended Plan; no recreational uses or mix of uses; and eliminating all unprotected agricultural lands. In addition, there would be less neighborhood office/business uses. In addition, the Zoning Build-Out Alternative would not provide additional amenities such as community facilities and new utility uses (SCWA well field), as proposed under the Recommended Plan. The increase in industrial uses would be associated with the Densieski Farm parcel that is zoned LI200 and would be built-out as such.

Table 3-6

Land Use Changes: No Action Condition, Recommended Plan, and Zoning Build-Out Alternative

Land Use	No Action Condition (acres)	Recommended Plan (acres)	Zoning Build-Out (acres)	Percent Change from No Action	Percent Change from Recommended Plan
Low Density Residential (Single-Family)	1,265.4	1,480.7	2,229.2	+76.2	+50.6
Low Density Residential and Wooded (>20 acres)	32.4	--	--	-100	--
Medium Density Residential	8.4	8.4	8.4	--	--
High Density Residential	11.6	11.6	11.6	--	--
High Density Residential (Mobile Homes)	15.6	15.6	15.6	--	--
Subtotal Residential	***1,333.4***	***1,516.3***	***2,264.8***	***+69.9***	***+49.4***
Agricultural	132.3	--	--	-100	--
Agricultural Preservation	195.1	321.2	195.1	--	-39.3
Subtotal Agricultural	***327.4***	***321.2***	***195.1***	***-40.4***	***-39.3***
Golf Course	--	200	--	--	-100.0
Public Recreation and Open Space	798.2	1,122.0	921.8	+15.5	-17.8
Cemetery	22.1	22.1	22.1	--	--
Resort/Recreation	--	203.5	--	--	-100.0
Subtotal Open Space/Preserved/Recreation	***820.3***	***1,547.6***	***943.9***	***+15.1***	***-39.0***
Industrial	1.2	1.2	16.7[1]	+1291.7	+1291.7
Sand Mining	203.5	--	--	-100	--
Subtotal Industrial	***204.7***	***1.2***	***16.7***	***-91.8***	***+1291.7***
Transportation (Streets, Rail, Right-of-Way)	260.2	262.8	260.2	--	-1.0
Utilities	27.9	27.9	27.9	--	--
SCWA Well Field	14.7	19.3	14.7	--	-23.8
Subtotal Utilities	***302.8***	***310.0***	***302.8***	***--***	***-2.3***
Neighborhood Business	29.7	29	27.0	-9.1	-6.9
Neighborhood Office/Business with Residential (Second Story)	1.3	6.3	1.3	--	-79.3
Waterfront Business	--	2.7	--	--	-100.0
Marina	11.7	4.6	4.6	-60.7	--
Restaurant/Banquet Facility	--	15.0	--	--	-100.0
Community Facilities	24.6	26.6	24.6	--	-7.5
Vacant	724.8	--	--	-100	--
Total Land Area	***3,780.7***	***3,780.7***	***3,780.7***	***--***	***--***
Surface Waters	263.3	263.3	263.3	--	--
Total Study Area	***4,044***	***4,044***	***4,044***	***--***	***--***

Notes: [1]Increase based on existing LI200 zoning classification on about 16 acres of the Densieski Farm property.

Sources: Town of Southampton Geographic Information Systems, June 2006 and AKRF, February 2008

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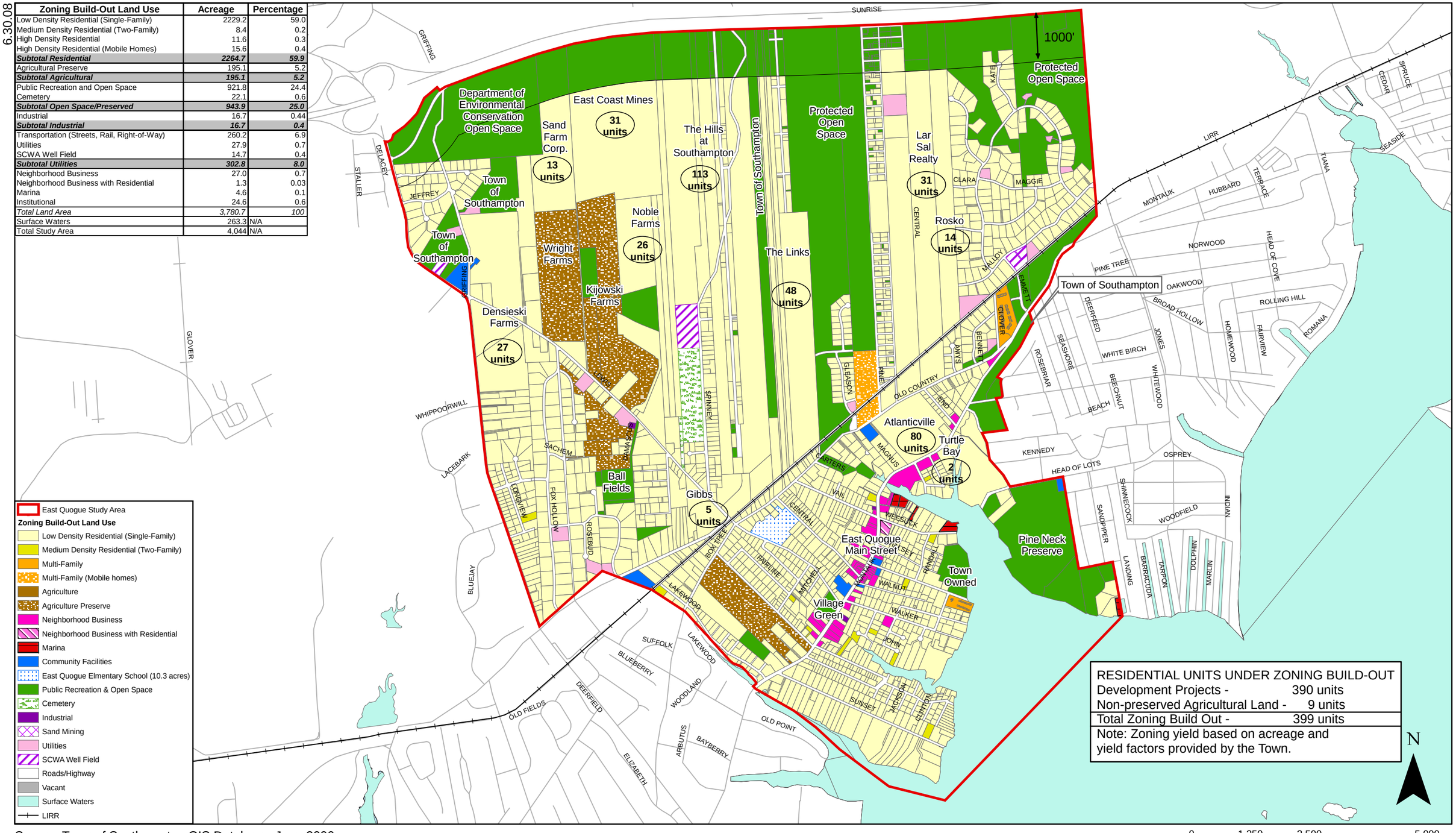
Zoning Build-Out Land Use	Acreage	Percentage
Low Density Residential (Single-Family)	2229.2	59.0
Medium Density Residential (Two-Family)	8.4	0.2
High Density Residential	11.6	0.3
High Density Residential (Mobile Homes)	15.6	0.4
Subtotal Residential	***2264.7***	***59.9***
Agricultural Preserve	195.1	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



Source: Town of Southampton GIS Database, June 2006

Zoning Build-Out Alternative Land Use
Figure 3-4

Population and Housing

The Zoning Build-Out Alternative would increase residential housing units by 187 units over the Recommended Plan or 12 percent (see Table 3-7), and 399 units over the No Action condition. 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 3-7
Population and Housing Changes: No Action Condition, Recommended Plan, and Zoning Build-Out Alternative

	No Action	Recommended Plan	Zoning Build-Out	Percent Change From No Action	Percent Change From Recommended Plan
Residents	2,566-2,667*	3,191-3,445*	3,743-4,131*	+45.9-54.9	+17.3-19.9*
School-age Children	530**	653**	761**	+43.6	+16.5
Housing Units	1,365	1,577	1,764	+29.2	+11.9

Notes: *The range is based on 3- to 4-bedroom households.
**Student generation was estimated to be 0.58 total students per household based on student registration data provided by the EQUFSD
Sources: US Census 2000; Town of Southampton Town Code, March 2006; EQUFSD, 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 does not recognize the need to dedicate 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 EQUFSD due to the addition of new students. Based on a conservative assumption, about 60 percent (139 new students) of the total new students under the Zoning Build-Out Alternative would attend East Quogue Elementary School. The additional students would expand the school capacity to 116 percent (about 87 students over capacity). This would be an increase of 28 percent over the No Action condition and 11 percent over the Recommended Plan.

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 result in the greatest increase in ratables to the Town's tax base. However, this alternative would also result in significant demands on the EQUFSD. It is estimated that this alternative would generate about $4.18 million in taxes with approximately $3.22 million dedicated to the school district. However, the addition of an estimated 231 students would have a fiscal cost to the district of about $4.15 million. Thus, despite the added ratables, build out under this alternative would have a projected net operating deficit of about $928,000.

As compared to the No Action Condition, this alternative would increase the projected deficit to the school by about $602,000. In comparison, the Recommended Plan with its mix of uses would not have this fiscal impact on the district. 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 provide the increased preservation of open space that occurs with the Recommended Plan or the added recreational uses. With this alternative, there would be a 15 percent increase in open space preservation due to the required preservation of the Pine Barrens Core Preservation Area over the No Action Condition, but a reduction of 37 percent in open space when compared to the Recommended Plan. Unlike the Recommended Plan, this alternative would also not provide new recreation uses to East Quogue, such as a golf course and public trails. In addition, this alternative would not realize the preservation of the lands along and adjacent to Weesuck Creek and thus would not provide the contiguous open space connection along the east coastline of the study area.

Natural Resources

Although the residential developments under this alternative would need to meet clearing restrictions of the Central Pine Barrens Commission regulations, this alternative would pose an impact to natural resources because development could potentially occur over much of the property and cause fragmentation of resources, particularly along the coast. Unlike the Recommended Plan, this alternative would not provide the contiguous open space areas that sustain the ecological habitats and species found within the study area. This alternative, unlike the Recommended Plan, could potentially fragment a relatively undisturbed contiguous blocks of land that provide a buffer to the Pine Barrens Core Preservation Area, recognizing that development in the Compatible Growth Area would be subject to a review by the Pine Barrens Commission as well as a review by the Town Planning Board that could avoid these impacts.

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 on soils. With respect to topography, where steep slopes are present, residential development could impact topography and geologic conditions in the study area, but would be subject to Planning Board approval that could avoid those impacts.

Potential impacts to surface waters could occur with the Zoning Build-Out Alternative due to the added residential development along the eastern shoreline of Weesuck Creek, which could potentially impact this water body. 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 potentially be significant. Since this alternative would not preserve the lands along the east shoreline of Weesuck Creek, it would also not allow the preservation or restoration of wetlands. The Recommended Plan seeks to avoid this impact by preserving these parcels.

With this alternative, it is recognized that the Town should establish more stringent setback criteria and require larger buffer areas around wetlands to prevent further degradation of wetlands and water quality within and adjacent to Weesuck Creek.

Utilities

Under the Zoning Build-Out Alternative, water demands for the new housing units would be about 132,000 gpd. The addition of 399 housing units over the No Action condition would likely 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. In contrast, the Recommended Plan identifies this need and provides space for a new well field. This alternative would increase water demand by about 85,500 gpd over the No Action condition. However, this demand would be about 18,000 gpd less than what is expected with the Recommended Plan. The decrease in demand is largely due to the golf course use proposed as part of the Recommended Plan. This demand would likely be less that what is presented in this FGEIS due to improved water control technology and the low-impact design recommended as part of the proposed golf course. These figures would therefore be developed for a site specific development proposal during the development review process.

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 or the Recommended Plan.

Because the area is not served by a sewer district, 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 from residential uses, pollutant loadings on groundwater and surface water resources would increase from that under the No Action condition with potential impacts that would occur beyond the No Action condition. As compared with the Recommended Plan, this alternative would have more residential uses with groundwater discharges. It would also not have the golf course proposed under the Recommended Plan. However, the Recommended Plan also includes a number of protection measures that must be implemented to avoid impacts on groundwater or surface water, including a low-impact design strategy and management techniques (e.g., management of fertilizers and pesticides). In addition, it provides benefits of open space preservation along the east shoreline of Weesuck Creek. For these reasons, it is concluded that the Recommended Plan is more protective of groundwater and surface water resources than the Zoning Build-Out Alternative.

Scenic Resources

This alternative would not principally change the scenic quality of the interior lands in 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 in this area would not materially change from the No Action condition since scenic public views of this area are limited from local streets. However, the important viewsheds along Lewis Road, Old Country Road, Montauk Highway, and from Weesuck Creek would be significantly impacted in this alternative, which could also potentially alter the overall scenic setting of the hamlet along its major view corridors. Further, agricultural uses historically at the gateway to the community would dramatically change because those uses would be converted to residential uses. Thus, this alternative would severely conflict with the local quality of life that is known to East Quogue and result in a loss of scenic and agricultural resources. In contrast, the Recommended Plan identifies the major scenic corridors within the hamlet and protects the rural setting along Lewis Road and the Main Street setting in the hamlet center. These are the scenic benefits of the Recommended Plan over the Zoning Build-Out Alternative.

Cultural Resources

Because the majority of cultural resources within the study area are present along Montauk Highway and surrounded by development, it is not expected that development under this alternative, which is largely north of the LIRR track, would impact historic buildings or archaeological features.

Traffic and Transportation/Parking Facilities

As compared to the No Action condition, 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. The Recommended Plan would add about 302 and 466 vehicle trips or about 2 percent more in the AM peak hour and 14 percent more in the PM peak hour. Therefore, similar to the Recommended Plan, 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. As stated in Chapter 2, "Recommended Plan and Impact Analysis," the Recommended Plan also presents a conservative estimate of traffic generation because the banquet facility would not typically operate daily or during the PM peak hour.

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 self hauled to local transfer stations, the Zoning Build-Out Alternative, similar to the Recommended Plan, 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 under both this alternative and the Recommended Plan certain construction impact control 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 potential impacts associated with the known development proposals for the study area, and assumes build-out at the densities presented to the Town by the developers. These 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). To provide a comprehensive assessment of future conditions, although no development is currently proposed for this property, this alternative also assumes the build-out of the Lar Sal Realty property, which is permitted by current zoning to develop 31 single-family residential

units (see Table 3-5). It is also assumed that the sand mine properties would be developed under current zoning.

This alternative also assumes that the Atlanticville project would be developed (as proposed) under a Planned Development District with 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 EQUFSD; 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 (the train station would be subject to coordination and agreements with the LIRR). Under this scenario, the Atlanticville project would be a development of regional significance, as defined by the Central Pine Barrens Commission.

At this time, no plans or applications have been submitted to the Town relative to Atlanticville for a change of zone or site plan review. In addition, any of the developments proposed under the Proposed Projects Alternative that are Developments of Regional Significance or exceed the allowed clearing or fertilized vegetation standards would require a hardship permit from the Central Pine Barrens Commission.

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 in addition to residential infill development that would occur in the No Action condition. Figure 3-5 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 7 percent (about 112 acres) with a more than 400 percent (about 55 acres) increase in high density residential development associated with the Atlanticville proposal (see Table 3-8). As compared to the No Action condition, this alternative would increase residential uses by about 22 percent (about 300 acres) with a 400 percent increase (55 acres) in high density residential.

Figure 3-6 shows the Atlanticville project boundary and Figure 3-7 shows the study area projects as currently proposed. Under this alternative, preserved land and recreation would decrease from the Recommended Plan by approximately 21 percent (315 acres) because the sand mines would not be converted to a recreation uses as proposed with the Recommended Plan nor would additional lands within the Pine Barrens be preserved due to the low-impact residential development as proposed under the Recommended Plan. However, it is recognized that this alternative would increase open space by about 49 percent over the No Action condition. The following land uses would increase as a result of the Atlanticville proposal as compared to both the No Action condition and Recommended Plan including, transportation (about 4 percent) associated with a proposed train station, utilities related to the sewage treatment plant (20 percent), and community facilities (67 to 81 percent) with the proposed dedication of 20 acres to EQUFSD, while neighborhood business would increase by between 4 and 7 percent. In contrast, it is proposed under the Recommended Plan to provide local commercial office/service uses along Montauk Highway that would not compete with the neighborhood goods and services businesses along Main Street proper to the west.

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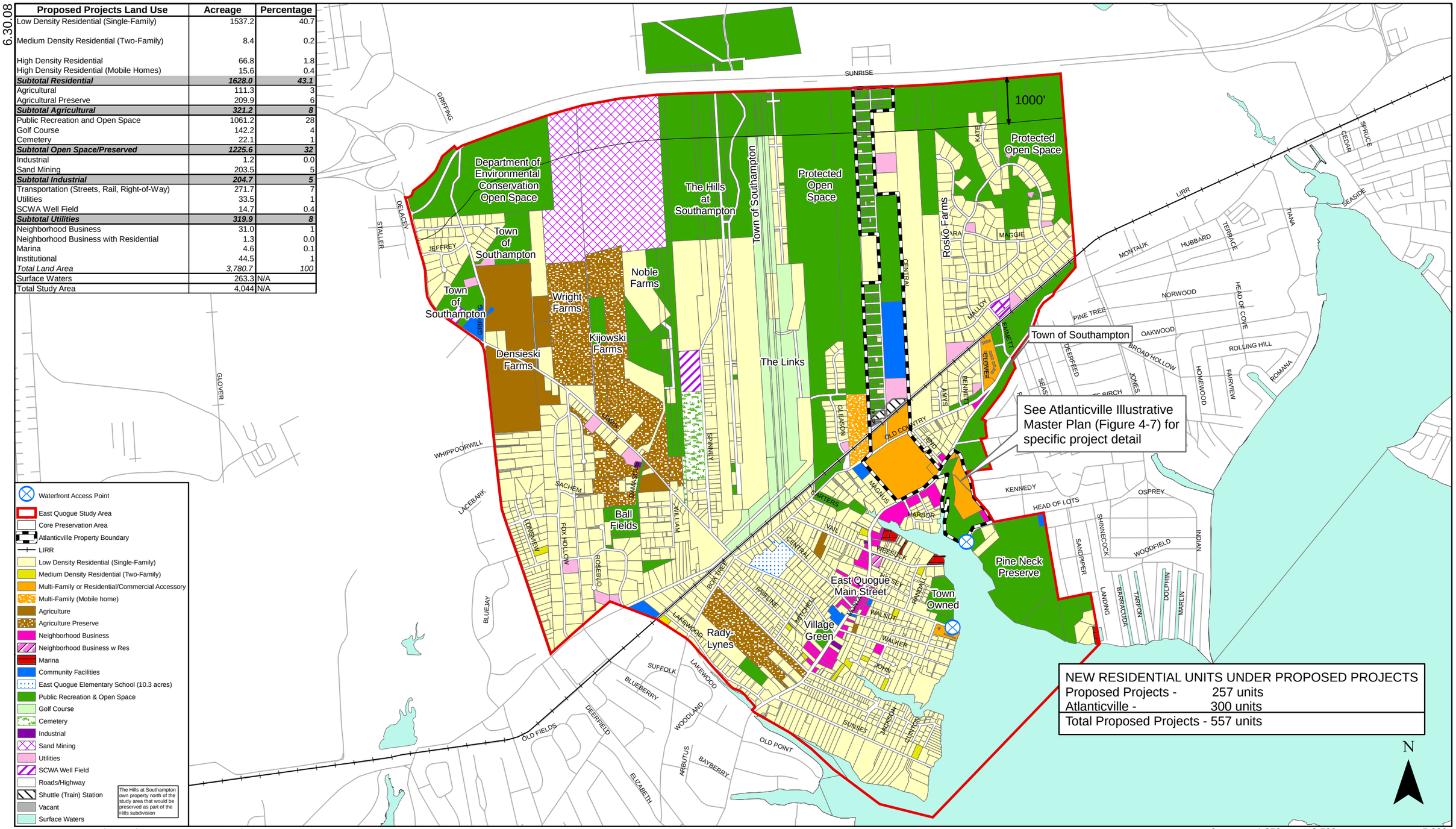
Proposed Projects Land Use	Acreage	Percentage
Low Density Residential (Single-Family)	1537.2	40.7
Medium Density Residential (Two-Family)	8.4	0.2
High Density Residential	66.8	1.8
High Density Residential (Mobile Homes)	15.6	0.4
Subtotal Residential	***1628.0***	***43.1***
Agricultural	111.3	3
Agricultural 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



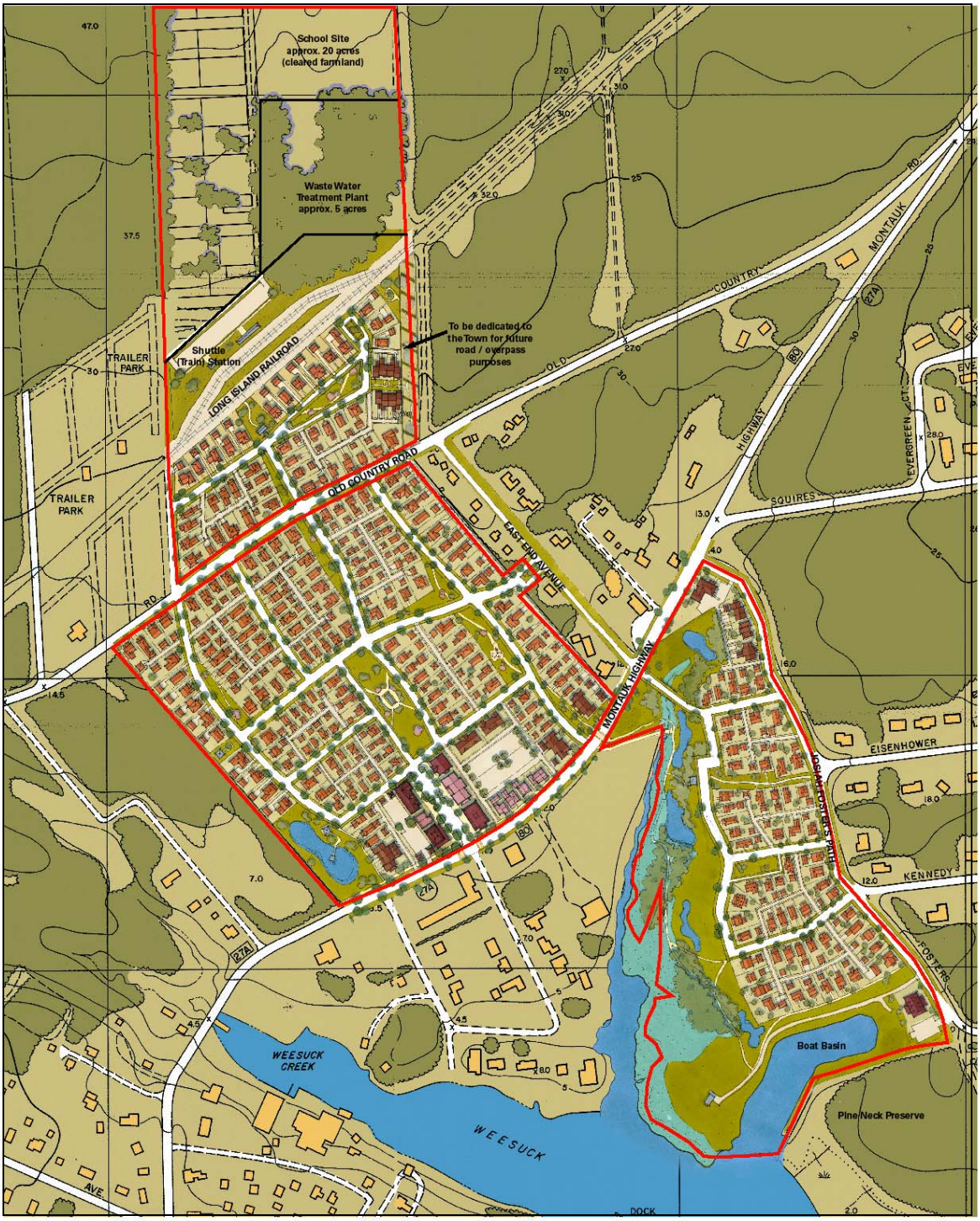
Source: Town of Southampton GIS Database, June 2006

East Quogue Generic Environmental Impact Statement

Proposed Projects Alternative
Figure 3-5

6.30.08

Atlanticville Project Site
Figure 3-6



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28 AUGUST 2006

URBAN DESIGN ASSOCIATES

Illustrative Master Plan

Atlanticville | East Quogue, New York

East Quogue Generic Environmental Impact Statement

Figure 3-7

Table 3-8
Land Use Changes: No Action Condition, Recommended Plan, and Proposed Projects Alternative

Land Use	No Action (acres)	Recommended Plan (acres)	Proposed Projects Alternative (acres)	Percent Change from No Action	Percent Change from Recommended Plan
Low Density Residential (Single-Family)	1,265.4	1,480.7	1,537.2	+21.5	+3.8
Low Density Residential and Wooded (>20 acres)	32.4	--	--	-100	--
Medium Density Residential	8.4	8.4	8.4	--	--
High Density Residential	11.6	11.6	66.8	+475.9	+475.9
High Density Residential (Mobile Homes)	15.6	15.6	15.6	--	--
Subtotal Residential	***1,333.4***	***1,516.3***	***1,628.0***	***+22.1***	***+7.4***
Agricultural	132.3	--	111.3	-15.9	--
Agricultural Preservation	195.1	321.2	209.9	+7.6	-34.7
Subtotal Agricultural	***327.4***	***321.2***	***321.2***	***-1.9***	***--***
Golf Course	--	200	142.2	+100	-28.9
Public Recreation and Open Space	798.2	1,122.0	1,061.2	+32.9	-5.4
Cemetery	22.1	22.1	22.1	--	--
Resort/Recreation	--	203.5	--	--	-100.0
Subtotal Preserved Open Space and Recreation	***820.3***	***1,547.6***	***1,225.5***	***+49.4***	***-20.8***
Industrial	1.2	1.2	1.2	--	--
Sand Mining	203.5	--	203.5	--	--
Subtotal Industrial	***204.7***	***1.2***	***204.7***	***--***	***+170***
Transportation (Streets, Rail, Right-of-Way)	260.2	262.8	271.7	+4.4	+3.4
Utilities	27.9	27.9	33.5	+20.1	+20.1
SCWA Well Field	14.7	19.3	14.7	--	-23.8
Subtotal Utilities	***302.8***	***310.0***	***319.9***	***+5.6***	***+3.2***
Neighborhood Business	29.7	29	31.0	+4.4	+6.9
Neighborhood Office/Business with Residential (Second Story)	1.3	6.3	1.3	--	-79.3
Waterfront Business	--	2.7	--	--	-100.0
Marina	11.7	4.6	4.6	-60.7	--
Restaurant/Banquet Facility	--	15	--	--	-100.0
Community Facilities	24.6	26.6	44.5	+80.9	+67.3
Vacant	724.8	--	--	-100	--
Total Land Area	***3,780.7***	***3,780.7***	***3,780.7***	***--***	***--***
Surface Waters	263.3	263.3	263.3	--	--
Total Study Area	***4,044***	***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 development proposals.

Population and Housing

This Proposed Projects Alternative would increase the study area housing inventory by 557 units (300 units from Atlanticville) over the No Action condition with 345 more units than the Recommended Plan (an increase of 22 percent as compared with the Recommended Plan, see Table 3-9). The proposed Atlanticville project entails a density increase of 275 percent or 220 units more than allowed under existing zoning (80 units) and includes the development of 200 3-bedroom units and 100 2-bedroom units that are intended to provide a mix of housing types (including senior housing). As compared to the Recommended Plan, this alternative would add between 960 and 992 new residents based on 2-, 3-, and 4- bedroom housing units with a projected additional 200 school-age children (see Table 3-9) or about 31 percent more than the Recommended Plan.

This alternative would also contribute between 1,585 and 1,770 new residents over the No Action condition with 323 new school-age children. The Atlanticville project would account for a little more than half of those students (174 students over the No Action condition). However, per information provided by the Atlanticville project, if 40 percent of that development was assumed to be utilized for senior housing, the student generation estimate would be 90 students. If 25 percent of the residential units were dedicated to senior housing, the student generation would be about 115 students. Based on these estimates, the increase in students over the Recommended Plan under this alternative would be reduced to 116 and 141 students respectively (as compared to 200 with the estimate provided in the Table 3-9), depending on the 40 percent or 25 percent allocation to senior housing.

Table 3-9
Population and Housing Changes: No Action Condition, Recommended Plan, and Proposed Projects Alternative

	No Action	Recommended Plan	Proposed Projects[1]	Percent Change From No Action	Percent Change From Recommended Plan
Residents	2,566-2,667*	3,191-3,445*	4,151-4,437*	+61.8-66.4	+28.8-30.1*
School-age Children	530**	653**	853**	+60.9	+30.6
Housing Units	1,365	1,577	1,922	+40.8	+21.9

Notes: [1]The population estimates assume 100 2-bedroom units and 200 3- bedroom units for Atlanticville. The student generation included in the table is based on the breakdown per the generation rates determined by EQUFSD. Per information provided by the Atlanticville project, if the project allocated 40 percent of the residential development to senior housing, student generation would be 90 students and with 25 percent of the development allocated to senior housing, 115 students would be generated from the development (compared to 174 students as per student generation estimates provided by EQUFSD.

*The range is based on 3- to 4-bedroom households.

**Student generation was assumed to be 0.58 students per household based on student registration data provided by EQUFSD.

Sources: US Census 2000; Town of Southampton Town Code, March 2006; EQUFSD, January 2008

Community Facilities and Services

This Proposed Projects Alternative would significantly increase demands on local community facilities and services. While it would also provide land for expanding facilities to provide these services, there would also be the associated development and operating costs of those facilities.

As part of the Atlanticville project, approximately 20 acres would be dedicated to EQUFSD. However, as currently proposed, the local school district would be responsible for the construction of the school and operating costs. In addition, the dedicated land would be located north of the LIRR track, which poses an access constraint on the school and 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. It is recognized that available land for a school in a preferred and accessible location is limited in the study area; however, the added projected enrollment demands under this alternative potentially warrant a new elementary school. In contrast, the Recommended Plan seeks to minimize increases in school-age children while providing a greater range of land uses that could contribute to the local tax base, thus minimizing the fiscal impact.

Assuming approximately 60 percent (194 students) of the new students attend East Quogue Elementary School, this alternative would result in the school operating at 126 percent capacity (142 more students than the school capacity). This is an increase of 39 percent over the No Action condition and 21 percent over the Recommended Plan.

In addition, this alternative, unlike the Recommended Plan, does not recognize the need to allocate additional land to the East Quogue Fire District for the development of a new substation. However, the size and location of the proposed projects would place an increased burden on the fire district due to access 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 district with the mixed-use development and approximately 557 units under this alternative beyond the No Action Condition (some in a higher density development). This would be a significant impact of the Proposed Projects Alternative, assuming the proposed development density and senior housing in the Atlanticville project, which would also place significant demands on the local emergency services that would need to be mitigated

Economic and Fiscal Considerations

The residential component of the Proposed Projects Alternative would contribute an estimated $5.84 million to the Town's tax base with about $4.49 million distributed to the school district. The demands on the school district under this alternative would amount to be an estimated $5.79 million, and thus the overall affect on the district would be an estimated deficit of $1.3 million in terms of overall fiscal effect[1]. This assumption does not include the costs associated with building and operating a new public school. Such costs would be substantial and would add significantly to the local school district costs and net fiscal deficit under this alternative. (It is recognized that 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.) Under this alternative, expanded retail uses could also adversely impact Main Street business in the hamlet proper to the west, if these uses were similar to those currently along Main Street and competed for the same market base. This impact could be avoided by providing a greater mix of neighborhood goods and services that drew from a different or more expanded market base that did not compete with Main Street businesses. With the golf course proposed under this

[1] Based on the Atlanticville assumption of 90 students generated with that project, the overall affect on the school district from the Proposed Projects Alternative would be a deficit of $846,000. Based on 115 students from that project, the overall school district affect from this alternative would be a deficit of $1.3 million. This information was calculated based on tax data provided by the Atlanticville project.

alternative, an estimated additional $444,000 would be allocated to the school district, reducing the deficit to $856,000. In contrast, the Recommended Plan would result in no significant added demands on the local school district.

Open Space and Recreation

Under this alternative, open space and recreational use would be about 20 percent less than that under the Recommended Plan although it would increase open space and recreation by approximately 49 over the No Action condition. Under this alternative, lands would be preserved as part of development projects north of the LIRR track. However, the amount of land to be preserved would not compare 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, the remaining vacant land along the eastern coastline of Weesuck Creek would not be preserved, thus fragmenting the large preserved lands to the north and south of this parcel.

Similar to the Recommended Plan, this Proposed Projects Alternative would designate recreation uses within the study area by providing a private golf course and public trails, both north of the LIRR track. However, based on the presented designs for the Links project, the golf course would require clearing and development up to the Pine Barrens Core Preservation Area and would not provide a buffer between this recreational land use and the environmentally sensitive core. It would also not maximize the use of previously disturbed lands as is provided on the Hills property as is proposed under the Recommended Plan.

Natural Resources

Because most of the proposals under this alternative are cluster developments, natural resources would be preserved. However, the golf course design would impact the natural resources due to development of both golf and residential uses across most of the Links property and the extensive clearing of natural areas. There would also be an impact to the coastal forested lands north of Pine Neck Preserve along Weesuck Creek with clearing of coastal forest. These cleared areas would represent a significant increase in cleared areas under this alternative as compared with the Recommended Plan.

Physical Features and Water Resources

This alternative is not expected to result in significant soil impacts. Where steep slopes are present, residential development as well as the proposed golf course could impact topography and geologic conditions in the study area. The presence of steep slopes would require a detailed design review by both the Planning Board and Pine Barrens Commission in those areas north of the LIRR track.

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 with clearing limitations and substantial setbacks; however, in the absence of such limitations and controls on pesticide and fertilizer applications, impacts to these resources could be significant. With this alternative, it is recognized that the Town should establish more stringent setback criteria and require larger buffer areas around wetlands to prevent further degradation of wetlands and water quality within and adjacent to Weesuck Creek. In addition, given the density of development, this alternative also requires a sewage treatment system that would discharge to groundwater (see the discussion below).

Utilities

Water demand for the new housing units under this alternative would be about 204,000 gpd with the Atlanticville project accounting for approximately 60 percent of the anticipated consumption. As compared to the No Action condition and Recommended Plan, this alternative would increase water demand by about 158,000 and 54,000 gpd, respectively. This alternative would require the addition of new Suffolk County Water Authority wells and land would have to be allocated for such use. The Recommended Plan identifies a location for such a well field; however, the proposed projects did not identify such a location.

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

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

Most of the subdivisions associated with the Proposed Projects Alternative would be located north of the LIRR track and therefore the scenic quality of this area would not considerably change since it is in the interior of the study area and, coupled with setback standards, would not be highly visible from existing streets and open spaces. However, the residential and commercial development south of the LIRR track, in particular the higher density development along Montauk Highway, would significantly change the character of the hamlet as well as the viewsheds along Old County Road, Weesuck Creek, and Montauk Highway, at the easterly entrance to the hamlet. 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, including both archaeological resources and historic buildings.

Traffic and Transportation/Parking Facilities

Project Modal Split and Trip Generation

Table 3-10 presents the trip generation rates used to compute the vehicle trips generated by the Proposed Projects Alternative (e.g., 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., also previously calculated the number of trips generated by the Atlanticville project and those trip generation numbers were reviewed and are provided in Table 3-10.

Based on the above, as shown in Table 3-10, it is estimated that the Proposed Projects Alternative 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). The

Atlanticville project accounts for more than 50 percent of the total trips (262 AM peak hour trips and 524 PM peak hour trips). In comparison, the Recommended Plan would generate about 302 vehicle trips in the AM peak hour and 466 vehicle trips in the PM peak hour, or about 41 percent less in the AM and 45 less in the PM peak hours.

Table 3-10
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**

Source: [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 study area and the Hampton Bays commercial center is to the east. The project-generated vehicle assignment is based on the trip distribution discussed above. Figures 3-8 and 3-9 show the vehicle trips distributed throughout the study area under this alternative for the AM and PM peak hours, respectively.

Traffic Volumes

The traffic volumes under this alternative were added to the No Action condition traffic volumes to project the 2015 traffic conditions under this Proposed Projects Alternative. Figures 3-10 and 3-11 show the 2015 traffic volumes with this alternative for the AM and PM peak hours, respectively. Table 3-11 presents a comparison of the No Action condition and 2015 Proposed Projects Alternatives conditions for the study area intersections.

Under the 2015 condition (with this alternative) there would be the following significant changes 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).

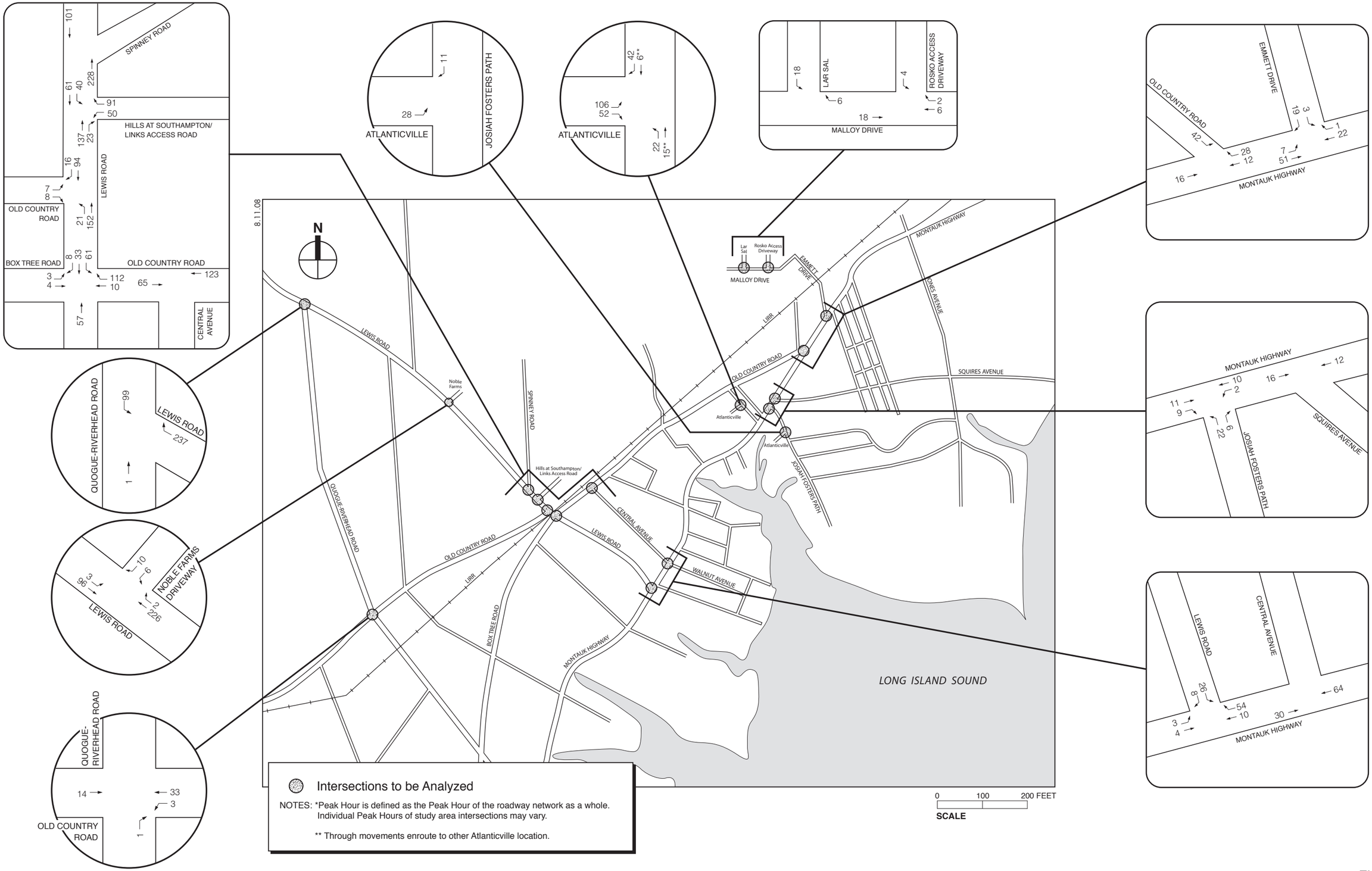


Figure 3-8

Proposed Projects Alternative Traffic Volumes
AM Summer Peak Hour (8:00-9:00AM)*

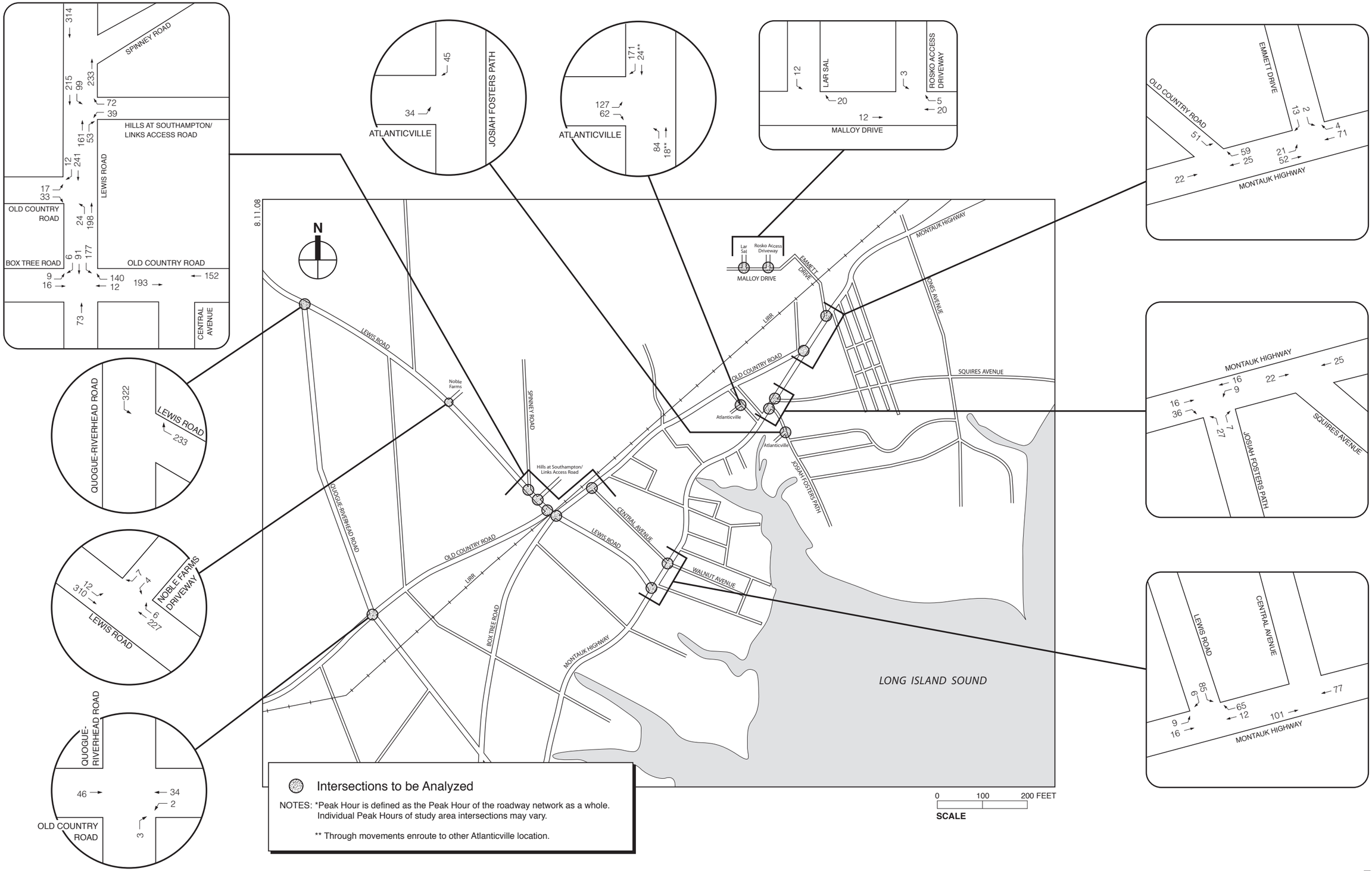


Figure 3-9

Proposed Projects Alternative Traffic Volumes
PM Summer Peak Hour (4:30-5:30 PM)*

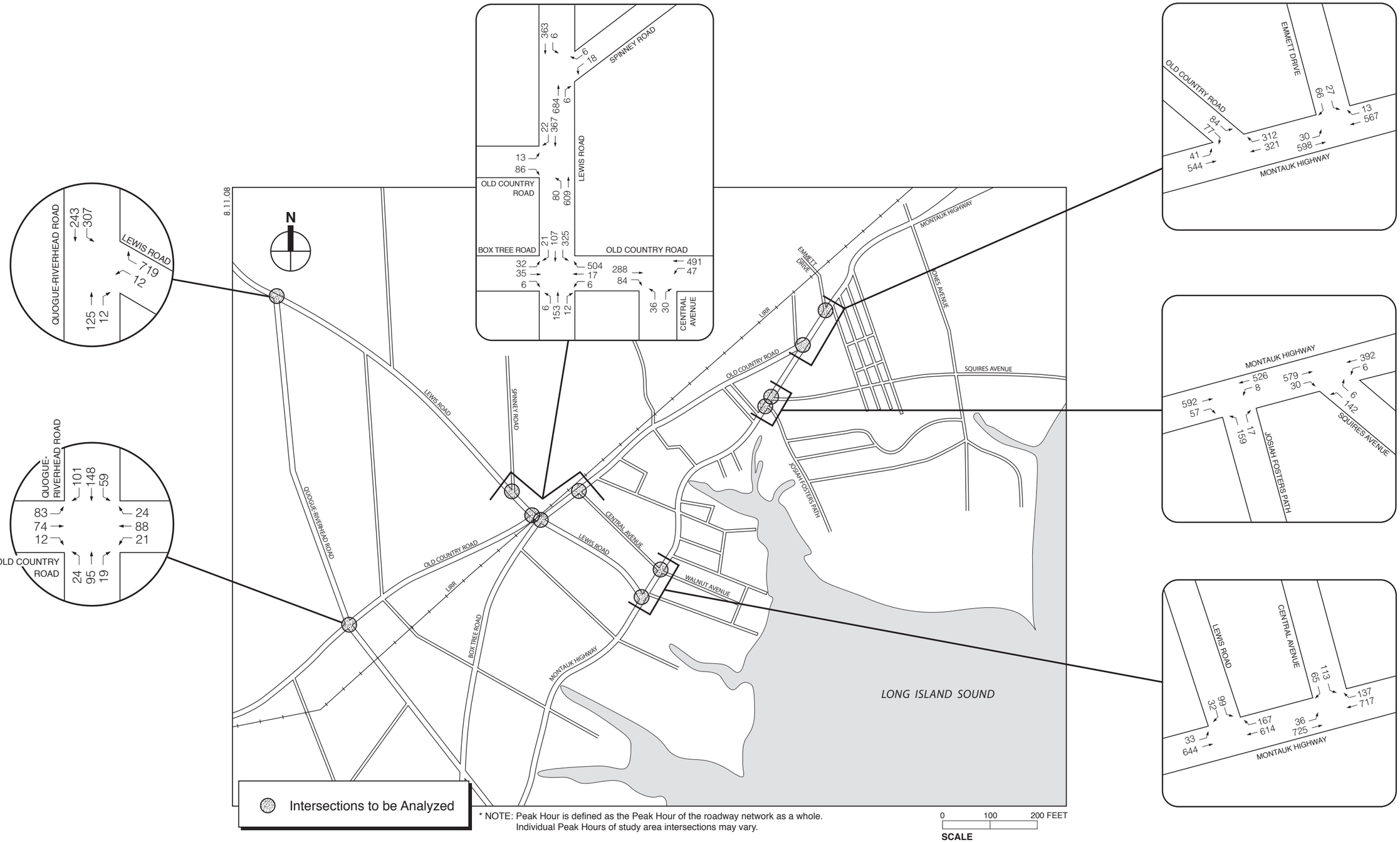


Figure 3-10

2015 Build Traffic Volumes
with Proposed Projects Alternative
AM Summer Peak Hour (8:00-9:00 AM)*

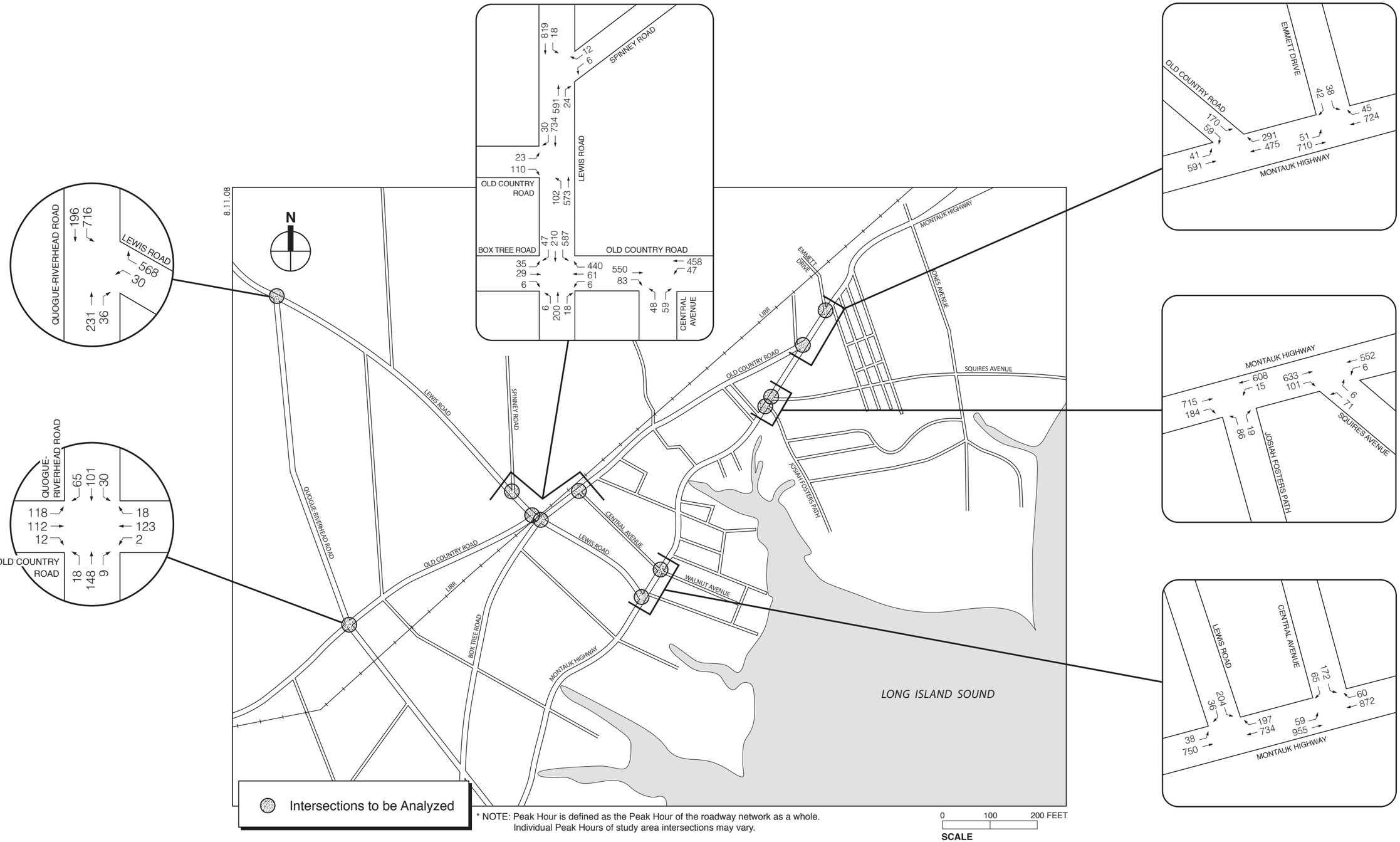


Figure 3-11

2015 Build Traffic Volumes
with Proposed Projects Alternative
PM Summer Peak Hour (4:30-5:30 PM)*

Table 3-11

LOS Analysis Results: 2015 No Action and 2015 Proposed Projects Alternative 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	E
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

Shaded rows denote a change in LOS to LOS E or F.

As a result of these impacts, under this alternative, it is recommended that signalization studies would need to be completed as part of the development proposals at a number of locations, including:

- Quogue-Riverhead Road and Old Country Road;
- Lewis Road and Old Country Road;
- Lewis Road and Box Tree Road/Old Country Road;
- Montauk Highway and Lewis Road;
- Montauk Highway and Josiah Fosters Path;
- Montauk Highway and Squires Avenue;
- Montauk Highway and Old Country Road; and
- Montauk Highway and Emmett Drive.

Given the changes in the LOS, in addition to potentially signalizing these locations, additional physical and geometric improvements (e.g., lane widening, striping) may also be necessary. It is noted that the signalization studies would determine whether traffic signals are warranted at any of the above intersections.

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

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 and the proposed Malloy Drive extension, which would connect Emmet Drive on the east with Lewis Road on the west. This would reduce the number of potential conflict points along the roadways described above by distributing traffic throughout the network and avoiding the use of Old Country Road and Montauk Highway for east-west vehicle trips. However, a detailed examination of the feasibility of the construction of such a roadway is necessary as part of this alternative and must take into account the engineering and environmental issues, as well as the projected traffic volumes through existing developments and at the proposed new intersections (e.g., Lewis Road). As presented in the Proposed Projects Alternative, the proposed east-west connection would be provided on the west by reusing an

abandoned driveway connection from the Hills property to Lewis Road. While this would reuse an existing driveway connection, the future road connection would carry significantly greater traffic than the abandoned driveway, and would allocate traffic to Lewis Road at a location that includes other nearby intersections (e.g., Box Tree Road and Old Country Road, which is off-set at this location) as well as the presence of the LIRR track. Thus, these intersections based on their current configurations are likely to require physical and operational improvements in order to maximize their capacity to handle new traffic. In comparison, the Recommended Plan generates less traffic at this location, provides guidelines for designs, and suggests that additional alternative access points to Lewis Road also be considered (see also Chapter 2, "Recommended Plan and Impact Analysis").

Parking Conditions

It is assumed that given the amount of land available at each site, on-site parking would be provided for each of the development sites. These parking facilities would need to be designed according to Town code, and no impacts are expected. However, given the limited site area and proposed development program for the Atlanticville project between Montauk Highway and Old Country Road, it is assumed that at-grade parking with development above would be necessary in order to achieve off-street parking standards. In addition, a parking area would need to be provided for the proposed train station. This parking, including associated facilities, would need to be designed in coordination with the LIRR. The Recommended Plan also includes a parking study to identify parking needs along the Main Street proper to the west, that parking analysis is not provided with this alternative

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 could connect with walking trails and external sidewalks at some point in the future. One area of potential pedestrian conflict under both the Proposed Projects Alternative and the Recommended Plan is the proposed connection of roads to the north of the LIRR track. As a result of the convergence of these features, and the potential traffic impacts at this location, access design at this location under both this alternative and the Recommended Plan would need to consider both traffic circulation as well as pedestrian and safety conditions at this location.

Public Transit

Under this alternative, it is assumed that at some point in the future, a transit station may be developed as part of the Atlanticville project. Such a station would require substantial coordination with the LIRR as well as a separate siting study that would examine the potential traffic and noise impacts typically associated with train station locations. However, providing such a service as this location would provide an alternative mode of travel for the area that is currently not available. This would include the opportunity for walk trips to the train station and use of rail service, which is currently not directly available to local residents. This has the potential to reduce vehicular trips that are anticipated under this alternative, but not until such time as the train station is completed and operational. In addition, the individual traffic impacts of such a train station could be significant and would need to be considered.

Traffic Improvement Measures

Under this alternative, several traffic improvement measures would need to be examined in greater detail and potentially implemented to avoid significant traffic impacts. 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 where these various improvement measures are recommended are shown in Table 3-12.

As shown in Table 3-12, of the 12 study area intersections, the following 10 intersections have been identified as needing additional study and consideration of traffic improvement measures, including:

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

Table 3-12
Potential Intersection Improvement Measures for the Proposed Projects Alternative

Signalized Intersection	
	Potential Improvement Measures
Montauk Highway and Central Avenue	-Signal Retiming -Removal of on-street parking -Bus stop relocation
Unsignalized Intersections	
	Potential Improvement Measures
Quogue-Riverhead Road and 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 and Lewis Road	Signalization (Signal Warrant Study recommended)
Lewis Road and Spinney Road	No improvements necessary
Lewis Road and Old Country Road	Signalization (Signal Warrant Study recommended)
Lewis Road and 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 and Central Avenue	No improvements necessary
Montauk Highway and Lewis Road	Signalization (Signal Warrant Study recommended)
Montauk Highway and Josiah Fosters Path*	Signalization (Signal Warrant Study recommended)
Montauk Highway and Squires Avenue*	Signalization (Signal Warrant Study recommended)
Montauk Highway and Old Country Road	Signalization (Signal Warrant Study recommended)
Montauk Highway and Emmett Drive	Signalization (Signal Warrant Study recommended)

Note: *Although these intersections would not experience a notable decline in LOS under this alternative, 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.

It is important to note that although the intersections of Montauk Highway and Josiah Fosters Path, and Montauk Highway and Squires Avenue would not experience a notable change in LOS under this alternative, the LOS under the No Action condition at these locations indicates that these intersections would also benefit from improvement measures.

For the intersections where the installation of a traffic signal is recommended as a potential improvement measure, detailed signal warrant and engineering studies would need to be performed as a first step. In general, detailed engineering studies would identify the appropriateness and effectiveness of the measures identified in Table 3-12. It is not the purpose of this study to recommend that all these measures be implemented, but these measures could be considered in conjunction with the other mitigation measures. In addition, NYSDOT and Suffolk County work permits would be required for any geometric changes, should these measures be proposed for implementation.

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. Expanded bus service and 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. These improvement measures would benefit all alternatives as well as the Recommended Plan.

Air and Noise

Even with the projected increase in traffic described above, it is not expected that this alternative would have a significant adverse impact on air quality conditions in the study area. It is possible that the added traffic, however, could result in noise impacts at locations along Montauk Highway and/or Lewis Road due to the significant increases in traffic volumes.

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 expected that this alternative could result in temporary construction impacts, since construction would be more intensive, particularly along Montauk Highway. This could include temporary noise, air, and traffic impacts associated with a more intensive development program on neighboring residential uses. This more intensive development program would both increase the level of activity during construction as well as the duration. There would also be the construction impacts associated with the construction of a new train station and a sewage treatment plant. This level of development and the associated construction impacts would not occur under the Recommended Plan. Like the Recommended Plan, it is expected that certain construction impact avoidance techniques (such as erosion and sediment control practices) would need to be employed to minimize the adverse effects of construction, as well as traffic management measures during construction.

UPZONING 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 entirely rezoned to CR200 (5-acre lots) as well as property currently operating as Densieski Farm, which is located along Lewis Road. Under this alternative, the Densieski property that is currently zoned LI200 would be rezoned to CR200. Similar to the Zoning Build-Out Alternative, this alterative considers residential development of Densieski Farm (which would be upzoned) as well as other unpreserved agricultural lands. The remaining lands within the East Quogue study area would maintain their current zoning district and would be developed as such, including the property that is part of Atlanticville, south of the LIRR track. Figures 3-12a and 3-12b present future land use and zoning, respectively, for the East Quogue study area based on this alternative.

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

The Upzoning 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 637 acres of land currently in the CR80, CR120, and LI200 zones to CR200 would reduce the permitted lot clearing by about 50 percent (i.e., an additional 32 acres over the Zoning Build-Out Alternative would be left in their natural condition and not removed for residential purposes). However, while this alternative would reduce lot coverage and units (see discussion below), it would not provide the mix of land uses identified in the Recommended Plan.

Population and Housing

Under this alternative, by upzoning the properties north of the LIRR track, this alternative would result in about 329 new housing units to the study area over the No Action condition, an increase of about 24 percent (see Table 3-13). In comparison to the Recommended Plan, this alternative would add 117 additional housing units (an increase of 7 percent). This alternative would have more units than the Recommended Plan because it would not provide the mix of uses. Under this alternative, the added residential units would also increase population over the No Action condition (ranging from 971 to 1,207 based on 3 and 4 bedroom units) and would have a greater population than the Recommended Plan (ranging from 346 to 429 based on 3 and 4 bedroom units). In addition, student generation would also increase by 191 and 68 students over the No Action condition and Recommended Plan, respectively.

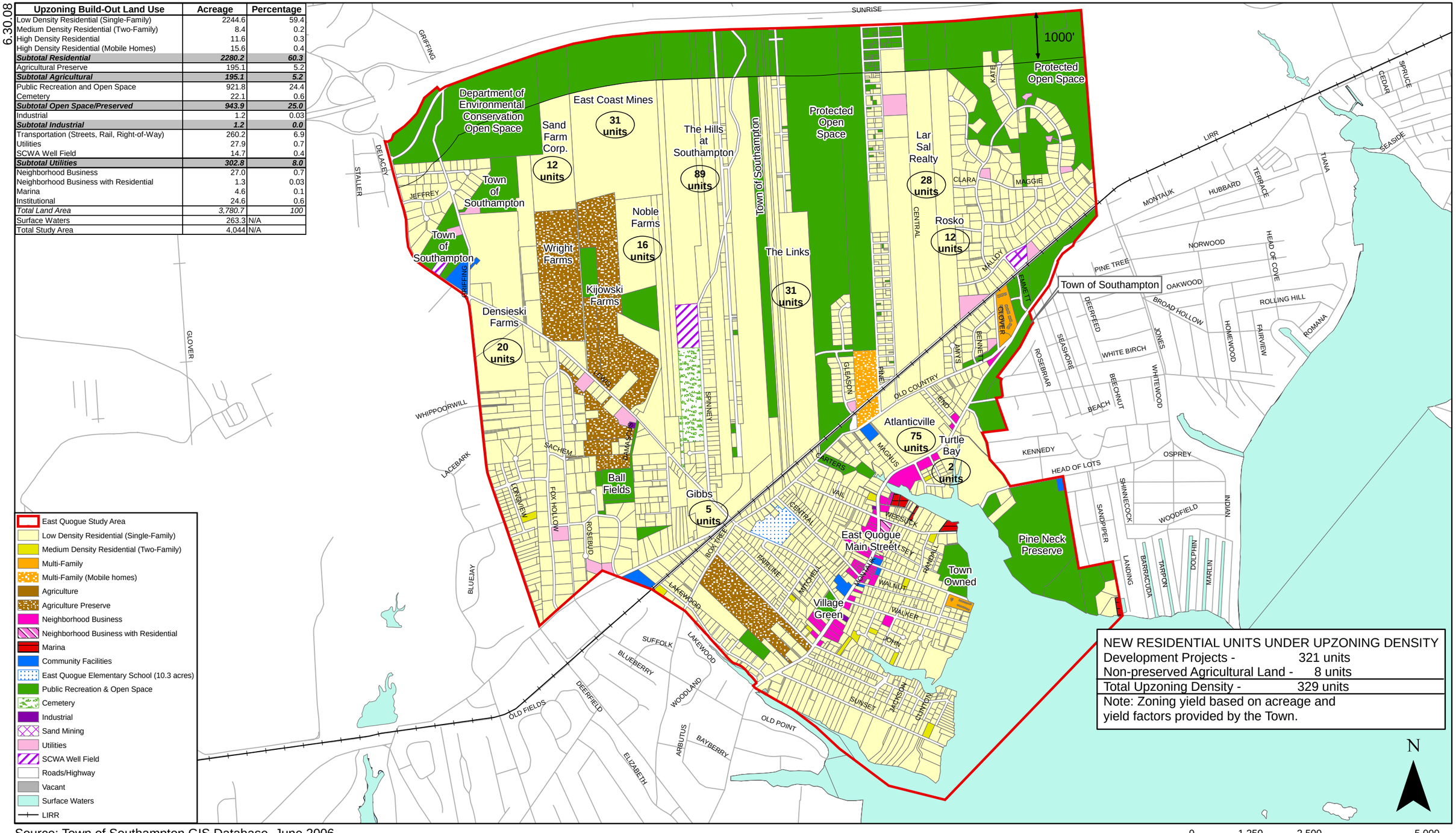
Community Facilities and Services

The Upzoning Alternative would increase the demand on community facilities and services, but would not dedicate land to such uses. Unlike the Recommended Plan, this alternative does not recognize the need to provide land to the East Quogue Fire District for the construction of a new fire substation that would serve the new development occurring north of the LIRR track.

This alternative would also increase the demands on EQUFSD and WHBUFSD with 191 students over the No Action condition (with 115 students or 60 percent attending East Quogue

6.30.08

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



Source: Town of Southampton GIS Database, June 2006

Upzoning Density Alternative Land Use
Figure 3-12a

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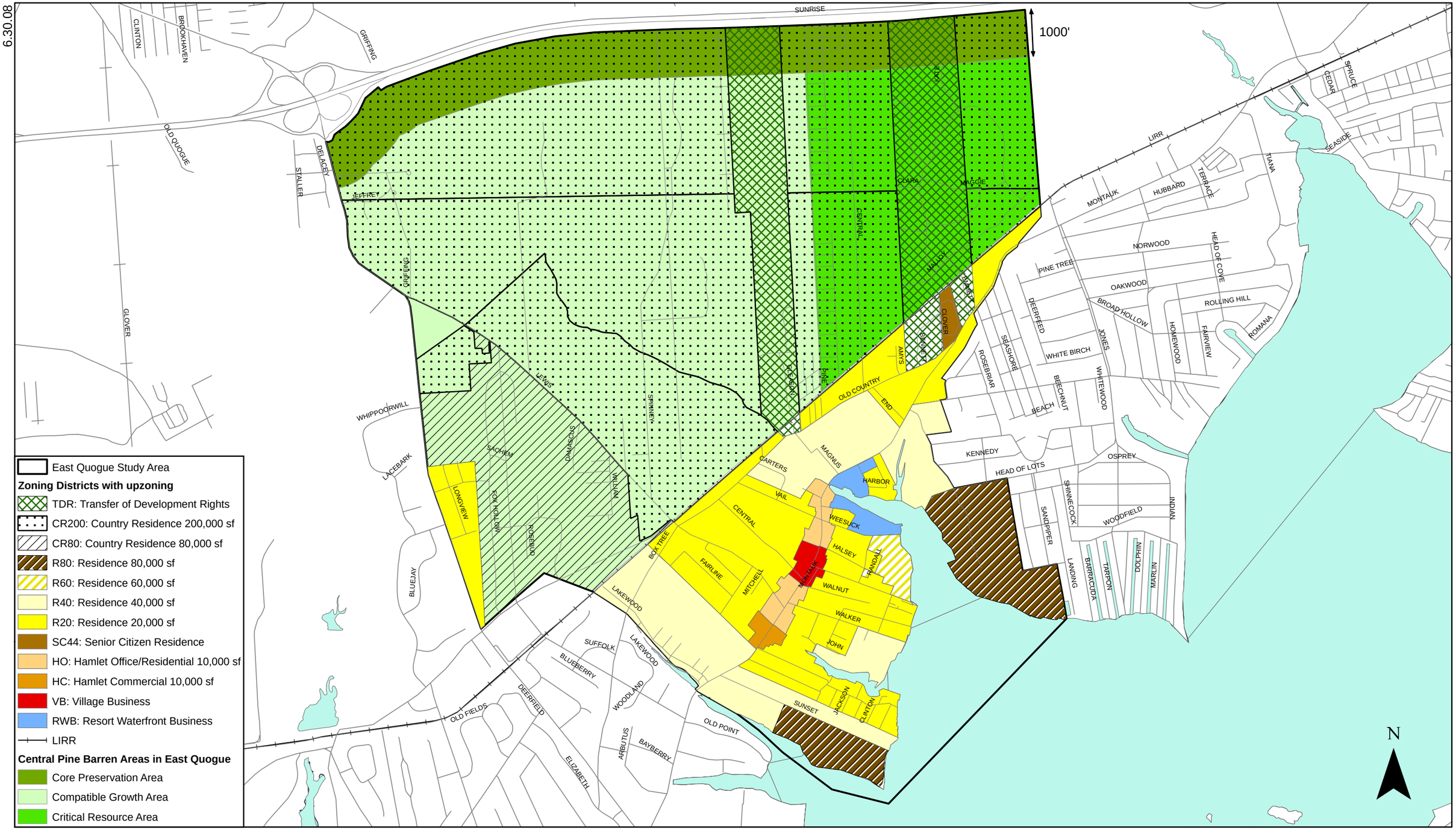

Source: Town of Southampton GIS Database, June 2006

Upzoning Density Alternative Zoning
Figure 3-12b

Elementary School, based on the assumed conservative estimate) and 68 students more than the Recommended Plan. This would result in the East Quogue Elementary School operating at 111 percent capacity as compared to 91 percent with the No Action condition and 104 percent with the Recommended Plan.

Table 3-13
Population and Housing Changes: No Action Condition, Recommended Plan, Existing Zoning Build-Out, and Upzoning Alternative

	No Action	Recommended Plan	Existing Zoning Build-Out	Upzoning Alternative Build-Out	Percent Change From No Action	Percent Change From Recommended Plan	Percent Change from Existing Zoning Build-Out
Residents	2,566-2,667*	3,191-3,445*	3,743-4,131*	3,537-3,874*	+37.8-45.3	+10.8-12.5	-5.5 – -6.2
School-age Children	530**	653**	761**	721**	+36.0	+10.4	-5.3
Housing Units	1,365	1,577	1,764	1,694	+24.1	+7.4	-4.0

Notes: *The range is based on 3- to 4-bedroom households.
**Student generation was assumed to be 0.58 students per household based on student registration data provided by EQUFSD.
Sources: US Census 2000; Town of Southampton Town Code, March 2006; EQUFSD, January 2008

Economic and Fiscal Considerations

The Upzoning Alternative would generate an estimated $3.45 million in local taxes with $2.65 million for the school district. Nonetheless, this alternative would still have a projected net deficit impact on the local school district of about $765,000 due to the added student enrollment. As compared to the No Action condition, this alternative would increase the deficit to the school by about $440,000. The Recommended Plan would not have such an impact on the school district due to the mix of uses proposed with the plan, and thus the related increase in ratables, as proposed with the Recommended Plan, would not be available in this alternative to off-set 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 and recreational uses that are associated with the Recommended Plan. However, increased clearing restrictions within the CR200 zone would serve to reduce the amount of natural land cleared for impervious surfaces and landscaped surfaces. However, unlike the Recommended Plan, no new active recreational uses (e.g., golf, trails) would be provided to the East Quogue community with this alternative.

Natural Resources

The residential developments under this alternative would need to meet the clearing restrictions of the Town and Pine Barrens Commission. The Recommended Plan avoids these impacts through the reuse of previously cleared areas, cluster developments, and restoration of habitats.

Physical Features and Water Resources

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 under this alternative due to increased runoff from new residential development and the residential development of the eastern shoreline of Weesuck Creek. The Recommended Plan provides for protection of water resources through the preservation of the Josiah Fosters Path parcels. Otherwise, surface and groundwater resource impacts would be similar to the Recommended Plan due to increased clearing limitations, but in the absence of restrictions on pesticide and fertilizer applications (other than clearing limitations), impacts to these resources could occur. The Recommended Plan would avoid this impact on groundwater and surface water resources through not only clearing restrictions, but also turf management and groundwater/surface water protections and groundwater monitoring that are all recommended as part of the plan. With this alternative, it is recognized that the Town should also establish more stringent setback criteria and require larger buffer areas around wetlands to prevent further degradation of wetlands and water quality within and adjacent to Weesuck Creek.

Utilities

Under this alternative, water demand for the new housing units would be about 109,000 gpd. This alternative would increase water demand by about 63,000 gpd over the No Action condition; demand would be about 41,000 gpd less than what is expected with the Recommended Plan. Nonetheless, like the Recommended Plan, the addition of 329 housing units is expected to require the addition of new Suffolk County Water Authority wells and land would have to be allocated for such use. However, unlike the Recommended Plan, no location for such a well field is identified under 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 and demands would not be significantly different from the Recommended Plan.

Because the area is not served by sewer, like the Recommended Plan, local septic systems would need to provide the sanitary wastewater disposal under this alternative. 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. However, neither this alternative nor the Recommended Plan is expected to have significant adverse impacts with respect to sanity wastewater treatment.

Scenic Resources

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 from public streets and open spaces. However, the viewsheds along Lewis Road, Old Country Road, Montauk Highway, and from Weesuck Creek would significantly change and alter the historic character of the hamlet view corridor along Lewis Road. Agricultural uses at the gateway to the community could also be lost because those uses would be developed with 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. In contrast, the Recommended Plan protects these view corridors as well as the views along Montauk Highway and the hamlet "Main Street".

Cultural Resources

Because the majority of cultural resources within the study area is present along Montauk Highway and is 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. As a result, neither this alternative nor the Recommended Plan is expected to result in impacts on historic or archaeological resources.

Traffic and Transportation/Parking Facilities

The Upzoning Alternative would add about 253 AM peak hour trips and 336 PM peak hour trips to the study area traffic network, as compared to 302 and 466 trips in those peak hours under the Recommended Plan with 16 percent more trips in the AM peak hour and 28 percent more trips in the PM peak hour. However, mitigation proposed for the Recommended Plan may also apply to this alternative 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, like conditions under the Recommended Plan, it is not expected that this alternative would have a significant adverse impact on air quality or noise conditions.

Solid Waste Management

Because solid waste management for residential uses would be handled by private carters or is self hauled to local transfer stations, neither the Upzoning Alternative nor the Recommended Plan would impact solid waste management services within the Town.

Construction Impacts

Similar to the Recommended Plan, it is not expected that this alternative would result in significant construction impacts. These impacts would be temporary in nature and it is expected that certain construction protection techniques (such as erosion and sediment control practices) would be employed to minimize the adverse effects of construction on natural resources, water quality, and traffic.

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 Pine Barrens Core Preservation Area. Under this alternative, Rosko Farms, Noble Farms, and the Hills at Southampton, as currently proposed, would meet the cluster provision under current zoning. In addition, under this alternative, lands south of the LIRR track would be clustered away from the coastline, including the Josiah Fosters Path parcels. 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

The only difference between this alternative and Zoning Build-Out Alternative is the amount of land that would be developed with residential units. With this alternative, similar to the Recommended Plan, cluster developments are proposed north of the LIRR track where lands would be clustered south and away from the Pine Barrens Core Preservation Area. It is not expected that this alternative would significantly increase preserved lands over the Recommended Plan due to the similar cluster development proposed under the plan. However, under this alternative, approximately 770 additional acres would be preserved over the Zoning Build-Out Alternative due to clustering.

With this alternative, impacts to natural resources and agricultural lands would be reduced. Since the residential density would remain the same, the population and housing increases would equal that shown in Table 3-6 for the Zoning Build-Out Alternative and impacts associated with population and housing (e.g., schools, traffic) would be similar as would the comparison of impacts to the Recommended Plan (see pages 3-9 through 3-16).

CLUSTER DEVELOPMENT WITH UPZONING ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative merges the Upzoning Alternative (described above), which proposes upzoning lands north of the LIRR track to CR200, with the cluster development of large lots on 1-acre parcels. Similar to the cluster development described above, this alternative would cluster all residential development away from the 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 described above, this alternative would also cluster proposed residential units on lands upzoned north of the LIRR track away from the Pine Barrens Core Preservation Area which would limit clearing and the area dedicated to residential development. However, with the upzoning, this alternative also preserves about 859 additional acres of natural lands and agricultural lands over the Upzoning Alternative and about 89 additional acres more than the Cluster Development Alternative without upzoning (described above). With this alternative, similar to the Recommended Plan, cluster developments and upzoning is proposed north of the LIRR track where lands would be clustered south and away from the Pine Barrens Core Preservation Area and lands would be upzoned to CR200. This upzoning, unlike the Recommended Plan includes the Densieski Farm property. It is not expected that this alternative would significantly increase preserved lands over the Recommended Plan due to the similar cluster development and upzoning proposed under the plan. This Cluster Development with Upzoning Alternative would also result in population and housing changes that are equivalent to the changes presented for the Upzoning Alternative (see Table 3-13). As compared to the Recommended Plan, this alternative would add 117 more residential units and 68 additional students.

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 mix for the study area as the Recommended Plan. However, the type 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 presentation of this alternative is appropriate with the enactment of the Long Island Workforce Housing Act expected to take effect on January 1, 2009 (and recently signed into law by the Governor). Under this law, local government-approved housing for five or more residential units or mixed-use developments of five or more residential units made after this date will be eligible for a density bonus or another incentive pursuant to a written agreement between the applicant and the local government. In return for a density bonus, the local government shall require a developer to allocate 10 percent of the development to affordable workforce housing; provide the same number of units on another site within the same local government; or make a payment of a fee equal to two times the median income for a family of four under the Nassau-Suffolk Primary Metropolitan Area as defined by the Federal Department of Housing and Urban Development, for each additional unit which would have resulted from the density bonus.

This Workforce-Senior Housing Alternative assumes the same residential build out based on the Recommended Plan and therefore would contribute the same population and housing as the plan.[1] However, this alternative assumes 10 percent of the future housing stock to workforce housing and senior housing (the Recommended Plan limits affordable housing to about 6 units). 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, assuming that senior housing is developed for 10 percent of the units. Workforce housing would have the same student generation as the Recommended Plan. With senior housing, this reduction in students would alter the fiscal impacts from a surplus of approximately $40,000 with the Recommended Plan to a surplus of $46,000 under this alternative. However, while the senior housing would not be expected to generate students, the addition of senior housing would be expected to increase demands 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 is preserved and the remaining vacant and underutilized lands within the study area are developed under current zoning regulations.

[1] While this alternative assumes the same number of total units as under the Recommended Plan, based on the legislation, the provisions of the legislation would allow for a density bonus that would be used to support the development of affordable housing.

ENVIRONMENTAL IMPACT ANALYSIS

This Preservation of Agricultural Land Alternative would ensure the preservation of all unprotected agricultural land within the study area, which totals 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 preservation of all study area agricultural land would secure the rural history of the hamlet and maintain the scenic gateway to the study area along Lewis Road. Under this alternative, the Town would need to use the Community Preservation Fund or other means to acquire these lands including Suffolk County through farmland preservation funds and New York State through the Central Pine Barrens funds. Preservation of this amount of agricultural land under this alternative would be similar to the objectives and conditions under the Recommended Plan with respect to agricultural land preservation. Build out of the other lands would be similar to the Zoning Build-Out Alternative.

HAMLET TRANSFER OF DEVELOPMENT RIGHTS ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This Hamlet Transfer of Development Rights (TDR) Alternative assumes the Atlanticville project as currently proposed, but also assumes that all the development rights for the lands north of the LIRR track are transferred to this project. This alternative therefore includes the transfer of residential development rights under current zoning 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 residential units. These units added to the yield allowed for the Atlanticville property would allow a total of about 360 units under current zoning. It is also assumed that the Densieski Farm and other unprotected agricultural land would be preserved while Turtle Bay would be commercially developed.

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

The Hamlet TDR Alternative would decrease the build-out of 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. However, the alternative, as shown in Table 3-14 and Figure 3-13, would also increase preserved open space and recreation uses by approximately 16 percent over the Recommended Plan (an additional 239 acres) and 118 percent over the No Action condition, effectively more than doubling the inventory of open space by adding nearly 1,000 acres. It would also increase and concentrate the flow of sanitary wastewater, which would result in the need for a local sewage treatment plant at the location of the proposed residential development. This alternative would also affect local traffic by channeling traffic along Main Street (Montauk Highway) and significantly impacting nearby intersections. Proposed is also a train station as a facility for an alternative mode of travel; however, this would require coordination and agreements with the LIRR prior to project implementation. While this alternative would also place demands on the local schools, there

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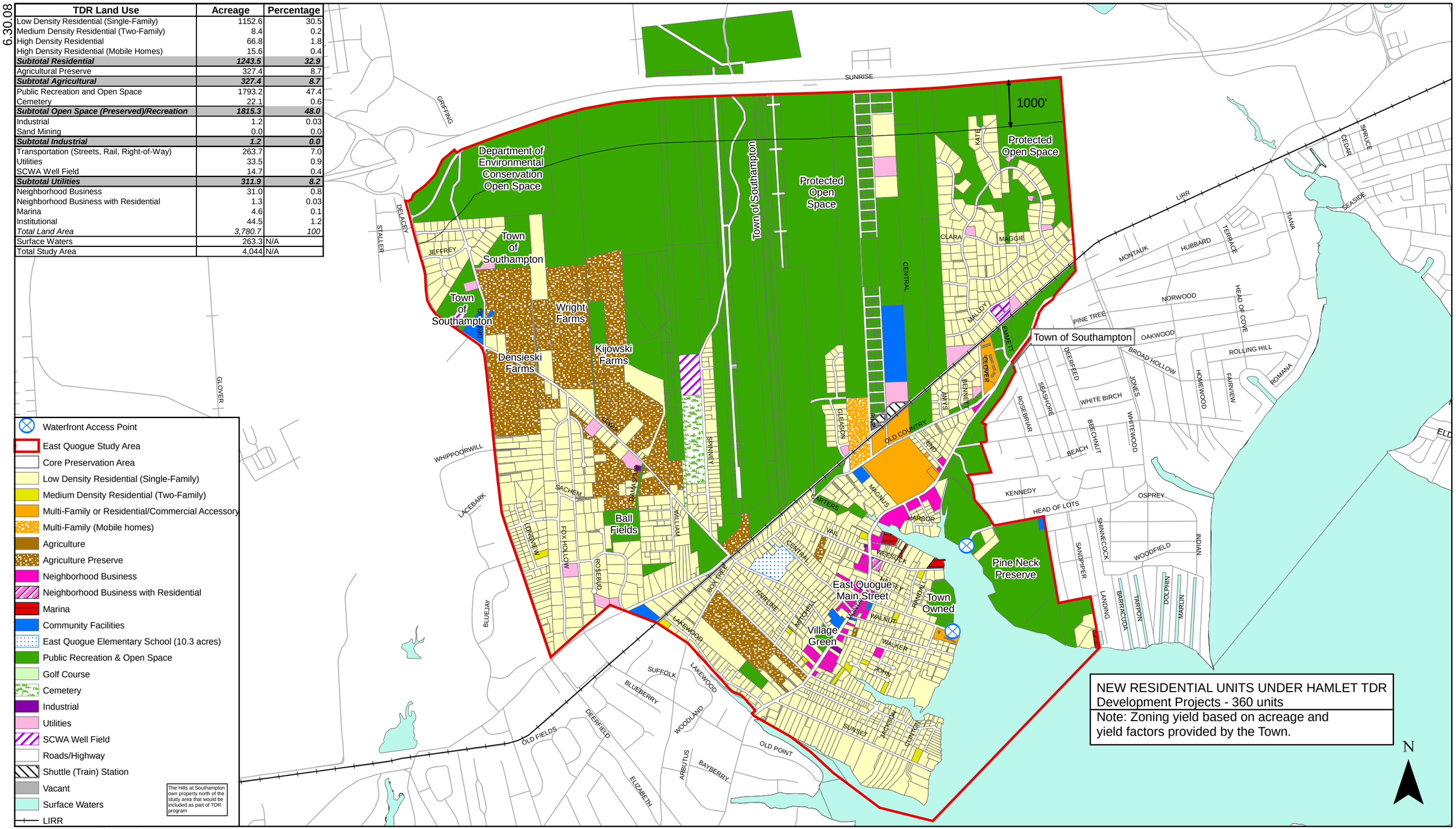
TDR Land Use	Acreage	Percentage
Low Density Residential (Single-Family)	1152.6	30.5
Medium Density Residential (Two-Family)	8.4	0.2
High Density Residential	66.8	1.8
High Density Residential (Mobile Homes)	15.6	0.4
Subtotal Residential	***1243.5***	***32.9***
Agricultural Preserve	327.4	8.7
Subtotal Agricultural	***327.4***	***8.7***
Public Recreation and Open Space	1793.2	47.4
Cemetery	22.1	0.6
Subtotal Open Space (Preserved)/Recreation	***1815.3***	***48.0***
Industrial	1.2	0.03
Sand Mining	0.0	0.0
Subtotal Industrial	***1.2***	***0.0***
Transportation (Streets, Rail, Right-of-Way)	263.7	7.0
Utilities	33.5	0.9
SCWA Well Field	14.7	0.4
Subtotal Utilities	***311.9***	***8.2***
Neighborhood Business	31.0	0.8
Neighborhood Business with Residential	1.3	0.03
Marina	4.6	0.1
Institutional	44.5	1.2
Total Land Area	*3,780.7*	*100*
Surface Waters	263.3	N/A
Total Study Area	4,044	N/A



Source: Town of Southampton GIS Database, June 2006

Hamlet Transfer of Development Rights Alternative Land Use
Figure 3-13

would also be the potential for the dedication of 20 acres as land for EQUSFD that could be used for siting a secondary elementary school.

Table 3-14
Land Use Changes: No Action Condition, Recommended Plan, and Hamlet Transfer of Development Rights Alternative

Land Use	No Action (acres)	Recommended Plan (acres)	Transfer of Development Rights (acres)	Percent Change from No Action	Percent Change from Recommended Plan
Low Density Residential (Single-Family)	1,265.4	1,480.79	1,181.0	-6.7	-20.2
Low Density Residential and Wooded (>20 acres)	32.4	--	--	-100	--
Medium Density Residential	8.4	8.4	8.4	--	--
High Density Residential	11.6	11.6	66.8	+475.9	+475.9
High Density Residential (Mobile Homes)	15.6	15.6	15.6	--	--
Subtotal Residential	***1,333.4***	***1,516.3***	***1,271.9***	***-4.6***	***-16.1***
Agricultural	132.3	--	--	-100	--
Agricultural Preservation	195.1	321.2	327.4	+67.8	+1.9
Subtotal Agricultural	***327.4***	***321.2***	***327.4***	***--***	***+1.9***
Golf Course	--	200	--	--	-100
Public Recreation and Open Space	798.2	1,122.0	1,764.8	+121.1	+57.3
Cemetery	22.1	22.1	22.1	--	--
Resort/Recreation	--	203.5		--	-100.0
Subtotal Preserved Open Space and Recreation	***820.3***	***1,547.6***	***1,786.9***	***+117.8***	***+15.5***
Industrial	1.2	1.2	1.2	--	--
Sand Mining	203.5	--	--	-100	--
Subtotal Industrial	***204.7***	***1.2***	***1.2***	***-99.4***	***--***
Transportation (Streets, Rail, Right-of-Way)	260.2	262.8	263.7	+1.3	+0.3
Utilities	27.9	27.9	33.5	+20.1	+20.1
SCWA Well Field	14.7	19.3	14.7	--	-23.8
Subtotal Utilities	***302.8***	***310.0***	***311.9***	***+3.0***	***+0.6***
Neighborhood Business	29.7	29	31.0	+4.4	+6.9
Neighborhood Office/Business with Residential (Second Story)	1.3	6.3	1.3	--	-79.4
Waterfront Business	--	2.7	--	--	-100.0
Marina	11.7	4.6	4.6	-60.7	--
Restaurant/Banquet Facility	--	15	--	--	-100.0
Community Facilities	24.6	26.6	44.5	+80.9	+67.3
Vacant	724.8	--	--	-100	--
Total Land Area	***3,780.7***	***3,780.7***	***3,780.7***	***--***	***--***
Surface Waters	263.3	263.3	263.3	--	--
Total Study Area	***4,044***	***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.

Population and Housing

This Hamlet TDR Alternative would increase the study area's housing stock by 9 percent or 148 units more than the Recommended Plan with 269 to 379 additional residents and 86 additional students over the Recommended Plan (see Table 3-15). This alternative would add 360 new housing units and 209 new students over the No Action condition with a related population increase of 1,004 to 1,047 residents. Similar to the Atlanticville portion of the Proposed Projects

Alternative, the student generation numbers could be reduced if a portion of that development is allocated to senior living.

Table 3-15
Population and Housing Changes: No Action Condition, Recommended Plan, and Hamlet Transfer of Development Rights Alternative

	No Action	Recommended Plan	Transfer of Development Rights[1]	Percent Change From No Action	Percent Change From Recommended Plan
Residents	2,566-2,667*	3,191-3,445*	3,570-3,714*	+39.1-39.3	+7.8-11.9*
School-age Children	530**	653**	739**	+39.4	+13.2
Housing Units	1,365	1,577	1,725	+26.4	+9.4

Notes: [1] The population estimates assume 100 2-bedroom units and 200 3- bedroom units for Atlanticville. The student generation included in the table is based on the breakdown per the generation rates determined by EQUFSD. Per information provided by the Atlanticville project, if the project allocated 40 percent of the residential development to senior housing, student generation would be 90 students and with 25 percent of the development allocated to senior housing, 115 students would be generated from the development (compared to 174 students as per student generation estimates provided by EQUFSD).

*The range is based on 3- to 4-bedroom households.

**Student generation was assumed to be 0.58 students per household based on student registration data provided by EQUFSD.

Sources: US Census 2000; Town of Southampton Town Code, March 2006; EQUFSD, 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 EQUFSD. However, the district would be responsible for the construction and operation of any new school, and the dedicated land would be located north of the LIRR track, which poses a significant constraint on access to the school.

Assuming approximately 60 percent (125 students) of the new students attend East Quogue Elementary School, this alternative would result in the school operating at 113 percent capacity. This is an increase of 25 percent over the No Action condition and 9 percent over the Recommended Plan.

This alternative, unlike the Recommended Plan, does not recognize the need to dedicate additional land to the East Quogue Fire District for the addition of a new substation. In addition, to the extent that senior housing is provided, this would increase demands on local emergency services.

Economic and Fiscal Considerations

The Hamlet TDR Alternative would contribute an estimated $3.77 million to the Town's tax base with an estimated $2.90 million distributed to the school district. The added demands from increased school enrollment are estimated at $3.74 million, thus, the net effect on the district is a deficit of about $837,000. In addition, this assumption does not include the costs associated with potentially building and operating a new public school. Such costs would be substantial and would add significantly to the local school district costs and net fiscal deficit under this

alternative. The Hamlet TDR Alternative could also provide for a mix of housing types that would generate fewer school-age children. Thus, this deficit could potentially be met through a different housing design, 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 greater mix of uses with neighborhood retail and service uses that would generate ratables without producing school-age children, thus off-setting the fiscal impact to the school district. However, with alternative uses such as neighborhood retail, there is the potential for impacts on the local Main Street in the hamlet proper to the west. However, it is not expected that the mix of uses, including a mix of housing types, could offset the added cost of the new school for which property is proposed under this alternative. Development and operation of the school would be the responsibility of the school district.

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. As a result of this transfer of development rights, the Hamlet TDR Alternative would preserve the greatest amount of open space of all the alternatives under consideration and would preserve nearly 300 more acres than the Recommended Plan.

Natural Resources

This alternative would provide the greatest benefit to natural resources by significantly limiting the amount of land in the study area that would be cleared for 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 of the Pine Barrens and coastline 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 therefore expand protection efforts for natural resources within the study area and thus, be consistent with State, regional, and local policies that encourage the preservation of the Pine Barrens significant habitats and wildlife species as well as the preservation of coastal resources of Shinnecock Bay/Weesuck Creek. These land protection measures would further protect water quality, providing a contiguous corridor for wildlife species between Pine Neck Preserve and the 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. It is recognized that the natural resources benefits of this large-scale TDR program would exceed the benefits that would occur under the Recommended Plan.

Physical Features and Water Resources

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

would, however, necessitate a sewage treatment to avoid impacts on groundwater and surface water (see the discussion below).

Utilities

Under this alternative, water demands from new housing units would be about 135,000 gpd. As compared to the No Action condition, this alternative would increase water demands by about 89,000 gpd. However, this alternative would decrease water demands by about 15,000 gpd as compared to the Recommended Plan. However, like the Recommended Plan, this alternative would require the addition of new Suffolk County Water Authority wells and land would have to be allocated for a new well field.

As part of this alternative, a new sewage treatment plant would be necessary to handle the flow from more concentrated higher-density development within the hamlet proper. The construction of a sewage treatment plant would serve 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. It is expected that a storm water management system would be necessary to control stormwater runoff from the area proposed for development and to avoid off-site runoff impacts.

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 electrical grid, like the Recommended Plan, no major new utility improvements would be expected with this alternative.

Scenic Resources

Under this alternative, the scenic quality of the Pine Barrens area north of the LIRR track would remain in perpetuity with the preservation of all lands north of the track. In addition, the Weesuck Creek viewshed would be preserved as well, with the preservation of the Josiah Fosters Path parcels. However, the higher density residential and commercial development along Main Street would significantly change the viewshed along Montauk Highway and the entrance to the hamlet from the east as well as the hamlet and the scenic character of Main Street, east of the hamlet proper.

Cultural Resources

Like the Recommended Plan, it is not expected that the Hamlet TDR Alternative would have a significant adverse impact on cultural resources, including historic buildings or archaeological features.

Traffic and Transportation/Parking Facilities

The Hamlet TDR Alternative would add about 308 AM peak hour trips and 585 PM peak hour trips to the study area traffic network as compared to 302 AM peak hour trips and 466 PM peak hour trips under the Recommended Plan. It is expected that mitigation of traffic impacts would 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 Montauk Highway with limited access routes and is therefore likely to result in significant traffic impacts and congestion at the intersections along Montauk Highway and Main Street. However, unlike

the Recommended Plan, this alternative would not generate any new development or traffic north of the LIRR track and would therefore not require the construction of a new east-west road across this portion of the study area, nor would there be any new street connection to Malloy Drive on the east or Lewis Road on the west. Under the Recommended Plan, these new connections could result in traffic impacts and the installation of traffic mitigation measures such as signals at these locations. Under this alternative, parking needs would have to be met on site, which is a potential site design constraint. In contrast, the Recommended Plan is not expected to result in any parking impacts.

As stated above, the development of a train station as part of this alternative could serve to reduce vehicular traffic and parking demands.

Air and Noise

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

Solid Waste Management

Because solid waste management for residential uses would be handled by private carters or be self hauled to local transfer stations, like the Recommended Plan, 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. However, it is recognized that this alternative would concentrate significant development on a site fronting on Montauk Highway. This would be expected to result in traffic disruptions and significant, although temporary, truck traffic along Montauk Highway and Old Country Road for the duration of major construction (e.g., grading, framing, utilities, etc.).

HAMLET TRANSFER OF DEVELOPMENT RIGHTS UPZONING ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative maintains the same assumptions as the Hamlet TDR (described above), but also upzones the property that would be sending areas to the Atlanticville project, thus reducing the total number of residential units.

ENVIRONMENTAL IMPACT ANALYSIS

This Hamlet TDR Upzoning Alternative would result in the same land use conditions as the above-described 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 also that description above), this alternative would reduce the number of units that could be transferred by 69 units. Thus, Hamlet TDR Upzoning Alternative would add 291 units to the study area as compared to 360 with the Hamlet TDR Alternative discussed above. Student generation with this alternative would be about 169 as

compared to 209 with the Hamlet TDR Alternative. However, as compared to the Recommended Plan, this alternative would have between 100 and 200 more residents and 46 more students.

Therefore, this alternative would have less student generation that would reduce the fiscal burden on the local school district. This alternative would reduce the fiscal impact by an estimated $160,000 as compared to the Hamlet TDR Alternative. In contrast to all alternatives, the Recommended Plan would cause the school to operate at a surplus. 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.

RECOMMENDED PLAN WITHOUT GOLF COURSE ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

This alternative assumes a similar land use pattern as the Recommended Plan with the exception of the golf course and accessory uses proposed in Recommendation Area 7. This alternative considers residential development of Recommendation Area 7 with limited resort/recreation uses in support of the residential uses and no golf course. This development is assumed to occur under the proposed upzoning, which is also proposed under the Recommended Plan.

ENVIRONMENTAL IMPACT ANALYSIS

Land Use, Public Policy, and Neighborhood Character

The land use pattern for this alternative would be similar to the Recommended Plan with an increase of single-family residential units; however, there would be the elimination of the golf course and accessory uses. As a result, under this alternative, the acreage dedicated to single-family residential would increase by 200 acres, and the Town property would not be used as part of the golf course. A limited amount of land dedicated to a resort/recreational use (e.g., spa, recreation center) would still be developed to support the residential uses.

Population and Housing

This alternative would increase residential housing by about 35 units over the Recommended Plan or an increase of 18 percent (see Table 3-16) and 247 new units over the No Action condition. As a result of the additional housing, this increase in residential units would produce an additional 104 to 128 residents and 20 new students over the Recommended Plan. In total, this alternative would add between 729 and 906 new residents and 143 new school-age children over the No Action condition.

Community Facilities and Services

As stated above, this alternative would add 143 school-age students to the study area, approximately 3 percent more than the Recommended Plan. Based on a conservative assumption that 60 percent (86 students) of the new students attend EQUFSD, the addition of these students would cause the district to operate at 106 percent capacity compared to 104 percent capacity with the Recommended Plan.

Table 3-16
Population and Housing Changes: No Action Condition, Recommended Plan and Recommended Plan without Golf Course/Banquet/Conference Center Alternative

	No Action	Recommended Plan	Recommended Plan without Golf Course	Percent Change From No Action	Percent Change From Recommended Plan
Residents	2,566-2,667*	3,191-3,445*	3,295-3,573*	+28.4-34.0	+3.3-3.7*
School-age Children	530**	653**	673**	+27.0	+3.1
Housing Units	1,365	1,577	1,612	+18.1	+2.2

Notes: *The range is based on 3- to 4-bedroom households.
**Student generation was assumed to be 0.58 students per household based on student registration data provided by EQUFSD.
Sources: US Census 2000; Town of Southampton Town Code, March 2006; EQUFSD, January 2008

Similar to the Recommended Plan, this alternative would not cause a material change to impacts on police and fire services. With this alternative, the need to dedicate land to the East Quogue Fire District is still recognized to provide space for the construction of a new fire district substation that could store new equipment and vehicles. A substation site along Lewis Road could more easily and effectively answer calls at new residential developments north of the LIRR track. With the addition of a substation to service calls north of the LIRR track, the additional residential units would not be expected to cause a significant increase to demand on police and fire services within the study area.

Economic and Fiscal Considerations

As compared to the Recommended Plan, this alternative would generate $314,000 less in property taxes and would further increase demands on EQUFSD greater than the Recommended Plan. Thus, the net effect of this alternative would result in a deficit in local school taxes of about $566,000 as compared to the Recommended Plan, which would result in no adverse fiscal impacts. This alternative would also not realize the economic benefits of local jobs created by the golf course and accessory uses.

Open Space and Recreation

This alternative would eliminate the golf course and banquet facility/country club/conference center/restaurant uses that are proposed under the Recommended Plan. Instead, some portion of that land would be developed as residential uses and some portion would remain as open space/recreation. It is also assumed that the Town-owned land that would be used as part of the golf course proposed under the Recommended Plan would remain undeveloped under this alternative. It is also assumed that public trails and access associated with the golf course proposed under the Recommended Plan would be foregone under this alternative.

Natural Resources

Impacts to natural resources with this alternative would be similar to those identified under the Recommended Plan.

Physical Features and Water Resources

Impacts to physical features and water resources with this alternative would be similar to those identified under the Recommended Plan. Although a golf course is proposed with the Recommended Plan, as stated in Chapter 2, "Recommended Plan and Impact Analysis," with low-impact design, minimized clearing, and environmental management and reporting during operations, no impacts are expected to groundwater or surface water resources from this use. Thus, with only residential uses, like the Recommended Plan, no significant adverse impacts to natural resources would be expected under this alternative.

Utilities

As compared to the Recommended Plan, water demands with this alternative would be about 90,000 gpd, a decrease of 60,000 gpd. This is primarily due to mix of uses (golf course, banquet facility/country club etc) proposed under the Recommended Plan. Similar to the Recommended Plan, this alternative would allocate land for the addition of a SCWA well field.

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, like the Recommended Plan, 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 and treatment. 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 groundwater. Like the Recommended Plan, given the limited residential densities that are proposed, no impacts on local groundwater would be expected under this alternative.

Scenic Resources

Similar to the Recommended Plan, this alternative would protect the scenic quality of the study area and no impacts would occur.

Cultural Resources

Because the majority of cultural resources within the study area are present along Montauk Highway and 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. This condition is, therefore, similar to the Recommended Plan.

Traffic and Transportation/Parking Facilities

This alternative would add about 277 AM peak hour trips and 441 PM peak hour trips to the study area traffic network. This is a decrease of 25 AM and PM peak hour trips over the Recommended Plan. However, similar to the Recommended Plan, 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

Like the Recommended Plan, 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 would be self-hauled to local transfer stations, this 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.

D. SUMMARY OF ALTERNATIVES COMPARISON

The East Quogue GEIS study area contains a mix of sensitive and important environmental and land use features, including a portion of the Central Pine Barrens, an active farming and agricultural center, Shinnecock Bay and Weesuck Creek tidal wetlands and a watershed that feeds Weesuck Creek and the Shinnecock Bay, and an established residential community supported by open space and a vibrant Main Street. Chapter 2, "Recommended Plan and Impact Analysis," describes a final Recommended Plan for the future land uses in the study area. That plan was published as a draft for public review in March 2008 and refined based on comments presented on the draft plan. The plan was developed in coordination with an Advisory Committee that evaluated a number of alternatives for future land uses in the East Quogue community, as well as extensive public review and comments made during the DGEIS public review process (the comment period for review of the DGEIS ended on June 10, 2008). Based on that planning process, the Recommended Plan presented in Chapter 2, "Recommended Plan and Impact Analysis," 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 the natural habitats of the Pine Barrens and coastal woodlands that characterize the study area. If approved, the proposed Recommended Plan would sustain East Quogue as one of the Town's essential 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 the DGEIS for the purposes of establishing the recommended land plan. Those alternatives, which are presented in this chapter, included an assessment of the cumulative impacts of a number of proposed and potential development projects that are being considered for East Quogue, build-out under the current zoning, upzoning, cluster development, workforce and senior housing, preservation of agricultural land, hamlet transfer of development rights both with and without upzoning, and a scenario that assumes the Recommended Plan without the proposed golf course (or the industrial use as presented in the DGEIS). 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), which cumulatively 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 a mix of land uses, upzoning, and acquisition of sensitive lands, would address community needs, allow for growth, provide more land uses with tax ratables, and protect natural features while providing an active recreation/resort/residential destination. It would also be a land plan that would add new housing and potentially increase local school enrollment, 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, in comparison to these alternatives, the Recommended Plan 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 of the Town. ✷